Multiple unforeseen factors have served as major obstacles to the project moving forward as planned. As a result, the completion date has been revised from April, 2014 to April, 2015. Some factors that are responsible for this situation are the following:

- The discovery of additional deterioration of bridge elements
- Former trolley structure encountered - thought to be removed over 50 years ago
- Full Weekend Closure cancellations due to additional citywide events
- Superstorm Sandy Construction Embargo

The unusually severe winter limited construction work to steel repairs and roadway demolition operations occurring at the Main Street and York Street Structures on the Brooklyn Approach. Two monitors were placed within 50 feet of the construction activities themselves, one was placed at ground level north of the activity, and another placed directly in front of a residential building just south of the work.

Monitors were placed in four locations near concrete demolition operations occurring at the Main Street and York Street Structures on the Brooklyn Approach. Two monitors were placed within 50 feet of the construction activities themselves, one was placed at ground level north of the activity, and another placed directly in front of a residential building just south of the work.

Analysis was undertaken by the project's environmental experts using procedures established by the Occupational Safety and Health Administration (OSHA) and the National Institute for Occupational Safety & Health (NIOSH). Results were well below the permissible exposure levels (PELs) as established by NYS Department of Labor (DOL) Public Employee Safety and Health (PESH) and threshold limit values (TLVs) established by the American Conference of Governmental Industrial Hygienists (ACGIH).

In response to residents' concerns about airborne silica, a type of dust that is emitted during concrete demolition operations, the project team on the Brooklyn Bridge Rehabilitation Project conducted a series of tests to monitor the levels of this substance. In addition to three types of Silica, the tests also monitored for general respirable dust.

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

By the end of this summer, the project team hopes to complete the majority of roadway reconstruction, leaving the following operations remaining:

- Steel repairs
- Fender system restoration at the base of the Brooklyn Tower
- Roadway joints
- Various painting operations
- Asphalt paving
- Ramp C pier replacement
- North Cantilever replacement
- Restoration of yards at Manhattan Anchorage
- Restoration of Maintenance Shop

The first Full Weekend Closure of the year allowed workers to remove the roadway at the York Street Structure that lies above the eastbound BQE during the first Full Weekend Closure of the Year. Eight or nine more Full Weekend Closures are anticipated for the remainder of the project. Currently, all of these are scheduled for 2014.

Crews continue to make steady progress installing Super Slabs along the Manhattan-bound roadway. The roadway located above Pearl Street in Manhattan has been completely removed and awaits full structural replacement.
REPAINTING MAIN CABLES, SUSPENDERS & STAYS
Work progresses on the suspension system:
- Main cables: Approximately 70% complete
- Suspenders and Stays: Approximately 50% complete

RECONSTRUCTION OF RAMPS AND APPROACHES
Reconstruction of the Brooklyn-bound roadway is substantially complete on both sides of the bridge. Replacement of the Manhattan-bound roadway is expected to be substantially complete by the end of 2014.

REPAINTING MAIN BRIDGE
Painting operations on the floor system and stiffening trusses is substantially complete. Approximately 76% of the top struts over the roadway are complete.

STEEL REPAIRS
Deteriorated steel is discovered on a daily basis as paint continues to be removed from structural elements of the bridge. Repairs are ongoing and will last the duration of the project.

REPAINTING OF RAMP STRUCTURES
Operations on the ramps in Manhattan are approximately 82% complete.