



BROOKLYN BRIDGE REHABILITATION

Progress Report

June 2011

Project Overview

The Brooklyn Bridge, a National Historic Landmark and a New York City Landmark, has been in use for over 125 years and its ramps and approaches have been rated in poor condition. Rehabilitation and repainting of the structure, partially funded by the American Recovery and Reinvestment Act, began in January 2010 and will run until 2014.



For all project related inquiries, or to be added to the email distribution list, contact Sabrina Lau, AICP at 347.647.0876 or brooklynbridgeoutreach@gmail.com.

http://www.nyc.gov/html/dot/html/bridges/brooklyn_bridge.shtml



Pearl Street Paint Work Nearly Complete



Last June, DOT began work on the distinctive reddish-pink arch over Pearl Street, also known as the Franklin Square arch (**top**). Abrasive blasting techniques, conducted inside a tent-like containment unit, were used to remove the century-old lead-based paint. The arch has now been restored to its original, landmarked "Brooklyn Bridge Tan", (**bottom**). This multi-coat paint system will also protect the bridge from corrosion. The road surface above the arch is being replaced during night work, and structural repairs to the steel and painting touch-ups will commence shortly. ♦



View From The Promenade



Up close and personal with workers repainting the top struts of the Brooklyn-bound roadway from atop a semi-trailer (**shown above**). The paint removal occurs at night when the roadway is closed to traffic. ♦

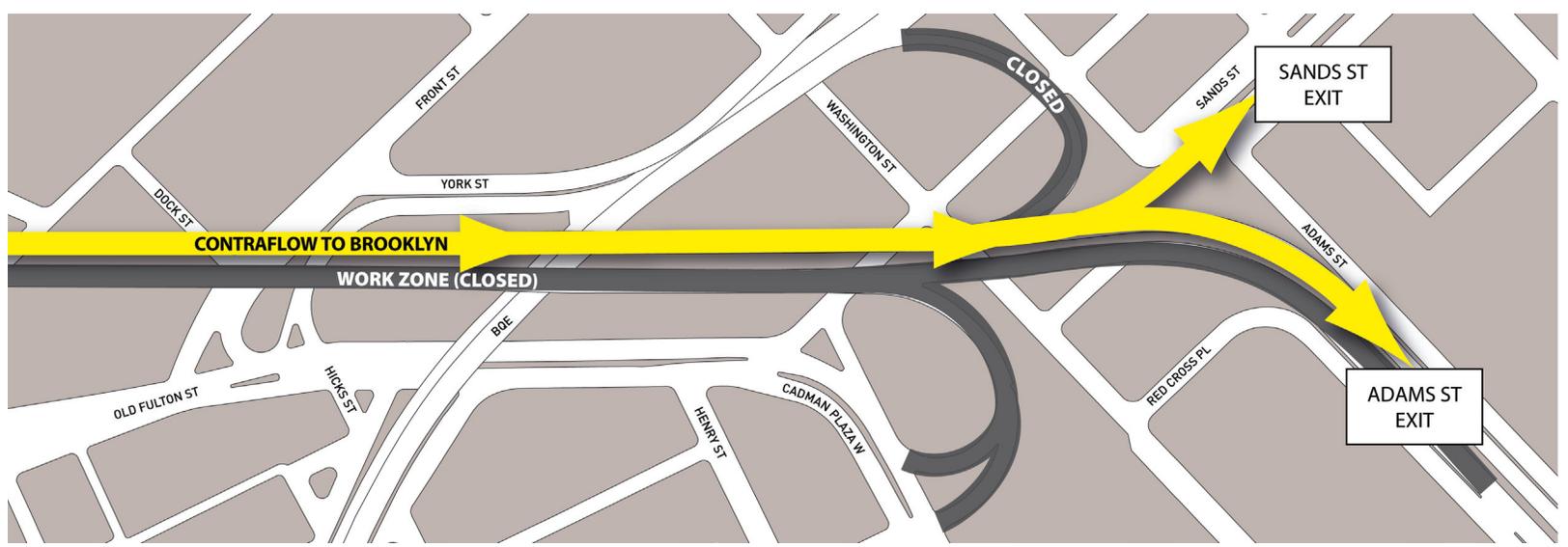
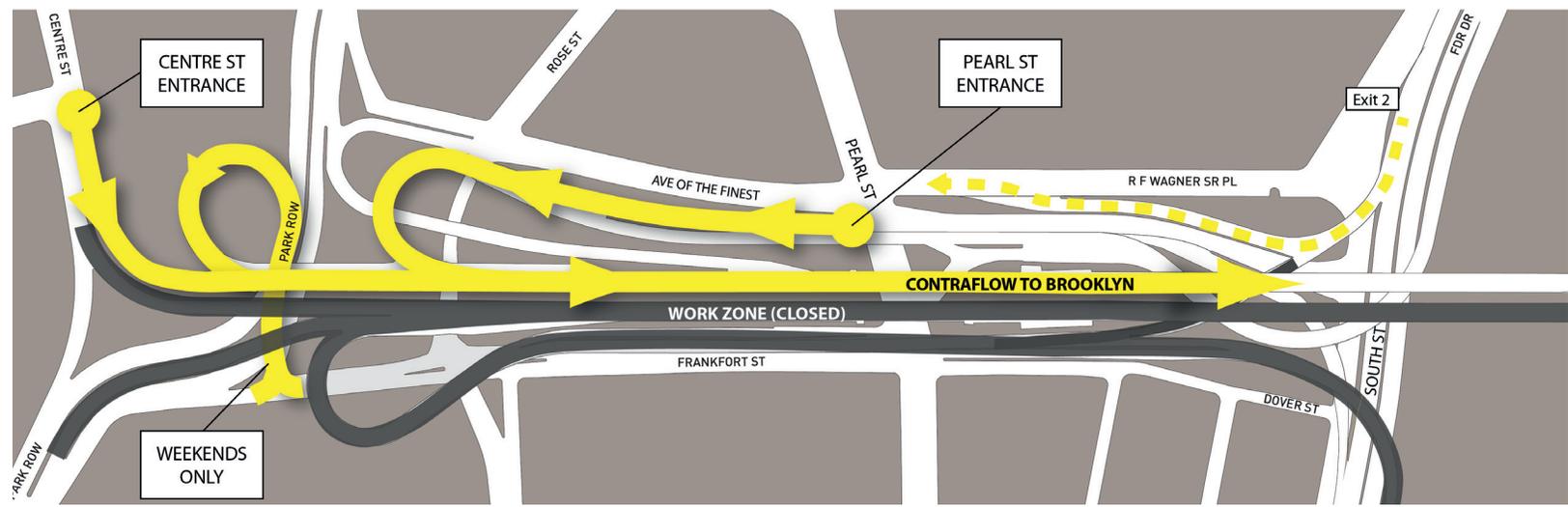


