2006 NEW YORK CITY
BRIDGES AND TUNNELS
ANNUAL CONDITION REPORT

New York City
Michael R. Bloomberg, Mayor

New York City
Department of Transportation
Iris Weinshall, Commissioner

NEW YORK CITY DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGES
2006 BRIDGES AND TUNNELS ANNUAL CONDITION REPORT

Dancers Camille A. Brown, Juel Lane, and Dana Marie Ingraham on the Brooklyn Bridge Walkway.
(Credit: Matthew Karas)

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View From Brooklyn of the Manhattan Bridge.

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A Message from the Commissioner

Dear Friends,

On behalf of the many dedicated professionals who staff the Division of Bridges, it is my pleasure to present the 2006 Edition of the New York City Department of Transportation's Annual Bridges and Tunnels Condition Report, as mandated under New York City's Charter. This report provides DOT with an opportunity to display the many achievements, innovations and improvements that were realized by the Division of Bridges during the 2006 calendar year.

Preventive maintenance is essential to preserve the City's multi-billion dollar investment in its bridges. These steel and concrete structures must be protected from the stresses of weather, traffic, deterioration and neglect. In the last year alone, 23,968 square feet of concrete were used to renew sidewalks, curbs, and road decks; some 11,339 cubic yards of debris were removed; 1,208 bridge drains were cleaned; and crews eliminated 6,798,671 square feet of graffiti. DOT crews also eliminated 425 safety flag conditions that presented clear vehicle or pedestrian traffic hazards. Also, in the Department's ongoing attempts to minimize construction disruptions, we consistently used incentive and disincentive clauses in contracts to reward contractors who finish work early and penalize contractors who finish work late.

The Division's proud tradition of design and engineering excellence was recognized with awards from various entities, including:

- The American Council of Engineering Companies of New York's Gold Award for the replacement of the Andrews Avenue Bridge over LIRR, as well as the replacement of the median barrier on the Belt Parkway Bridge over Mill Basin.
- The American Council of Engineering Companies selected the replacement of the Third Avenue Bridge as a 2006 National Finalist.
- The Art Commission's Design Award for the Seven Belt Parkway Bridge reconstruction project.
- *New York Construction Magazine* selected the reconstruction of the Metropolitan Bridge over the English Kills for an Award of Merit as one of the best bridge projects of 2006.
- The South Asian American Association's Outstanding Achievement Award recognized the commitment and dedication of Deputy Chief Engineer Kamal Kishore.

New York City has a rich tradition of bridge design, construction, maintenance and administration. The Department of Transportation appreciates the importance of its duties and responsibilities, and the Division of Bridges is proud to shoulder the task of maintaining and rehabilitating our city's vital bridge infrastructure.

Sincerely,

Iris Weinshall
Commissioner

Inventory

In calendar year 2006, the inventory of bridges under the jurisdiction of the Division decreased to 787. Over the past 10 years, there has been a mostly steady decline in the number of bridges rated "Poor," and a somewhat steady increase in the number of bridges rated "Very Good," as shown below.

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Poor	***40***	***24***	***16***	***13***	***9***	***8***	***4***	***6***	***4***	***3***
Fair	530	516	507	481	459	451	429	456	458	456
Good	145	154	160	180	196	202	209	212	210	210
Vgood	***55***	***75***	***81***	***85***	***88***	***94***	***111***	***116***	***118***	***118***
Unrated										
	770	**769**	**764**	**759**	**752**	**755**	**753**	***790**	**790**	**787**

* In 2004, 32 Department of Parks and Recreation structures, 1 Department of Education structure, and 7 Division of Ferries structures were absorbed into the inventory. 30 of these additions (22 from Parks, 6 from Ferries, and the 1 from Education) are rated "Fair," which accounts for the increase in Fair rated bridges. 1 of the Parks additions is rated "Poor."

Contract Acceleration

Acceleration measures are a contract provision used in some reconstruction projects that is implemented through a contract pay item. This contract provision provides a mechanism to implement measures to accelerate the contractor's work to maintain critical path milestones. This provision does not apply to measures undertaken by the contractor to make up for time it lost in the progress schedule. Only the NYCDOT representative invokes this provision when the contract schedule is compromised due to unforeseen conditions during construction that are out of the contractor's control, and when it is deemed in the City's interests to accelerate.

Incentive and disincentive clauses are another contract provision used in some reconstruction projects that is implemented through a contract pay item. Under this provision, the contractor is compensated a certain amount of money for each day if the identified work in a critical milestone is completed ahead of schedule and is assessed a deduction for each day the contract overruns the allocated time. The amounts for the I/D clauses are based upon such items as traffic safety, maintenance and road user delay costs, Resident Engineering & Inspection (REI) expenses and cost of traffic enforcement agents. These amounts are implemented in accordance with guidelines established by Federal Highway Administration (FHWA).

2006 was a year in which the use of incentives/disincentives resulted in the early completion of two bridge projects:

The reconstruction of the **17th Avenue Bridge over NYCT** was substantially completed on February 24, 2006. The contract provided incentives of $10,000 per calendar day for early completion of the project, with a maximum incentive amount of $150,000. The reconstruction project was substantially completed 15 days early, thus earning the contractor the maximum amount.

The replacement of the **Belt Parkway Bridge over Mill Basin** bridge grid deck was substantially completed on December 22, 2006. The contract provided incentives/disincentives of $10,000 per calendar day, with a maximum incentive amount of $300,000, to ensure timely completion of the construction activities that impeded traffic. The contractor earned the maximum amount for this project.

East River Bridges Anti-Icing Program

The Division's Anti-Icing Program uses the liquid chemical potassium acetate and aggregate chemical sodium acetate. The anti-icing fleet consists of twenty-two spray trucks, six plow trucks and several smaller plows. Ten of the spray trucks are combination spray/plow trucks with a 1,000 gallon tank capacity, and five are spray-spreader/plow trucks with a 360 gallon spray capacity, and a nine cubic yard spreader capacity. There are twenty chemical storage tanks, with a total storage capacity of 114,250 gallons.

In the winter of 2005-2006, a total of 25,875 gallons of anti-icing chemicals were applied on the roadways of all four East River Bridges.

Marine Borer Remediation

In October 1999, the Department began a study to assess the present damage caused by marine borers as well as the potential for future damage at several waterfront DOT structures, including the supporting structures of the relieving platforms along the FDR and Harlem River Drives, and the timber piles and structures of the Carroll Street and Ocean Avenue bridges in Brooklyn. The underwater inspection of timber piles supporting the FDR Drive began on May 8, 2000. Inspection of the Brooklyn sites was conducted during the week of October 23, 2000. The inspections were completed in October 2000, and the Marine Borer Evaluation Report was published in June 2001. Using the results of the underwater inspections, preliminary plans were developed for the implementation of repairs and remediation measures to protect the structures from attack. These preliminary plans were completed in December 2001. The final design is in progress, and will include plans to mitigate the impact of construction on the bodies of water. The construction work is expected to commence in 2008.

2006 Awards

In 2006, the outstanding work of the Division was recognized by the receipt of several awards. In April 2006, the American Council of Engineering Companies of New York selected the replacement of the Andrews Avenue Bridge over LIRR, as well as the replacement of the median barrier on the Belt Parkway Bridge over Mill Basin for Gold Awards (in the transportation engineering and structural systems categories) in its 2006 Engineering Excellence Awards. In May 2006, the American Council of Engineering Companies selected the replacement of the Third Avenue Bridge over the Harlem River as a 2006 National Finalist in its 2006 Engineering Excellence Awards.

In July 2006, the Art Commission selected the Seven Belt Parkway Bridge reconstruction project for a Design Award in its 24th annual Excellence in Design Awards.

In November 2006, the South Asian American Association's Outstanding Achievement Award recognized the commitment and dedication of Deputy Chief Engineer Kamal Kishore.

In December 2006, N*ew York Construction Magazine* selected the reconstruction of the Metropolitan Bridge over the English Kills for an Award of Merit as one of the best bridge projects of 2006.

The dedication and hard work of all members of the Division ensures that the Department is stronger than ever and more capable than ever to meet the challenges of maintaining a diverse and impressive bridge infrastructure.

The New York City Department of Transportation's Division of Bridges is comprised of six major bureaus. The **Chief Bridge Officer** is responsible for formulating policy and providing executive direction. He oversees all aspects of the design, construction, rehabilitation and reconstruction, maintenance, operation and administration of the 787 bridges (including 6 tunnels), and 67 culverts presently under the jurisdiction of the New York City Department of Transportation (NYCDOT). In addition to broad supervision, the Chief Bridge Officer also provides overall executive and administrative direction for the Division of Bridges, and ensures that all contractors are promptly paid.

Reporting to the Chief Bridge Officer, the **Community Affairs Unit** maintains liaison with elected officials, community boards, community groups, and civic/neighborhood associations. The Unit takes a pro-active approach in addressing roadway closures and detours by reaching out to communities prior to the onset of construction. This enables the Division to proceed with its rehabilitation program with community input, and allows the Agency and its contractors to co-exist in a more harmonious manner with the community surrounding the project. Issues and problems of concern to the communities are brought to the attention of the appropriate Division personnel and addressed.

The **Specialty Engineering and Construction Bureau** is responsible for all ***Component Rehabilitation*** activities, ***Emergency Declarations/Specialty Engineering Services***, ***Bridge Painting***, and the ***When and Where Unit***.

Component Rehabilitation is the revamping or replacement of damaged, worn or defective bridge components. This type of work is performed primarily on those structures not classified as being "deficient," but which contain specific components that have low condition ratings. By rehabilitating these components, the Division can ensure that these bridges remain in "good" or "very good" condition; usually extending the bridge's useful life by up to 10 years. Section Heads or Engineers-in-Charge (E.I.C.'s) report to the Director of Component Rehabilitation. Each is assigned a specific bridge, or bridges, for which they are responsible for all component rehabilitation activities.

The ***Emergency Declarations/Specialty Engineering Group*** provides technical and procurement expertise related to the following areas: preparing Emergency Declarations for unsafe conditions that require immediate remediation; assisting the Chief Bridge Officer in the contractor selection process for declared emergency situations; providing technical expertise related to the development, procurement and administration of Design-Build contracts throughout the various areas of the Division; preparing and administering Design-Build agreements; and supervision of Design-Build project design, construction, and inspection services.

The ***Bridge Painting*** section's function is to maintain the protective coating of the City's bridges. The section is divided into two programs, the in-house (expense) program and the capital program. The capital program oversees total paint removal and repainting, performed by contractors; this is done at twelve-year intervals on bridges measuring more than 100,000 square feet of painted area, and bridges over railroads. In-house personnel provide the inspection services on East River Bridge preventive maintenance contracts for quality control purposes. The in-house program is responsible for full steel painting of bridges measuring less than 100,000 square feet, and bridges that are not over railroads. This includes local surface preparation of deteriorated areas and overcoating of the entire bridge. In addition, the in-house program is responsible for spot and salt splash/spot painting. Salt splash/spot painting is performed five years after full steel painting, and spot painting is performed four years after salt splash/spot. Three years after spot, we once again perform full steel painting. The interval between full steel applications is twelve years. Members of the in-house program respond to emergency flag repairs alongside the in-house repair forces, to perform surface preparation prior to, and painting upon completion of, the steel work. In-house painting personnel also perform environmental clean-up after the iron workers finish their repair work.

The engineers and inspectors of the ***When and Where Unit*** supervise the contractors' repairs of structural and safety flags citywide under both marine and general repair contracts. The use of these contracts allows the unit greater flexibility in deploying the contractors' resources as necessary, and in obtaining a variety of construction equipment and materials that are not readily available to in-house forces. In addition, the unit responds to bridge emergencies, providing on-site inspection to verify field conditions, taking measurements for repairs and providing emergency lane closures. The section also supervises the repair work performed during night hours to reduce the impact on traffic and on public safety.

The Deputy Chief Engineer for Specialty Engineering and Construction also acts as the **Deputy Chief Bridge Officer**, assuming the responsibilities of the Chief Bridge Officer in that person's absence.

The **East River and Movable Bridges Bureau** is responsible for all design and construction activities for all rehabilitation/reconstruction work that is planned, or currently taking place on the four East River Bridges, as well as all City-owned movable bridges and tunnels. This involves overseeing and supervising design consultants who prepare plans and specifications for bridge rehabilitation/reconstruction projects on the four East River Bridges and all Movable Bridges, as well as overseeing and supervising contractors, Resident Engineers and Inspection Consultants, and Construction Support Services Consultants during the construction phase.

This Bureau consists of two major areas: ***East River Bridges***, and ***Movable Bridges***. Each of these areas is headed by a Director to whom Section Heads or Engineers-in-Charge (E.I.C.'s) report. Each is assigned a specific bridge, or bridges, where they are responsible for all design and construction activities. The Directors, in turn, report to the Deputy Chief Engineer of the Bureau.

The **Bureau of Roadway Bridges** is responsible for both design and construction activities for all rehabilitation/reconstruction work that is planned, or currently taking place on all City-owned, non-movable bridges, with the exception of the four East River Bridges. This involves overseeing and supervising design consultants who prepare plans and specifications for bridge rehabilitation/reconstruction projects, as well as overseeing and supervising contractors, Resident Engineers and Inspection Consultants, and Construction Support Services Consultants during the construction phase.

This Bureau covers two major geographic areas; ***Brooklyn and Manhattan Bridges***, and ***Bronx, Queens and Staten Island Bridges***. In each geographic area, the workload is divided by Community Board. Engineers-In-Charge report to the Directors of each major area, who, in turn, report to the Deputy Chief Engineer of the Bureau.

The **Engineering Review and Support Bureau** is responsible for providing Division-wide engineering support services. The following areas make up this Bureau: ***In-House Design, Engineering Support, Engineering Review, and Quality Assurance***.

In-House Design staff prepare plans and specifications for bridge rehabilitation/reconstruction projects that enable the Division to restore bridges considered "structurally deficient," to a "very good" condition rating. This unit also handles urgent Division projects, as well as special projects under construction by the **Bureau of Bridge Maintenance, Inspections and Operations**. The Electrical Group reviews and/or prepares contract documents for the electrical and street lighting work for all projects in the Division's capital program. They further review plans and specifications prepared by consultants.

The ***Engineering Support Section*** is comprised of three units: *Specifications, Surveying and Load Rating,* and *Records Management*.

The *Specifications Unit* prepares and reviews specifications for all City-let in-house and consultant-designed bridge construction projects, processes the contracts for bidding, prepares and transmits addenda, maintains and updates City bridge construction boiler plates, and maintains an inventory of all NYC and NYS special specifications used in City-let bridge projects.

The *Surveying and Load Rating Unit* performs the survey, inspection and load rating of bridges, monitoring of cracks and movements in bridge structures and settlement of foundations. This unit also performs corrosion potential testing in all bridge resurfacing projects.

The *Records Management Unit* establishes drafting, microfilming, and digital media standards for the archiving of bridge records. It reviews design, as-built and shop drawings prepared by consulting firms, as well as digital CDs, microfilm and indexes. This unit maintains original plan files, upgrades the records database and converts original drawings into electronic media formats. It also answers requests for information regarding records of City-owned bridges.

The ***Engineering Review Section*** consists of five units: *Engineering Review and Estimates, Utilities, Land Acquisition, Geotechnical Engineering,* and *Scope Development*.

The *Engineering Review and Estimates Unit* reviews all City-let bridge construction contract drawings; reviews drawings from other Agencies and entities, as well as State and private companies; and ensures that the work to be performed conforms to NYCDOT requirements. This unit establishes design standards, including seismic requirements, and oversees estimates prepared by consultants. This unit also reviews superload truck permit applications, performs load analyses for the City's bridges, reviews load postings for City owned bridges and provides architectural review of various projects. This unit is also responsible for inspecting City-owned retaining walls, identifying walls in poor condition, and creating an inventory of all City-owned retaining walls. Retaining walls in poor condition requiring immediate attention are referred to in-house repair staff or When and Where contractors. Information on poorly rated retaining walls is also forwarded to the New York City Department of Design and Construction (DDC) for permanent rehabilitation. Walls of questionable ownership are researched for ownership and jurisdiction. Thus far, 617 City owned retaining walls (along major streets) have been inspected and inventoried; 25 of which have been found to be in poor condition. DDC has been requested to accelerate the rehabilitation of these walls. A consultant has been assisting the unit in the inspection, condition assessment, temporary repair design, inventorying and budgeting for the permanent rehabilitation of the retaining walls.

In addition, the unit conducts other, non-bridge engineering projects, such as the annual balloon wind study for the Macy's Thanksgiving Day Parade.

The *Utilities Unit* coordinates all issues related to utility design as they affect City-owned bridge projects and related projects.

The *Land Acquisition Unit* reviews and maintains a database of easement issues, right-of-way, and Uniform Land Use Review Procedures (ULURP). This unit also reviews Design reports and Environmental Impact Statement (EIS) of various other Agency projects with respect to their impact on City-owned bridges.

The *Geotechnical Engineering Unit* provides geotechnical-engineering services and oversees seismic design requirements for City-let contracts for bridge projects.

The *Scope Development Unit* reviews inspection reports and structural condition ratings to develop the scope of work for the rehabilitation of deficient bridges, and initiates the procurement of Design Consultant contracts.

The ***Quality Assurance Section*** ensures that materials installed for the Bridge Rehabilitation Program meet contractual requirements and are incorporated in strict compliance with plans and specifications. This section operates under its own formulated Quality Assurance Plan that is based on NYSDOT requirements and procedures. Quality Assurance has contractually retained the services of private inspection/testing firms. The provision of services required for various projects is better coordinated through this centralized method, which is also timely and cost effective.

Off-site Quality Assurance services relative to a wide variety of basic and manufactured construction materials including concrete, asphalt, soils, reinforcing steel, bridge bearings, structural steel and precast/prestressed structural components for all bridge projects, irrespective of the funding source, are handled by this section. Through its engineers at bridge construction sites, Quality Assurance ensures that only acceptable materials are incorporated into rehabilitation/reconstruction work in strict accordance with plans, specifications and acceptable construction practice. Current major projects include the Manhattan, Williamsburg, Queensboro, 145th Street, 20th Avenue, Hamilton Avenue, and Grand Concourse Bridges.

Through its *Environmental Engineering Unit*, Quality Assurance also oversees the implementation of the Final Environmental Impact Statement (FEIS) on bridge construction projects involving the removal and disposal of lead-based paint. The unit's active involvement in training the supervisors and overseeing the abrasive blasting operations has resulted in the successful completion of various paint removal projects. This unit also oversees the proper and safe disposal of other hazardous waste and regulated waste encountered during construction activities.

In addition to enforcing the lead paint removal protocols, the unit handles other environmental concerns. Typically, the unit participates in the design stage to ensure that any environmental issues are addressed during the construction phase of the project. These issues include, but are not limited to, asbestos abatement, soil sampling, groundwater sampling, remediation of contaminated soils and groundwater, worker exposure to environmental contaminants, management of waste oil, storage of hazardous waste, site safety, and OSHA compliance. The role of this unit in ensuring public safety has been recognized and commended by the community.

The unit has been instrumental in preparing and obtaining waste water discharge permits for numerous projects involving the generation and disposal of waste water, such as the seismic drilling of the riverbed at the Brooklyn Bridge. The unit prepared and obtained NYS SPDES Discharge Permits for discharges at the Eastern Boulevard Bridge, Hunters Point Avenue Bridge, Greenpoint Avenue Bridge, Cropsey Avenue Bridge, Hamilton Avenue Bridge, Manhattan Plaza Underpass, Battery Park Underpass, and the Metropolitan Avenue Bridge. The unit has provided environmental oversight on major capital projects such as the Third Avenue Bridge, Willis Avenue Bridge, 145th Street Bridge, Hamilton Avenue Bridge, Manhattan Bridge, Williamsburg Bridge and the Queensboro Bridge, as well as Component Rehabilitation projects and Design/Build projects.

The **Bureau of Bridge Maintenance, Inspections and Operations** employs almost 500 engineering, professional, administrative, and skilled trades employees in the maintenance and smooth operation of New York City's elevated infrastructure; it is composed of five major sections:

The ***Flag Engineering*** section is an engineering group that reviews, routes, and tracks hazardous or potentially hazardous safety and structural conditions ("flags") in or on the city's 787 bridges (including 6 tunnels). The Flags staff is on call 24 hours a day to respond to bridge emergencies. The section can be alerted to flag conditions by city and state inspectors and other sources, such as the Communications Center. All conditions undergo an evaluation involving review of the flag report, photographs of condition, and, if necessary, a visit to the site. Subsequently, a "flag packet" describing the type of repair or response that is required is created and routed to an appropriate group, in-house or contractor, for elimination. Flags engineers supervise repair work performed by contractors. The section monitors the status of each flag, and reports on all activities on a monthly basis.

The in-house engineers and skilled trades personnel of the ***Bridge Repair Section*** perform repairs to address flagged conditions. Flag repairs include structural and safety work, such as the repair of steel members damaged by corrosion or accident impact, the replacement of box beams and bridge railings, the replacement of roadway gratings, repairs to traffic control devices, and the rebuilding of wooden walkways. Much of this work is performed in the off-hours, either to accommodate traffic or in response to emergencies.

This section also rehabilitates and replaces damaged, worn, or defective components whose failure can affect service. This type of work, known as *Corrective Repair*, primarily involves the electrical, mechanical and operational control systems for the twenty-five movable bridges, as well as the travelers (movable underdeck access platforms) on the four East River bridges. The Bridge Repair Section is also responsible for the lubrication of the movable bridges as well as the mechanical components and the main cables of the East River bridges. In addition, this section administers federally funded contracts for the preventive maintenance of the four East River Bridges.

The ***Inspections and Bridge Management*** section performs three essential functions: *Bridge Inspections, Bridge Management,* and *Research and Development*.

The *Inspections Unit* inspects the city's bridges in accordance with state and federal standards; monitors bridge conditions with a high hazard potential, such as temporary repairs, outstanding flags, and fire hazards; responds to emergency inspection requests from NYCDOT and external sources; recommends repairs and remedial measures for hazardous conditions; generates flag and inspection reports for the Division; engages in special programs such as non-destructive monitoring of sensitive bridge components by advanced techniques; supervises inspections by consultants working for the Division; conducts inspections and inventories of expansion joints; conducts acoustic emission monitoring; and inspects non-structural cladding.

The *Bridge Management Unit* develops and maintains the database for the City's bridge inventory, condition ratings, and inspection information. The unit is also responsible for maintaining records of privately-owned bridges in the City. The database is the source of information used in a variety of reports, including the present Bridges and Tunnels Annual Condition Report. This unit uses the bridge and span condition database to determine current and future needs for bridge rehabilitation, bridge component rehabilitation, flag forecasting, inspections and monitorings.

This Section is also responsible for investigating new materials and methods to improve existing bridge conditions. It sponsors a series of lectures by experts on subjects relevant to design, construction, and maintenance, such as seismic retrofitting of bridges, salt substitutes, cathodic protection against corrosion, concrete patching materials, new paint strategies, non-destructive bridge testing, and deck resurfacing. The unit also participates in research programs with interested transportation and infrastructure entities. The unit contributed to the 1999 update of the Preventive Maintenance Manual for NYC bridges. In conjunction with the Port, Triborough Bridge and Tunnel, and NYS Bridge Authorities, it sponsored a report on suspension bridge cables that led to a federal project for the entire United States. A number of articles on bridge management are published by the unit in technical journals in the United States, Japan, France, and elsewhere. This section created the system for generating bridge inspection reports with portable computers; a similar system is now being adopted by the NYSDOT.

Preventive Maintenance is a vital part of the overall bridge program. This section is responsible for functions including debris removal; mechanical sweeping; pointing of masonry brick and block; and emergency response, such as snow removal, oil/cargo spills, and overpass hits. The section also performs some corrective repair work such as asphalt and concrete deck repairs, sidewalk patching, fence repair, and brick and masonry repairs. Preventive Maintenance is responsible for conducting the Department's anti-icing operations on the four East River bridges.

Bridge and Tunnel Operations is responsible for operating the 25 City-owned movable bridges that span city waterways. This section operates under a variety of federal mandates that call for 24-hour coverage at many locations; its mission is to provide safe and expedient passage to all marine and vehicular traffic under and on movable bridges. In calendar year 2006 Bridge Operations effected a total of 6,336 openings, 5,347 of which allowed 9,006 vessels to pass beneath the bridges. The remaining 989 openings were for operational and maintenance testing. The section also operates the city's six mechanically-ventilated tunnels, performing electrical maintenance and arranging for roadway cleaning.

The overall mission of the Bureau of Bridge Maintenance, Inspections and Operations is to maintain the structural integrity of elevated structures and tunnels and to prolong their life by slowing the rate of deterioration. While our objective may be seen as "maintaining the status quo" of the infrastructure, we continue to take a new look at our methods, procedures, and general focus as we formulate our operational plans for the next several years.

As more bridges are rehabilitated, it becomes incumbent upon us to protect the government's investment in the infrastructure by developing and implementing a more ***substantive preventive maintenance program*** to keep these bridges in good condition.

The **Bureau of Management and Support Services** provides essential administrative and analytic services to each of the operational bureaus of the Division of Bridges. The Bureau is divided into six primary sections: ***Office of the Executive Director, Administrative, Budget, Capital Procurement, Capital Coordination and Truck Sections.*** Each highly-specialized section is designed to address those issues and requirements that are critical to the operation of the respective Bureaus within the Division.

In addition to the Division-wide responsibility for conflict resolution, Equal Employment Opportunity (EEO) enforcement, confidential investigations, Bridges' Engineering Service Agreements, space allocation, mail delivery, and special projects, the ***Executive Director*** oversees, on an executive level, the following areas and functions:

The ***Director of the Administrative Section*** oversees and administers all administrative/personnel-related functions for the Division, acting as a liaison with the Central Personnel Coordinator in NYCDOT Personnel including, but not limited to, recruiting for vacancies (this includes reviewing for completeness and submitting the necessary paperwork, and reviewing and distributing candidates' resumes); maintaining all Managerial Position Descriptions; maintaining all Division organization charts; scheduling EEO training; confidential investigations; maintaining records of IFA-funded positions; initiating and assisting in resolving disciplinary/grievance actions; serving as Conflicts of Interest and Financial Disclosure Officer; collecting and reviewing managerial and non-managerial performance evaluations; absence control; providing interpretive advice to Division management regarding City and Agency policy and procedures; and overseeing telephone and facility-related issues for personnel located at Two Rector Street and 59 Maiden Lane in Manhattan. The Director of Administration also serves as the Deputy Director of the Bureau of Management and Support Services, and assumes the responsibilities of the Executive Director in that person's absence.

The Director of the Administrative Section also oversees the following two units:

The *Analytic Unit* prepares comprehensive bi-weekly and monthly reports that address major issues confronting the Division; compiles statistical data detailing the Division's productivity; processes and monitors all FOIL requests; frames issues in which oversight assistance is required for use by the Division, NYCDOT Executive Management and the Mayor's Office; and prepares the City Charter-mandated ***Bridges and Tunnels Annual Condition Report.***

The *Vehicle Coordination Unit* tracks the placement and condition of all vehicles under the jurisdiction of Bridges. It maintains a database and prepares reports containing this information; provides information and reports to appropriate inquiring Divisions and Agencies such as the Auditor General's Office, NYCDOT Legal Department and NYCDOT Litigation Support Services; coordinates the assignments of vehicles and their movement throughout various borough field locations and job sites; prepares reports on Vehicle Status and replacement; prepares reports for the purpose of tracking Overnight Vehicle Assignments for all Division vehicles; receives and routes vehicle Accident Reports, Police Reports and Security Incident Reports relating to vehicle accident, theft and/or vandalism; coordinates priorities for vehicle and equipment repair with Fleet Services; prepares reports and memoranda regarding vehicle safety issues and communication procedures for NYCDOT Communication Center; and collects required documentation from field personnel for checking Driver Certifications with the Department of Motor Vehicles (DMV).

The ***Director of the Budget Section*** oversees the Division's entire expense budget process including, but not limited to, base-line preparation, spending plans, overtime control, financial plan changes, and budget modifications. The unit further oversees all Division-wide fiscal activities, including the establishment and monitoring of all IFA-related project budgets, while simultaneously ensuring that the budget and plans represent the Division's priorities.

The ***Capital Procurement Section*** serves as a liaison between the Division of Bridges and the Office of the Agency Chief Contracting Officer (ACCO). The duties of this unit include: overseeing the Division's capital consultant contracts from inception to completion; acting as liaison between engineers and the consultant programs unit, handling all engineering questions and answers; preparing status reports; and coordinating Railroad Force Account Agreements for Division construction projects.

Railroad Force Account Agreements are a vital component in the rehabilitation/reconstruction program since train traffic affects 315 (40%) of City-owned bridges. Careful cooperation between the NYCDOT and the various railroad agencies that service the metropolitan area is required. The Railroad Coordinator provides a single point of contact for all railroad issues. This coordination includes the use of railroad personnel for track safety, approval of reconstruction design drawings, track shutdowns and reductions in train service for bridge construction work. The coordinator informs managers of "typical" railroad problems and attempts to avoid them through proactive measures.

Our Legal Department and Division engineering staff work together to clarify force account language in an attempt to avoid ambiguity. New agreements are being designed to specify clearly when notices for outages or flagging protection are required, who will be responsible when outage/flagging is canceled, and specify those documents that can be audited to expedite reimbursement of bills. These additions will streamline payment processing. The use of a Master Agreement is not feasible since each railroad has its own rules and regulations governing its employees, its own scheduling procedures and different billing requirements/procedures.

NYCDOT bridge designers make every effort to prepare accurate and complete contract documents. Unfortunately, in many instances, the original design drawings for the deteriorating bridges no longer exist, and previous records of modifications and repairs are not available. When the contract documents for the bridge reconstruction projects do not accurately address conditions found in the field, Contract Change Requests (CCR) are needed. Change order work can not proceed until the CCR is registered. Due to the nature of bridge construction projects, change order work is often on the critical path. Any delay in the issuance of a change order affects the overall project, and adds substantial overruns to the final cost.

This approval process typically requires three to six months to complete. A tracking process for change orders has been implemented; it reduces the time for the approval process to one-and-a-half to three months.

The ***Capital Coordination Section*** is responsible for preparing, coordinating and updating the capital budget and capital program initiative within the Division of Bridges. Currently, the Division's Ten Year Capital Plan is worth approximately $5 billion. This plan is designed to rehabilitate the City's bridges. Responsibilities include: administering and participating in the development and implementation of planning capital projects; acting as liaison with oversight agencies, DOT Administration and all responsibility centers within Bridges; developing and maintaining criteria by which the City's involvement in joint City/State projects is analyzed and evaluated; and determining applicability of projects for funding through the Federal Inter-modal Surface Transportation Efficiency Act (ISTEA).

The ***Truck Section*** issues Annual Overweight Load Permits (renewals only), Annual Self-Propelled Crane Permits, and Daily Oversize/Overdimensional/Supersize Truck Permits, all in accordance with the New York City Department of Transportation Policy and Procedures and the New York City Traffic Rules and Regulations.

