



NYCDOT
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January 2013

BROOKLYN BRIDGE REHABILITATION

Progress Report

I. The ramps and approaches to the Brooklyn Bridge are in need of rehabilitation and repair to improve safety and reduce congestion along both the Brooklyn and Manhattan approaches, particularly from the FDR Drive. With stimulus money from the federal government's American Recovery and Reinvestment Act, the ramps in Brooklyn and Manhattan will be rehabilitated and widened and the entire bridge will be repainted to remove all lead based paint and to prevent steel corrosion on the structure.

Lead-Abatement and Repainting of the Structure

I. Painting commenced in 2010 and has progressed significantly. As of November 2012, 63% of the Main Bridge had been painted. Most recently, the project team has been focused on painting both the main cables and promenade railing. Painting work will continue during daytime hours until the end of the project.

II. Dust collection, vacuum and recycle units are employed to minimize environmental air quality risks, and there is continuous air monitoring during operations. All painting work is conducted in accordance with the US Environmental Protection Act and NYS Department of Environmental Conservation regulations.



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Community Liaison

Dustin Molter is the community liaison for the Brooklyn Bridge Rehabilitation Project. Please contact him with any project related concerns, or to be added to the email distribution list at:

Office: 718-260-8909
 Cell: 347-647-0876
 Email: BrooklynBridgeOutreach@gmail.com
 Website: www.nyc.gov/dot
 Field office: 55 Washington Street, Suite 305, Brooklyn, NY 11201

For all NYC non-emergency services, including inquiries and complaints regarding DOT Construction Projects, dial 311. Be prepared to give the following information so your call can be directed properly: Your name and borough; the contract number (BRC270 C/P) and a return phone number.



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All lead-based paint is removed in approved containment systems. The steel structures are coated in a five phase system, and the finish coat is in the Landmarks Commission "Brooklyn Bridge Tan".

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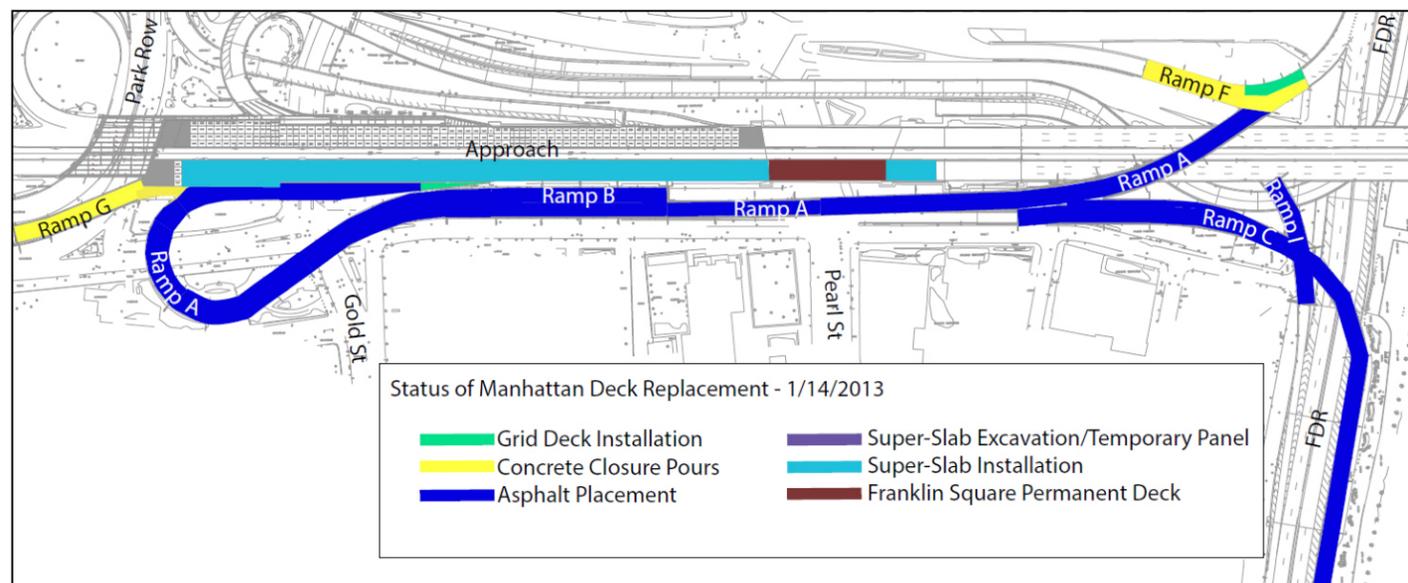
Rehabilitation of Ramps and Approaches - Manhattan



Concrete closure pour of Ramp A, outside of Pace University, Fall 2012.

I. During the second half of 2012 substantial progress has been made. Specific accomplishments on the Manhattan side of the Bridge, during this time period, include:

- Continuation of concrete closure pours and asphalt placement at Ramps A, B and I.
- Installation of 265 of 283 panels of Super-Slab along the Brooklyn-bound lanes of the Manhattan Main Approach.
- 354 of 666 bearings replaced as of November 2012.
- Completed setting of Permanent Deck panels at the Franklin Square Arch, along the Brooklyn-bound lanes of the Manhattan Main Approach.
- Closure pours and installation of Pre-cast Grid Deck at Ramp F (Ramp leading to Robert F. Wagner Place from FDR South).
- Completed concrete closure pours at Ramp G (Park Row Ramp).



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Rehabilitation of Ramps and Approaches - Brooklyn



Super-Slab installation at Arch Block II over the Brooklyn bound lanes, conducted during the second Full Weekend Closure.

I. Deck work began over Arch Blocks I, II and III in June. With the help of the extended closure hours associated with our first two full weekend closures to Manhattan-bound traffic, the following was completed:

- Installation of 90% of Super-Slab panels at Arch Blocks II and III.
- Installation of 64 of 96 panels of Super-Slab along the Brooklyn-bound lanes of the Brooklyn Approach.
- Continued excavation and Super-Slab installation at Arch Block I.
- Completed setting of Pre-cast Grid Deck panels at both the Prospect St. & Washington St. Structures.
- Installation of a new electrical conduit between Sands St. & Tillary St. along the Brooklyn Approach.