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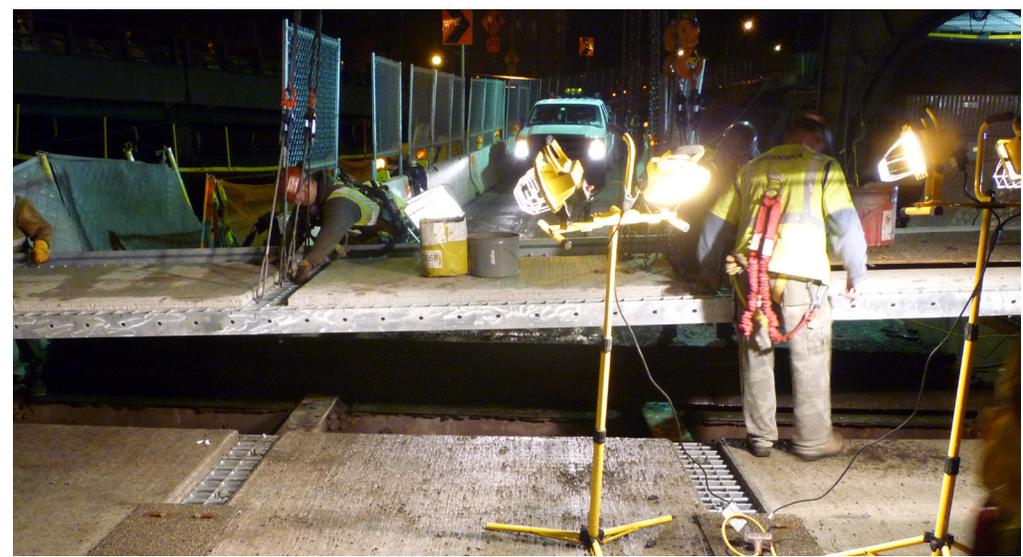
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Manhattan-bound direction closed from:
Sunday - Thursday: 11 p.m.* - 6 a.m.
Saturday: 12:01 a.m.* to 7 a.m.
Sunday: 12:01 a.m.* to 9 a.m.
**Set-up begins earlier on FDR and BQE.*

How To Drive Into Brooklyn on Week Nights



Manhattan Night Work: Milling, Excavation, and Deck Replacement



Overnight closures allow for crews in the work zone to sawcut sections of deteriorating road and lift them out with cranes. Old streetcar tracks from the Brooklyn–Manhattan Transit Corporation still remain in the roadbed, and must be removed with jackhammers. The sub-surface is then prepared with a waterproof coating. Precast concrete slabs and grid deck technology that allows work to be performed in offpeak hours while eliminating curing time are made offsite and brought to Lower Manhattan where they are set into place on the road deck (left). ♦