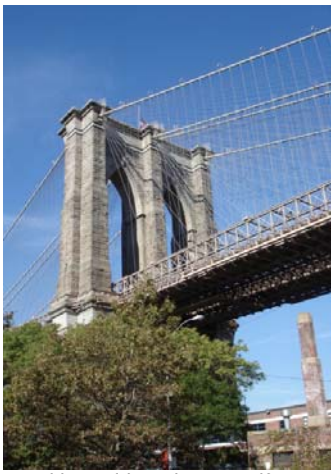
JANUARY

Grand Concourse Bridge over East 161st Street (Bronx)

A Notice to Proceed for the reconstruction of this bridge was issued to the contractor with a start date of January 3, 2006.

Officer Francis Hennessy Tribute

The American flags on the Brooklyn Bridge were lowered to half-mast by Division painters on January 11, 2006 in tribute to Police Officer Francis Hennessy of the 70th Precinct, who died in the line of duty on January 10, 2006. Officer Hennessy, 35, was an eight year veteran of the department. He earned three departmental commendations for excellence, and made 75 arrests in his career. The flags remained at half-mast through January 14, 2006.



Brooklyn Bridge Flag at Half-Mast.

Anti-Icing

From January 14 through January 16, 2006, Division personnel applied anti-icing chemicals 12 times to the East River bridges. Icicle patrols monitored the FDR Drive, the Battery Park Underpass, the Brooklyn-Queens Expressway, and the Cross Bronx Expressway.

Inspecting the Williamsburg Bridge South Footwalk After Snow Removal.

Hamilton Avenue Asphalt Plant (Brooklyn)

On January 6, 2006, Division ironworkers repaired the plant's rap bin and rollers. From January 13 through January 16, 2006, they repaired the plant's main drum and rebuilt the teeth of the crusher shaft. On January 21, 2006, they repaired the plant's crusher, drum, and scale.

Roosevelt Avenue Bridge over Brooklyn-Queens Expressway (Queens)

On January 16, 2006, a tanker truck carrying 8,000 gallons of gasoline, traveling through the work zone of the NYSDOT contract for the replacement of the City-owned bridge overturned, hit the supports of an incomplete temporary bridge, and burst into flames, bringing down portions of the temporary bridge. After the fire was brought under control, engineers from NYSDOT and NYCDOT inspected the bridge. No significant fire damage was observed. By approximately 5:00 AM on January 17, 2006, the three westbound lanes and one eastbound lane were clear of debris and fire suppression material, and were reopened. The two remaining eastbound lanes were reopened at approximately 4:30 PM that afternoon.

Putting Out the Fire on the Roosevelt Avenue Bridge. (Credit: Devin Plantamura)

Inspecting the Damage. (Credit: Russell Holcomb)

Officer Kevin Lee, Ms. Coretta Scott King, and Officer Eric Hernandez Tribute

The American flags on the Brooklyn Bridge were lowered to half-mast by Division painters in late January in tribute to Police Officer Kevin Lee of the 19th Precinct, who died in the line of duty on January 27, 2006. Officer Lee, 31, was a 10 year veteran of the department, who had also served five years as an auxiliary officer. He was a member of the department's Grand Larceny Unit.

The flags remained at half-mast in tribute to Ms. Coretta Scott King, who died on January 31, 2006. Ms. King, 78, was the widow of the Reverend Dr. Martin Luther King, and continued his work to foster racial peace and nonviolent social change. She was an advocate for women's rights, and the struggle against apartheid in South Africa.

The flags remained at half-mast in tribute to Police Officer Eric Hernandez of the 52nd precinct, who died on February 8, 2006, as a result of injuries sustained on January 28, 2006 after being assaulted and subsequently shot in the Bronx. Officer Hernandez, 24, was a two year veteran of the department. The flags remained at half-mast until February 15, 2006.

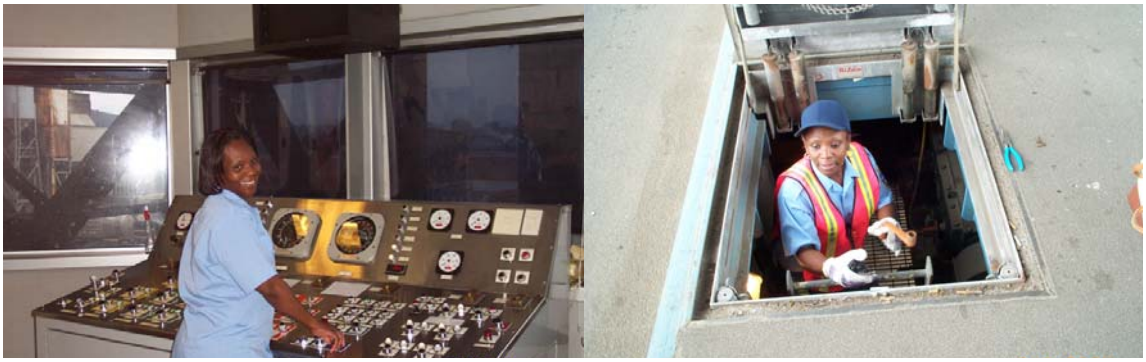
Borden Avenue Bridge over Dutch Kills (Queens)

Cleaning and painting of the bridge operator house, which began in December 2005, was completed in January 2006.

Union Street over the Gowanus Canal (Brooklyn)
Cleaning and painting of the bridge operator house, which began in December 2005, was completed in January 2006.

FEBRUARY

9th Street Bridge over Gowanus Canal (Brooklyn)
Delonda Bates-Pinkney, Bridge Operator-in-Charge at the 9th Street Bridge, was the subject of a feature in the February 4, 2006 edition of the *New York Times*. The article recounted a typical opening of the bridge to marine traffic, as well as Ms. Bates-Pinkney's other duties beyond operating the control panel.



Bridge Operator-in-Charge Delonda Bates-Pinkney at the Controls of the 9th Street Bridge. She has worked for the Department since 1989. (Credit: Keith Burrowes) BOIC Bates-Pinkney Preparing to Check the Bridge's Mechanisms. (Credit: Vera Ovetskaya)

Anti-Icing
The storm of February 11 and 12, 2006 dumped 26.9 inches of snow in Central Park, the highest tally since records started being kept in 1869. The old record was 26.4 inches in December 1947. 24.5 inches fell in the Bronx, 15 inches in Staten Island, 19 inches in Brooklyn, 25.4 inches at La Guardia Airport, and 16.7 inches at JFK Airport. From February 11 though February 13, 2006, Division personnel applied 6,650 gallons (10 applications) of anti-icing material and 16 tons (5 applications) of de-icing material to the East River Bridges. Priority overpasses were cleared and icicle patrols monitored the FDR Drive, the Battery Park Underpass, the Brooklyn-Queens Expressway, and the Cross Bronx Expressway.

Preparing for the Storm. The Brooklyn Bridge Team: Director of Bridge Preventive Maintenance Paul Schwartz, Highway Repairer Timothy Pope, Supervisor Highway Repairer Salvatore Gioia, Highway Repairer James Torain, Executive Director of Bridge Preventive Maintenance and Repair Tom Whitehouse, Area Supervisor Highway Maintenance James Campbell, Area Supervisor Highway Maintenance Michael Cummiskey, Highway Repairer Joseph Ross, Assistant City Highway Repairer Donato Ruggiero, Supervisor Highway Repairer Stephen Harbeck, and Highway Repairer Mike Biancaniello. The Manhattan Bridge Team: Highway Repairer Luis Soto, Supervisor Highway Repairer Isidro Suarez, Area Supervisor Highway Maintenance James Campbell, Assistant City Highway Repairer Joseph Davis, Assistant City Highway Repairer Willie Easterling, Highway Repairer Anna Fittipaldi, and Supervisor Highway Repairer Como Mordente. (Credit: Christopher Gilbride)

Preparing for the Storm. The Queensboro Bridge Team: Assistant City Highway Repairer Carlos Ortiz, Supervisor Highway Repairer Joseph Lopez, Cement Mason Clifton Gravesande, Traffic Device Maintainer Peter Roth, Highway Repairer Thomas Engelken, Highway Repairer Steven Borowik, Area Supervisor Highway Maintenance James Campbell, and Supervisor Highway Repairer Abibi O'Campo-Guevara. The Williamsburg Bridge Team: Assistant City Highway Repairer Randy Smith, Highway Repairer Sharon Britt, Supervisor Highway Repairer Salvatore Mazzatenda, Bricklayer Abraham James, Assistant City Highway Repairer Anita Ramos, Area Supervisor Highway Maintenance James Campbell, Supervisor Highway Repairer Thomas Cruz, and Area Supervisor Highway Maintenance Howard Lesser. (Credit: Christopher Gilbride)

Greenpoint Avenue Bridge over Newton Creek (Brooklyn/Queens)

At approximately 4:15 AM on February 13, 2006, the bridge was taken out of marine service due to the heavy snow. The bridge was placed back in service to marine traffic at 2:20 PM that afternoon.

Pulaski Bridge over Newtown Creek (Brooklyn/Queens)

At approximately 4:15 AM on February 13, 2006, the bridge was taken out of marine service due to the heavy snow. The bridge was placed back in service to marine traffic at 1:15 PM that afternoon.

17th Avenue Bridge over NYCT (Brooklyn)
The reconstruction of this bridge, which began on May 17, 2005, was substantially completed on February 24, 2006, 15 days early, earning the contractor the maximum incentive of $150,000.

Bruckner Expressway over Westchester Creek (Bronx) (a.k.a. Unionport Bridge)
Cleaning and painting of the bridge operator house, which began in January 2006, was completed in February 2006.

Pulaski Bridge over Newtown Creek (Brooklyn/Queens)
Cleaning and painting of the bridge operator house, which began in January 2006, was completed in February 2006.

Roosevelt Island Bridge over East River/East Channel (Manhattan/Queens)
Cleaning and painting of the bridge operator house began and was completed in February 2006.

MARCH

145th Street Bridge over Harlem River (Bronx/Manhattan)
Stage I reconstruction of the bridge began on March 16, 2006. The Manhattan-bound roadway and sidewalk were closed and one lane of traffic in each direction, as well as pedestrian access, were maintained on the south half of the bridge.

Aerial View of 145th Street Bridge. Demolition of Manhattan Approach.

Hamilton Avenue Asphalt Plant (Brooklyn)
On March 3, 2006, Division ironworkers performed emergency repairs on the runners and ring of the mixing drum. On March 11, 2006, they performed emergency repairs on the drum's scrapers, flights, and access doors. On March 25, 2006, they repaired the drum, scale, and conveyor frame.

Grand Concourse Bridge over East 161st Street (Bronx)
Stage I reconstruction of the bridge began on March 27, 2006.

Grand Concourse Bridge: Demolition of Existing Con Ed Vault. Backfill and Compaction of Sewer Manhole.

Queensboro Bridge

March 30, 2006 marked the 97th anniversary of the opening of the bridge.

Queensboro Bridge. (Credit: Michele N. Vulcan)

Brooklyn Bridge

Responding to DOT's announcement in March 2006 that a cache of Civil Defense emergency supplies were found inside the masonry foundations of the Brooklyn Bridge in Lower Manhattan, print, TV, and wire service reporters were allowed to photograph the items and interview the DOT personnel who came upon the items. The items, dated 1957 (year of the USSR launch of the Sputnik satellite) and 1962 (year of the Cuban missile crisis), included some 352,000 survival crackers, 50 containers to hold water and serve as commodes, medical kits, and waterproof paper blankets (labeled "for use only after enemy attack"). The items will be inventoried and sent to a civil defense museum.

Crackers (An Estimated 140 Boxes, Each Containing Six Cans, For a Total of Some 352,000 Crackers) and Drinking Water.

Medical Supplies (Including Dextran, Used to Treat or Prevent Shock) and Blankets.

New York City Publicity Posters, Found With the Supplies. ERB Section Engineer-in-Charge Bala Nair; Executive Director of Bridge Preventive Maintenance and Repair Thomas Whitehouse; Director of Bridge Repair George Klein; Director of Bridge Preventive Maintenance Paul Schwartz; and Supervisor Carpenter Joseph Vaccaro With the Civil Defense Supplies.

APRIL

Award

In April 2006, the American Council of Engineering Companies of New York selected the replacement of the Andrews Avenue Bridge over LIRR for a Gold Award in the transportation engineering category in its 2006 Engineering Excellence Awards. Founded in 1921, ACEC New York is the oldest continuing organization of professional consulting engineering firms in the United States. The Engineering Excellence Awards Program recognizes engineering achievements that demonstrate the highest degree of skill and ingenuity.

The Andrews Avenue Bridge was built in 1937. A Notice to Proceed for the $3.7 million replacement of this bridge was issued to the contractor with a start date of August 4, 2003. The bridge was completely closed beginning in winter 2004, and the new bridge was fully re-opened to traffic on November 24, 2004. The new bridge, designed by the Division's In-House Design Section, accommodates two 3.6-meter traffic lanes and two 2.5-meter wide sidewalks to better serve the community. The old four-span bridge was completely removed and replaced with a single span concrete-filled grid deck with multiple weathering steel stringers and girders supported by precast modules for the abutments and wing walls. This was the first use of this material in a NYCDOT bridge project. The proposed geometry of the south approach roadway required the construction of a retaining wall at the edge of a soccer field, lumber yard, and other private properties, due to the rise in profile. The precast wall required the excavation of only half a meter as compared to about two meters with the use of conventional cast-in-place concrete. The installation of these wall units greatly minimized the disturbance to the adjacent private

properties, and enabled installation of the precast units in a relatively short time, even in winter. Precast wall units also improved the aesthetics of the playground and the area within the project limits. The use of precast concrete modules assured better quality concrete, and ease of installation reduced the total construction time from 15 months to 9 months. The use of weathering steel for bridges over railroads eliminates expensive costs involved in maintenance painting. This project was substantially completed on February 1, 2005.

Andrews Avenue Bridge Prior To Reconstruction. Installing Pre-Cast T-Wall for the Modular Abutments. Constructing the Third Level of the Pre-Cast Abutment. (Credit: Syed Alam)

Installation of the Grid Deck. Newly Completed Andrews Avenue Bridge (Credit: Syed Alam)

Award

In April 2006, the American Council of Engineering Companies of New York selected the replacement of the median barrier on the Belt Parkway Bridge over Mill Basin for a Gold Award in the structural systems category in its 2006 Engineering Excellence Awards.

On November 6, 2002, in the interest of public safety (pursuant to Section 103(4) of the General Municipal Law and Section 315 of the New York City Charter) the Department declared that an emergency existed relative to the movable bridge carrying the Belt Parkway over Mill Basin.

A Notice to Proceed for this $3 million emergency contract was issued to the contractor with a start date of December 23, 2002. The project included an incentive for early fabrication completion of $10,000 per day with a cap of $50,000, and an incentive for early construction completion of $10,000 per day with a cap of $70,000. There were disincentives of the same amounts for a late finish with no limit to the amount of penalty.

The contractor completed the emergency median guide rail installation and re-opened all lanes to traffic on March 29, 2003, six days ahead of schedule, thus collecting an incentive of $60,000. The bridge was re-opened to marine traffic on April 3, 2003. The emergency project on this bridge, which began on December 23, 2002, was substantially completed on April 5, 2003.

Crash tests were performed at a testing site on a copy of the new barrier, resulting in the need to make some modifications to the barrier that was installed. Additional crash tests were completed in 2004, and further modifications were made. The new barrier has already proved its worth by saving lives on more than one occasion. Recent accidents at the site have resulted in property damage only.

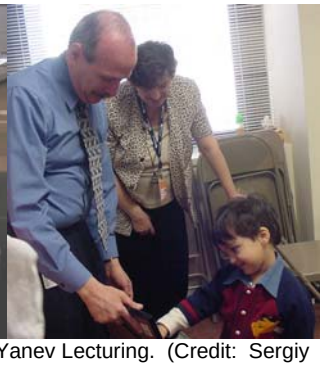

Deputy Director of Design-Build Beatriz Duran, Andre Celestin, and Director of Design-Build/Emergency Contracts Chris Sklavounakis at the Award Presentation. New Median Barrier of the Mill Basin Bridge (Credit: Vera Ovetskaya)

West 181st Street Bridge over Ramp to the George Washington Bridge (Manhattan)

Cleaning and painting of the bridge, which began in February 2006, was completed on April 6, 2006.

Fifth Annual "Take Our Children to Work Day"

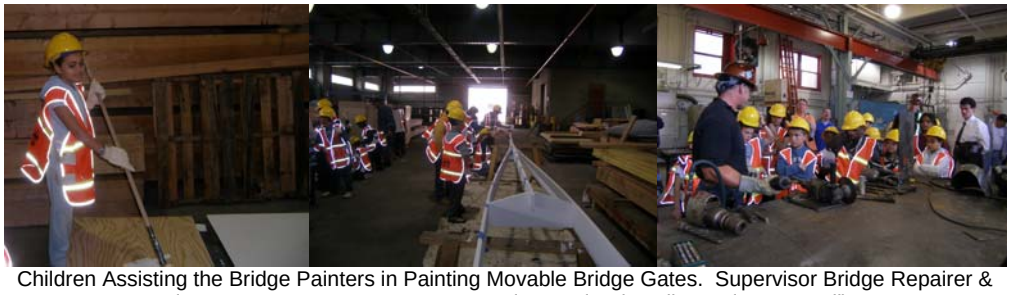
On April 27, 2006, as part of the Agency's fifth annual "Take Our Children to Work Day," Division personnel hosted children at several trades' shops at Kent Avenue, and at Division headquarters at 2 Rector Street. The children were treated to demonstrations by the electricians, bridge painters, carpenters, and ironworkers.

Executive Director of Inspections and Bridge Management Dr. Bojidar Yanev Lecturing. (Credit: Sergiy Parayev) Chief Bridge Officer Henry Perahia Interviewing a Future Engineer. (Credit: Michele N. Vulcan)


Chief Bridge Officer Henry Perahia, Dr. Bojidar Yanev, and Deputy Director of In-House Painting Earlene Powell With the Children. (Credit: Michele N. Vulcan) Future Ironworker Demonstrating Equipment.

Staff and Children on Their Way to Brooklyn. Electricity Demonstration by Electrician Jerry Salzman. Supervisor Electrician Ben Cipriano (on Right) Explaining the Necklace Lights. (Credit: Earlene Powell)



Children Assisting the Bridge Painters in Painting Movable Bridge Gates. Supervisor Bridge Repairer & Riveter Steve Havemann Demonstrating Tools. (Credit: Earlene Powell)

Bridge Repairer & Riveter William Dolan Preparing to Cut a Steel Beam. Bridge Repairer & Riveter Alfred Benecke Demonstrating Equipment. Supervisor Carpenter Joseph Vaccaro (Back to Camera) Exhibiting Wooden Items. (Credit: Earlene Powell)

Carpenters William Sic and Andrew Myjer Demonstrating Equipment And Shop Safety Precautions. (Credit: Earlene Powell)

Bridge Repairer & Riveters Gonzalo Montano and Daniel Martin, Supervisor Bridge Repairer & Riveter Steve Havemann, and Bridge Repairer & Riveter Alfred Benecke With the Children. Carpenters Patrick Burns, Daniel O'Sullivan, William Sic, Supervsior Carpenter Joseph Vaccaro, and Carpenter Andrew Myjer With the Children. (Credit: Earlene Powell)

Actor Mark Wahlberg Posing With the Children During a Break From Filming "We Own The Night." (Credit: Earlene Powell)

Hamilton Avenue Asphalt Plant (Brooklyn)

On April 1, 22, and 29, 2006, Division ironworkers repaired the plant's conveyors and drum.

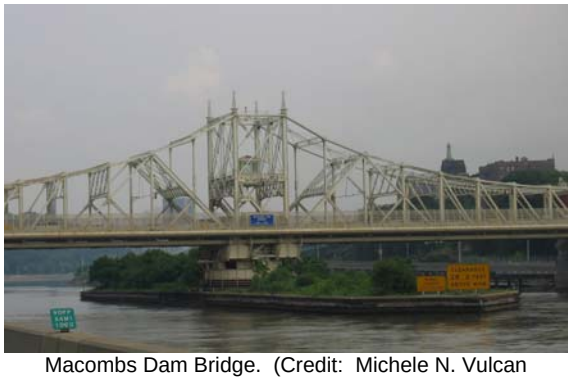
MAY

Award Finalist

In May 2006, the American Council of Engineering Companies selected the replacement of the Third Avenue Bridge as a National Finalist in the competition for its 2006 Engineering Excellence Awards.

Third Avenue Bridge.

Macombs Dam Bridge over the Harlem River (Bronx/Manhattan)
May 1, 2006 marked the 111th anniversary of the opening of the bridge.



Macombs Dam Bridge. (Credit: Michele N. Vulcan

East Tremont Avenue Bridge over Bronx River (Bronx)
Cleaning and painting of the bridge, which began in May 2005, was completed on May 5, 2006.

Hamilton Avenue Asphalt Plant (Brooklyn)
On May 6, 2006, Division ironworkers repaired the plant's cyclone, piston, and main drum.

29th Annual Five Borough Bike Tour
In preparation for the 42-mile Five Borough Bike Tour on May 7, 2006, division personnel moved Jersey barriers for a route crossover on the Queensboro Bridge and swept all the bridges along the tour route.

Carroll Street Bridge over the Gowanus Canal (Brooklyn)
On May 10 and 18, 2006, Bridge Operations personnel hosted first grade children from PS #321 on class trips to the bridge. Students, teachers, and parents enjoyed their visit.

Bridge Operator-in-Charge Tony Allen Answering Questions. Mr. Allen Has Been With DOT Since 1982. Bridge Operator Patrick Telfort and Supervisor Bridge Operator Mohamed Adel Tork With the Children.

Brooklyn Bridge
May 24, 2006 marked the 123rd birthday of the bridge.


Water Taxi Dock Near the Brooklyn Bridge. Roebling Memorial Plaque. (Credit: Russell Holcomb)

Page Avenue Bridge over SIRT South Shore (Staten Island)
Cleaning and painting of the bridge, which began in April 2006, was completed on May 24, 2006.


Page Avenue Bridge.

Fort Tryon Place Bridge over Entrance from Riverside Drive (Manhattan)
The component rehabilitation of this bridge, which began on October 10, 2005, was substantially completed on May 25, 2006.

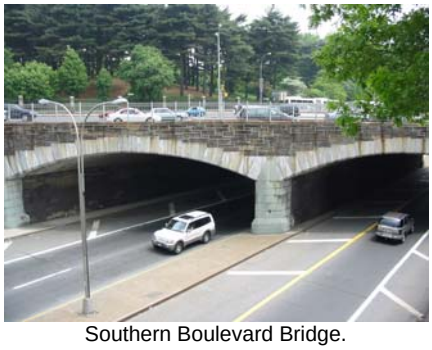
Bronx River Parkway Bridge over Boston Road/Bronx Zoo (Bronx)
Cleaning and painting of the bridge began and was completed in May 2006.


Bronx River Parkway Bridge.

Myrtle Avenue Bridge over Jackie Robinson Parkway (Queens)
Cleaning and painting of the bridge began and was completed in May 2006.

Myrtle Avenue Bridge.

Southern Boulevard Bridge over Bronx Pelham Parkway (Bronx)
Cleaning and painting of the bridge began and was completed in May 2006.


Southern Boulevard Bridge.

JUNE

Williamsburg Bridge
The south outer roadway of the bridge was closed on June 1, 2006 for the removal and replacement of the asphalt overlay. Work was completed on the Manhattan side on June 6, 2006, and on the Brooklyn side on June 14, 2006.


Priming Application and Asphalt Paving Operation on the South Outer Roadway.

Crotona Avenue Bridge over Bronx Pelham Parkway (Bronx)
Cleaning and painting of the bridge, which began in May 2006, was completed on June 19, 2006.

Lincoln Road Bridge over BMT Subway (Brooklyn)
The reconstruction of this bridge, which began on April 26, 2004, was substantially completed on June 20, 2006.

Grand Concourse Bridge over East 161st Street (Bronx)
Stage IB reconstruction of the bridge began on June 21, 2006.

Removing Asphalt and Concrete Roadway. Installing Sewer Between East 165th and East 166th Streets.

Cypress Hills Cemetery Road Bridges (West & East) over Jackie Robinson Parkway (Queens)

The project to demolish these bridges was substantially completed on June 27, 2006.

Demolishing the Bridges. New Sign.

Hamilton Avenue Asphalt Plant (Brooklyn)

On June 30, 2006, Division ironworkers installed a new cone for the plant's exhaust system.

JULY

Hamilton Avenue Bridge over Gowanus Canal (Brooklyn)
Due to heat expansion, the bridge was closed to marine traffic beginning at 1:30 PM on July 2, 2006. It was returned to service at 12:45 AM on July 3, 2006. Further heat expansion closed the bridge to marine traffic from 2:45 AM on July 5, 2006 until 5:20 AM that morning.

Manhattan Bridge
Contract #10, which began in March 2001, was substantially completed on July 11, 2006.

Hamilton Avenue Bridge over Gowanus Canal (Brooklyn)
Due to heat expansion, the bridge was closed to marine traffic beginning at 6:30 PM on July 10, 2006. It was returned to service at 4:15 AM on July 11, 2006. Further heat expansion closed the bridge to marine traffic from 4:00 PM on July 12, 2006 until 6:30 AM on July 13, 2006.

Belt Parkway Bridge over Rockaway Parkway (Brooklyn)
Cleaning and painting of the bridge, which began in October 2005, was completed on July 12, 2006.

Westchester Avenue Bridge over Hutchinson River Parkway (Bronx)
On July 14, 2006, Division ironworkers addressed red and yellow flags, repairing two lateral bracings (at the first bay of the south fascia girder) and a cracked bottom flange, and installing new stiffeners and filler plates. These repairs addressed the damage caused by a truck hit to the bridge on May 24, 2006.

Hamilton Avenue Asphalt Plant (Brooklyn)
On July 15, 2006, Division ironworkers repaired the plant's scale, drum, and rap bin.

Bruckner Expressway over Westchester Creek (Bronx) (a.k.a. Unionport Bridge)
Due to heat expansion, the bridge was closed to marine traffic beginning at 3:06 PM on July 16, 2006. It was returned to service at 12:05 AM on July 17, 2006.

Willis Avenue Bridge over Harlem River (Bronx/Manhattan)
Due to heat expansion, the bridge was closed to marine traffic beginning at 2:05 PM on July 16, 2006. It was returned to service at 1:25 AM on July 17, 2006.

Belt Parkway Bridge over Mill Basin (Brooklyn)
Due to heat expansion, the bridge was closed to marine traffic beginning at 9:15 AM on July 18, 2006. It was returned to service at 10:29 PM that night.

Greenpoint Avenue Bridge over Newton Creek (Brooklyn/Queens)
Due to heat expansion and periods of low voltage, the bridge was closed to marine traffic beginning at 12:40 PM on July 17, 2006. It was returned to service at 2:05 AM on July 18, 2006. Further heat expansion and low voltage closed the bridge to marine traffic from 5:30 AM on July 18, 2006 until 3:05 AM on July 19, 2006, from 11:40 AM on July 19, 2006 until 7:10 PM that night, and from 9:15 AM on July 20, 2006 until 8:30 AM on July 21, 2006.

Award
On July 18, 2006, the Art Commission selected the Seven Belt Parkway Bridge reconstruction project for a Design Award in its 24th annual Excellence in Design Awards. The Art Commission is New York City's design review agency. Since 1983, the Commission has recognized outstanding public projects with its Annual Awards for Excellence in Design.

Belt Parkway Bridge Design Renderings.

Hamilton Avenue Bridge over Gowanus Canal (Brooklyn)
Due to heat expansion, the bridge was closed to marine traffic beginning at 2:15 PM on July 19, 2006. It was returned to service at 3:05 AM on July 20, 2006.

Highland Boulevard Bridge (Eastbound) over Jackie Robinson Parkway (Brooklyn)
Cleaning and painting of the bridge, which began in June 2006, was completed on July 20, 2006.

Congressman Thomas J. Manton Tribute
The American flags on the Brooklyn Bridge were lowered to half mast by Division painters on July 24, 2006, in tribute to Thomas J. Manton, former seven-term U.S. Congressman and NYC Councilmember who was chairman of the Queens Democratic party for the past two decades. He died on July 22, 2006 at age 73. Before starting his political career, Mr. Manton served as a U.S. Marine during the Korean War and was a New York City Police Officer. The flags remained at half-mast through July 28, 2006.

PS-5 Pedestrian Bridge over 10th Avenue (Manhattan)
Cleaning and painting of the bridge, which began in June 2006, was completed on July 27, 2006.

PS-5 Pedestrian Bridge. (Credit: Michele N. Vulcan)

Richmond Avenue Bridge over Richmond Creek (Staten Island)
Cleaning and painting of the bridge, which began in June 2006, was completed on July 28, 2006.


Richmond Avenue Bridge.

AUGUST

Manhattan Bridge

Effective August 1, 2006, the south walkway was closed to pedestrians until October 9, 2006. For the duration of this closure, the north bikeway served as a shared use facility for both pedestrians and bicyclists.


North Bikeway Approach Ramp in Brooklyn.

Belt Parkway Bridge over Mill Basin (Brooklyn)

Due to heat expansion, the bridge was closed to marine traffic beginning at 2:21 AM on August 1, 2006. It was returned to service at 7:00 AM on August 4, 2006.


Bridge Operator-In-Charge Nestor Ortiz,
Assigned to the Mill Basin Bridge.

Greenpoint Avenue Bridge over Newton Creek (Brooklyn/Queens)

Due to heat expansion, the bridge was closed to marine traffic beginning at 2:35 PM on August 1, 2006. It was returned to service at 6:20 AM on August 4, 2006.

3rd Street Bridge over Gowanus Canal (Brooklyn)
Due to heat expansion, the bridge was closed to marine traffic beginning at 8:25 AM on August 3, 2006. It was returned to service at 6:55 AM on August 4, 2006.

Grand Concourse over East Tremont Avenue (Bronx)
Cleaning and painting of the bridge, which began in July 2006, was completed on August 4, 2006.

Hamilton Avenue Bridge over Gowanus Canal (Brooklyn)
Due to heat expansion, the bridge was closed to marine traffic beginning at 2:20 PM on August 1, 2006. It was returned to service at 3:50 AM on August 5, 2006.

9th Street Bridge over Gowanus Canal (Brooklyn)
Due to heat expansion, the bridge was closed to marine traffic beginning at 11:40 AM on August 1, 2006. It was returned to service at 4:20 PM on August 5, 2006.

Whitestone Expressway Bridge NB over Cross Island Parkway (Queens)
Cleaning and painting of the bridge was completed on August 9, 2006.

Hamilton Avenue Asphalt Plant (Brooklyn)
On August 12, 2006, Division ironworkers replaced the shell of the main drum. On August 19, 2006, they repaired the drum, chute, and shakers. On August 26, 2006, they repaired the plant's cyclone and chutes.

Hylan Boulevard Bridge over Lemon Creek (Staten Island)
Cleaning and painting of the bridge began and was completed on August 25, 2006.

