Well maintained infrastructure is vital to the safety of residents, commuters and visitors—the millions of motorists, bus riders, bicyclists and pedestrians who use our streets, sidewalks and bridges each day. DOT is responsible for maintaining over 19,000 lane miles of roadway throughout the five boroughs of New York. Laid end to end, our roads would nearly circle the equator. We are also responsible for 789 bridge structures, including six tunnels, traffic signals at more than 11,900 signalized intersections, over 300,000 streetlights and the Staten Island Ferry fleet. NYCDOT can green city infrastructure through pavement recycling and adopting longer-lasting and more environmentally sensitive materials for use on streets and sidewalks.

Achieving good repair throughout our systems to ensure the health of our transportation infrastructure requires us to increase preventive maintenance, implement modern project management practices and better coordinate the entities that cut into street surfaces. Mayor Bloomberg has joined officials across the country to emphasize that sound infrastructure is critical to American competitiveness, quality of life, environmental sustainability and public safety.
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 and provide the highest safety and service for our customers. NYCDOT

Infrastrucure 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 bridge components and save substantial capital resources 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.

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NYCDOT currently maintains over 5,000 bridges in the City. This chart shows the number of bridges rated “Good,” “Very Good,” “Fair,” and “Poor.” The graph is a line chart with the y-axis representing the number of bridges and the x-axis representing the years from 1998 to 2007. The line shows a steady increase in the number of bridges rated “Good” and “Very Good” from 1998 to 2007, while the number of bridges rated “Fair” and “Poor” decreases.

NYCDOT 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.

Over the next two years, we will invest more than $2 billion in additional capital reconstruction projects on NYC bridges.

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

**Infrastructure Actions**

**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.

**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 handheld 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.

**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.