





## The Good News on City Bridges

Strategically targeted resources can yield big gains. Our bridge program is the perfect example. In the '70s and '80s the City's dire financial situation led to decisions to defer bridge maintenance, which in turn led to declining conditions. Today we apply lifecycle analyses to make strategic investments in maintenance and component replacement. The approach has yielded better bridge conditions and longer life expectancy for some bridges, both of which will save the City money in the long run and provide the highest safety and service for our customers. NYCDOT has spent \$3 billion in capital construction on City bridges since 2000. With stepped up maintenance, it has led to a marked decline in bridges in "poor" condition and an increase in bridges rated "good" or "very good". Over the next two years, we will invest more than \$2 billion in additional capital reconstruction projects on NYC bridges.

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## INFRASTRUCTURE POLICIES

### Minimize impacts of street construction

DOT will coordinate street and subsurface infrastructure work by City agencies, building projects and utility companies to minimize street closures and poor street surface quality and ensure that NYCDOT resources are put towards more systematic infrastructure projects.

### Roads and bridges in "good" condition by 2030

We will increase preventive maintenance to minimize roadway disruptions, extend the useful life of bridge components and save substantial capital resources over time.

### Reduce costs for roadway resurfacing by maximizing pavement recycling

NYCDOT currently saves about \$10 million per year in reduced stone and asphalt cement purchase and avoided transport and landfill fees of milled materials. We will extend this policy and increase the amount of street resurfacing the Department can achieve.

### Reduce truck damage to low bridges

In 2007, 75 trucks struck DOT owned bridges while attempting to drive through low underpasses. Each strike requires NYCDOT inspection and some require bridge repairs and can cause injuries. We will install clear signage on truck routes, better educate truck drivers and improve enforcement to reduce such incidents.

### Improve maintenance of the SI Ferry fleet and terminals

Timely drydocking of ferry and auxiliary vessels is necessary for proper maintenance. DOT has recently instituted a master five-year drydocking contract to ensure timely and regular maintenance of ferry and auxiliary vessels. This will extend the lifetime of our ferry boats and improve customer service by minimizing unexpected service outages.

### Make our streets and sidewalks more sustainable and attractive

Materials used to repair and reconstruct streets have an impact on both short- and long-term maintenance costs and the useful life of street work. We will work with other agencies to expand the palette of standard materials beyond asphalt and concrete. In this way, NYCDOT can reduce long-term maintenance needs while using environmentally friendly and high quality materials. These materials will contribute to the improvement of the public realm and be more cost effective over time.

### Implement a normal replace cycle for DOT's vehicles

For the first time ever, DOT will establish a vehicle replacement policy to replace vehicles before they break down. This will increase productivity for operations such as the Divisions of Bridges, Traffic, and Roadway Repair and Maintenance.

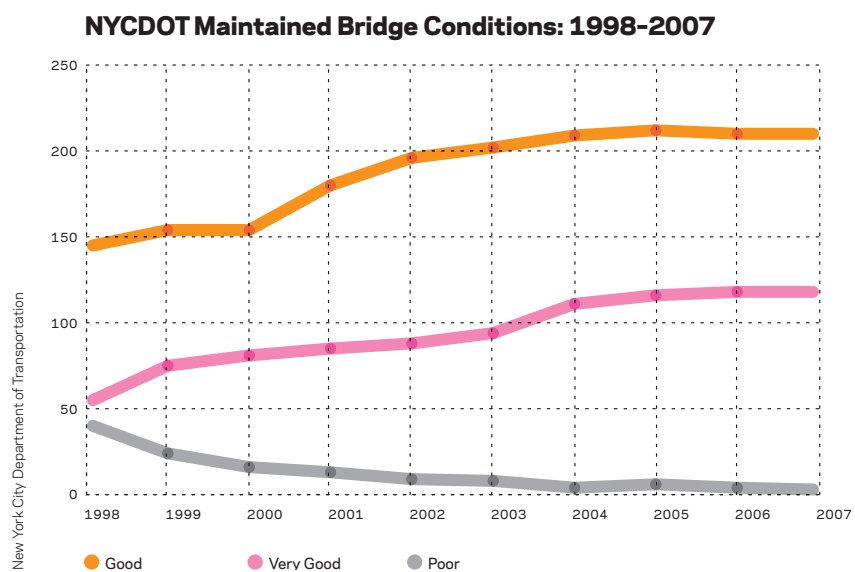
## Smoothing Our Streets

New York City's 19,000 lane-miles of streets are the city's fundamental circulatory system for surface transport. Yet, since the 1970s, the City has applied an inconsistent approach to street maintenance. Conditions have improved dramatically since the 1970s, but peaked in 1999. In 2006 the City upped its resurfacing targets from 700 to 900 lane miles per year. But analysis still shows

that this increase will only just maintain our current 70% "good" rating on streets. Adding at least 100 annual lane miles (about 1.1% above the current target) to the City's resurfacing program is needed and feasible. NYCDOT is poised to make significant investments in new equipment and crew training, which will be most efficiently employed when resurfacing production is kept at a consistent level. The plan will both return city streets to good condition and ensure that the high level of quality will endure for the foreseeable future.



Streets are milled and repaved every 10 years. In between DOT's HIQA unit ensures that contractors clean up their street cuts and potholes are promptly filled.





# Increase maintenance and smart investments in DOT's bridges to ensure safety and endurance.

## INFRASTRUCTURE ACTIONS

### Implement comprehensive street cut and reconstruction management program

- Study best management practices and current DOT practice.
- Create a comprehensive plan for improvement process of street cut and reconstruction management.

### Bridge and roadway preventive maintenance

- Return all bridges in 2007 DOT inventory to fair or better condition.
- Increase roadway resurfacing program.
- Enhance street cut inspection with hand-held computer devices.

### Maximize pavement recycling

- Win approval of Reclaimed Asphalt Pavement (RAP) for use as fill.
- Upgrade Hamilton Avenue Asphalt Plant to allow for increased use of recycled asphalt.
- Win approval for and begin operations at second asphalt plant.

### Expand standard materials in use on streets and sidewalks

- Review current street materials and assess current standards.
- Compile a best practices database.
- Develop and adopt new materials palette based on aesthetic qualities, capital cost, sustainability, durability and maintenance.

### Reduce truck damage to low bridges and structures

- Initiate enforcement and improved signage to keep trucks away from low bridges.
- Provide information via GPS and internet map providers about bridge clearances, truck routes, and prohibited routes for trucks.
- Reduce annual bridge strikes and trucks stuck on low-clearance routes from 2007 levels (75 bridge strikes and 53 other 'misplaced' tractor trailers) by 50% by 2011.

### Staten Island Ferry preventive maintenance

- Restructure five-year dry-docking contract and put out to bid.
- Issue request for proposals for fleet planning and replacement.
- Expand preventive maintenance to incorporate all vessels, terminals and the fuel pier.
- Implement the recommendations of the ferry maintenance benchmarking study by increasing maintenance and repair positions.

### Normalize replacement cycle for the DOT vehicle fleet

- Review existing fleet and replacement policy and identify productivity issues.
- Secure resources to reduce replacement cycle of DOT vehicles.