Firefighter Michael C. Reilly, Fire Lieutenant Howard Carpluk, Jr., and Sanitation Worker Michael Occhino Tribute
The American flags on the Brooklyn Bridge were lowered to half-mast by Division painters on August 28, 2006 in tribute to Firefighter Michael C. Reilly of Engine Company 75, Fire Lieutenant Howard Carpluk, Jr. of Engine Company 42, and Sanitation Worker Michael Occhino of Brooklyn South District 11. Firefighter Reilly, 25, a probationary firefighter who graduated from the Fire Academy on July 6, 2006, was fatally injured while battling a three-alarm fire in the South Bronx on August 27. Fire Lieutenant Carpluk, 43, and a 20 year veteran of the department, died on August 28 from injures he sustained during the same fire. Firefighter Reilly and Fire Lieutenant Carpluk were the 1,133rd and 1,134th members of the New York City Fire Department to make the supreme sacrifice in the Department's 141-year history. Sanitation Worker Michael Occhino, 25, died in the line of duty in a vehicle accident on the Brooklyn-Queens Expressway on August 28, 2006. The flags remained at half-mast until September 3, 2006.

Conference
At the 5th International Cable-Supported Bridge Operators' Conference and LRFD Workshop on Bridge Design and Evaluation, held on August 28 and 29, 2006, Chief Bridge Officer Henry Perahia delivered a keynote session address on the rehabilitation of the lower roadway of the Manhattan Bridge. He also chaired the session on aesthetic and historic bridges.

Chief Bridge Officer Henry Perahia Addressing the Conference. Dr. Khaled Mahmoud, Chief Bridge Officer Henry Perahia, and Dr. Bojidar Yanev During a Panel Discussion.
(Credit: Jagtar Khinda)

SEPTEMBER

East River Bridges

The necklace lighting on the bridges, turned off on the night of July 18, 2006 to conserve power during the heat wave, were turned back on September 5.

Cropsey Avenue Bridge over Coney Island Creek (Brooklyn)

Cleaning and painting of the bridge, which began in September 2005, was completed on September 6, 2006.

Cropsey Avenue Bridge

Hamilton Avenue Asphalt Plant (Brooklyn)

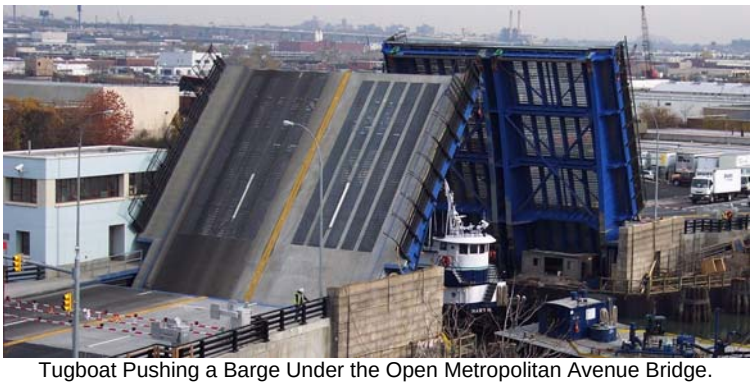
On September 9, 2006, Division ironworkers repaired the plant's crusher, drum, and silo.

Patriot Day and Sanitation Worker Allen Gormely Tribute

The Brooklyn Bridge flags flew at half-mast on September 11, 2006 to commemorate Patriot Day. The flags remained at half-staff in tribute to Sanitation Worker Allen Gormely of Brooklyn South District 13, who died in the line of duty on September 11, 2006. Mr. Gormely, 53, was a 21 year veteran of the department. The flags remained at half-mast until September 18, 2006.

Metropolitan Avenue Bridge over English Kills (Brooklyn)

The reconstruction of this bridge, which began on October 10, 2003, was substantially completed on September 18, 2006.



Tugboat Pushing a Barge Under the Open Metropolitan Avenue Bridge.

San Gennaro Festival

In preparation for the San Gennaro Festival on Mulberry Street, which was held from September 14 through September 24, 2006, Division electricians installed cables, carpenters prepared pedestrian ramps to cover cables, and preventive maintenance crews installed signs. The electrical lines and ramps were maintained throughout the festival. All of the equipment, cables, and ramps were removed on September 25, 2006.

Carpenter Patrick Burns, Supervisor Carpenter Joseph Vaccaro, Electrician Jerry Salzman, Mayor Michael Bloomberg, Electrician John Bayliss, Electrician Raymond Hanley, and Electrician's Helper Richard Parisi at the San Gennaro Festival.

Bay 8th Street Bridge over Belt Parkway (Brooklyn)

Cleaning and painting of the bridge, which began in August 2006, was completed on September 28, 2006.

Bay 8th Street Bridge.

Manhattan College Parkway Bridge and West 232nd Street Bridge over Henry Hudson Parkway (Bronx)

The reconstruction of these bridges, which began on February 23, 2004, was substantially completed on September 28, 2006.

Completed Manhattan College and West 232nd Street Bridges.

Highway Repairer Nicky Antico Tribute

Highway Repairer Nicky Antico of the Agency's Roadway Maintenance and Repair Division died on September 27, 2005 as a result of injuries suffered on the job on September 22, 2005. Mr. Antico and two other Department highway workers were struck by a hit-and-run driver as they were preparing to resurface Slosson Avenue near Lortel Avenue in Staten Island. On September 23, 2006, the corner of 76th Street and 14th Avenue in Brooklyn was renamed "Nicky Antico Jr. Way."

Anna Marie Scuteri, Arianna Antico, Anna Antico, and Roadway Repair and Maintenance Deputy Commissioner Joseph Cannisi at the Ceremony. The Newly Renamed Corner. (Credit: Edward Timbers)

150th Street Bridge over Cross Island Parkway (Queens)

Cleaning and painting of the bridge began and was completed on September 29, 2006.

OCTOBER

East 173rd Street Bridge over Metro North (Bronx)

The component rehabilitation of this bridge was substantially completed on October 2, 2006.

East 173rd Street Repairs in Progress. (Credit: Nasir Khanzada)

Engineers Krishan Baweja and Shant Rally (on Right) Reviewing the Project.
The Completed Repairs. (Credit: Nasir Khanzada)

Manhattan Bridge

Effective October 9, 2006, the south walkway was reopened, and the north bikeway was closed for one year. For the duration of this closure, the south walkway will serve as a shared use facility for both pedestrians and bicyclists.

Hamilton Avenue Asphalt Plant (Brooklyn)

On October 13, 2006, Division ironworkers performed extensive repairs to the plant's dryer, including replacement of the blades.

Manhattan Bridge

Effective October 15, 2006, the lower roadway was closed to traffic for one year. The first floorbeam was removed on October 17, 2006 at the Manhattan approach.

Removal of First Floorbeam for Lower
Roadway Reconstruction.

Metropolitan Avenue Bridge over Conrail (Queens)

Component rehabilitation work commenced on the underside of the bridge on October 16, 2006.

Metropolitan Avenue Bridge over Conrail.
(Credit: NYSDOT)

Williamsburg Bridge

In order to help minimize the impact of Manhattan-bound traffic after the closure of the Manhattan Bridge lower roadway, beginning October 16, 2006 two additional lanes were made available on the Williamsburg Bridge (except for trucks and buses) from 6 AM to 10 AM Monday to Friday by reversing the south inner roadway. These two traffic lanes only accommodate traffic directly to southbound Allen Street.

Removing the Brooklyn Approach Barrier. New Rush Hour Traffic Pattern on the Williamsburg Bridge.

Grand Concourse Bridge over East 161st Street (Bronx)

Stage II reconstruction of the bridge began on October 26, 2006. The underpass was closed to traffic as part of this stage, which will be in place through April 1, 2007.

Demolition of the Bridge. Removing Debris From the Bridge.

Steinway Street Bridges over Grand Central Parkway WB & EB (Brooklyn-Queens Expressway) (Queens)

The two-thirds structure was opened to pedestrian and vehicular traffic on October 26, 2006, five days ahead of schedule, earning the contractor the full acceleration payment of $132,000.

Merrick Boulevard Bridges over Laurelton Parkway (NB) & (SB) (Queens)

Cleaning and painting of the bridges, which began in September 2006, was completed on October 27, 2006.

Aqueduct Racetrack Ramp over Belt Parkway (Queens)

Cleaning and painting of the bridge, which began in July 2006, was completed on October 30, 2006.

Aqueduct Racetrack Ramp.

20th Avenue over BMT Sea Beach (Brooklyn)

Stage III reconstruction of the bridge began on October 30, 2006.

145th Street Bridge over Harlem River (Bronx/Manhattan)

The barge carrying the new swing span arrived at the Third Avenue Bridge site on October 31, 2006.

New 145th Street Bridge Span Passing the Statue of Liberty. Passing the Brooklyn Bridge.

Passing Under the Williamsburg Bridge. Third Avenue Bridge Site. (Site Credit: Russell Holcomb)

NOVEMBER

145th Street Bridge over Harlem River (Bronx/Manhattan)

Effective November 1, 2006, the bridge was fully closed for four months.

West 252nd Street Bridge over Henry Hudson Parkway (Bronx)

The removal of the existing bridge sections over the northbound Henry Hudson Parkway was performed at night on October 25 and 26, 2006. The removal of the sections over the southbound Henry Hudson Parkway was performed at night on October 31 and November 1, 2006.

Cutting and Removing the Existing Bridge Sections Over the Parkway.

New York City Marathon

In preparation for the Marathon on November 5, 2006, Division personnel inspected and cleaned the Brooklyn, Queensboro, Pulaski, Madison Avenue, and Willis Avenue Bridges, and repaired potholes along the route. In addition, they re-configured the Jersey barriers and placed hay bales at the Queensboro Bridge. Standard traffic configurations were restored before the next morning rush hour.

Female Racers on the Willis Avenue Bridge: Ukraine's Tatiana Hladyr (Wearing #F7, Finished in 2nd Place), and Latvia's Jelena Prokopcuka (Wearing #F1, Winner). Kenya's Catherine Ndereba (on Left, Wearing #4, Finished in 3rd Place). (Credit: Russell Holcomb)

Male Winner on the Willis Avenue Bridge, Brazil's Marilson Gomes dos Santos, and Supervisor Bridge Operator Edgardo Montanez (in Yellow Jacket). Wheelchair Racer Winner on the Bridge: Austria's Kurt Fearnley (Wearing #W5). (Credit: Russell Holcomb)

Wheelchair Racers on the Bridge: France's Alain Fuss (Wearing #W16, Finished in 11th Place), and Spain's Rafael Botello Jimenez (Wearing #W17, Finished in 10th Place). Joan Benoit Samuelson (in Black Cap), Winner of the 1st Women's Olympic Marathon at the 1984 Los Angeles Olympics, and Lance Armstrong (Wearing "Lance" Bib), the 7-Time Tour de France Winning Cyclist, Who Completed the Marathon in 2:59:36. (Credit: Russell Holcomb)

Bridge Operator Selwyn Phillip, Bridge Operator-In-Charge Anthony Small, and Bridge Operator Dennis Aquino Staffing the Willis Avenue Bridge During the Marathon. The New York Scottish Pipes & Drums (on the Right) Play Each Year at Mile #20 at the Willis Avenue Bridge, the Crossing Point Into the Bronx. (Credit: Russell Holcomb)

Award

On November 9, 2006, Deputy Chief Engineer Kamal Kishore was honored with a 2006 Outstanding Achievement Award by the South Asian American Association. The association was founded in 2000 to recognize the commitment, dedication and contributions of South Asians in the United States.

Deputy Chief Engineer Kamal Kishore; and First Deputy Commissioner Judith Bergtraum at the Award Presentation.

Harlem River Drive Bridge over Ramp to Harlem River Drive (NB) (Manhattan)
Cleaning and painting of the bridge, which began in August 2006, was completed on November 9, 2006.


Painting the Harlem River Drive Bridge.

Third Avenue Bridge over Harlem River (Bronx/Manhattan)
The reconstruction of this bridge, which began in July 2001, was substantially completed on November 14, 2006.


Tour Boat Passing Under the New Third Avenue Bridge.

Brooklyn-Queens Expressway (WB) over Furman Street & Brooklyn-Queens Expressway (EB) over Brooklyn-Queens Expressway (WB) a.k.a. BQE Triple Cantilever Joints (Brooklyn)
The reconstruction of these joints, which began on May 3, 2004, was substantially completed on November 16, 2006.

Brooklyn Bridge
A Notice to Proceed for the replacement of the travelers was issued to the contractor with a start date of November 22, 2006.

80th Annual Macy's Thanksgiving Day Parade
Division engineers reviewed and approved the design specifications of three new large balloons to be introduced in the parade, as follows: Flying Ace Snoopy, Macy's 80th Parade Anniversary, and Pickachu 2006. A balloon is classified as large if it is larger than 5,000 cubic feet. However, the balloons in the parade cannot be taller than 70 feet, wider than 40 feet, or longer than 78 feet.

Macy's Overdimensional Exhibit Truck En Route to NYC

On November 23, 2006, Division electricians assisted in the set-up and operation of the Agency Command Van. The NYPD, in coordination with Macy's and OEM, monitored the wind data that was continuously measured at seven locations along the route.
Chief Bridge Officer Henry Perahia, Deputy Chief Engineer Kamal Kishore, Director of Engineering Review Abul Hossain, Mahabal Shah, and George Jarvis, as well as four consultants, were positioned at various locations along the parade route to observe compliance with the approved procedures.

To ensure public safety, shortly before the start of the parade during an all day downpour, officials ordered that the balloons be flown at the lowered height of 17 feet, as measured from the midpoint of each balloon to the ground.

New Flying Ace Snoopy, Macy's 80th Parade Anniversary, and New Pickachu.

New Pickachu. Director of Engineering Review Abul Hossain; Mahabal Shah; Christopher Fuhr; Chief Bridge Officer Henry Perahia; George Jarvis; Vlad Koyfman; Olivia Szabo; John Daza; and Deputy Chief Engineer Kamal Kishore.

East Tremont Avenue Bridge over Hutchinson River Parkway (Bronx)

Cleaning and painting of the bridge, which began in August 2006, was completed in November 2006.

East Tremont Avenue Bridge.

Whitestone Expressway Bridge SB over Cross Island Parkway (Queens)

Cleaning and painting of the bridge, which began in October 2006, was completed on November 27, 2006.

DECEMBER

Award

In December 2006, *New York Construction Magazine* selected the reconstruction of the Metropolitan Bridge over the English Kills for an Award of Merit in the Bridge category in the Best Projects of 2006. The award recognizes design and construction excellence, the contribution of key team members and the innovative solutions to a project's challenges.

Northeast View of the Metropolitan Avenue Bridge.

Tudor City Place Bridge over East 42nd Street (Manhattan)

Cleaning and painting of the bridge, which began in November 2006, was completed on December 5, 2006.

West 239th Street Bridge over Henry Hudson Parkway (Bronx)

The reconstruction of this bridge, which began on February 23, 2004, was substantially completed on December 5, 2006.

Completed West 239th Street Bridge and Impact Attenuator.

DOT Employee Recognition Ceremony

Many Division personnel were among the DOT employees honored on December 6, 2006 for their years of service to the City. Commissioner Iris Weinshall and Lillian Roberts, Executive Director of District Council 37, led the ceremony, which took place at DC 37's headquarters at 125 Barclay Street in Manhattan.

48 Years of Service
Supervisor Highway Repairer Willie E. Tucker Sr.

Supervisor Highway Repairer Willie E. Tucker Sr. Mr. Tucker is the Longest Serving Active Agency Employee. (Credit: Christopher Gilbride)

36 Years of Service
Civil Engineer Saul Basri, and Administrative Engineer Balram Chandiramani.

30 Years of Service
Highway Repairer Louie Dumeng, and Associate Staff Analyst Vera Ribakove.

25 Years of Service
Senior Estimator – General Construction Yakov Isakov, Associate Project Manager Vladimir Kobets, Highway Repairer Patrick Macaluso, and Highway Repairer James Torain.

20 Years of Service
Principal Administrative Associate Lourdes Acevedo, Highway Repairer Rudolph Bentley, Principal Administrative Associate Fitz Arthur Brown, Highway Repairer Robert Bynes, Civil Engineer Adam Caplan, Highway Repairer Fred Carrasquillo, Supervisor Electrician Ben Cipriano, Bridge Repairer & Riveter Kenneth Cromer, Associate Staff Analyst Charlotte Davis, Bridge Operator Louie Davis, Highway Repairer Nancy Feliciano, Associate Staff Analyst Susan Garcia, Associate Project Manager Yanina Goldfeld, Oiler

Ronald Grady, Administrative Engineer Ken Hui, Civil Engineer Sudhir Jariwala, Bridge Operator Chackalayil Joseph, Electrician James Kane, Administrative Superintendent of Bridge Operations George Kern, Electrician Michael Kowalenko, Assistant Civil Engineer John Lauretta, Principal Administrative Associate Rita Lebron, Motor Grader Operator Robert Lovdahl, Supervisor Bridge Operator Edgardo Montanez, Supervisor Carpenter John Motylewski, Supervisor Highway Repairer Albert Nizzari, Associate Project Manager Rosa Ostrovsky, Bridge Painter Francisco Pinheiro, Bridge Repairer & Riveter Philip Rudolph, Supervisor Electrician Rasheed Salim, Bridge Operator In Charge Michael Sangiuolo, Bridge Painter Joao Silva, Bridge Operator David Stewart, Supervisor Highway Repairer Isidro Suarez, Supervisor Highway Repairer Joseph Turchiano, Bridge Painter Willie Tyler, Principal Administrative Associate Delores Whitfield, and Bridge Repairer & Riveter James Wright.

15 Years of Service

Administrative Engineer Hasan Ahmed, Principal Administrative Associate Kathy Barker, Principal Administrative Associate Peter Basich, Highway Repairer Joseph Cappello, Administrative Engineer Andre Celestin, Procurement Analyst Vinoo Chandiramani, Bridge Operator Amado Chavez, Electrician Nelson Crooks, Area Supervisor Highway Maintenance Michael Cummiskey, Supervisor Bridge Painter Jure Dzida, Highway Repairer Thomas Engelken, Bridge Operator Kelli Fazzio, Principal Administrative Associate Gloria Ferrer, Cement Mason Frank Finizio, Highway Repairer Joseph Finn, Supervisor Bridge Painter Hughie Flood, Civil Engineer Michael Galasso, Construction Project Manager Sabin Gane, Bridge Painter Reynaldo Grant, Procurement Analyst Samuel Greisman, Bridge Painter Joseph Guzzetta, Staff Analyst Delphine Hodge, Highway Repairer Anthony Irizarry, Civil Engineer Sat Kataria, Bridge Operator Reynold Lavache, Civil Engineer Alfred Lee, Principal Administrative Associate George Liang, Clerical Associate Joyce McClain, Highway Repairer Gaetano Messina, Highway Repairer Manny Nardiello, Deputy Chief Engineer Albert Novak, Assistant Civil Engineer Tony Ohikuare-Ojo, Carpenter Daniel O'Sullivan, Highway Repairer Perry Palmieri, Administrative Engineer Sanjeev Patel, Highway Repairer Elbert Phillips, Principal Administrative Associate Leslie Pipes, Supervisor Bridge Painter Georgeios Ploumis, Administrative Engineer Javed Riaz, Carpenter Demetrius Samadjopoulos, Supervisor Bricklayer Joseph Saverino, Highway Repairer Vincent Sciulla, Administrative Engineer Jyotish Shah, Assistant Civil Engineer Uday Shah, Highway Repairer Edward Shorte, Highway Repairer Joseph Tagliavia, Staff Analyst Dr. Ghodsieh Tehrani, Supervisor Highway Repairer Richard Valles, Traffic Device Maintainer Ronald Whytock, Supervisor Bridge Painter David Yanolatos, and Construction Project Manager Amir Youseff.

Sanitation Worker Rafael Concepcion Tribute

The American flags on the Brooklyn Bridge were lowered to half-mast by Division painters on December 11, 2006 in tribute to Sanitation Worker Rafael Concepcion of Bronx District 6, who died in the line of duty on December 9, 2006. Mr. Concepcion, 36, joined the department in September 2005. The flag remained at half-mast until December 20, 2006.

Borden Avenue Bridge over Dutch Kills (Queens)

Cleaning and painting of the bridge, which began in November 2006, was completed on December 18, 2006.

Belt Parkway Bridge over Mill Basin (Brooklyn)

The replacement of the bridge grid deck, which began on October 25, 2005, was substantially completed on December 22, 2006.

Rikers Island Bridge over Rikers Island Channel (Queens)

The rehabilitation of the bridge deck, which began on August 24, 2005, was substantially completed on December 22, 2006.

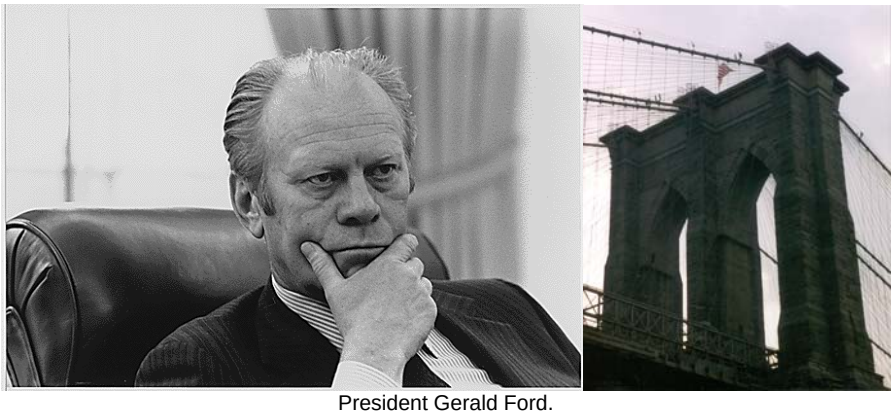
Concrete Placement. View of Rikers Island Bridge.

Roosevelt Avenue Bridge over Flushing Meadow Park Road (Queens)

Cleaning and painting of the bridge, which began in November 2006, was completed on December 22, 2006.

President Gerald Ford Tribute

The American flags on the Brooklyn Bridge were lowered to half-mast on December 27, 2006 in tribute to former President Gerald R. Ford, who died at age 93 on December 26, 2006. Mr. Ford served as the 68th president of the United States from 1974 to 1977. In 1999, President Bill Clinton conferred on President Ford the Medal of Freedom, the nation's highest civilian honor. He also received the Congressional Medal of Honor. The flags remained at half-mast until January 27, 2007.



President Gerald Ford.
http://arcweb.archives.gov/arc/digital_detail.jsp?&pg=95&rn=95&tn=186789&st=a&rp=details&nh=100 (accessed December 27, 2006) Brooklyn Bridge Flag at Half-Mast at Dusk.
(Flag Credit: Michele N. Vulcan)

New Year's Eve

On the night of December 27, 2006, at the request of the Mayor's Office of Special Events and the NYPD, Division ironworkers temporarily welded shut all manholes in the Times Square area in preparation for New Year's Eve. Celebrating the arrival of the New Year in Times Square was started in 1904 by Adolph Ochs, owner of the *New York Times*. The ball dropping tradition began three years later.

160th Street Bridge over Cross Island Parkway (Queens)

Cleaning and painting of the bridge, which began in November 2006, was completed on December 27, 2006.

Manhattan Bridge

December 31, 2006 marked the 97th anniversary of the opening of the bridge.

Manhattan Bridge at Twilight. (Credit: Michele N. Vulcan) The Bridge And Its Reflection in Ponded Water Under The FDR Drive. (Credit: Peter Basich)

Belt Parkway Bridge over Sheepshead Bay Road (Brooklyn)
Cleaning and painting of the bridge began and was completed in December 2006.

71st Avenue Bridge over Cooper Avenue (Queens)
Cleaning and painting of the bridge began and was completed in December 2006.

East River Bridges

A $3.14 billion reconstruction program is underway to rehabilitate all four East River crossings. In 2005, these bridges carried some 498,213 vehicles per day. In 2002, working in coordination with the NYPD and other law enforcement agencies, the Division implemented enhanced security measures on these bridges. This work is ongoing.

BROOKLYN BRIDGE

The Brooklyn Bridge carried some 132,210 vehicles per day in 2005. The $547 million reconstruction commenced in 1980 with Contract #1, and will continue with Contract #6, currently in the design phase and scheduled for completion in 2013. This contract will include the rehabilitation of both approaches and ramps, the painting of the entire suspension bridge, as well as the seismic retrofitting of the structural elements that are within the Contract #6 project limits.

Engineering Landmark Plaque. (Credit: Russell Holcomb) 1899 Plaque Near the Franklin Truss of the Bridge, Marking the Site of George Washington's First Presidential Mansion, Franklin House. (Credit: Hany Soliman)

Historic Landmark, 1954 Reconstruction, and Two Cities Plaques. (1954 & Cities Credit: Michele N. Vulcan)

The fitting of the remaining bridge elements requiring seismic retrofitting will be carried out under a separate contract by the end of 2013. Work completed on the bridge to date includes reconditioning of the main cables, replacement of the suspenders and cable stays, rehabilitation of the stiffening trusses, and the replacement of the suspended spans deck. The next work scheduled for the bridge is a project to replace the existing travelers with a state of the art technology system. A Notice to Proceed was issued to the contractor with a start date of November 22, 2006. Construction is scheduled to conclude in the summer of 2009.

MANHATTAN BRIDGE

The youngest of the three suspension bridges that traverse the East River, the Manhattan Bridge carries some 396,863 commuters – 80,363 vehicles and 316,500 mass transit riders - between Manhattan and Brooklyn daily. It was designed by Leon Moisseiff and completed in 1909. The bridge supports seven lanes of vehicular traffic as well as a subway transit line upon which four different train lines operate.

Manhattan Bridge. (Credit: Yuliy Zak). View From the Beach. (Credit: Jonathan Smith)

The $829 million reconstruction commenced in 1982 with Contract #1, progressed with Contract #10, and continues with Contract #11, currently in construction and scheduled for completion in 2008. This work will be followed by Contract #14 to rewrap the cables and replace the suspenders and necklace lighting. Completion is expected in 2012. The reconstruction will end with a seismic retrofit of the bridge (Contract #15), slated for completion in 2013. Work completed on the bridge to date includes reconstruction of the south and north upper roadways, reconstruction of the north and south subway lines, installation of a truss stiffening system to reduce twisting, restoration of the historic arch, colonnades and Manhattan Plaza structures, reconstruction of the south walkway, and installation of a new north bikeway. The reopening of the south walkway and north bikeway is notable in that it marks the first time in 40 years that pedestrians and bicyclists have access across the bridge between Brooklyn and downtown Manhattan.

"The Spirit of Commerce" Sculpture and the Underside of the Arch. Part of the Colonnades.
The "Native American Buffalo Hunt" Sculpture Panel. (Credit: Peter Basich)

Contract #10

Begun in March 2001, and completed in July 2006, **Contract #10** brought the following improvements: rehabilitation of the north upper roadway; tunnels and truss bearings; installation of a dedicated bicycle way on the bridge's north side, replacement of truss C and D bearings on the approach spans, and installation of permanent maintenance platforms below the subway tracks on the approach spans. The Manhattan Bridge bicycle path was closed in the 1960's because it fell into such disrepair that it became unsafe. The restored south walkway and north bikeway reflect the original design of the bridge.

Contract #10 Temporary Truss Jacking Frame Used in the Work to Replace the Existing Truss Bearings. Replacement of Steel Stringers and Floorbeams on the North Upper Roadway Main Span. Installing a New End Frame on the Main Span Side of the Brooklyn Tower.

Contract #10 Painting Containment Structures on the Cables of the Manhattan Approach Span. Construction of the New Bikeway Approach Ramp in Manhattan.

The scope of work included a new Intelligent Transportation System (ITS). The ITS, providing coverage from Bowery Street in Manhattan to Tillary Street in Brooklyn, consists of Closed Circuit Televisions (CCTV), and Variable Message Signs (VMS). This provides full coverage for the Manhattan Bridge upper and lower roadways, including the south walkway and north bikeway. Ranging radar detectors determine the volume and occupancy of the traffic on the bridge, and the CCTV is utilized to confirm any incident. Operators at the Traffic Management Center in Long Island City obtain data and video from the ITS. This enhances the management of traffic on the

bridge and its vicinity and improves response to incidents. A total of 19 cameras and 7 VMS are installed on the bridge.

The north lane of the lower roadway was closed to traffic in June 2001 for use as a construction staging area. At the same time, the south lane of the lower roadway was reopened to traffic. Subway service was restored to the south tracks on July 22, 2001. On that same day, service was temporarily discontinued on the north tracks until February 22, 2004.

Effective August 1, 2002, the bridge's north upper roadway was closed for a scheduled 12-month period, and the north lane of the lower roadway was reopened during peak hours. The roadway was re-opened to traffic on June 1, 2003, 61 days ahead of schedule, thus earning the contractor a $3 million incentive.

Contract #10 Removing an Existing North Upper Roadway Floorbeam on the Main Span of the Bridge. Installing the New Grid Deck for the North Upper Roadway on the Brooklyn Side Span. Preparing the Brooklyn Elevated Structure Grid Deck for Concrete Placement.

Contract #10 Placing Concrete on the Manhattan Side Span Grid Deck of the North Upper Roadway. Placing and Finishing Concrete on the Grid Deck of the Brooklyn Elevated Structure.

Contract #10 Placing the Microsurfacing Overlay on the Main Span. Placing the Asphalt Overlay on the Brooklyn Approach Span.

A Notice to Proceed for the additional work for NYCT on the bridge's north side tracks was issued to the contractor with a start date of September 9, 2002.

Contract #10 Installation of New Floorbeams & Stringer Panels for the Subway Support Steel. Placing the Waterproof Protection Layer on the Anchorage Roof Inside the North Track Envelope.

Full access to the north tracks, originally scheduled in the MOU for January 11, 2004, was given to NYCT on December 15, 2003. Power to the third rail was energized on January 16. NYCT restored revenue service on the north tracks on February 22, 2004.

Contract #10 Installation of New Ties for the North Subway Track. Torquing the Bolts for the Installation of the Upper Laterals for the Truss Stiffening System. Installation of a Permanent Maintenance Platform Under the Bridge on the Brooklyn Approach Span.

During 2003, the replacement of truss C and D bearings on the approach spans in Brooklyn and Manhattan was completed. Also, permanent maintenance platforms below the North and South subway tracks on the approach spans were installed.

Placing Concrete for the New Interior of the Manhattan Colonnade and Arch. Preparing Subgrade for the Brooklyn Approach Ramp of the New North Bikeway and for the Path to the Bikeway Along Sands Street.

Placing Concrete on Manhattan Approach Ramp of New North Bikeway. Finishing Concrete for the Sidewalk Along Forsyth Street. Landscaping Work in Progress Along the Brooklyn Approach Ramp of the North Bikeway.

Installing Protective Fencing for the Bikeway. 2005: Completing the Landscaping at the Brooklyn Approach Ramp for the North Bikeway.

Contract #10, which began in March 2001, was substantially completed on July 11, 2006.

Contract #11

A Notice to Proceed for the reconstruction of this bridge was issued to the contractor with a start date of January 14, 2005. **Contract #11** will include the following improvements: reconstruction of the lower roadway; rehabilitation of the anchorages; rehabilitation of the travelers; installation of new lighting on the north upper roadway and lower roadway; upgrading of the lower roadway lane control signals, installation of a fire protection system, and rehabilitation of the tower canopies and balconies. The work on the lower roadway began in October 2006 and is scheduled to be completed in October 2007. The contractor will be paid an incentive of $65,000 per calendar day for early completion with a maximum incentive of $3.9 million. Late completion will carry a disincentive of $65,000 per calendar day with no limit on the maximum amount. This $148 million project is expected to be complete in 2008.

Contract #11 in 2005: Masonry Cleaning of the Brooklyn Granite Pier and of the North Face of the Brooklyn Anchorage. Installing Conduit for the New North Upper Roadway Street Lighting.

Contract #11 in 2005: Waterblasting to Remove Existing Microsurfacing From the South Upper Roadway. Manually Removing the Microsurfacing.

Contract #11 in 2005: Preparing the Deck for New Microsurfacing on the South Upper Roadway.

Contract #11 in 2005: Placing the New Microsurfacing on the South Upper Roadway. Newly Resurfaced Roadway.

Contract #11 in 2005: The Brooklyn Tower Canopy. Removing the Canopy.

In 2005 and 2006, the rehabilitation of the interior of the anchorages proceeded with the contractor repairing and replacing concrete slabs, patching spalled concrete areas, and performing vacuum-injected epoxy crack repairs to mitigate the problem of moisture seeping into the anchorage chambers. In addition, masonry cleaning work was performed on the exterior of the anchorages, piers, and abutments, as well as on the retaining walls on the approach spans. This cleaning was followed by masonry joint pointing and repairs to the damaged granite stones of these structures. Other significant tasks underway in 2006 were the installation of new street lighting on the lower and north upper roadways, and the rehabilitation of the canopy and balcony areas at both towers.

Contract #11 in 2006: Pointing Joints on East Face of Brooklyn Anchorage. Masonry Cleaning Inside Archway of Brooklyn Anchorage. Installing Conduit and Wire for New Lower Roadway Lighting.

Contract #11 in 2006: Ironworkers Removing Existing Rivets in Preparation for Replacement of Lower Roadway. Installing Steel-Faced Curb for Sands Street Realignment. Erecting Scaffold to Build Painting Containment at Base of Brooklyn Tower.

Contract #11 in 2006: Removal of Existing Suspender Rope From Cable Band on Main Span. Sawcutting Lower Roadway Deck on Manhattan Approach Span.

In preparation for the major steel removal and replacement work on the lower roadway, which began in October of 2006, the contractor fabricated steel (floorbeam, stringers, grid deck, and barrier), completed the installation of a temporary underdeck platform, and performed abrasive blasting operations to remove the paint from the existing steel connection areas. Effective October 15, 2006, the lower roadway was closed to traffic for one year. The first floorbeam was removed on October 17, 2006 at the Manhattan approach.

Contract #11 in 2006: Sequence of Removing Existing Floorbeam at Brooklyn Tower.

Contract #11 in 2006: Sequence of Installing New Double Floorbeam at Brooklyn Tower.

Contract #11 in 2006: Lower Roadway Grid Deck Concrete Pour in December 2006.

QUEENSBORO BRIDGE

At the time of its completion in March 1909, the Queensboro Bridge (popularly referred to as the 59th Street Bridge), was the longest continuous cantilever-truss bridge in the world. While its starring role in the hierarchy of bridges has since been eclipsed by longer and larger structures, the Queensboro Bridge's importance to the mobility and unity of New York City remains undimmed. The bridge was designated as a national landmark on November 23, 1973. The $772 million reconstruction commenced in April 1981 with Contract #1, continues with Contract #6, which began on October 31, 2003, and is scheduled for completion by the end of June 2007, and will end with a seismic retrofit of the bridge, slated for completion in 2013. Work completed on the bridge to date includes the rehabilitation of the lower inner roadways, the lower outer roadways, and the restoration of the Guastavino arches and Bridgemarket area. The south outer roadway is open to automobile vehicular traffic, and the north outer roadway is open to pedestrians and bicyclists. The work on this vital link between Manhattan and the outer boroughs will enable this 75,000-ton workhorse to better provide the citizens and commerce of New York City with a second century of reliable, prosperous transport. The Queensboro Bridge carried some 178,610 vehicles per day in 2005.

Queensboro Bridge. (Credit: Michele N. Vulcan)
Close-up of the 1909 Dedication Plaque. (Credit: Peter Basich)

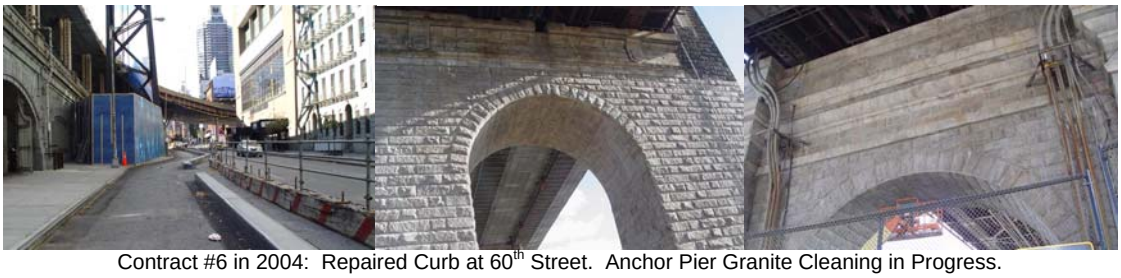
Contract #6

Contract #6, which began on October 31, 2003, will include the following: condition investigation of the eyebar heads and pins, replacement of the protective screening and the aviation warning lights, drainage improvements, rehabilitation of the overhead sign structures in Manhattan, the upgrading of roadway lighting (by replacing all low-pressure sodium lights on the bridge and ramps with high-pressure sodium lights), cleaning and miscellaneous repairs of the anchor piers, the geometric improvement of Crescent Street, bikeway and walkway improvement, and repair of the south upper roadway concrete overfill and overlay, the promenade platform, the traveler platform, the sidewalk between 61st and 62nd Streets, and the underside of the 59th Street overpass. The work will also include the rehabilitation of the Sanitation Department area's arch infill, and modifications to the maintenance facility beneath the Manhattan approach plaza. In addition, the kiosk in the plaza on the Manhattan side of the bridge will be restored. This small historical structure is in an advanced state of disrepair and has been damaged by repeated vehicular impacts. This $42 million project is expected to be complete by the end of June 2007.

Views of the Queensboro Plaza Kiosk. Proposed Rehabilitation of the Arch Infill for the Sanitation Department.

Contract #6 in 2004: Repairing the Steel of the 59th Street Arch Ceiling. Starting Curb Replacement at 60th Street. Improving the Drains at the Vehicle Storage Area.

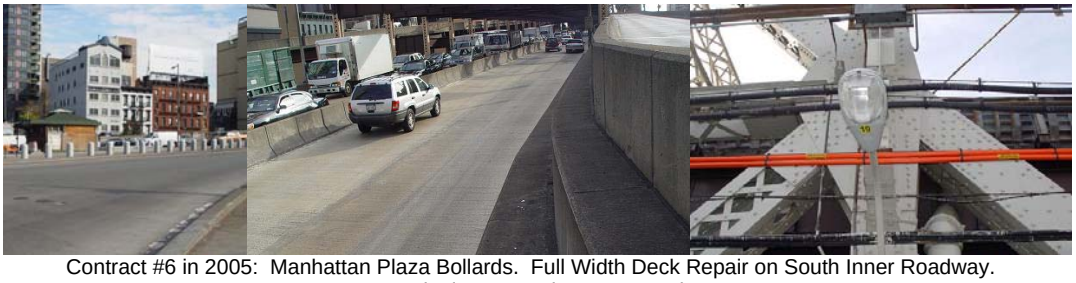
Contract #6 in 2004: Repairing Spalled Concrete at the 59th Street Overpass. Sanitation Arch Infill Work Progressing at 60th Street. Repaired Sidewalk Between 61st & 62nd Streets.



Contract #6 in 2004: Repaired Curb at 60th Street. Anchor Pier Granite Cleaning in Progress.

In 2004, work was completed at the retaining wall at York Avenue. In 2005, work was completed on the kiosk bollards on the Manhattan plaza, the sidewalk between 61st and 62nd Streets, the rehabilitation of the Sanitation Department area arch infill, and the modifications to the maintenance facility beneath the Manhattan approach plaza.

Contract #6 in 2005: Bent Column Ready for Jacking. Decorative Fence. Repairing the Drainage Pipes.



Contract #6 in 2005: Manhattan Plaza Bollards. Full Width Deck Repair on South Inner Roadway. New Luminaire on North Upper Roadway.

Contract #6 in 2005: Rehabilitated Sanitation Department Arch Infill.

Contract #6 in 2005: Traveler Platform. New Window.

In 2006, work was completed on the protective screening, the aviation warning lights, the drainage improvements, the repair of the south upper roadway concrete overfill and overlay, the underside of the 59th Street overpass, and the condition inspection of the eyebar heads and pins.

Contract #6 in 2006: Microsurfacing the North Upper Roadway. Repairing the 59th Street Overpass.

The kiosk in the plaza on the Manhattan side of the bridge was originally built in 1908 and is constructed primarily of terracotta panels set between ornate cast iron columns, with copper roofs and cast iron fascias. The interior walls and Gustavino timbrel arch ceiling are covered with glazed tile. The open front (now glassed in) originally served as the entrance and exit to the old subway station. There is no floor in the kiosk, as it served only to shelter the stairways leading to the station below. The restoration of the kiosk was completed in September 2006.

Restored Queensboro Kiosk Ceiling and Other Elements.

Restored Queensboro Bridge Kiosk.

Protective Coating

The $168 million Queensboro Bridge painting contract commenced in January 2004. The Department and its contractor strictly adhere to the safety requirements regarding lead paint removal as approved by the United States Environmental Protection Agency and the Occupational Safety and Health Administration, New York City Departments of Health and Environmental Protection, and the New York State Departments of Health and Environmental Conservation.

Platform Installed for Painting of the Queensboro Bridge. (Credit: Vadim Sokolovsky)
Working Inside the Containment. Protected Roadway.

The work is performed within an entirely sealed Class 1A containment system (under negative pressure) which acts as an added safety measure to prevent any materials from escaping into the air. Filtration of the enclosed air prevents paint waste dust from being released. The Department has placed several air monitoring stations in the area around the bridge. The Department performs continuous monitoring and testing of the soil and air quality as well as noise levels in the area surrounding the containment enclosure to minimize impacts and ensure the safety and quality of life for workers and residents nearby.

View of Roadway Platform. Painted Area.

By the end of 2005, the contractor completed cleaning and painting the Manhattan and Queens anchor piers; the Manhattan approach; ramp A; the off ramp and ramp B over the Silver Cup Studio parking lot; the off ramp over Queens Plaza South towards 13th Street; approaches B and C from 23rd Street to Thompson Avenue (except over the railroad tracks); the Queens approach underside of the lower roadways (from 21st Street to Vernon Boulevard); the main bridge underside of the lower and upper roadways from PP123 to PP68; and the main bridge above the upper roadway from PP77 to PP109.

Protective Coating in 2005: Newly Painted Section Along the Upper Roadway. Containment on the Queens Side Tower. (Credit: Peter Basich) Queensboro Bridge Work Platform. Painters Arriving at the Platform. (Credit: Michele N. Vulcan)

By the end of 2006, the contractor completed cleaning and painting the Queens approach at the inner roadways from PP0 to PP39; at the main span's inner and under upper roadways above Roosevelt Island and one half of span #2 from PP75 to PP37; the main span trusses above the upper roadway from the Manhattan anchor pier to the Roosevelt Island west tower has been completed from PP0-PP15, PP30-PP47, and PP109-PP123; and the ramps on the Queens side over the LIRR tracks. Installation of cables and platform, on the main span under the lower roadway from PP17 to PP37, was also underway.

Protective Coating in 2006: Upper Roadway in Progress. (Credit: Peter Basich) Inside the Containment on the North Side of the Inner Roadway. Installed Platform Above South Outer Roadway.

Protective Coating in 2006: Inside the Containment Rigging at Span #1. Finish Coat on the Trusses at Span #5 on the Upper Roadway. Class 1A Containment Installed on the Trusses at Span #2, And the Working Platform Above the South Outer Roadway.

Scheduled work for spring 2007 includes the tower interiors, the upper roadway trusses on the remaining portion of span #2 and over Roosevelt Island; the Queens approach at the inner roadways from PP39 to PP90, and the main span's inner and under upper roadways from the Manhattan anchor pier to the middle of span #2 – PP37.

Active measures are taken to reduce noise at its source, such as the use of mufflers, sound screens, low noise producing equipment, and noise blankets. Light shields are utilized to reduce glare from work lights. By the end of 2006, approximately 67% of the contract work was complete. All staging areas are behind a screened fencing. This project is expected to be completed in January 2009, and will result in the total re-painting of the bridge.

WILLIAMSBURG BRIDGE

The largest of the three suspension bridges that traverse the East River, the Williamsburg Bridge carries some 207,030 daily commuters – 107,030 in vehicles and 100,000 via mass transit - on eight traffic lanes, two heavy rail transit tracks, and a pedestrian footwalk, between Manhattan and Brooklyn. The bridge supports a subway transit line upon which three different train lines operate (J, M, and Z). The $989 million reconstruction commenced in 1983 with Contract #1, and continues with Contract #8, which began in March 2003 and is scheduled for completion by the end of 2007.

Williamsburg Bridge. Bridge Subway Structure. (Credit: Peter Basich).
Contract #8 Looking South at a Cable Band Retensioning Crew.

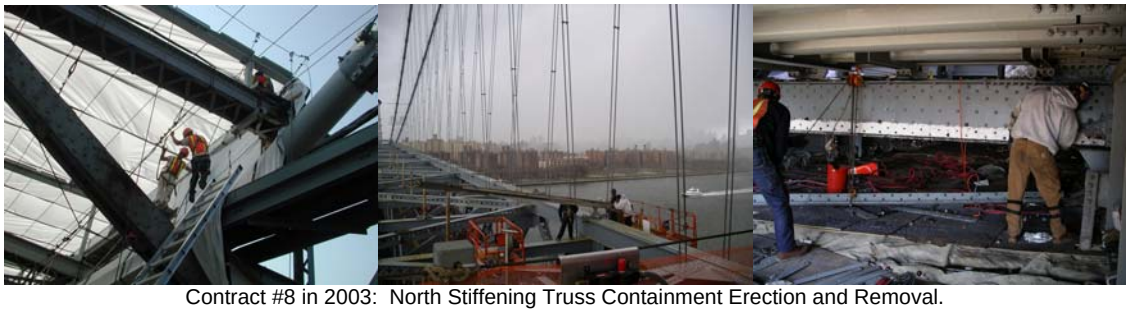
In order to minimize disruption to the riding public and ensure that traffic is maintained across the bridge, the rehabilitation of the Williamsburg Bridge was divided into several contracts. In the contracts completed to date, all four main cables have been completely rehabilitated, the south and north roadways of the bridge have been replaced and the BMT subway structure across the bridge was completely reconstructed.

View From the South Footwalk.

Contract #8

Contract #8 began on March 3, 2003, and is scheduled to finish by the end of 2007. This $190 million project will see the rehabilitation of the tower bearings, the truss system, the steel structure of all eight towers, and the north comfort station houses, the replacement and/or adjustment of the cable suspenders, the installation of maintenance travelers (inspection platforms) under the main span, as well as painting of the stiffening trusses. Architectural work will include the restoration of decorative lights on the main towers and in the Manhattan Plaza. Work inside the anchorage houses on both the Manhattan and Brooklyn sides will include the construction of new stairs, a hoisting system, ventilation and lighting, and oiling platforms. The project will also include the installation of several Intelligent Transportation System (ITS) components, including variable message signs and closed circuit television cameras.

Painting of the south side stiffening trusses, which began on June 1, 2003, was completed on September 6, 2003. Painting of the north side stiffening trusses, which began on September 6, 2003, was completed on November 25, 2003. Steel replacement on both main towers began in 2003 and will continue through spring of 2006. Steel replacement on both the intermediate towers and the upper and lower chords of the stiffening trusses began in 2003 and was completed in 2005.



Contract #8 in 2003: North Stiffening Truss Containment Erection and Removal.
South Truss Bottom Chord Rehabilitation.

Contract #8 in 2004: Looking East at the Brooklyn Main Tower Temporary Work Platforms. Manhattan Main Tower Temporary Platform Erection. Strengthening Plate Operation on Brooklyn Main Tower.

Contract #8 in 2004: Pier Stationed & Barge Mounted Cranes at Brooklyn Main Tower Pier. Steel Arch Replacement. Looking West at the North Truss Top Chord Steel Rehabilitation.

Contract #8 in 2005: Preassembling and Erecting Brooklyn Intermediate Tower Arch Steel.

Contract #8 in 2005: Rehabilitation of the Brooklyn Main Tower Steel. Torch Cutting on the Tower.

Contract #8 in 2005: Removing the Existing Steel of the Brooklyn Main Tower. Inspecting a Rebar Cage at the Manhattan Main Tower. Installing a Column at the Brooklyn Main Tower.

Installation of the strengthening plates on the four river-side column legs of each of the main towers was completed in 2004. This operation began with the hoisting of the plates from the roadway to the highest level of each tower and was completed during weekends on which the transit tracks were removed from service. This work included over 800,000 pounds of steel attached through over 30,000 individual bolt holes drilled into the existing steel.

Contract #8 in 2005: Torque Testing Bolts at the Brooklyn Intermediate Tower. Erecting a Leg of the Brooklyn Main Tower. Erecting Brooklyn Main Tower Leg Bearing Support Steel. Replacing the Manhattan Approach Footwalk Expansion Joint Covers.

During the fall of 2005 the work of replacing the footwalk expansion joint cover plates began and the 24 joints on the Manhattan approach and south foot walk were completed. The work on the seven joints on the north foot walk was completed in early 2006.

Twenty-eight wire rope cable suspenders and 56 tension rods were replaced during 2004 on the suspended main span. All of the suspenders were systematically adjusted in 2005 to optimize the profile of the bridge. In addition, the truss bearings at the anchorages were replaced in 2005.

Contract #8 in 2004: High Strength Bolt Torque Inspection. Cable Band Bolt Retensioning. Steel Bracing Replacement Operation at the Brooklyn Intermediate Towers.

Contract #8 in 2004: Ironworkers Bolting up New Steel on Intermediate Tower. Cleaning the Brooklyn Anchorage Exterior Granite Surface. Entrance to North Walkway. (Walkway Credit: Peter Basich)

Contract #8 in 2005: Cable Band Bolt Retensioning. (Credit: Bojidar Yanev) Demolition of the Brooklyn South Comfort Station Balcony. Installing Brooklyn Main Tower Aviation Lights. FHWA Engineering Intern River Hwang Inspecting the Cable Wrapping.

Rehabilitation of the north comfort stations began on February 21, 2006. The south outer roadway of the bridge was closed on June 1, 2006 for the removal and replacement of the asphalt overlay. Work was completed on the Manhattan side on June 6, 2006, and on the Brooklyn side on June 14, 2006. Installation of the balconies on both main towers began on June 22, 2006. The first traveler platform for the bridge was brought to the contractor's facility in Carteret, New Jersey on December 05, 2006.

Contract #8 in 2006: North Comfort Station. Manhattan Anchorage Joint Cleaning and Painting. Pointing of Comfort Station Roof.

Contract #8 in 2006: Truss A Removal, Manhattan and Brooklyn Towers. Asphalt Paving.

Contract #8 in 2006: Water Blasting. Curb Angle Cleanup and Tack Coat. Core Drilling The Brooklyn North Comfort Station.

Contract #8 in 2006: Touchup Painting on the North Truss. First Traveler Platform. Bearing Survey.

Work anticipated to be completed in 2007 includes the installation of the top chord transverse bearings at the main towers, the installation of the new maintenance traveler system, the implementation of a south inner roadway contra-flow system, the seismic retrofit of the intermediate tower bases, and the replacement of the intermediate tower truss bearings.

Movable Bridges

As NYCDOT completes reconstruction work on the East River Bridges, more attention is being devoted to other key City-owned bridges, such as the movable bridges. Building on the success of the East River Bridge projects, the Department is implementing many of the innovative concepts originated during the rehabilitation of East River Bridges on these other major reconstruction projects.

BELT PARKWAY BRIDGE OVER MILL BASIN (BROOKLYN)

When the Mill Basin Bridge was constructed during the first half of the 20th century, New York City's inland waterways were among the most heavily navigated thoroughfares in the country. However, as maritime traffic in New York City steadily decreased since the mid-1960s, the need for movable bridges lessened as well. In 1941, during its first full year of operation, the Mill Basin Bridge was opened 3,100 times; by 1953, that figure decreased to 2,173; by 2006, the number of openings declined further to a total of only 174 openings.

In addition, significant and costly traffic congestion results from the operation of this outmoded drawbridge. In 2005, the Mill Basin Bridge carried 143,158 vehicles per day. The average opening and closing time for the bridge (and others like it) is ten minutes. Thus, this structure's operation has a negative and significant effect on the efficiency of New York City's vehicular traffic flow.

In 2006, on a New York State-mandated scale from 1 to 7, this bridge had a condition rating of 3.10, or "fair." While the bridge is not in any immediate danger of structural failure, its reconstruction is required in order to maintain mobility and public safety on this vital artery.

The existing bridge is a 14 span structure, consisting of a double leaf steel bascule span. The substructure is made of reinforced concrete abutments and piers supported on precast concrete or timber piles.

Belt Parkway Bridge Over Mill Basin.

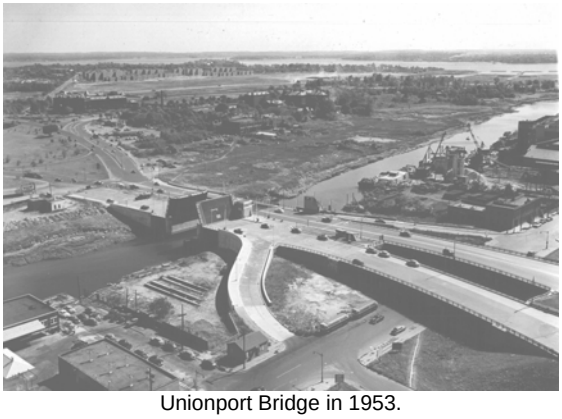
Under the Department's current proposal, the Mill Basin Bridge will be replaced with a new, 15 span, high-level, fixed bridge with a composite steel superstructure and reinforced concrete substructure on pile footings. The bridge will be constructed next to the existing structure so as to maintain traffic during the construction period. It will feature three lanes of vehicular traffic, as well as a 12-foot wide shoulder in each direction. A new sidewalk/bicycleway will also be constructed on the eastbound portion of the structure, and the stopping sight distance for the bridge and approach roadway will be improved.

Currently in its final design phase, the reconstruction of the Mill Basin Bridge is scheduled to start in 2011, and to last approximately 4 years. The new bridge will be constructed off-line while maintaining three traffic lanes in each direction and a bike/pedestrian path on the eastbound side of the existing bridge during construction. The existing bridge will be demolished after the new bridge is fully opened to vehicular traffic.

BRUCKNER EXPRESSWAY (NB & SB SERVICE ROAD) OVER WESTCHESTER CREEK (UNIONPORT BRIDGE)

This double leaf bascule bridge opened in 1953. In 2005, the bridge carried 60,605 vehicles per day. The 17 span (three waterway and fourteen concrete approach) structure carries five lanes of the Bruckner Boulevard Expressway service road traffic over Westchester Creek. Currently in its final design phase, the reconstruction of the bridge is scheduled to start in July 2008. The estimated construction duration will be a total of 36 months with approximately 18 months lead time. The project's scope of work includes rehabilitation of the existing steel of the bascule and flanking spans, replacement of the concrete superstructure of the flanking and approach spans, rehabilitation of the substructures, replacement of the existing mechanical and electrical systems for the bascule span, reconstruction of the bridge operator and control houses, and replacement of the existing fender system, drainage system, street lighting, traffic signal facilities, and gates.

Onsite construction will be carried out in six stages. Incentives and disincentives will be used to expedite the completion of the project. Construction is expected to be completed in July 2011.



Unionport Bridge in 1953.

HAMILTON AVENUE BRIDGE OVER THE GOWANUS CANAL

The Hamilton Avenue Bridge opened in 1942. In 2005, the bridge carried 59,885 vehicles per day. As part of the $55 million reconstruction of this bridge, the new bascule spans with trunnion towers will be shop-assembled and tested off-site, then will be shipped to the site and erected on the rehabilitated piers. This will reduce the roadway closure time for the construction of each span from 14 months to only 2 months. Other reconstruction work will include: the rehabilitation and seismic retrofitting of the existing piers; the replacement of all electrical and mechanical and control equipment; the removal and replacement of the approach slabs of both sides of the bridge; the rehabilitation of the backwalls and abutments; and the renovation and extension of the bridge operator house.

Hamilton Avenue Bridge. (Credit: NYSDOT)

The bridge's appearance will also be enhanced artistically. A permanent new lighting art structure will be installed on the bridge buildings that will be viewable by pedestrians, motorists, mariners and the general public as part of the Percent For Art Program administered by the Department of Cultural Affairs.

Mock-up of the Hamilton Avenue Light Sculpture. (Credit: Gholamali Mozaffari) Open Bridge. (Credit: NYSDOT)

In Stage I, the Manhattan-bound span will be closed from July 1, 2007 to August 31, 2007, and it will be replaced. In Stage 2, the Brooklyn-bound span will be closed from July 1, 2008 to August 31, 2008, and it will be replaced. Each of these two main stages of the contract includes an incentive for early completion of $25,000 of per day with a cap of $300,000. There is a disincentive of $25,000 for each day the contractor is late in finishing a stage with no limit to the amount of penalty. A Notice to Proceed for the reconstruction of this bridge was issued to the contractor with a start date of August 4, 2005. The project is expected to be complete in January 2009.

MACOMBS DAM BRIDGE OVER THE HARLEM RIVER (BRONX/MANHATTAN)

The Macombs Dam Bridge, which has one of the longest swing spans in the world, was opened in 1895. In 2005, the bridge carried 40,112 vehicles per day. The $145 million reconstruction of this landmark bridge includes the West 155th Street viaduct, the west approach plaza over the Harlem River Drive and Seventh Avenue, the swing span over the Harlem River, the deck and camelback trusses over Metro-North Railroad and Conrail, the Major Deegan interchange (consisting of the east approach and four ramps), and the Jerome Avenue viaduct. Each of the three stages of the contract included an incentive for early completion of $50,000 of per day with a cap of $2 million. There was a disincentive of $100,000 for each day the contractor would be late in finishing a stage with no limit to the amount of penalty. The rehabilitation work will not only strengthen the structure, it will also return the bridge's appearance to its turn of the century grandeur.

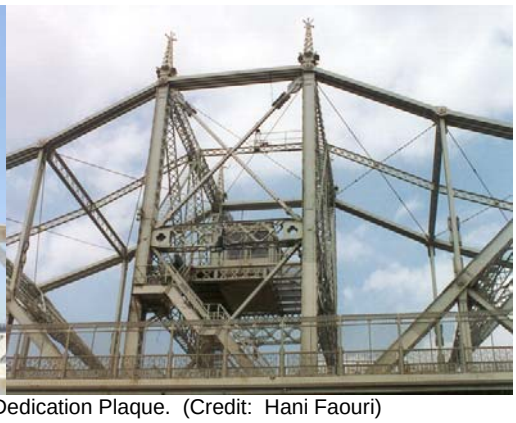
East View of Macombs Dam Bridge Swing Span and Camelback Truss. (Credit: Peter Basich)
Architectural Detail of the Bridge. (Credit: Michele N. Vulcan)
Closeup of a Gate House. (Credit: Peter Basich)

As part of this project, the historic John Hooper Fountain, which dates from 1894, was fully rehabilitated in 2000. After studying detailed old photographs, the globe and weather vane were recast and replicated. Cast aluminum was used with high impact glazing similar to the lanterns installed in Central Park in the 1980's. Just east of the fountain, a garden of rose bushes was added for the community's pleasure. Other additions included a new paved island, new curbs, and a steel fence. Bollards were installed at the western end of the island to protect the fountain from vehicular traffic.

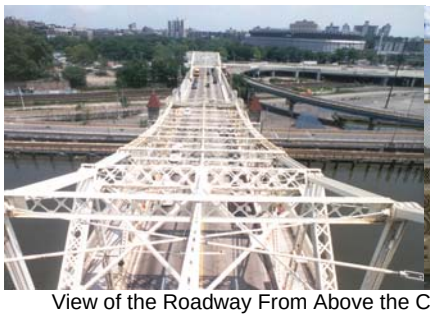
The first stage of construction was completed on March 31, 2001. It included the installation of structural components, as well as the deck replacement of the northern one-third area of the bridge and the West 155th Street viaduct. This milestone date was met even though 31 calendar days were lost from the work period due to the post season play of the New York Yankees. Essentially twelve months' worth of work was compressed into the five worst weather months of the year.

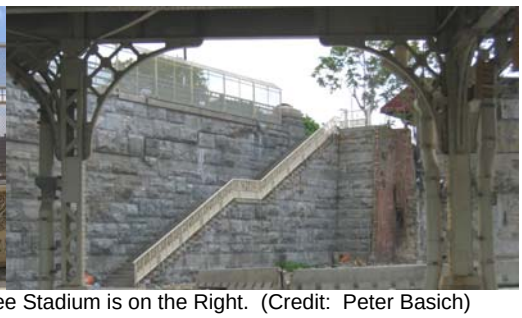
The second stage of construction began on November 2, 2001, after the conclusion of World Series play at Yankee Stadium. It consisted of the installation of structural components as well as the deck replacement of the middle one-third area of the bridge. This stage was completed on February 20, 2002, 39 days ahead of schedule.

The third and final stage of construction began on October 7, 2002. Work included replacement of the structural deck, and rehabilitation of the superstructure steel and the concrete substructure members on the southern portion of the bridge. In addition, truss members in both the swing span and camelback portions of the bridge were reinforced. This stage was completed on March 31, 2003. In 2003 and 2004, electrical and mechanical components and equipment were installed, and the brakes were replaced. In 2005 and 2006, the contractor worked on window replacement, touch-up painting, restoration of park land, removal and replacement of actuators, finishing the signage, sidewalk replacement, the construction of a concrete wall at 161st Street, and extended testing. Expected completion of the project is April 2007.



Close-up of the 1894 Dedication Plaque. (Credit: Hani Faouri)
View of the Swing Span Control House. (Credit: Michele N. Vulcan)



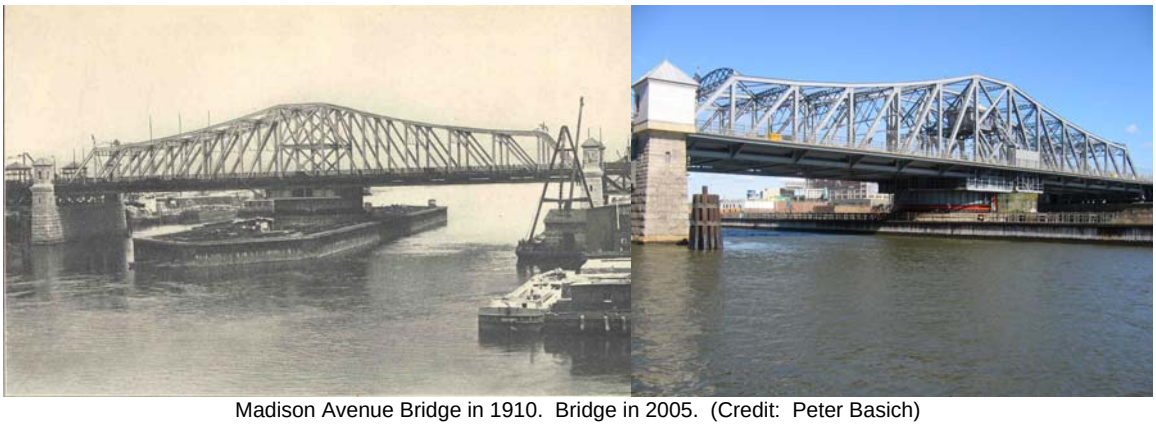


View of the Roadway From Above the Control House – Yankee Stadium is on the Right. (Credit: Peter Basich)
Bridge Protective Fencing and Staircase. (Credit: Michele N. Vulcan)

The bridge is also being assessed for seismic vulnerabilities. A seismic retrofit of this bridge will include strengthening the existing foundations and superstructure steel members. Retrofitting work will be completed throughout the length of the structure from the 155th Street Viaduct to the Jerome Avenue Approach. This will include installation of mini-piles in the existing piers that support the swing span, strengthening of the steel columns and floor beams of the 155th Street Viaduct and installation of lock-up devices to disseminate loads during a seismic event. The seismic retrofit project is currently scheduled to start in July 2014 and end in January 2017.

MADISON AVENUE BRIDGE OVER HARLEM RIVER (BRONX/MANHATTAN)

A project for seismic retrofit, electrical, mechanical, masonry and miscellaneous work is scheduled to be performed between March 2013 and September 2014. A preliminary seismic assessment indicates that a new center pivot pier may need to be constructed to support the swing span to meet seismic demands. If this assessment is confirmed by a further detailed analysis, the construction duration will be longer since it will require construction of new foundations for the swing span located in the Harlem River. In 2005, the bridge carried 48,397 vehicles per day.



Madison Avenue Bridge in 1910. Bridge in 2005. (Credit: Peter Basich)

METROPOLITAN AVENUE BRIDGE OVER ENGLISH KILLS (BROOKLYN)

This bridge is a double leaf bascule constructed in 1931. The five span structure carries four lanes of traffic over the English Kills. In 2005, the bridge carried 35,113 vehicles per day. A $39 million rehabilitation project began in October 2003. The project's scope of work included rehabilitation of the existing bridge superstructure, substructure, and approaches, replacement of the existing mechanical and electrical systems for the bascule span, and reconstruction of the Bridge Operator House.

Previous Metropolitan Avenue Bridge in 1903. Current Metropolitan Avenue Bridge Before Reconstruction.

Stage I reconstruction of the bridge began on March 15, 2004. The bridge was divided in two distinct halves, north and south, with the first stage of rehabilitation commencing on the north half.

Looking West at the Open Metropolitan Avenue Bridge Before Splitting of the Leaves. Open Bridge With Split Leaves. Looking North at the Demolition of the Bridge Operator House.

The north half grid deck, the east and west approach spans, the existing operator house and the existing pier walls and wingwalls were demolished. An existing rest pier, cribbing, and contaminated soil were also removed to facilitate subsurface construction. Steel repairs were completed, as well as seismic retrofitting of the trunnion columns. A new operator house was constructed and bridge control equipment was delivered and placed inside the house. A new submarine cable was placed, and the bridge's grid deck was replaced and filled with a lightweight concrete. New machinery and bedplates with a housing were installed in the pit areas. The

flanking spans and on grade approach slabs were reconstructed. New pier walls and wingwalls were constructed on the east and west sides of the bridge, and new warning and barrier gates were installed on both approaches.

Looking East at the Rebuilding of the Operator House. Demolition of the Northwest Flanking Span of the Metropolitan Avenue Bridge. Driving Test Piles.

Looking West at the Installation of Sheet Piles on the Northeast Approach Slab. Looking West at the Removal of the Northwest Sidewalk. Completed New Rack Assembly in Structural Support at the Fabricator's Shop.

Working on the Approaches. Metropolitan Bridge Under Construction.

Stage II reconstruction of the bridge began on February 16, 2005. This stage included the demolition and reconstruction of the south half of the structure and mechanical systems. During the bridge rehabilitation, two of the four travel lanes were maintained and carried east and westbound traffic over the span. The bascule span was kept operational throughout the staged construction through the use of a temporary operating system. The bridge was re-opened to all lanes of traffic at 5 AM on November 18, 2005. The bascule span now operates under the newly installed machinery, control systems and new electric service. Staged construction was completed 60 days ahead of the contract schedule, making the contractor eligible for the full incentive for early completion.

Completion of the North Side of the Metropolitan Avenue Bridge. Stage II Construction.

Rehabilitated Dolphins Wrapped With New Steel Cables. Old Bridge Operator House. New Bridge Operator House.

Bridge Opening With New Machinery And New Warning And Safety Gates.

Onsite construction was carried out in three stages. Incentives and disincentives were tied to the completion of Stage I and Stage II and the opening of each half of the bridge to traffic. The contractor received the maximum project incentive of $900,000. The reconstruction of this bridge was substantially completed on September 18, 2006.

ROOSEVELT ISLAND BRIDGE OVER EAST RIVER/EAST CHANNEL (MANHATTAN/QUEENS)

This lift bridge opened in 1955. In 2005, the bridge carried 9,929 vehicles per day. In 2006, the lift span opened 54 times for vessels. The 8 span structure carries two lanes of traffic over the East River/East Channel. It is the only vehicular access to Roosevelt Island from the Borough of Queens.

Roosevelt Island Bridge Under Construction in 1952.

The reconstruction of the bridge is scheduled to start in March 2007. The estimated construction duration will be a total of 36 months with approximately 8 months' lead time. The project's scope of work includes rehabilitation of the existing bridge superstructure, substructure and approaches, replacement of some of the existing mechanical and all of the electrical systems for the lift span, rehabilitation of the bridge operator house, installation of safety fences on the sidewalk, replacement of the street lighting, resurfacing of the approach roadways, installation of pigeon proofing systems and re-painting the entire structure. The project will also include the installation of a dedicated right-hand turn into the southbound Vernon Boulevard in Queens, and the construction of a new back-up generator building under the Queens approach.

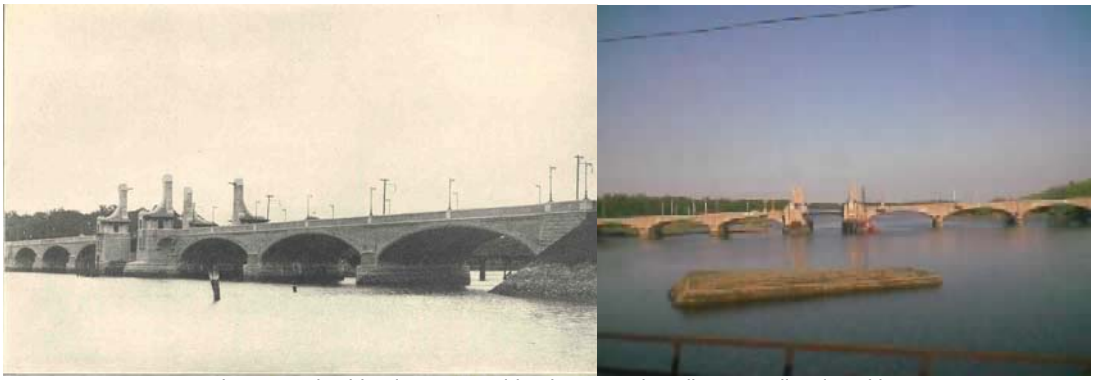
(Roosevelt Island Bridge. (Credit: Peter Basich) Bridge Tower. (Credit: Michele N. Vulcan)

Onsite construction will be carried out in three stages. Vehicular traffic will be maintained during all of the stages. Incentives and disincentives will be used to expedite the completion of the project. Construction is expected to be completed in March 2010.

SHORE ROAD BRIDGE OVER THE HUTCHINSON RIVER (BRONX)

This bridge, built in 1908, was originally called the Pelham Parkway Bridge over Eastchester Bay. In 2005, the bridge carried 17,972 vehicles per day. The $5 million interim rehabilitation of the existing bridge superstructure and substructure will enable the Department to keep it operational while a new bridge is being designed and built adjacent to the existing bridge. The existing bridge will be demolished once the new bridge is in service. The rehabilitation project began in April 2001, and all traffic lanes were reopened to traffic on April 24, 2002, three days earlier than scheduled. The interim rehabilitation of this bridge was substantially completed on June 17, 2002.

As of the end of 2006, various alternatives for the new bridge were being evaluated for further design. The preferred alternative is a mid-level, single leaf bascule movable bridge which will be constructed to the south of and parallel to the existing bridge. An environmental impact study is expected to begin in early 2007. The project to construct a new Shore Road Bridge is scheduled for construction between October 2012 and January 2017.



Shore Road Bridge in 1909. Bridge in 2005. (Credit: Russell Holcomb)

THIRD AVENUE BRIDGE OVER THE HARLEM RIVER (BRONX/MANHATTAN)

The Third Avenue Bridge carried some 60,152 vehicles per day in 2005. The bridge was built in 1899 and was last rehabilitated in the 1950's. The design of the approximately $120 million reconstruction project of this rim bearing swing bridge was completed in October 2000. Construction began in July 2001. Reconstruction included complete replacement of the approaches and the swing span. Elimination of the center median on the main span greatly improved the traffic flow on the bridge. The new bridge uses a center spherical roller thrust bearing for supporting the span and for seismic loads. The bearing is the largest of this type made for this purpose. The existing pivot pier was also reinforced for seismic loads. A temporary bridge, adjacent to the current one, was in place for five months to maintain two lanes of traffic into Manhattan while the swing span was being replaced.

Third Avenue Bridge in 1914. Old Third Avenue Swing Span on Left, Temporary Bridge on Right.
(Credit: Daniel Hom)

In 2004, the project's land work was advanced by the construction of a crossover ramp from Third Avenue in the Bronx to the existing swing span and into the staged ramp construction in Manhattan. This enabled the Bruckner Boulevard ramp to be reconstructed about four months early and concurrent with the work to demolish the existing swing span. Meanwhile, fabricated steel and machinery were shipped from northwest Alabama to the Port of Chickasaw in Mobile, where the new 4.8 million pound swing span was erected and prepared for a 1,800 mile journey to New York City.

By mid-2004, all of the river foundations were completed, the existing swing span was demolished and removed from the site, and a temporary bridge was erected and used for two lanes of Manhattan-bound traffic. This bridge was in service from June 13, 2004 through December 5, 2004. During the summer of 2004, all of the existing river piers were demolished and reconstructed on the new foundations for the new swing span, which was delivered to Harlem in July and parked along the Manhattan side of the Harlem River where final machinery and structural components were installed.

Starting the Removal of the Old Swing Span. (Credit: Daniel Hom) New Swing Span Passing Under the Williamsburg Bridge

On October 29, 2004, the new swing span was floated-into final position. Six tugboats pushed the span, which was supported on two barges, to within 2 inches of the center pier and bearings. Personnel worked with the rising tide and hydraulic jacks to position and then set the span. After positioning, and working with the now falling tide, 480,000 gallons of water were pumped into ballast tanks to sink the barges and lower the new span truss onto its bearings.

Preparing for the Float-in of the New Swing Span. (Credit: Keith Burrowes)
New Swing Span in Position. (Credit: Michele N. Vulcan)

Finishing the New Deck. (Credit: Michele N. Vulcan) Almost Completed New Span and Temporary Bridge. (Credit: Daniel Hom)

By December, the new span had received two of its five lanes of traffic, the temporary bridge was removed from service and floated out, the Bruckner Ramp was 90% completed and ready for opening in early 2005, and the auxiliary bridge machinery systems were installed and ready for turning the bridge for mariners through the hydraulic machinery. The vertical clearance restriction imposed during construction for the navigational traffic in the Harlem River ended as of early January 2005. The bridge was opened to five lanes of traffic at 5 AM on February 10, 2005.

Traffic on the Bridge. The Operator House. Sidewalk, Guardrail, and Protective Fencing. (Credit: Michele N. Vulcan)

The new 18 span bridge supports five traffic lanes (one more than the old one), and the horizontal clearance of each of the navigation channels was increased from 100 feet to 116 feet. In addition, the sidewalks on the new bridge are 8 feet wide rather than the old 6 feet.

During 2005, the contractor continued work on the mechanical and electrical systems, the new fenders, the pier's granite stones, the storage building, the Bronx and Manhattan approaches, and the submarine cable.

New Third Avenue Bridge.

The contract provides for incentives of $25,000 and $37,500 per day, respectively, for each day that milestones C and D are early, with a maximum incentive of $3.75 million. There are similar disincentives if the milestones are exceeded, with no maximum. The reconstruction of this bridge was substantially completed on November 14, 2006, and we are currently assessing the incentive/disincentive.

WILLIS AVENUE BRIDGE OVER THE HARLEM RIVER (BRONX/MANHATTAN)

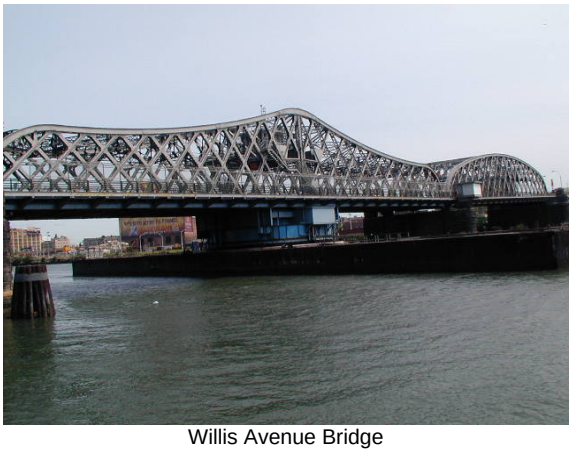
Measuring 3,212 feet in length and opened to traffic on August 23, 1901, the Willis Avenue Bridge remains one of New York City's most heavily traveled bridges. The bridge is a bowstring truss swing bridge which spans the Harlem River, and connects Manhattan's First Avenue and 125th Street to Willis Avenue and 132nd Street in the Bronx. Engineered by Thomas C. Clarke, the bridge was designed to relieve traffic congestion on the Third Avenue Bridge.

Willis Avenue Bridge in 1909. Bridge in 2005. (Credit: Reza Taheri)

A major hub between the FDR Drive in Manhattan, the Major Deegan Expressway and the Bruckner Expressway in the Bronx, the Willis Avenue Bridge carried approximately 66,708 vehicles per day in 2005. Ten local and interstate bus lines use the bridge as a principal route from New York City to points throughout the northeastern United States.

Because of substandard curves which are present on the structure's approaches, the Willis Avenue Bridge has been one of the City's most accident-prone crossings. Between 1992 and 1994, there were 809 vehicular accidents on the bridge, for an average of 269 per year. Under the Department's proposed reconstruction program, these substandard curves will be eliminated.

Because of the advanced age and condition of the Willis Avenue Bridge, the City of New York proposes to replace the existing bowstring truss swing bridge with a new swing span bridge constructed just to the south of the existing bridge. Elimination of the center median on the main span will greatly improve the traffic flow on the bridge. Due to begin in August 2007, this project is slated for completion in December 2012.



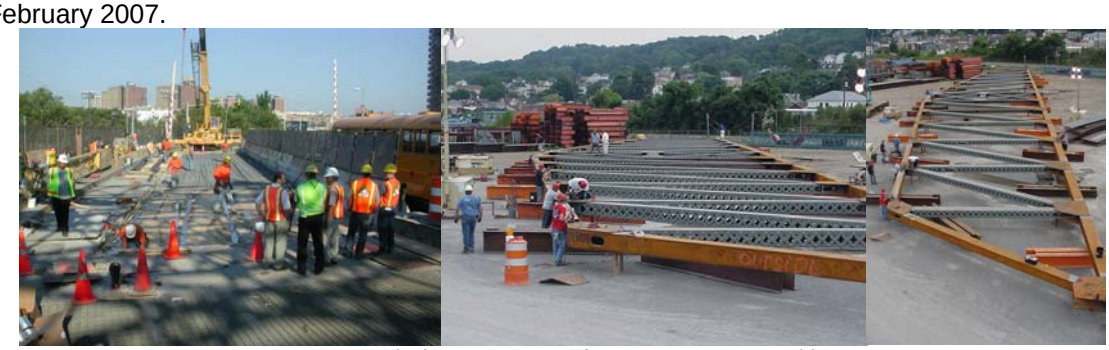
Willis Avenue Bridge

145TH STREET BRIDGE OVER THE HARLEM RIVER (BRONX/MANHATTAN)

The existing 145th Street Bridge is a swing type bridge with three throughtrusses. An eight-span structure, it carries four lanes of vehicular traffic over the Harlem River Drive, the Harlem River and Oak Point Link Railroad. Spans one and two were constructed in 1957 when the bridge was extended to span the Harlem River Drive. Spans six, seven and eight were reconstructed in 1990 in place of the original Bronx flanking span to provide a right-of-way for the Oak Point Link. In 2005, the 145th Street Bridge carried approximately 25,802 vehicles per day. This makes it one of the most essential routes for vehicles and pedestrians traveling between Manhattan and the Bronx. Vehicles, which cross this rim bearing swing bridge each day between the two boroughs, include buses, trucks and cars.

Bridge Operator House in 1958. 145th Street Bridge.

A Notice to Proceed for the $69.4 million reconstruction of this bridge was issued to the contractor with a start date of July 15, 2004. Fabrication of steel components for the approach and new swing span continued in Pennsylvania. Fabrication and assembly of mechanical and electrical components began in 2005. Installation of mini-piles at the rest and center piers of the bridge began in November 2004, and was completed in March 2005. In 2005, the contractor also completed the survey and the tieback borings. In 2006, the contractor replaced most of the north half of the bridge in the approaches as well as on spans 1, 2, 3, 6, 7, and 8. The new swing span was assembled in Albany, New York in late 2005, and is scheduled to for float-in in early February 2007.



2005: Replacing Span #3. Swing Span Truss Assembly.

2005: Precast Deck Units at the Fabrication Facility. Placing the Bottom Chord of the Swing Span on the Supporting Towers.

2006: Assembling the New Swing Span in Albany.

Stage I reconstruction of the bridge began on March 16, 2006. The Manhattan-bound roadway and sidewalk were closed and one lane of traffic in each direction, as well as pedestrian access, were maintained on the south half of the bridge.

2006: Continued Assembly of the New Swing Span. Removing Steel Girders Over the Harlem River Drive.

Testing the Concrete for Pier 3: FHWA Summer Intern Keisha Esprit on Left, and Assistant Civil Engineer Khalid Mohammed on Right. Ms.Esprit Taking Notes on the Concrete Placement. Aerial View of Construction.

The barge carrying the new swing span arrived at the Third Avenue Bridge site on October 31, 2006. Effective November 1, 2006, the bridge was fully closed for four months. Demolition activities began started around 2:00 a.m. on November 8. A sound barrier was erected prior to the start of the demolition.

Swing Span Leaving Albany. Passing Lower Manhattan.

Approaching the Brooklyn Bridge. NYPD Launch Monitoring the Barge Passing Under the Manhattan Bridge. (Manhattan Credit: Bojidar Yanev)

Swing Span Passing Under the Williamsburg and Queensboro Bridges.
(Credit: Peter Basich)

The contractor completed the removal of the swing span in December 2006, and it was transferred off site.

Barge Carrying Crane Passing The Open Madison Avenue Bridge on the Way to Dismantle the Old 145th Street Swing Span. Dismantling the Truss.

The project will include the complete replacement of the swing span and six approach spans, seismic retrofitting, partial reconstruction of substructures and the reconstruction of the approach roadways, sidewalks, and bridge railing. The design for the bridge utilizes elements pre-fabricated off-site so as to allow a very quick replacement of the existing bridge in 3 stages totaling 18 months. Traffic will only be impacted for the 15-month period of March 16, 2006 to June 18, 2007. The project is slated for completion in September 2007.

These upgrades will restore the structural integrity and extend the useful life of the 145th Street Bridge.

FLOAT OUT/FLOAT IN

A technique referred to as "float out the old/float in the new" is being incorporated into replacement schemes for many movable bridges. Under this scheme, the old spans are floated out in their entirety and the new spans are floated in. Having the new spans constructed off-site and barged to the project allows for quick and efficient replacement of the removed span. Current projects that will incorporate this technique are: 145th Street Bridge, Borden Avenue Bridge, and Grand Street Bridge. The float-in of the new swing span of the Third Avenue Bridge was successfully performed in October 2004. The float-in of the new swing span of the 145th Street Bridge is scheduled for early February 2007. The float-in of the new east leaf of the Hamilton Avenue Bridge is scheduled for summer 2007, and the float-in of the new west leaf is scheduled for summer 2008.

THREE TUNNEL PROJECT

Rehabilitation work was completed on the Battery Park Underpass, and the Park Avenue and First Avenue tunnels in Manhattan. The contract included the rehabilitation of the mechanical and electrical systems, as well as the ventilation, fire, lighting and drainage systems. This project, (particularly the Battery Park Underpass, which was used as a route to remove debris), was greatly impacted by the World Trade Center disaster, and the subsequent default of the electrical subcontractor. The project was substantially completed in November 2005.

Looking Towards the Battery Park Underpass, and the Park Avenue and First Avenue Tunnels. (Credit: NYSDOT)

Installing the 38th Street Median for the Park Avenue Tunnel. Completed Median.

New First Avenue Tunnel Portal.

BRIDGE SEISMIC DESIGN AND RETROFITTING

The seismic retrofitting of bridges in New York City is part of the inspection and rehabilitation program mandated by Congress and administrated by the FHWA through the local authorities. During the period of 1993 to 1996, four major bridge owners in the New York City area (NYCDOT, NYSDOT, MTA, and the Port Authority of New York and New Jersey) retained seismologists to study hard rock seismic ground motions. The rock motions generated by these studies differed from each other and from the AASHTO spectrum as modified by NYSDOT. The differences were such that the resulting retrofit costs varied widely, depending upon which motions were adopted. To resolve this issue, NYCDOT, in association with NYSDOT and the FHWA, retained a consultant to assemble an expert panel to develop recommendations for rock motions that would be adopted uniformly by the New York City region. The panel consisted of a team of six internationally recognized experts in the fields of seismology, geology, earthquake engineering, ground motion, and geotechnical studies. There were several brainstorming workshops held in New York, where the senior officials from NYCDOT, NYSDOT, and the FHWA provided their input to the panel members. NYCDOT also invited other city agencies to participate in the process.

The expert panel came up with definitive recommendations regarding rock motions, time histories, ground motions and bridge performance criteria to be used for critical, essential or other bridges undergoing structural analyses. The panel detail findings are described in the report entitled "New York City, Seismic Hazard Study and its Applications, Final Report, December 1998." This report is now extensively used by NYCDOT, NYSDOT, the FHWA, their consultants, and other agencies in the New York area for bridge projects. Thus, NYCDOT's leading role and efforts to establish ground motion standards have brought uniformity in seismic design to the New York City area. This will result in savings in bridge retrofit costs.

In 1997, the Division began a unique project aimed at conducting a seismic evaluation and subsequent retrofit of the Macombs Dam and 145th Street Bridges over the Harlem River. It is also intended to develop schemes for the strengthening of the unreinforced masonry piers on these movable bridges. The project's findings may be applied to other NYC bridges that have similar masonry substructures.

The 1998 Seismic Design Criteria generated by NYCDOT and adopted by all local bridge entities includes a requirement that they be revisited every 3-4 years. In 2002, a panel of seismologists prepared a report to update the existing 1998 criteria. This report was reviewed by NYCDOT, NYSDOT, FHWA, and also by a few consultants working on NYCDOT projects. A meeting was held on November 13, 2002, and was attended by NYCDOT, NYSDOT, and FHWA. It was unanimously agreed to continue to follow the existing 1998 seismic design criteria at least until the new USGS national hazard maps are finalized and incorporated in a national code.

On June 3, 2004, in a meeting attended by NYCDOT, NYSDOT and FHWA, it was unanimously agreed to adopt the new hard rock ground motions recommended by the panel of seismologists.

Data from geotechnical bridge studies performed within the five boroughs of NYC has been compiled. A series of generalized subsurface soil and bedrock profiles will now be developed to be representative of the range of soil profiles, overburden thickness, and rock types found within NYC. Free-field analyses of those profiles will be performed using the new hard rock motions. The goal is to determine possible revisions of the criteria defining soil and rock profile types, their generic amplification factors and design response spectra, for compatibility with NYC subsurface conditions. The last step in the review process will include a review of the seismic performance (bridge "survival") requirements; and establishing areas of design where revisions are necessary.

BRIDGE CLASSIFICATION

The Coast Guard regulations, which govern the operation of the City's movable bridges, define the owner's responsibility to the mariner by classifying a bridge as "open on demand" or "open on advance notice." An "on demand" bridge provides an immediate opening to any vessel wishing to pass the bridge. An "advance notice" bridge opens after the mariner requests an opening several hours in advance. "On demand" bridges must be staffed at all times. "Advance notice" bridges are staffed only when necessary. DOT redesigned the work process in order to reduce personnel costs to the City and improve the delivery of services to the maritime community.

In October 2000, the Department implemented the United States Coast Guard-approved changes, establishing a four-hour notice for the Harlem River bridges, and a two-hour notice for the remaining "advance notice" bridges. The "on demand" classification remains for three bridges. The revised advance notice requirements allowed the formation of mobile crews with overlapping responsibilities, meeting the mariners' needs and, in some instances, improving service by providing two mobile crews to expedite a vessel's travel along a waterway.

The reduction in planned personnel will save approximately $998,030 annually. In addition, bridge operational capabilities, general maintenance, and debris and snow removal have been enhanced through the more efficient utilization of existing personnel.

The remaining task is the conversion of the three remaining bridges to "on demand" status. This will be achieved by the replacement of the Shore Road over Hutchinson River and the Belt Parkway over Mill Basin bridges with new bridges built with higher clearances, thereby reducing the number of times the bridges must be opened. The third bridge, Hamilton Avenue, does not require a higher elevation.

Summary of Vessel Openings 1992 - 2006

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Brdn Ave. (Q)	107	141	0	0	105	15	0	3	0	28	0	0	0	1	0
Brdwy (B/M)	3	10	6	7	24	7	2	0	6	27	83	49	16	2	18
Brcknr Expwy (Estrn Blvd) (B)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brcknr Expwy (Unnprt Brdg) (B)	635	554	594	431	386	363	257	345	385	420	332	300	309	253	250
Carroll St. (K)	627	669	704	432	245	142	110	174	102	80	124	186	49	22	28
Grand St. (K/Q)	549	224	254	239	189	37	23	24	17	50	19	10	8	5	2
Grnpoint Ave. (K/Q)	860	587	549	498	557	626	669	787	688	641	659	738	1093	1045	905
Hmltn Ave. (K)	1331	1300	1336	1246	1191	1157	996	982	933	832	946	824	757	677	1077
Hntrs Point Ave. (Q)	106	141	0	0	113	15	0	1	0	36	0	0	0	0	0
Htchnsn River Pkwy (B)	0	0	0	37	31	32	75	46	5	120	30	5	37	10	2
Macombs Dam (B/M)	0	0	6	5	13	3	0	0	0	0	0	0	0	0	0
Mdsn Ave. (B/M)	1	5	5	0	0	0	0	0	0	0	0	0	7	0	9
Metrpltn Ave. (K)	356	225	310	272	407	423	448	513	279	366	339	342	153	0	104
Mill Bsn (K)	879	1151	1250	954	903	628	591	433	336	317	142	173	164	162	174
Pulaski (K/Q)	426	224	239	206	195	291	332	383	276	208	308	599	694	734	433
Rsvlt Islnd (M/Q)	0	0	0	0	0	0	4	0	58	48	125	63	669	150	54
Shore Rd (Pelham Pky) (B)	1996	2138	2222	2190	2167	2158	2274	2162	2168	2222	1897	1910	2011	1683	1704
Union St. (K)	547	657	713	432	236	144	103	144	85	101	62	24	21	11	9
Ward's Isnd Pdstrn (M)	0	2	0	1	0	2	1	0	0	279	0	0	7	2	8
Willis Ave. (B/M)	6	8	18	24	17	9	0	4	4	40	0	7	25	2	41
3rd Ave. (B/M)	1	7	19	20	18	9	0	2	1	1	0	0	0	0	6
3rd St. (K)	549	663	732	432	256	149	112	157	178	117	212	152	99	43	31
9th St. (K)	984	927	836	0	0	0	0	192	513	808	733	547	457	360	480
145th St. (B/M)	0	0	9	24	24	3	0	0	1	6	0	0	9	0	0
W.207th St. (B/M)	0	1	6	4	12	7	2	0	6	14	4	6	10	1	12
TOTAL	**9963**	**9634**	**9808**	**7454**	**7089**	**6220**	**5999**	**6352**	**6041**	**6761**	**6015**	**5935**	**6595**	**5163**	**5347**

Roadway Bridges

INNOVATIONS

Innovations in the design and construction of Roadway Bridges continued in 2006. The continued use of weathered steel for bridges over railroads eliminates expensive costs involved in maintenance painting. Where feasible, the continued use of precast elements in bridge reconstruction reduces construction duration and the resulting negative impacts on the traveling public.

ANNADALE ROAD BRIDGE OVER SIRT SOUTH SHORE (STATEN ISLAND)

This project will replace the existing two span bridge with a single span bridge, including the removal of the existing pier, the replacement of the existing north abutment and the rehabilitation of the existing south abutment. In addition, the work will include removal and replacement of the existing concrete deck, sidewalks and curbs, and the replacement of the existing bridge railing system. The bridge will be replaced in three stages. One lane in each direction will be open to traffic at all times during construction. Pedestrian traffic will be maintained by the use of a temporary pedestrian bridge. Construction is expected to begin in May 2007 and is expected to be completed in August 2009.

Annadale Road Bridge in 2001. (Credit: NYSDOT)

BELT PARKWAY BRIDGES OVER FRESH CREEK, GERRITSEN INLET, PAERDEGAT BASIN, ROCKAWAY PARKWAY, NOSTRAND AVENUE, BAY RIDGE AVENUE, AND MILL BASIN (BROOKLYN)

On a New York State-mandated scale from 1 to 7, these seven bridges possess a condition rating of “fair” (3.001 – 4.999). In 2006, the Fresh Creek Bridge was 3.26; the Gerritsen Inlet Bridge was 3.60; the Paerdegat Basin Bridge was 3.22; the Rockaway Parkway Bridge was 4.06; the Nostrand Avenue Bridge was 4.10; the Bay Ridge Avenue Bridge was 3.31; and the Mill Basin Bridge was 3.10. While none of the bridges are in any immediate danger of structural failure, their reconstruction is required in order to maintain mobility and public safety on this vital artery.

Under the Department’s current proposal, the existing 5 span, 264.5 foot Fresh Creek Bridge will be replaced with a new 3 span, 309-foot bridge; the existing 11 span, 520-foot Gerritsen Inlet Bridge will be replaced with a new 3 span, 496-foot bridge; the existing 4 span, 150-foot Rockaway Parkway Bridge will be replaced with a new single span 95-foot bridge; the existing 3 span 140-foot Nostrand Avenue Bridge will be replaced with a new single span 98-foot bridge;

and the existing single span 58-foot Bay Ridge Avenue Bridge will be replaced with a new single span, 58-foot bridge. The stopping sight distance for the bridge and approach roadways will be improved except for the Bay Ridge Avenue Bridge, where improvement is not needed.

The reconstruction of the Fresh Creek Bridge, currently in its final design phase, is scheduled to start in 2007, and will last for approximately 3 years. The bridge and the approach roadways will be constructed in four stages, while maintaining three traffic lanes in each direction and a bike path on the eastbound side during construction.

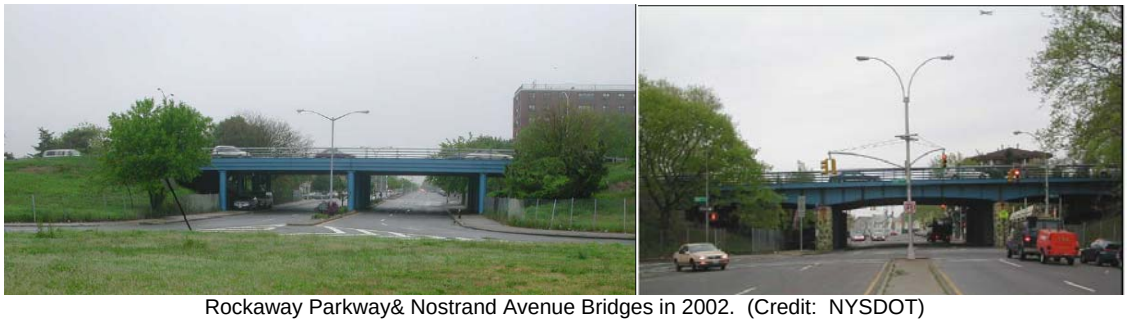
The reconstruction of the Gerritsen Inlet Bridge, currently in its final design phase, is scheduled to start in 2009, and will last for approximately 4 years. The bridge and the approach roadways will be constructed in four stages, while maintaining three traffic lanes in each direction and a bike/pedestrian path on the eastbound side during construction.

The reconstruction of the Rockaway Parkway Bridge, currently in its final design phase, is scheduled to start in 2007, and will last for approximately 3 years. The bridge and the approach roadways will be constructed in five stages, while maintaining three traffic lanes in each direction during construction.

The reconstruction of the Nostrand Avenue Bridge, currently in its final design phase, is scheduled to start in 2009, and will last for approximately 2½ years. The bridge and the approach roadways will be constructed in five stages, while maintaining three traffic lanes in each direction during construction.

The reconstruction of the Bay Ridge Avenue Bridge, currently in its final design phase, is scheduled to start in 2009, and will last for approximately 1½ years. The bridge will be constructed in five stages, while maintaining three traffic lanes eastbound and two traffic lanes westbound during Stage I, and two traffic lanes in both directions during Stages II, III, IV, and V during construction.

Fresh Creek, Gerritsen Inlet & Bay Ridge Avenue Bridges in 2002. (Credit: NYSDOT)



Rockaway Parkway& Nostrand Avenue Bridges in 2002. (Credit: NYSDOT)

The Paerdegat Basin Bridge will be replaced by a new split bridge. It will be constructed on a new off-line alignment conforming to current standards. The new bridge will be within the right-of-way of the parkway. This project is scheduled to begin construction in 2007, and to last for approximately four years.

Paerdegat Basin Bridge. Mill Basin Bridge.

When the Mill Basin Bridge was constructed during the first half of the 20th century, New York City's inland waterways were among the most heavily navigated thoroughfares in the country. However, as maritime traffic in New York City steadily decreased since the mid-1960s, the need for movable bridges lessened as well. In 1941, during its first full year of operation, the Mill Basin Bridge was opened 3,100 times; by 1953, that figure decreased to 2,173; by 2006, the number of openings declined further to a total of only 174 openings.

In addition, significant and costly traffic congestion results from the operation of this outmoded drawbridge. In 2005, the Mill Basin Bridge carried 143,158 vehicles per day. The average opening and closing time for the bridge (and others like it) is ten minutes. Thus, this structure's operation has a negative and significant effect on the efficiency of New York City's vehicular traffic flow.

The existing bridge is a 14 span structure, consisting of a double leaf steel bascule span. The substructure is made of reinforced concrete abutments and piers supported on precast concrete or timber piles.

Under the Department's current proposal, the Mill Basin Bridge will be replaced with a new, 15 span, high-level, fixed bridge with a composite steel superstructure and reinforced concrete substructure on pile footings. The bridge will be constructed next to the existing structure so as to maintain traffic during the construction period. It will feature three lanes of vehicular traffic, as well as a 12-foot wide shoulder in each direction. A new sidewalk/bicycleway will also be constructed on the eastbound portion of the structure, and the stopping sight distance for the bridge and approach roadway will be improved.

Currently in its final design phase, the reconstruction of the Mill Basin Bridge is scheduled to start in 2011, and to last approximately 4 years. The new bridge will be constructed off-line while maintaining three traffic lanes in each direction and a bike/pedestrian path on the eastbound side of the existing bridge during construction. The existing bridge will be demolished after the new bridge is fully opened to vehicular traffic.

A computerized traffic simulation model is under development in connection with the Division's plans to reconstruct seven bridges on the Belt Parkway. This model will serve as a useful tool to establish the impact of construction on the traveling public and to help determine appropriate construction schedules. In addition, it will enable us to rapidly evaluate the impact of a variety of combinations of construction staging. The final schedule of construction for these bridges will depend on the outcome of the traffic simulation model analysis.

BROOKLYN-QUEENS EXPRESSWAY (WB) & (EB) OVER CADMAN PLAZA AND FULTON STREET (BROOKLYN)

The Brooklyn-Queens Expressway over Cadman Plaza and Old Fulton Street, oriented East to West, and located just west of the Brooklyn Bridge, consists of two separate two-span superstructures founded on concrete abutments and piers sharing a common footing on H piles.

The bridge was constructed in 1948.

The westbound side is a two-span continuous steel stringer, concrete deck superstructure supported by concrete abutments and a solid concrete center pier. The stringers are supported by fixed bearings at the center pier and with expansion bearings at the abutments. The bridge deck is a reinforced concrete slab overlaid with an asphalt wearing surface.

The eastbound side is a two span continuous steel rigid frame structure of built-up riveted girders. The girders are concrete-encased and rigidly framed into the framing at both abutments and center pier. The existing railings are substandard, and the granite veneer on the substructures has been removed from both of the abutment stems and the south side wing walls.

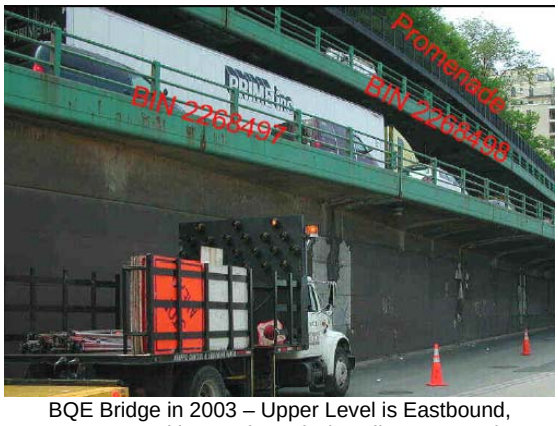
BQE Bridge Over Cadman Plaza in 2002 – Upper Level is Eastbound, Lower Level is Westbound.
(Credit: NYSDOT)

The project will include removing the existing wearing surface, demolishing and removing the existing bridge railings, safety walks, concrete deck, deck expansion joints, concrete approach slabs, and the top portion of existing abutment and pier stems. Construction will include new top portions for the abutment stems and pier caps, new abutment expansion bearings and pier fixed bearings, new shear stud connectors on top flanges at existing stringers, new exodermic deck on steel stringers, new approach slabs, half-size permanent concrete barriers at both fascias, new deck plug joints, a new wearing surface, and a new waterproof membrane over the concrete deck surface.

The project is currently in its final design phase. Construction is expected to begin in August 2007, and is expected to be complete in August 2008.

BROOKLYN-QUEENS EXPRESSWAY (WB) OVER FURMAN STREET & BROOKLYN-QUEENS EXPRESSWAY (EB) OVER BROOKLYN-QUEENS EXPRESSWAY (WB) (BROOKLYN)

A Notice to Proceed for the $1.1 million project to reconstruct the transverse expansion joints on the Brooklyn-Queens Expressway (BQE) in Brooklyn Heights between Orange and Joralemon Streets was issued to the contractor with a start date of May 3, 2004. The first (lower) cantilevered level carries the westbound vehicular traffic. The second (intermediate) cantilevered level carries the eastbound vehicular traffic, and the third (top) cantilevered level supports the Brooklyn Heights promenade.



BQE Bridge in 2003 – Upper Level is Eastbound,
Lower Level is Westbound. (Credit: NYSDOT)

This section of the BQE was originally constructed approximately 50 years ago and due to the aging process, the original joint material was no longer capable of preventing water from infiltrating the structural concrete. If this situation were to continue unabated, the concrete would have become severely damaged due to the water's freeze/thaw action and its corrosive effect on the reinforcing steel. Installing new joint material reestablished the watertight seals while allowing for the necessary expansion of the superstructure, thus extending the useful life of the structural concrete that supports the westbound and eastbound roadways of the BQE. There are a total of 100 joints; 50 joints on the first cantilevered level, and 50 joints on the second cantilevered level within the project limits. Each joint is 33½ feet in length for a total 3,350 feet of joint replacement. The work was performed only during the nighttime hours of 12:01 AM to 5:00 AM under two lane closures, with the third lane open to traffic. At all other times, all three lanes in both the westbound and eastbound directions were open to traffic. The eastbound cantilevered level was completed in November 2004. Work on the westbound cantilevered level resumed in spring 2006. The project was substantially completed on November 16, 2006.

Working on The Transverse Expansion Joints.

Finishing and Inspecting the Repairs.

CITY ISLAND ROAD BRIDGE OVER EASTCHESTER BAY (BRONX)

The existing City Island Road Bridge was built in 1901 and is the only vehicular, bicycle and pedestrian access between the mainland Bronx and City Island. The bridge is part of City Island Road, which is located within Pelham Bay Park and crosses over Eastchester Bay. With seven spans and six piers in the water, the bridge has outlived its useful life and requires extensive continuous maintenance.

Original Bridge in 1873.

The existing bridge will be replaced along the same alignment with a new single span, single tower cable-stayed bridge which will be a unique structure type in the NYC area. The new bridge will be approximately 17 feet wider than the existing one to accommodate three standard 12-foot wide traffic lanes, a 6-foot wide bicycle lane and a 6-foot wide pedestrian walkway on each side. The tower and concrete counterweight for backstay anchorage of the new bridge will be located in Pelham Bay Park. The new bridge will be designed to current standards and with its wider roadway width, will allow future repair and rehabilitation to be carried out while maintaining one 12-foot lane in each direction. In order to maintain traffic during the demolition of the existing bridge and construction of the new bridge, a temporary bridge will be constructed on the south side of the existing bridge.

City Island Road Bridge. Vertical Clearance Posting. (Credit: NYSDOT)

The construction phase for this project is scheduled to begin in fall 2008 with an approximate duration of 3 years.

Rendering of New City Island Road Bridge.

CLAREMONT PARKWAY BRIDGE OVER METRO NORTH RR (BRONX)

The Claremont Parkway Bridge was built in 1889, with major reconstruction in 1938. This project, currently in its final design phase, will include removal of the entire superstructure and approaches. The new bridge will consist of pre-stressed concrete box beams supporting a reinforced concrete deck and approach slab, concrete sidewalks and reinforced concrete parapet walls with protective fencing, and reconstructed approach roadways. A portion of both existing abutments will be removed to accommodate the new bridge profile. The utility work will include the installation of two new water mains, a gas main, and electrical conduits. The bridge will be constructed in four stages, with one traffic lane open in each direction at all times during construction. Construction is expected to begin in October 2007, and is expected to be complete by April 2009.


Claremont Parkway Bridge. (Credit: NYSDOT)

CONCOURSE VILLAGE AVENUE BRIDGE OVER METRO NORTH (BRONX)

This project will include demolishing the existing bridge deck, removing loose encasement on the structural members, localized steel repairs, and restoring the encasement. A new concrete deck will be installed, and new approach slabs, an east parapet, steel faced curbs, and concrete sidewalks will be built. The existing granite blocks will be repointed as necessary. The bridge will be reconstructed in four stages, with one 4.3 meter wide southbound lane maintained during construction. Construction is expected to begin in October 2010, and is expected to be complete in April 2012.

Concourse Village Avenue Bridge. (Credit: NYSDOT)

CONGRESS STREET BRIDGE OVER BROOKLYN-QUEENS EXPRESSWAY, AND LINCOLN ROAD BRIDGE OVER BMT SUBWAY (BROOKLYN)

A Notice to Proceed for the reconstruction of these bridges was issued to the contractor with a start date of April 26, 2004. The project originally contained three bridges, but the Seeley Street Bridge was removed from the contract in September 2004.

The existing Congress Street Bridge was a two span structure over the Brooklyn-Queens Expressway (BQE). The major substandard feature of the bridge was its vertical clearance over the BQE. There was evidence of vehicular impacts on the bridge superstructure. The rehabilitation included reconstructing a new bridge superstructure with high strength steel that added 12 inches of additional vertical clearance. Epoxy coated reinforcement was used for concrete deck reinforcement, and the bridge substructure was rehabilitated to conform to seismic requirements. The reconstruction of this bridge was accomplished in two stages. The existing bridge carried one-way east bound traffic, which was maintained for the duration of the construction. The reconstruction involved BQE lane closures at certain times. Traffic Enforcement Agents were posted for the duration of the BQE lane closures to ensure the smooth flow of traffic. The Congress Street Bridge was substantially completed on August 5, 2005, some two months ahead of schedule.

Old Congress Street Bridge. Bridge Deck Demolition. (Demolition Credit: Carlos Ramirez)

Congress Street Bridge Deck Demolition and Structural Steel Removal. (Credit: Carlos Ramirez)

Congress Street Bridge Structural Steel Removal. (Credit: Carlos Ramirez) Stage I Placement of Rebar for Concrete. Concrete Placement for Deck Slab.

Completed Congress Street Bridge.

The Lincoln Road Bridge project included a replacement of a water trunk main under the railroad track which was within the limits of the bridge reconstruction. The replacement of the water trunk main was funded by NYCDEP. The existing bridge was a four span structure with a steel pier bent and reinforced concrete abutments. The bridge spans over NYCTA Brighton Beach line. The rehabilitation included removal of the existing bridge in its entity and the construction of a new bridge. The new bridge is a single span flexible type integral abutment bridge built compositely with a steel stringer and a concrete deck. The project work was accomplished in three stages. The water trunk main was replaced during the first stage. Effective May 19, 2005, the bridge was fully closed to traffic, as agreed to by the community, in order to shorten the construction duration by 11 months. The Lincoln Street Bridge was substantially completed on June 20, 2006.

Lincoln Road Bridge in 2003. (Credit: NYSDOT) Bridge Fully Closed to Traffic in May 2005. Pier Piling Operation in July 2005.

Placing Stay-in-Place Forms for The Lincoln Road Bridge Concrete Deck in March 2006. Concrete Placement for The Deck Slab in April 2006. Placing Fresh Asphalt in May 2006.

Completed Lincoln Road Bridge.

CROOKE AVENUE AND NEWKIRK AVENUE BRIDGES OVER BMT SUBWAY (BROOKLYN)

The existing four span Crooke Avenue Bridge was constructed in 1916. A recent inspection revealed significant deterioration of the superstructure. This project, currently in its final design phase, will include removal of the superstructure in the right of way only, approaches and two piers. The new single span bridge will consist of pre-stressed concrete box beams supporting a reinforced deck and approach slabs, concrete sidewalks, reinforced parapet walls with protective fencing and reconstructed approach roadways. The top portion of the abutments will be removed and reconstructed. The utilities will be relocated within project limits. The new bridge will also meet current NYCT sight distance and horizontal clearance standards. The bridge will be constructed in two stages, with one vehicle lane and one sidewalk maintained. Construction is expected to begin in November 2007, and is expected to be complete in April 2009.

The Newkirk Avenue Bridge is a three span structure between East 16th Street and Marlborough Road. This project, currently in its final design stage, will include the removal of the entire superstructure, including pier caps, girders, deck slabs and approaches. The new three span bridge will consist of steel stringers and light weight concrete deck. The exterior and middle columns will be replaced with new steel columns. The existing steel caps on the steel pier columns will be replaced. The top portion of the abutments will be removed and reconstructed. New utilities will be installed. Pedestrian access to the Newkirk Avenue station will be maintained during the three stage construction. During Stage III of construction the bridge will be closed to vehicular traffic. Construction is expected to begin in November 2007, and is expected to be complete in May 2009.

Crooke & Newkirk Avenue Bridges. (Credit: NYSDOT)

GRAND CONCOURSE BRIDGE OVER EAST 161ST STREET (BRONX)

This $52 million project will include the rehabilitation of the Lou Gehrig Plaza and the reconstruction of the Grand Concourse from East 161st Street to East 166th Street, as well as landscaping improvements. In addition, artwork will be included under the Percent For Art Program administered by the Department of Cultural Affairs. The underpass and its approaches will be closed to traffic during the Yankees' off-season only. The reconstruction will be completed in 14 stages with two traffic lanes in each direction maintained at the Grand Concourse. A Notice to Proceed for the project was issued to the contractor with a start date of January 3, 2006. Construction of the west side of the Grand Concourse was nearly complete by the end of 2006. The reconstruction project is expected to be complete by September 2009.

Grand Concourse Bridge over East 161st Street. View of West Portal. Existing Lou Gehrig Plaza.

Rendering of New Lou Gehrig Plaza. Existing Grand Concourse. Rendering of New Grand Concourse.

Soil boring operations began on January 3, 2006, and were completed on January 6, 2006. Stage I reconstruction of the bridge began on March 27, 2006. Stage IB reconstruction of the bridge began on June 21, 2006.

Transporting Trees From East Median for Replanting. Uncovering Live ECS Cables Above Tunnel Roof Before Bridge Demolition. Excavation for Replacement of Sewer Pipes.

Stage II reconstruction of the bridge began on October 26, 2006. The underpass was closed to traffic as part of this stage, which will be in place through April 1, 2007.

Demolition of the Bridge. Removing Concrete at the Springline of the South Abutment Stem. Formwork and Concrete Placement at South Abutment.

Installation of precast panels began in the intersection of the Grand Concourse and 161st Street on December 19, 2006.

Installing the Precast Panels.

GUN HILL ROAD BRIDGE OVER METRO NORTH RR (BRONX)

The existing Gun Hill Road Bridge was constructed in 1918. A recent inspection by the Division revealed that the superstructure of the bridge has outlived its useful service life. The effects of age and weather have rendered reconstruction necessary. This project will include the removal of the existing superstructure and the top portion of the existing concrete abutments, and the construction of new approach slabs, roadway, and sidewalks. The work will also include replacing the water and gas mains, as well as other utilities, erecting new steel girders, installing new utility supports, placement of a new reinforced concrete deck, and constructing new concrete parapets with pedestrian fencing. The bridge will be reconstructed in three stages, with two lanes of traffic maintained during construction. A Notice to Proceed for the $7.4 million reconstruction of this bridge was issued to the contractor with a start date of December 1, 2004.

Gun Hill Road Bridge in 2002. (Credit: NYSDOT) 2005: View of Bridge at the MPT Stage. Demolition of the Existing Bridge Deck. (Deck Credit: Muhammad Siddiqui)

2005: Project Engineer Muhammad Siddiqui Inspecting the Stay-in-Place Formwork for the New Gun Hill Road Bridge Deck. Installing Deck Reinforcement. Concrete Placement.

Effective March 9, 2005, the southbound off ramp of the Bronx River Parkway at Gun Hill Road was closed to traffic for a three year duration. Stage II reconstruction of the bridge began on November 3, 2005. At the end of 2006, the project was in Stage III which consists of the reconstruction of the northern 1/3 of the bridge. Construction is expected to be complete in November 2007.

January 2006: Stage 2 Construction Zone, South Side of Bridge. March 2006: Looking West From The East Abutment at The Utility Supports for The Gas mains. July 2006: Stage 2 Construction Zone, Prior to Girder Removal.

July 2006: Looking East - Placing Concrete for The east Abutment Backwall and a Quality Assurance Engineer Inspecting The Work. September 2006: Stage 2 Construction Zone, Placing Concrete for The Deck.

INSPECTION OF THE HIGH BRIDGE PEDESTRIAN BRIDGE OVER THE HARLEM RIVER (BRONX/MANHATTAN)

In support of the Department of Parks and Recreation (DPR), the Division prepared a detailed scope of work for the comprehensive in-depth inspection of this eleven span landmark structure, the oldest (circa 1848) bridge over the Harlem River. The bridge is under DPR's jurisdiction.

A Notice to Proceed was issued to the contractor with a start date of July 18, 2002. Engineering consultants conducted this inspection, which was completed in the summer of 2006, at an estimated cost of $2.5 million. The Division administered and supervised this work.

The resultant report was furnished to DPR to pursue rehabilitation of the structure. Its goal is to open the historic promenade level for public use by pedestrians and cyclists and, once again, link the Bronx and Manhattan portions of High Bridge Park. The final condition assessment report was distributed on September 8, 2006.

High Bridge Pedestrian Bridge. (Credit: Michele N. Vulcan)

State Assemblymember Adriano Espaillat, DEP Commissioner Emily Lloyd, Congressman José Serrano, DPR Commissioner Adrian Benepe, and DOT Commissioner Iris Weinshall on the Bridge at the November 2006 Announcement of the Completion of the Study.

HILL DRIVE BRIDGE OVER PROSPECT PARK LAKE (BROOKLYN)

The landmark Hill Drive Bridge was built in 1890. The existing bridge is a three span simply supported steel girder/beam structure, with the center arch span crossing Prospect Park Lake, and the other two spans consisting of masonry cellular structures with multiple interior masonry-bearing walls and non-composite concrete deck and concrete sidewalk. The substructure of the bridge consists of solid gravity abutments with U-type wing walls and piers.

This project will include the replacement of the existing masonry cellular abutments with new reinforced concrete abutments clad with existing stone and new brick masonry; the removal, storage, and reinstallation of the existing stone wing walls with a new reinforced concrete core; the replacement of the existing stringers and floor beams with new steel stringers; the supplementation of the existing arch girders with new cover plates; the reinstallation of the steel arch girders at their current locations to replicate original construction; and the replacement of the existing masonry arches spanning between floor beams by masonry cladding on the underside of the new arched concrete deck. The concrete deck, approaches, sidewalk, and roadway will be replaced within the project limits.

The ornamental cast iron and stones will be rehabilitated and reinstalled, replicating all the historic features and aesthetics of the original bridge. New bridge lighting and drainage systems will be installed. The park landscape will be restored, and trees identified by the Prospect Park Alliance as rare and/or historic shall remain undisturbed during construction.

The project is currently in its final design phase. Construction is expected to begin in June 2007, and is expected to be complete in 2009.

Hill Drive Bridge in 2001. (Credit: NYSDOT)

MANHATTAN COLLEGE PARKWAY, WEST 232ND STREET, WEST 239TH STREET, AND WEST 252ND STREET BRIDGES OVER HENRY HUDSON PARKWAY (BRONX)

This $6.6 million project will reconstruct four bridges over the Henry Hudson Parkway. A Notice to Proceed was issued to the contractor with a start date of February 23, 2004. The reconstruction of the West 239th Street and West 252nd Street Bridges commenced after the substantial completion of the Manhattan College Parkway and West 232nd Street Bridges. Work on the Manhattan College Parkway, West 232nd Street, and West 239th Street Bridges included the demolition and removal of the existing pavement and roadway slab down to the concrete arch of each bridge, and replacing it with a new deck on a protected membrane waterproofing system. In addition, the reconstruction of these bridges included drainage, repointing the existing stone masonry, new signage and pavement markings, improving the under deck lighting systems, and private utility work.

Manhattan College & West 232nd Street Bridges in 2001. (Credit: NYSDOT)
West 239th Street Bridge in 2001 & West 252nd Street Bridge in 2002.
(Credit: NYSDOT)

On West 232nd Street, the work was completed in three stages, with one lane of vehicular traffic maintained in each direction during construction. On Manhattan College Parkway, the work was

also completed in three stages, with one lane of vehicular traffic maintained in the westbound direction during construction.

The West 232nd Street Bridge re-opened to traffic on August 20, 2004, some three months ahead of schedule. The Manhattan College Parkway Bridge re-opened to traffic on October 29, 2004, some six weeks ahead of schedule. The reconstruction of the Manhattan College Parkway and West 232nd Street Bridges was substantially completed on September 28, 2006.

Old Fence on the Manhattan College Parkway Bridge. Newly Installed Picket Fence.

Manhattan College Parkway Bridge Deck During Construction. Completed Bridge.

Old Fence on the West 232nd Street Bridge. Deck During Construction. Completed Bridge.

On West 239th Street, the work was completed in three stages, with one lane of vehicular traffic maintained in the each direction during construction. Stage I reconstruction (northern half) of the bridge began on April 25, 2005. Stage II reconstruction began on September 22, 2005. The bridge re-opened to traffic on April 20, 2006. The reconstruction of the West 239th Street Bridge was substantially completed on December 5, 2006.

West 239th Street Bridge Before Reconstruction. During Construction. Installing the New Picket Fence.

Newly Installed Steel-Backed Timber Guide Rail at West 239th Street Bridge. Completed Bridge.

Work on the West 252nd Street Bridge will include the demolition of the existing concrete arch bridge deck, and replacing it with a new prestressed concrete box beam superstructure. In addition, the reconstruction of this bridge will include installing a new 300 mm diameter water main, improving the under deck lighting systems, private utility work, partial removal of the pier and abutments, new roadway lighting, and adjustment of the existing drain inlets, manholes, and catch basins. The work will be completed in four stages, with one lane of vehicular traffic maintained in the eastbound direction during construction. The work on this bridge began on January 3, 2006.

West 252nd Street Bridge Before Reconstruction.

The removal of the existing bridge sections over the northbound Henry Hudson Parkway was performed at night on October 25 and 26, 2006. The removal of the sections over the southbound Henry Hudson Parkway was performed at night on October 31 and November 1, 2006.

Wire Sawing the Deck and Removing the Existing Bridge Sections Over the Parkway.

West 252nd Street Bridge Formwork and Rebar Fabrication at the Pier and West Abutment.
Concrete Placement in Progress.

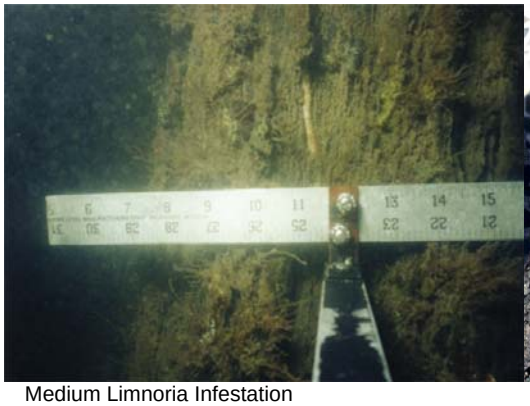
At the end of 2006, the demolition of the north half of the bridge was nearly complete. The four bridge project is expected to be complete in January 2008.

MARINE BORER REMEDIATION (MANHATTAN & BROOKLYN)

Marine borers pose an immediate and serious danger to the thousands of piles and other structures of timber built in the marine environment. In New York Harbor, as the water quality improved due to many years of clean up efforts, marine borer (limnoria, teredo, etc.) activity has increased significantly in recent years. The recent inspections of timber structures by various local agencies (such as The Port Authority of NY & NJ, NYS Department of Transportation, NYC Department of Sanitation, and NYC Economic Development Corporation) indicate increasing damage to their structures resulting from marine borer activity. These agencies are implementing measures to protect the structures against marine borers.

Marine Borer – Limnoria Species

Marine Borer – Teredo Species



Medium Limnoria Infestation

Teredo Damage (holes up to ¼" diameter)

In October 1999, the Department began a study to assess the existing damage caused by marine borers as well as the potential for future damage at several waterfront DOT structures, including the supporting structures of the relieving platforms along the FDR and Harlem River Drives, and the timber piles and structures of the Carroll Street and Ocean Avenue bridges in Brooklyn. The underwater inspection of timber piles supporting the FDR Drive began on May 8, 2000. Inspection of the Brooklyn sites was conducted during the week of October 23, 2000. The inspections were completed in October 2000, and the Marine Borer Evaluation Report was published in June 2001. Using the results of the underwater inspections, preliminary plans were developed for the implementation of repairs and remediation measures to protect the structures from attack. These preliminary plans were completed in December 2001. The final design is in progress, and will include plans to mitigate the impact of construction on the bodies of water. The construction work is expected to commence in 2008.

SHORE ROAD CIRCLE BRIDGE OVER AMTRAK (BRONX)

This project will include the removal of the existing two span bridge and the construction of a new single span bridge structure with a reinforced concrete deck over steel girders. The work will also include the construction of new reinforced concrete abutments and wing walls, as well as new parapet walls with protective steel fences. The bridge will be reconstructed in three stages, with one lane of traffic maintained in each direction during construction. Construction is expected to begin in June 2007, and is expected to be complete in December 2008.

Shore Road Circle Bridge in 2003. (Credit: NYSDOT)

STEINWAY STREET BRIDGES OVER GRAND CENTRAL PARKWAY WB & EB (BROOKLYN-QUEENS EXPRESSWAY) (QUEENS)

This $16 million project will replace two bridges, originally built in 1937, that connect over the Grand Central Parkway. A Notice to Proceed for the reconstruction of these bridges was issued to the contractor with a start date of July 1, 2002.

Steinway Street Bridges in 2002. (Credit: NYSDOT)

The contract provides for several NYPD Traffic Agents to maintain the flow of traffic at the Steinway Street intersections affected by the bridge for the duration of the replacement. Variable Message Signs (VMS) will be utilized to advise motorists of impending nightly lane closures on the Grand Central Parkway.

During 2004, the contractor completed all pre-stage construction activities and commenced Stage I construction activities. On July 23, 2004, during the demolition process to remove the first one-third of the existing bridge in preparation for installing the new bridge components, a portion of the existing north bridge collapsed onto the westbound roadway of the Grand Central Parkway. In a coordinated emergency effort by the NYPD, NYCFD, NYCDOT and the contractor, the Grand Central Parkway was completely closed for a period of twenty hours during which time the first one-third of the existing bridges' superstructures over the eastbound and westbound Grand Central Parkway was removed and carted away from the construction site.

In the interim period between August 2004 and December 2004 and as a precautionary measure, a decision was made by the Department to completely close the remaining two-thirds of the existing bridges to both vehicular and pedestrian traffic. As a result, traffic detour routes along north and south Astoria Boulevard were established with appropriate placement of signs, barricades and traffic control devices in an effort to facilitate the movement of traffic through the construction zone. NYPD Traffic Enforcement Agents were along deployed at critical location along the detour routes to assist in the smooth flow of traffic around the construction zone.

Also during this period a decision was made by the Department to have the contractor install temporary vehicular bridges capable of carrying the Standard HS 20 Highway Loading (with a

provision for a pedestrian walkway) in the location where the first one-third of the existing bridges were removed. These temporary bridges were utilized to carry two lanes of traffic along the northbound direction on Steinway Street over the Grand Central Parkway and resulted in the elimination of the northbound detour route that was established when the bridges were closed to traffic in July 2004.

The design and construction of these temporary bridges began in September 2004. The bridges were opened to two lanes of northbound traffic, as well as pedestrians, on January 10, 2005.

2004: Erection of the South Temporary Bridge.

2004: Erection of the North Temporary Bridge.

Temporary Bridges in Place in December 2004. Opening of the Temporary Bridges.

Aerial View of Steinway Street in January 2005.

The original contractor was defaulted by the City in March 2005. The surety then took over the responsibility for completing all of the remaining construction work, and, with the concurrence of the Agency, selected a replacement contractor. The new contractor re-started construction activities at the project site in September 2005.

2005: Utility Workers Excavating a Trench In Order to Deactivate the Feeder Cables in the Manholes Along Steinway Street. Driving a Sleeve for the Installation of Piles at the Center Fill Area.

2005: Preparing to Install Piles at the Southern End of the South Bridge. Removing the Utility Conduit Pipes From the Western Side of the Steinway Street Bridges.

The bridge will be constructed in two stages. In the first stage, the remaining two-thirds of the bridges was demolished and reconstructed.

2006: Demolition of the Existing Structure. Steel Erection Over the Grand Central Parkway.

Steel Erection Over the Grand Central Parkway.

Concrete Placement of Abutment Wall. Inspecting the South Bridge Deck Placement.

This bridge structure was opened to pedestrian and vehicular traffic on October 26, 2006, five days ahead of schedule, earning the contractor the full acceleration payment of $132,000. All traffic was then shifted to the newly reconstructed portion, which carries two lanes of vehicular traffic in each direction, as well as a pedestrian walkway. The traffic routes along north and south Astoria Boulevard were restored to their regular pattern on October 30, 2006. In the second stage the final one-third will be rebuilt after removal of the temporary bridges in early 2007. The project is scheduled for completion in October 2007.

Two-Thirds Bridge Structure Open to Traffic in October 2006. Restored Traffic Route Along Astoria Boulevard.

WESTCHESTER AVENUE BRIDGE OVER THE HUTCHINSON RIVER PARKWAY (BRONX)

This two span bridge supports a transit structure overhead and has substandard clearance over the highway below. In 2006, 10 unauthorized overheight vehicles struck the bridge's girders. A project to install an ITS solution, which includes an overheight vehicle detection system that flashes signs directing vehicles identified as being over 9' in height to exit the parkway, was substantially completed on December 3, 2004. It also includes cameras that are activated by acoustics and that will document future damage to the bridge as well as the offending vehicles' descriptions and plate numbers for recoupment of costs by the City. The contractor completed extra work associated with landscaping in the spring of 2006. A separate project is underway to reconstruct the bridge and lower the Parkway.

The early warning system is installed at strategic locations along the Hutchinson River Parkway north and south of the Westchester Avenue Bridge. This electronic sensor device uses a laser beam that scans horizontally at a predetermined height (9 feet for southbound and 10 feet for northbound). Once an over-height vehicle is detected by the sensor device, it then sends a signal to two successive variable message signs (i.e., warning and exit) to alert the driver to exit the parkway prior to the Westchester Avenue Bridge. In addition, ground mounted stationary signs are also installed to aid the electronic warning system.

If the over-height vehicle continues and hits the Westchester Avenue Bridge, a Bridge Damage Surveillance System (BDSS) installed on the bridge structure obtains records of the incident. The system consists of acoustic sensors that are installed at the lowest part of the bridge structure, infrared video cameras, and an on-site computer system. If an impact on the steel structure is detected by the acoustic sensors, the video information (i.e., license plate and side view images of the over-height vehicle) is stored into the system computer for analysis and evaluation by DOT.

Westchester Avenue Bridge in 2001. (Credit: NYSDOT) Overheight Sensor Unit on the Hutchinson River Parkway. (Credit: Roly Parroco)

New Vehicle Detection System

Video Stills From the Westchester Avenue Bridge BDSS.

The Westchester Avenue Bridge's vertical clearance over the Hutchinson River Parkway is sub-standard. Due to the number of truck and bus vehicles that mistakenly enter the Hutchinson River Parkway, where commercial vehicles are not allowed, the fascia steel girders of the bridge have been severely impacted and damaged numerous times. The planned lowering of the parkway will make it possible to eliminate the existing sub-standard vertical clearance of the bridge over the parkway without adversely impacting the NYCT elevated structure and its transit train operations. The total length for the lowering of the parkway will be 1000 feet (north and south), with a maximum lowering of the parkway of 2.5 feet under the Westchester Avenue Bridge.

The rehabilitation of the bridge will include the replacement of the existing reinforced concrete deck slab with a new reinforced concrete deck, steel faced curbs, a new parapet wall and protective screenings, concrete sidewalks, rehabilitation of the damaged steel fascia girders, and replacement of the diaphragms and other bridge elements, including a new steel water main.

This rehabilitation project is currently in final design. Construction is expected to begin in December 2008, and is expected to be complete in September 2011.

WOODSIDE AVENUE OVER LIRR (QUEENS)

This project, currently in its final design phase, will include the removal of the existing three span bridge and the construction of a new single span structure. The superstructure and abutments will be completely redesigned to comply with current seismic requirements. The bridge will be reconstructed in six stages. Construction is expected to begin in September 2010, and is expected to be complete by September 2012.

Woodside Avenue Bridge. (Credit: NYSDOT)

EAST 8TH STREET ACCESS RAMP OVER BELT PARKWAY (BROOKLYN)

The East 8th Street access ramp provides vehicular access to the westbound Belt Parkway from Coney Island Avenue and the surrounding area, south of the Belt Parkway. The bridge also serves pedestrian traffic crossing the Belt Parkway. The bridge is a four span, simply supported, multi-girder steel superstructure with a reinforced concrete deck. The abutments and wingwalls are also reinforced concrete, as are the three piers. The entire substructure is supported on reinforced concrete pile caps and steel piles. The project will include the replacement of the superstructure with new steel stringers, a cast-in-place deck including a new sidewalk, a new steel bridge railing with protective screen fencing, and the replacement of the tops of the existing pier columns and abutments. In addition, the piers will be modified by adding two columns on new steel piles, and underdeck and ramp lighting will be installed, as well as new catch basin frames. The ramp will be closed to both vehicular and pedestrian traffic for the duration of the reconstruction. Traffic will be diverted to local streets. Construction is expected to begin in October 2007, and is expected to be complete in June 2009.

East 8th Street Bridge in 2002. (Credit: NYSDOT)

15TH AVENUE, 18TH AVENUE, 17TH AVENUE, AND 20TH AVENUE BRIDGES OVER NYCT (BROOKLYN)

A Notice to Proceed for the $17.7 million reconstruction of these four bridges was issued to the contractor with a start date of September 29, 2003. The 15th Avenue Bridge is an arch barrel bridge, constructed in 1912-1913 between 63rd and 64th Streets. Age, weather and increased traffic had affected the bridge. The roadway slab, concrete abutments and concrete piers were severely deteriorated. The bridge had outlasted its useful life. The scope of this project included the removal of the existing pavement, sidewalk, piers, columns, roof beams, portions of the abutments and the concrete arches over the NYCT tracks. The reconstruction included portions of the abutments, installation of precast reinforced concrete pier wall and deck panels, construction of a reinforced concrete deck on top of precast deck panels, and the installation of a 300 mm water main, 408 mm gas main and electric facilities. The approach slabs and bridge joints were replaced. In addition, new roadways, sidewalks, steel faced curbs, and a concrete parapet with pedestrian fencing and street lighting were constructed. The 15th Avenue Bridge was substantially completed on February 8, 2005.

15th Avenue Bridge in 2002. (Credit: NYSDOT). Final Touches on Completed Bridge.

The 18th Avenue Bridge is also an arch barrel bridge, constructed in 1912-1913 between 63rd and 64th Streets. Age, weather and increased traffic had affected the bridge. The roadway slab, concrete abutments and concrete piers were severely deteriorated. The bridge had outlasted its useful life. The scope of this project included sewer work, the removal of a portion of the existing abutments, columns, roof beams, piers and the arches over the NYCT tracks. Cast-in place concrete piles, a steel superstructure, and new integral abutments were installed. The water main, gas main, and sewer were removed and relocated. A new concrete deck, approach slabs, and sidewalks were also part of this reconstruction project. The bridge was constructed in four stages, with one lane open in each direction at all times, as well as pedestrian access to local businesses. The 18th Avenue Bridge was substantially completed on May 16, 2005.

18th Avenue Bridge in 2003. (Credit: NYSDOT) Bridge Nearing Completion.

Finishing the Road. Completed 18th Avenue Bridge.

Similar construction at the 17th Avenue and 20th Avenue Bridges began after the completion of the 15th and 18th Avenue Bridges. The reconstruction of the 17th Avenue Bridge began on May 17, 2005. Effective July 13, 2005, the bridge was closed to vehicular traffic. The work included the demolition of the existing concrete arch superstructure and the existing concrete piers to top of footings. The superstructure was replaced with a new four span reinforced pre-cast pre-stressed rigid frame with new reinforced pre-cast pre-stressed concrete piers and slabs. Utilities were upgraded by installing additional 300 mm water main, gas main and electrical ducts. The bridge was re-opened to vehicular and pedestrian traffic on December 13, 2005, 29 days ahead of schedule. The 17th Avenue Bridge was substantially completed on February 24, 2006. The sidewalks were reopened to pedestrian use 16 days ahead of schedule earning the contractor the maximum incentive payment of $150,000. The total 17th Avenue Bridge project was completed 45 days ahead of schedule.

17th Avenue Bridge in 2002. (Credit: NYSDOT) Prior to Reconstruction in 2005.
Inspecting the Bridge Before Construction.

Demolition of the 17th Avenue Bridge Deck. Casting the New East Abutment Wall.
Installing Precast Concrete Footings.

Installing Pier Walls for the 17th Avenue Bridge. Installing Precast Deck Panels.
Placing the Reinforced Concrete Bridge Deck.

Completed 17th Avenue Bridge and Fence.

Work on the 20th Avenue Bridge began on May 15, 2006 after the utility company performed extensive work on the gas main. The bridge is expected to be complete in September 2007. The scope of this project includes the demolition of the existing six span reinforced concrete rigid frame and replacing it with a single span integral abutment reinforced-concrete composite superstructure. New combined sewer pipes, manholes, and water main will also be installed. At the end of 2006, the contractor was working on the new sewer pipes and manholes, and installing casings for pile driving for the new abutment, soldier piles, and lagging.

20th Avenue Bridge in 2002. (Credit: NYSDOT) Stage I Sewer Work.

Removing The 20th Avenue Bridge Arch Overburden.

The four bridge project is scheduled for completion in November 2007.

EAST 78TH STREET PEDESTRIAN BRIDGE OVER FDR DRIVE (MANHATTAN)

The current bridge is a nine span reinforced concrete structure over the FDR Drive. This project, currently in its final design phase, will include the removal of the entire superstructure; concrete deck, floor beams, parapet, girders, railing, protective screening, encased steel beams in the ferry house, existing concrete stair case on the esplanade side, existing substructure of piers, and ramp walls and wall of the ferry house, as well as a portion of the pier foundations below grade. The new fourteen span bridge will include steel piers with caisson foundations, a ramp retaining wall, and new superstructure using welded structural tubing, steel railing, and hand rails, as well as hand-protective screening. A new cast-in-place reinforced concrete deck will be installed. The proposed west ramp will be enclosed with a stone masonry wall to match the existing park wall. The new bridge will comply with ADA regulations.

During construction, pedestrian traffic will be detoured to the 71st and 81st Street pedestrian bridges. Construction is expected to begin in October 2007, and is expected to be complete in October 2008.

153RD STREET BRIDGE OVER METRO NORTH (BRONX)

This project, currently in the design and environmental impact assessment stage, will include a two-span, single tower, cable stayed vehicular bridge. It will be the first of its kind in New York City. The new four lane bridge will extend East 153rd Street in the Bronx across the Mott Haven rail yards from Morris Avenue to the Grand Concourse just north of Hostos Community College in the Melrose Section of the Bronx. This bridge will complete a link the street lost in the early 1980's when the old turn-of-the-century bridge was closed and demolished because of its age and deterioration. Construction of the new bridge is tentatively scheduled to begin in October 2007 and be completed in October 2010.

Original 153rd Street Bridge. Bridge in Early 1980's.

The new bridge will significantly ease congestion on the current east-west streets in the South Bronx, along 149th and 161st Streets as well as on the local streets in this neighborhood. With this bridge, East 153rd Street will be a continuous east-west thoroughfare from the commercial hub of Third Avenue to the Civic Center area of the Grand Concourse. It will serve the new revitalization projects of Melrose Commons, the Concourse Shopping Plaza and the Bronx Criminal Court Complex.

The bridge's graceful design, similar to the Tampa Bay Bridge in Florida, will create a very prominent landmark for this neighborhood. The cable-stayed structure will contain a tower rising above East 153rd Street to add to the Bronx skyline, with ribbons of steel cables holding up the roadway structure. The roadway will run between the two towers, and the sidewalk and bicycle lanes will be located on cantilever sections outside of the towers. This will reduce the overall depth of the superstructure by reducing the floor beam depths.

Rendering of New 153rd Street Bridge

EAST 183RD STREET BRIDGE OVER METRO NORTH (BRONX)

This project will include the removal of the existing single span bridge and the construction of a new single span bridge structure with a reinforced concrete deck over steel girders. The work will also include the rehabilitation of existing abutments and wing walls. The bridge will be closed during construction and will be reconstructed in a single stage. Construction is expected to begin in September 2007 and is expected to be completed in December 2008.

East 183rd Street Bridge in 2002. (Credit: NYSDOT)

Design-Build

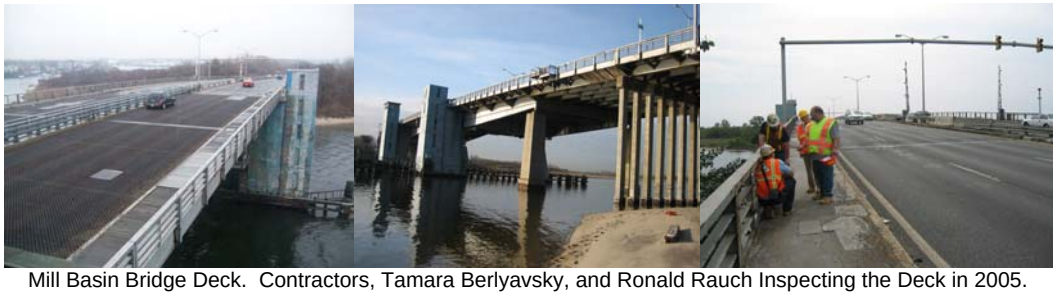
In 2006 the Department continued to use the Design-Build process to expedite capital bridge rehabilitation. These contracts retain the same company for both design and construction on selected projects. It is evident that there are many advantages to the Design-Build program, including the use of one consolidated procurement rather than two or more, resulting in significant time savings; the ability to commence construction before design completion; the avoidance of project escalation costs as construction commences two or three years earlier than with the conventional design-bid-build method; minimization of design change orders; and better coordination between design and construction, as critical field issues are addressed expeditiously. In addition, the design is custom made and reflects the capabilities and strength of the specific contractor; the Department establishes a single point of contact for communicating its goals and objectives; and overall costs are reduced substantially.

BELT PARKWAY BRIDGE OVER MILL BASIN (BROOKLYN)

In April 2006, the American Council of Engineering Companies of New York selected the replacement of the median barrier on the Belt Parkway Bridge over Mill Basin for a Gold Award in the structural systems category in its 2006 Engineering Excellence Awards. The emergency project on this bridge, which began on December 23, 2002, was substantially completed on April 5, 2003. The new barrier has already proved its worth by saving lives on more than one occasion. Recent accidents at the site have resulted in property damage only.

Aerial View of the Belt Parkway Over Mill Basin Bridge.

The next significant work on this bridge consisted of the replacement of the rapidly deteriorating bridge grid deck. A Notice to Proceed for this project was issued to the contractor with a start date of October 25, 2005. The design was completed, and grid panel fabrication was underway at the end of 2005.

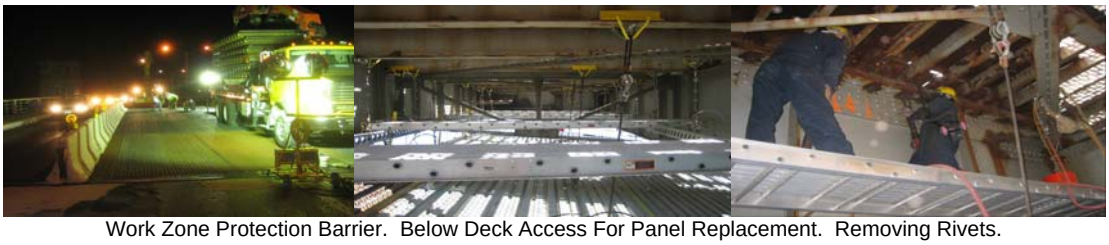


Mill Basin Bridge Deck. Contractors, Tamara Berlyavsky, and Ronald Rauch Inspecting the Deck in 2005.

Installing the Hangers, Tubes, and Decking of the Underdeck Shielding. Marine Work.

Project Team Traveling to the Barges Under the Bridge, Including Engineer-in-Charge Leo Gitis, Ali Mosaffari, Deputy Director of Design-Build Beatriz Duran, and Director of Design-Build/Emergency Contracts Chris Sklavounakis. Quality Assurance Engineer Khalid Mohammed. Tamara Berlyavsky Preparing to Inspect the Work.

Panel replacement began in spring 2006, and was completed on November 10, 2006. The project work expanded to address safety flags involving fender system work, as well as steel repair work.



Work Zone Protection Barrier. Below Deck Access For Panel Replacement. Removing Rivets.

Sawcutting And Removing Deck Panels. Surface Preparation After Panel Removal.

Hand Demolition at Toe Joint.

Landing Panel On The Span. Welding New Panel At Toe Joint.

The replacement of the bridge grid deck was substantially completed on December 22, 2006. The contract provided incentives/disincentives of $10,000 per calendar day, with a maximum incentive amount of $300,000, to ensure timely completion of the construction activities that impede traffic. The contractor earned the maximum amount. The new deck will serve traffic needs until April 2012. At that time, a new bridge carrying the Belt over Mill Basin will have been built and the existing one will be demolished.

RIKERS ISLAND BRIDGE OVER RIKERS ISLAND CHANNEL (QUEENS)

This project, currently in the preliminary engineering phase, involves replacing the superstructure of this rapidly deteriorating bridge. Cores taken from the bridge deck in 2003 revealed that the estimated useful life of the deck would soon expire, thus making bridge rehabilitation necessary. In 2005, the bridge carried approximately 13,811 vehicles per day.

Rikers Island Bridge in 2001. (Credit: NYSDOT)

The Division had previously completed the replacement of the bridge's substructure in 1998. The salty environment of the channel significantly contributes to the deterioration of the superstructure. This continued deterioration could also negatively impact the recently completed substructure work. The Division considered Design-Build to be the best project delivery method for this project, as it can expeditiously bring projects to the construction stage, and is the preferred method in all cases where time is of the essence. As the bridge exclusively serves the Rikers Island Correctional Facility, this project will require coordination with the Department of Corrections. Construction is expected to begin in 2015, and is expected to be complete in 2017.

As an interim measure, a project was planned to rehabilitate the bridge deck. The Notice to Proceed was issued to the contractor with a start date of August 24, 2005.

Looking North at a New Bridge Slab And The Roadway Repairs. Painting Under the Bridge.

Performing Underdeck Repairs. Working Inside the West Rebar Box Frame. Beam Repair.

The project work expanded to include superstructure painting as well as repairs of the pier caps. The painting was completed in 2006, and the pier cap repairs will be completed in summer 2007. The rehabilitation of the bridge deck was substantially completed on December 22, 2006.

BRUCKNER EXPRESSWAY BRIDGE (NB) OVER AMTRAK & CSX (BRONX)

A tanker truck carrying home heating fuel overturned and caught fire on the bridge on the evening of October 4, 2005. The traffic on the bridge, and on the Amtrak and CSX railroad lines below, was adversely affected. The bridge was inspected and core samples of the concrete from the fire-affected deck were tested. Division crews assisted in emergency repairs and clean-up, re-setting all expansion plates on the abutment, and performing deck repair. The crews worked continuously, and the roadway was re-opened in time for the morning rush hour on October 6, 2005.

Bruckner Expressway Bridge in 2002. (Credit: NYSDOT)

The Tanker Truck. Repairs and Cleanup. (Credit: Bojidar Yanev)

To protect the trains and railroad facilities below the bridge after the October 4, 2005 tanker truck fire, contractor crews began the nighttime installation of protective timber shielding under the bridge on October 5, 2005. The project was completed on November 8, 2005. The Division's Surveying Unit assisted the Inspections Unit in monitoring the deflection of the bridge.

The fire on the bridge weakened its members. While the immediate results of the fire were addressed by in-house forces, the aftereffects remain unresolved. The most recent inspection conducted on September 14, 2006 revealed that at least four girders have sagged and they are hit by CSX railroad cars below. The concrete deck has separated from the steel girder and there is a one to two inch gap between the top of the flange and the bottom of the haunches. In addition, the diaphragms between the girders have been burned and their capacity has been weakened. Urgently required repairs are being handled by the When and Where contractor. The contractor began the installation of additional timber bracing of the bridge's timber shielding in January 2007. This will be followed up by the replacement of the bridge which will be done under a Design-Build contract scheduled for Fiscal Year 2008.

CROSS ISLAND PARKWAY BRIDGE OVER FORT TOTTEN ENTRANCE (QUEENS)

A recent inspection by the Division revealed that the superstructure of the bridge has outlived its useful service life. The effects of age and weather have rendered reconstruction necessary. This project will include a new superstructure; pushing back the abutments to establish a longer bridge; adding one lane in each direction on 212th Street; geometric alignment improvements; and signal and lighting modifications. This project is currently in the preliminary engineering stage. Construction is expected to begin in summer 2009, and is expected to be complete in 2011.

Cross Island Parkway Bridge in 2002. (Credit: NYSDOT) Aerial View.

HARLEM RIVER DRIVE AT EAST 127TH STREET (MANHATTAN)

This project, currently in its preliminary design phase, involves the replacement of the existing 11 span bridge and the reconstruction of the Harlem River Drive between the Willis Avenue and Third Avenue Bridges, in addition to various highway improvements. It eliminates a major weaving problem between the southbound Harlem River Drive traffic destined for the Second Avenue exit and the Third Avenue Bridge exit ramp, and allows at-grade access for a future Park/Promenade to be developed by the Department of Parks at 127th Street between the Harlem River Drive and the Harlem River. The viaduct currently carries two northbound and three southbound traffic lanes and serves approximately 79,000 vehicles per day. This area currently has 40 times the State average number of accidents. Construction is expected to begin in spring 2014, and is expected to be complete in spring 2016.

Harlem River Drive at East 127th Street.

EIGHT RAMPS AND ONE PEDESTRIAN BRIDGE AT THE ST. GEORGE STATEN ISLAND FERRY TERMINAL (STATEN ISLAND)

Ferry service between Staten Island and Manhattan began in 1898, and its operations were taken over by the City's Department of Docks and Ferries in 1905. Today it is run by NYCDOT's Passenger Transport Division and services more than 19 million passengers each year, according to Captain James C. DeSimone, the ferry's Chief Operations Officer. The St. George Ferry Terminal itself recently underwent a major reconstruction project. The old drab, dingy building was converted into a well-lit, modern multi-modal facility. In addition to ferry service, the terminal also includes a very active MTA bus station and a Staten Island Railway Station. To complete the make-over of the St. George Terminal, the Division's Design Build Unit is undertaking a major rehabilitation project to upgrade vehicular access to the site.

Currently a series of eight ramps carry bus and passenger car traffic in and out of the facility. Seven of the eight ramps were constructed in 1948, with the eighth dating back to the early part of the 20th century. The last major structural work on these bridges was a deck replacement project in 1985 that only addressed three of the eight bridge structures. The planned design-build project will upgrade these eight structures and provide a design life of 75 years. For seven of the ramps, the project will provide new decks and eliminate joints where feasible, retrofit poorly detailed steel connections, and rehabilitate/replace deteriorated steel super- and sub-structure members, as well as install new paint systems. Lead paint removal and the installation of a new drainage system as well as a pigeon deterrent system will also be included. The eighth ramp is the existing load-restricted north ramp adjacent to the Richmond County Bank Stadium. It will be demolished and reconstructed on a more efficient alignment in order to alleviate traffic congestion at the intersection of Richmond Terrace and Wall Street. In addition, this project will replace the superstructure of a

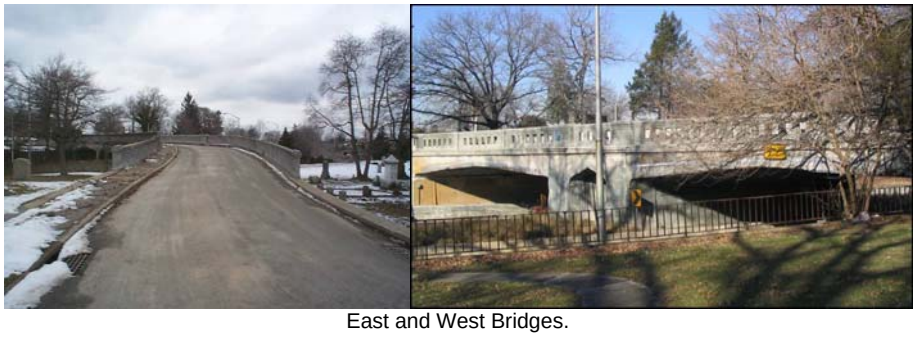
pedestrian bridge connecting the terminal to an office facility, and will address traffic improvements for the entire stretch of Richmond Terrace outside the terminal. Construction is expected to begin in spring 2009, and is expected to be complete by spring 2012.

Arial Views of the Staten Island Ferry Terminal Ramps.

Component Rehabilitation

CYPRESS HILLS CEMETERY ROAD BRIDGES (WEST & EAST) OVER JACKIE ROBINSON PARKWAY (QUEENS)

The original scope of work for these bridges called for the removal and reconstruction of the bridges' concrete deck structure, concrete parapets, sidewalks, bridge approaches, and the roadway slabs. On May 21, 2001 the contractor started removal of the overlay, concrete slab, parapets and sidewalks of the East Cemetery Road Bridge. The bridge was discovered to be in a far worse condition than originally anticipated.



East and West Bridges.

On July 3, 2001, the contractor was ordered to stop work and test samples were taken on both of the bridges. The test results indicated that both bridges were beyond rehabilitation. On December 20, 2001, the Agency decided to demolish the bridges for safety reasons and the East Bridge was fully closed to vehicular traffic. Traffic was allowed on the West Bridge with load restrictions.

The contractor could not begin the demolition as planned in May 2003 due to opposition by the cemetery. The lawsuit was dismissed in July 2005. The demolition project consisted of three stages: pre-demolition preparatory work, actual demolition, and restoration and site clearing.

Pre-demolition preparatory work included installing concrete deadmen and tie back rods at the abutments and deadmen to resist the unbalanced lateral earth pressure and/or cantilevered self-weight loads. The pavement and concrete deck at the abutments and wing walls were saw cut to stabilize the substructure prior to demolition. A protective shield was installed to contain the debris and waste that would fall from the superstructure during the demolition. This stage began on October 3, 2005.

Bridge Prior to Demolition. Installing Tie Back Rods at the North Abutment of the East Bridge.

The actual demolition of the bridges also included the removal of the shielding and the concrete waste and debris from the roadway, as well as the sidewalk/shoulder on the Jackie Robinson Parkway. The demolition was performed in one weekend, beginning on March 17, 2006. The Parkway was reopened in both directions at approximately 11 PM on March 19, 2006, 18 hours ahead of schedule.

Bridge Demolition.

The post-demolition work included the restoration of the concrete median and curb on the Jackie Robinson Parkway, restoration of the abutments, and installation of new parapets and repair slopes. The project to demolish these bridges was substantially completed on June 27, 2006. Access within the cemetery is maintained by the existing underpass beneath Jackie Robinson Parkway located just east of Memory Lane.

Restored North Abutment. Completed North Parapet Wall. New East Median.

When and Where Unit

In 2006, the following structures were worked on under the Division's When and Where contracts: Belt Parkway Bridge over Fresh Creek, Belt Parkway Bridge over Paerdegat Basin, Belt Parkway Bridge over Rockaway Parkway, Boston Post Road Bridge over Hutchinson River, Access Ramp to Brooklyn Bridge from FDR Drive Southbound over Frankfort Street, Brooklyn-Queens Expressway over Nassau Street, Bruckner Expressway over Amtrak, Delancey Street Pedestrian Bridge over FDR Drive, Promenade over FDR Drive from East 79th to East 91st Streets, Flushing Meadow Park Bridge over College Point Boulevard, Grand Concourse over East 161st Street, Gun Hill Road Bridge over Bronx River Parkway, Harlem River Drive Northbound Ramp over Harlem River (ramp to Trans-Manhattan Expressway), Henry Hudson Parkway Viaduct over West 72nd to West 79th Street, Hutchinson River Parkway Bridge over Hutchinson River, Jackie Robinson Parkway Bridge over Metropolitan Avenue, Linden Boulevard over BCIP, Pelham Parkway Bridge over Amtrak & Metro North, Riverside Drive over West 125th Street and Others, Rust Street Bridge over Flushing Avenue, Shore Road over Hutchinson River (Bronx) (a.k.a. Pelham Bay Bridge), Willis Avenue Bridge over Harlem River, East 6th Street Pedestrian Bridge over FDR Drive, East 78th Street Pedestrian Bridge over FDR Drive, West 79th Street Rotunda Complex, West 181st Street Pedestrian Bridge over Henry Hudson Parkway NB, Riverside Drive Bridge over West 155th Street, South of Tillary Street over Navy Street, Union Turnpike Bridge over Austin Street, 43rd Road Bridge over Laurell Hill Boulevard, Hempstead Avenue Bridge over Cross Island Parkway, Rust Street Bridge over Flushing Avenue, Brooklyn-Queens Expressway over Cadman Plaza, Queensboro Bridge (and assorted ramps), Pulaski Bridge over Newtown Creek, Douglaston Parkway Bridge over Cross Island Parkway, Brooklyn Bridge over the Brooklyn-Queens Expressway, Columbia Heights Bridge over Brooklyn-Queens Expressway, Caton Avenue Bridge over NYCTA, Page Avenue Bridge over SIRT South Shore, and various bridges over the Amtrak 30th Street Branch.

The closed Parks Department West 151st Street Footbridge over Conrail 30th Street Branch in Manhattan was demolished in June 2006. The contractor removed the bridge and temporarily placed it in an area inside the Amtrak right-of-way. The structure was subsequently separated into halves and transported to the 207th Street yard for further dismantling. The Amtrak right-of-way was restored, as were park areas at both abutments. The contractor completed the project in July 2006 by installing replacement walkway perimeter fencing.

Director of the When and Where Unit Sudhir Jariwala Inspecting the West 151st Street Bridge Prior to Starting the Removal. Preparing for Removal.

Dismantling the Pieces. Replacing the Fencing.

Removing Deteriorated Joint Sealer at the Page Avenue Bridge over SIRT South Shore in Preparation for its Replacement. Cleaning Steel Angle Surfaces. Installing New Joint Sealer Material.

Removing Loose Concrete From the Underdeck of the Jackie Robinson Parkway Bridge Over Metropolitan Avenue, And Installing Expanded Wire Mesh.

Repairing the Railings at the 92nd Street Pedestrian Bridge over Belt Parkway. Completed Repairs.

Douglaston Parkway Over Northbound Cross island Parkway: Removing Loose and Deteriorated Under-Deck Concrete, and Installing Expanded Metal Mesh.

Nighttime Installation of Steel Column Web Reinforcement at the East 111th Street Pedestrian Bridge Over the FDR Drive. Completed Repair.

MARINE WHEN AND WHERE

New York State DOT conducts the underwater inspections of our waterway structures. A contract was needed to facilitate the performance of marine repairs and to maintain structures in need. The objective is to perform marine structural repairs and maintenance together with other appurtenant work, which constitutes repairs of defective and deteriorated parts of bridge structures due to and in a water environment. The Department has neither the staffing nor the equipment to handle this type of special work. The work could not be handled under the usual time and materials When and Where contract, because the work is unique, in that it requires a consultant with underwater-licensed inspectors to supervise and inspect the work for compliance and adequacy. Furthermore, detailed note taking is necessary by the inspectors to check and approve payments for the contractor's work. A Notice to Proceed for this project was issued to the contractor with a start date of April 18, 2005.

Marine bridge repairs already completed include Hutchinson River Parkway Bridge over the Hutchinson River, Shore Road Bridge over the Hutchinson River, Boston Post Road over the Hutchinson River, West 207th Street/West Fordham Road over Harlem River (University Heights Bridge), and Belt Parkway Bridge over Mill Basin.

Repairing the Railings at the Belt Parkway Bridge Over Paerdegat Basin. Completed Repairs.

Some of these locations experience repeated damage due to heavy marine traffic and/or a narrow channel. The issuance of new flags necessitates new visits to even recently completed projects. Timber fender systems are subject to recurring hits by barge traffic, and consequently require periodic restoration. In addition to damage due to impact, timber elements are also replaced because of deterioration and attack by marine borers, whose activity has vastly increased as the water quality in the New York City area has improved.

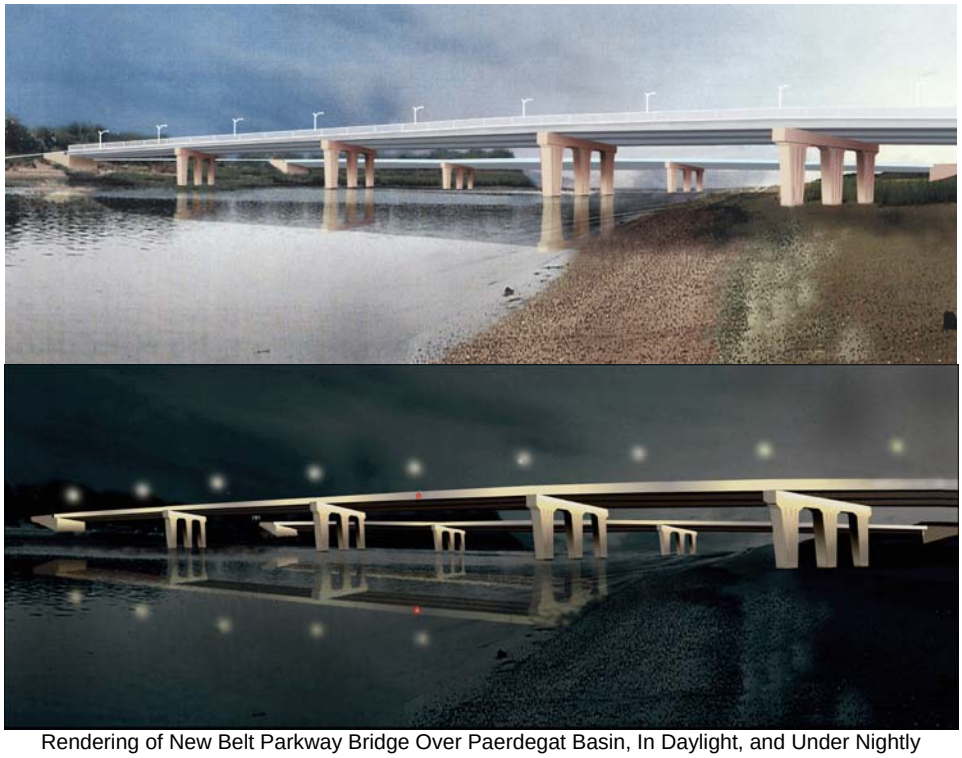
Currently scheduled projects include the Belt Parkway Bridge over Fresh Creek, and the Belt Parkway Bridge over Paerdegat Basin, as well as newly flagged conditions at the East 78th Street Pedestrian Bridge over FDR Drive.

Engineering Review and Support

IN-HOUSE DESIGN

In-House Design staff prepares plans and specifications for bridge replacement/reconstruction projects that enable the Division to restore bridges considered "structurally deficient" to a "very good" condition rating. This unit handles urgent Division projects, as well as special projects under construction by the Bureau of Bridge Maintenance, Inspections and Operations.

Projects underway in 2006 included the Belt Parkway Bridge over Paerdegat Basin in Brooklyn. The existing bridge with its nest of thirteen piers will be replaced by two split bridges, one each for eastbound and westbound traffic. The bridge for eastbound traffic shall have four piers whereas the bridge for westbound traffic shall have two piers. This is the first bridge to be designed by NYCDOT with trapezoidal steel box girders utilizing high performance steel and seismic isolation sliding bearings. In addition, the aesthetics of the bridge will be enhanced by its nightly illumination utilizing light emitting diodes on both fascias and piers. This project will also include wetland mitigation and landscaping in the immediate vicinity of the proposed bridges.



Rendering of New Belt Parkway Bridge Over Paerdegat Basin, In Daylight, and Under Nightly Illumination. (Credit: Alexander Berens)

Rendering of Existing and Proposed Belt Parkway Bridges Over Paerdegat Basin. (Credit: Alexander Berens)

In 2006, In-House Design staff also supervised the design and subsequent repaving of the FDR Drive southbound roadway near the United Nations building between East 49th Street and East 40th Street. Because of the wavy nature of the roadway surface caused by numerous wide shallow depressions, the unit was asked to produce an immediate temporary solution followed by a conceptual permanent solution. The actual design was performed by a consultant. As the temporary solution, the FDR Drive southbound was closed completely during one weekend in April 2006, when the roadway was repaved by the Agency's Division of Roadway Repair and Maintenance. The catch basins and manholes within the project limits were cleaned, and their tops were raised to the new roadway elevation using specially fabricated adjustment collars.

Cleaned Catch Basin and Repaved FDR Drive Southbound.

Other projects underway include the Hempstead Avenue Bridges over Cross Island Parkway and Cross Island Parkway Service Road, Union Turnpike Bridge over Cross Island Parkway (and Creedmoor Center Road), and Hillside Avenue Bridge over Cross Island Parkway in Queens.

In-House Design's Electrical Group reviews and/or prepares contract documents for all electrical and street lighting work on all projects on the Division's Capital Program. Some of the contracts reviewed during 2006 included the Willis Avenue, Broadway, 145th Street, and Wards Island Pedestrian Bridges over the Harlem River; Grand Street Bridge over Newton Creek; Third Street and Hamilton Avenue Bridges over Gowanus Canal; Metropolitan Avenue Bridge over English Kills, and Belt Parkway Bridge over Paerdegat Basin in Brooklyn; Roosevelt Island Bridge over East River Channel; Bruckner Expressway NB & SB Service

Road (Unionport Bridge) over Westchester Creek in the Bronx; Park Avenue Tunnel; and the East 153rd Street Bridge over Metro North.

ENVIRONMENTAL ENGINEERING

The Environmental Engineering staff of the Quality Assurance Section provides environmental oversight on all capital projects in the Division. Lead paint abrasive cleaning projects underway or completed in 2006 included the Queensboro Bridge, Manhattan Bridge, Rikers Island Bridge, 145th Street Bridge, and the Williamsburg Bridge. In addition, the unit continued to provide emergency response related to environmental issues.

As part of the Environmental Committee for the Office of Environmental Assessment and Compliance (OEAC), the unit assisted in developing environmental procedures such as spill prevention, control and countermeasures protocols, roadway spill clean-up protocols, RCRA contingency plans and the disposal of universal waste. The unit also worked with OEAC to develop and implement training for working over water as well as the Clean Water Act.

The unit performs quarterly water discharge monitoring in compliance with the NYSDEC SPDES system for bridges that cross waterways such as the Gowanus Canal, English Kills Creek and the Newtown Creek. Environmental oversight was provided to emergency work-over-water projects on the Brooklyn Bridge, Mill Basin Bridge, Roosevelt Island Bridge, Willis Avenue Bridge, Hamilton Avenue Bridge, Third Avenue Bridge, Borden Avenue Bridge, Greenpoint Avenue Bridge, and Metropolitan Avenue Bridge. This environmental oversight ensured that there was no environmental impact to the city's waterways during emergency repair projects.

The unit ensures compliance with storm water regulations, hazardous waste management, Clean Air Act requirements, Clean Water Act requirements, asbestos regulations, lead paint removal protocols, and health and safety on NYCDOT bridge projects. This includes projects such as the 145th Street Bridge and Hamilton Avenue Bridge where compliance with environmental concerns such as dredging and dewatering is required in conjunction with the installation of submarine cables.

In addition, the staff continued the implementation of a new quality assurance plan for coating inspection and application on Division bridge structures. Services are implemented through the use of consultant contracts. Coating inspection services and engineering were provided on numerous projects such as the Rikers Island Bridge, Manhattan Bridge, Williamsburg Bridge, Metropolitan Avenue Bridge, and the Queensboro Bridge Painting Project.

BRIDGE PROJECT SPECIFICATIONS

In 2006, the Engineering Support Section prepared and/or reviewed contract proposal books and/or specifications for 22 bridge rehabilitation and reconstruction contracts which included several combined or multiple-bridge contracts. Four of these contracts totaling approximately $471 million in construction costs were either bid or advertised for bid. The three bid contracts are currently in different stages of award and registration. Out of eight contracts with an estimated construction cost of $576 million that were submitted to the Law Department for approval, five were approved, another two are still in the approval process, and one contract was rescheduled for bid in Fiscal Year 2011. The specifications for the remaining fourteen contracts are in various stages of preparation.

Notable among the bridge contracts prepared and/or reviewed are: Brooklyn Bridge travelers replacement; Brooklyn, Williamsburg, and Queensboro Bridge preventive maintenance; maintenance of various movable bridges; reconstruction of Roosevelt Island Bridge over East

River/East Channel; reconstruction of Shore Road Circle Bridge over Amtrak; replacement of Willis Avenue Bridge; reconstruction of Annadale Road Bridge over SIRT; and construction of East 153rd Street Bridge over Metro North.

Mohammad Rahman, Leonid Kestelboym, and Ramakumar Magge Inspecting the Willis Avenue Bridge Prior to Preparing The Contract Specifications.

CONVERSION OF DIVISION ENGINEERING ARCHIVES

Since the first digitizing contract of engineering records began seven years ago, we have converted over 58,000 full-size drawings and 20,000 construction photographs into digitized image and data formats, a total of 43 CD-ROMs.

The next phase of the project will consist of the digitizing of the microfilm collection. Since we began microfilming contract and other drawings in the early 1980s, we have accumulated more than 360 microfilm rolls (over 100,000 frames of film). Microfilming of records is rapidly becoming an obsolete technology as it cannot be used to perform rapid searches, sorting of information, or sending and sharing files via the Internet and/or copying electronic files to CDs.

While we await the award of this contract, we upgraded our microfilm reader/printer. This newer model has the following features and capabilities: standard PC/network connectivity to send and print images over the Agency network; digital image convertibility -- once images are scanned, they may be conveyed electronically via fax and E-mail, uploaded onto the Internet, or stored on CD-ROM; compatibility with all microfilm formats, including aperture cards submitted to us by NYSDOT; automatic switching between negative or positive film images; productivity enhancements -- automatic focusing and exposure, background erasure, automatic skew correction; and high-quality (600-dpi) resolution printing with automatic enlargement for large-format, ledger-size (11” x 17”) printouts.

Nancy Guernsey Utilizing a Digital Microfilm Scanner.
(Credit: Mohammad Rahman)

We also updated the specifications for the preparation of record drawings and electronic media. This first major revision of the specifications in six years concentrated on the elimination of the microfilming requirement for all record drawings. The new specifications are concise, well-illustrated, and simple to follow. A copy of the specifications in PDF format is easy to transmit electronically and we do not need to print large quantities of books.

The switch to electronic media archiving will save money on drawing submissions as well, and will lead to the establishment of a unified electronic database for bridge archives.

NEW SURVEYING INSTRUMENT

The Surveying and Load Rating Unit performs the survey, inspection and load rating of bridges, monitoring of cracks and movements in bridge structures and settlement of foundations. This unit also performs corrosion potential testing in all bridge resurfacing projects. The Unit recently began using a new survey instrument. This newer model has the following features and capabilities: a 360° reflector allows immediate surveying and eliminates the previous need to carry bulky accessories; an alphanumeric style keyboard permitting an efficient rate of data entry; high-capacity portable memory cards; and automatic target recognition for faster and more accurate measurements.

Survey Crew (Engineer-in-Charge Alfred Lee, Thee-Shiun Ken, Aleksandr Kotlyanskiy, and Mariya Zhurakhinskaya) Using Their New Instruments to Monitor The Movement of Damaged Columns at The Belt Parkway Bridge Over Paerdegat Basin.

CRP/EXTELL PARCEL H PROJECT

The CRP/Extell Parcel H, LP project (Riverside Drive between 59th and 72nd Streets) includes the construction of seven new bridges, a ramp, and connector roads along Riverside Drive as a part of the residential and commercial development over the former Penn Central Rail Yard. The project will also include a half tunnel section in what was formerly known as the Miller Highway Tunnel. When completed, the infrastructure network will be transferred to DOT for maintenance. The Division is providing engineering review of the design drawings, as well as quality assurance inspections, to ensure the developer's compliance with DOT's construction and design standards. The project is now in its second stage, and is 80 percent complete overall.

Bridge Maintenance, Inspections and Operations

EAST RIVER BRIDGES ANTI-ICING PROGRAM

Traditional snow and ice control practices rely heavily on the use of salt, a material known to corrode steel and accelerate the deterioration of concrete and asphalt surfaces. A new method of snow and ice control was needed to protect the City's $2.5 billion investment in the rehabilitated East River Bridges. This method, known as anti-icing, involves the application of a chemical freezing point depressant to the roadway surface to prevent snow and ice from bonding to the roadway. Frequent plowing removes any accumulation of unbonded snow or ice before traffic is affected.

The Division's Anti-Icing Program uses the liquid chemical potassium acetate and aggregate chemical sodium acetate. The anti-icing fleet consists of twenty-two spray trucks, six plow trucks and several smaller plows. Ten of the spray trucks are combination spray/plow trucks with a 1,000 gallon tank capacity, and five are spray-spreader/plow trucks with a 360 gallon spray capacity, and a nine cubic yard spreader capacity. There are twenty chemical storage tanks, with a total storage capacity of 114,250 gallons.

New anti-icing yards storing both chemicals have been established under all four East River bridges. Supervisors monitor the bridge decks during storm events by traversing them and using thermal instrumentation installed in their vehicles to make informed decisions as to when to apply chemicals.

Installing an Anti-icing Tank Platform under the Brooklyn Bridge. Deputy Chief Engineer Russell Holcomb Observing The Work. (Credit: Peter Basich)

Installing the Platform. (Credit: Peter Basich)

In the winter of 2005-2006, a total of 25,875 gallons of anti-icing chemicals were applied on the roadways of all four East River Bridges.

Anti-Icing Trucks. (Credit: Chris Gilbride)

INSPECTIONS

In 2006, Inspections covered 147 bridges and 743 spans. Emphasis was placed on ensuring public safety through the monitoring of potentially hazardous conditions and temporary repairs. The unit performed 392 monitoring inspections, and 308 special winter monitoring inspections of cellular structures, shorings, and potential fire hazards. In addition, 212 emergency inspections were conducted in response to hot line calls, in-house requests, or citizen complaints.

The unit also completed the preparation of a software and hardware upgrade of the system for bridge inspections using portable computers. The new Bridge Data System (BDS) will allow inspection reports to be generated and transmitted electronically. It will also provide access to data from the latest inspection reports on all bridges to all Division units. In addition, when an emergency arises, our inspectors will be able to send photographs and other information to the main office via a wireless connection to the internet. This feature will enable bridge repair engineers to assess the condition and dispatch repair crews with the appropriate equipment in a timely manner. The test version of the system was field verified in 2006, along with the selected portable computers. The production version of the system will be implemented in early 2007.

New York State DOT expressed interest in the system, and Division Inspection staff presented it to them in Albany. Upon completion of the present contract for the development of the BDS, a new contract for expanding its capabilities to include features helpful to bridge management and bridge rehabilitation will begin. These features include the capture of in-depth inspections by consultants as well as the bridge GIS data.

Division Personnel Inspecting Wards Island Pedestrian Bridge Utilizing a Barge. (Credit: Avelino Leyco Jr.) Inspecting the Newly Completed Lincoln Road Bridge With the Assistance of Future Inspectors. (Credit: Fred Arzideh) Assistant Civil Engineer Andrew Hoang Inspecting the Williamsburg Bridge.

In 2002, the Division began to receive State DOT bridge inspection reports in CD-ROM format. Flag reports are now also transmitted electronically. As of September 2003, standard inspection work is funded by a federal grant. Emergency response inspections and administrative support remain city funded.

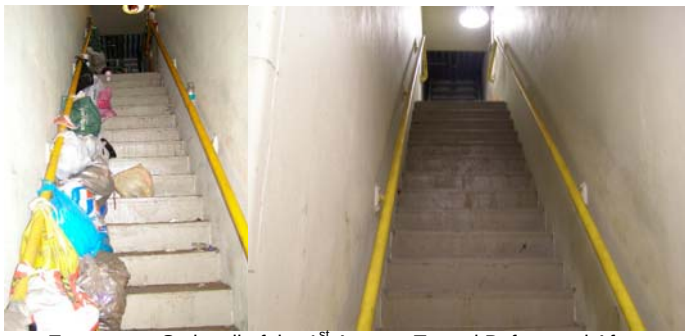
STRAIN GAUGE AND TELLTALE TESTING

The monitoring of cracks in the Manhattan Bridge Manhattan anchorage utilizing displacement gauges by Strain Monitoring Systems continued in 2006. In a demonstration project provided at no cost to the City, the reduction in the main span torsion on the Manhattan Bridge under train loads was monitored with fiber-optic strain gauges as the stiffening of the structure approached conclusion. The displacement gauges at the Manhattan Bridge Brooklyn anchorage were removed in early December 2005, in order to begin the rehabilitation of the repairs of the cracks they were monitoring. Certain cracks in the Manhattan side anchorage will remain under monitoring, as the results so far indicate that repairs are not warranted.

In 2006, telltales for crack monitoring were installed at several locations, including three pre-stressed bridges in Staten Island and the FDR Drive at 92nd Street. These devices are attached to both sides of the crack and allow us to measure the changes from one inspection to the next. There is a grid on the face of the telltale that allows for precise measurements.

CLEANING

In 2006, 11,339 cubic yards of debris were removed from bridges and their surrounding areas, and 1,208 drains were cleaned.



Emergency Stairwell of the 1st Avenue Tunnel Before and After Removal of Debris Collected by Vagrants.

Highway Repairer Anna Fittipaldi and Assistant City Highway Repairer Luciano Cardona Pausing During Debris Removal on the Brooklyn Bridge Walkway.

PIGEON DETERRENCE

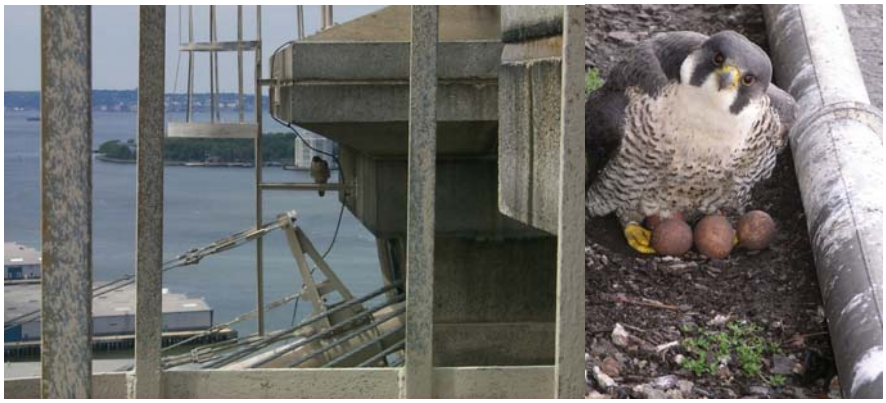
Excessive numbers of pigeons cause property deterioration, unsafe working conditions and health hazards. Besides being unsightly, accumulation of pigeon droppings and feathers is corrosive to steel structures and raises concerns about health hazards. Many disease organisms have been associated with pigeons. They harbor ectoparasites which can infest or bite humans. Pigeon droppings also harbor fungi that can trigger serious, even fatal, lung diseases such as Histoplasmosis, Cryptococosis and Toxoplasmosis, when the spores are transmitted to humans who breathe in the harmful dust.

The Division utilizes a relatively low tech, and passive, approach to deterring pigeons. In 2006, the type of barrier used to cage out pigeons was changed from the drop ceiling method to netting. The netting is supported by steel cables that are clipped to the beams. This method is currently in use under the Brooklyn Queens Expressway (over Prospect Street), at the Pulaski Bridge, and at the deicing tank storage area under the Brooklyn Bridge at Dover Street. In addition, a pigeon deterrent system involving low voltage wires is in place at the Belt Parkway Bridge over Ocean Parkway. The wires are installed along the web of the girders and are hardly visible, yet highly effective. The system has been in operation for over two years now and no pigeons have been observed under or by the bridge ever since. The community is pleased that we addressed one of their most serious and longstanding complaints. The system requires minimum maintenance and is extremely easy to operate.

Installing Pigeon Proofing Under the Brooklyn Queens Expressway Over Prospect Street.
(Credit: Joseph Vaccaro)

Installing Pigeon Proofing at the Anti-Icing Platform. (Credit: Peter Basich)

In 2006, pigeon dropping removal and/or pigeon proofing were performed at the 74th Street Bridge over Long Island Expressway, the 80th Street Bridge over the Long Island Expressway, the Hutchinson River Parkway Bridge over the Hutchinson River, the Highland Boulevard NB Bridge over Vermont Avenue, the Brooklyn Bridge, the Brooklyn Bridge over Prospect Street, the Manhattan Bridge, the 207th Street (University Heights) Bridge over the Harlem River, the Broadway Bridge over the Harlem River, the Livonia Avenue Pedestrian Bridge over LIRR, the Jackie Robinson Parkway Bridge over Austin Street, the Penton Street Bridge over SIRT South Shore, the Arden Avenue Bridge over SIRT South Shore, the Amboy Road Bridge over SIRT South Shore, the Justin Avenue Bridge over SIRT South Shore, the Tysens Lane Bridge over SIRT South Shore, the Jefferson Avenue Bridge over SIRT South Shore, the Seaview Avenue Bridge over SIRT South Shore, the Cromwell Avenue Bridge over SIRT South Shore, the Grand Concourse over 204th Street, the Grand Concourse over Bedford Park Boulevard, the Grand Concourse over Kingsbridge Road, the Greenpoint Avenue Bridge over Newtown Creek, and the Bruckner Expressway Bridge over the Bronx River.



Nature's Pigeon Deterrent—A Falcon on the Brooklyn Bridge South Side Tower. Falcon Family on the Williamsburg Bridge. (Family Credit: Russell Holcomb).

PAINTING

In 2006, the following bridges were painted: Aqueduct Racetrack Ramp over Belt Parkway, Borden Avenue Bridge over Dutch Kills, Bronx River Parkway Bridge over Boston Road/Bronx Zoo, Cropsey Avenue Bridge over Coney Island Creek, Crotona Avenue Bridge over Bronx Pelham Parkway, East Tremont Avenue Bridge over Hutchinson River Parkway, Grand Concourse Bridge over East Tremont Avenue, Grand Concourse Bridge over Metro North, Harlem River Drive Ramp to the northbound Harlem River Drive, Henry Hudson Parkway Bridge over Broadway, Highland Boulevard Bridge (EB) over Jackie Robinson Parkway, Hylan Boulevard Bridge over Lemon Creek, Merrick Boulevard Bridges over

Laurelton Parkway (NB) & (SB), Myrtle Avenue Bridge over Jackie Robinson Parkway, Page Avenue Bridge over SIRT South Shore, Park Avenue Viaduct over East 42nd Street, PS-5 Pedestrian Bridge over 10th Avenue, Richmond Avenue Bridge over Richmond Creek, Roosevelt Avenue Bridge over Flushing Meadow Park Road, Southern Boulevard Bridge over Bronx Pelham Parkway, Tudor City Place Bridge over East 42nd Street, Whitestone Expressway (SB) over Cross Island Parkway, Bay 8th Street Bridge over Belt Parkway, 71st Avenue Bridge over Cooper Avenue, 150th Street Bridge over Cross Island Parkway, 160th Street Bridge over Cross Island Parkway, and West 181st Street over Ramp to the George Washington Bridge.

Bridge Painter Anthony Attore Painting the PS-5 Pedestrian Bridge over 10th Avenue.

Bridge Painters Thomas Anzalone, Frane Capalija, and Brian Kenny Applying Primer to the Aqueduct Racetrack Ramp. Bridge Painters Frank Hollen and Brian Casey Keeping the Ground Clear. (Credit: Vincent Babajko)

Bridge Painter Willie Tyler Painting the Park Avenue Viaduct Over East 42nd Street. (Credit: Vincent Babajko) Completed Section. (Credit: Michele N. Vulcan)

During 2006, the following structures were also painted: Bruckner Expressway over Westchester Creek (Bronx) (a.k.a. Unionport Bridge) Operator House, DEP Plant at Port Richmond (Staten Island), DEP Plant at Tallman Island (Queens), Flatlands DOT

Maintenance & Repair Shop, Railings of Flushing Avenue Service Road Bridge over Flushing Avenue, Railings of Flushing Avenue Service Road Turnaround Bridge over Flushing Avenue, Pulaski Street Bridge Operator House, Roosevelt Island Bridge Operator House, and Railings of West 176th Street Pedestrian Bridge over Approach to George Washington Bridge.

GRAFFITI REMOVAL

In 2006, 6,798,671 square feet of graffiti were eliminated. This program focuses its primary attention on the four East River bridges, as well as the following 21 arterial highways: Clearview Expressway, Gowanus Expressway/Belt Parkway, Major Deegan Expressway, Harlem River Drive, Van Wyck Expressway/Whitestone Expressway, Brooklyn-Queens Expressway, Jackie Robinson Parkway, Sheridan Expressway, Hutchinson River Parkway, Henry Hudson Parkway, West Shore Expressway, Richmond Parkway, Martin Luther King Jr. Expressway, Staten Island Expressway, Bruckner Expressway, Prospect Expressway, Grand Central Parkway, Long Island Expressway, Cross Bronx Expressway, Nassau Expressway, and Bronx River Parkway.

Pressure Washing Machine Used for Graffiti Removal. It is Set to 2500 psi and 212˚ F. Removing Graffiti From the Base of the Manhattan Bridge Facing the FDR Drive. (Manhattan Credit: Cesar Pazmino)

Bridge Painters Frank Duic and Russell Newme Feeding the Spray Pump And Preparing the Paint.

During 2006, graffiti was also removed from the following structures: Adams Street Ironworker Shop, Annadale Road, Bay 8th Street Bridge over Belt Parkway, Belt Parkway Bridges, Belt Parkway Bridge over Sheepshead Bay Road, Booth Street between Eliot Avenue and Woodhaven Boulevard, Borden Avenue Bridge, Brooklyn Bridge Park, Carroll Street Bridge over Gowanus Canal, Cross Bay Boulevard Bridge over Conduit Boulevard, Cross Island Parkway, Cross Island Parkway from Whitestone Bridge to Southern State Parkway, Cross Island Parkway Exit Ramp (SB) to the Long Island Expressway (EB), Cross Island Parkway at 76th Street/Union Turnpike, Detroit Avenue, FDR Drive (southbound) at 4th

Street, FDR Drive (southbound) at 25th Street, Flushing Avenue, Francis Lewis Boulevard Bridge over Cross Island Parkway, Grand Concourse over Bedford Park Boulevard, Grand Concourse over Burnside Avenue, Grand Concourse over East Kingsbridge, Grand Concourse over East Tremont Avenue, Grand Concourse over East 170th Street, Grand Concourse over East 204th Street, Greaves Avenue Bridge over SIRT South Shore, Henry Hudson Parkway overpass in Riverside Park at 72nd Street, Jackie Robinson Parkway/Union Turnpike over Austin Street, Mazeau Street Pedestrian Bridge over Long Island Expressway, Marathon Route, Queens Boulevard Bridge over Amtrak & LIRR Yard, Remsen Street at the Brooklyn-Queens Expressway, Riverdale Avenue Wall at West 235th Street, Riverside Drive Facility at West 158th Street, Riverside Drive at 160th Street, Shore Road Bridge over the Hutchinson River, Union Street Bridge over Gowanus Canal, Ward's Island Pedestrian Bridge over Harlem River, Woodhaven Boulevard Bridge over Atlantic Avenue, 3rd Avenue Bridge over Gowanus Canal, Pedestrian Walkway at 8th Street and Ocean Parkway, 9th Street Bridge over Gowanus Canal, 39th Street Bridge (North) over Sunnyside Yards, 43rd Avenue Bridge over Conrail, 71st Avenue Bridge over Cooper Avenue, 91st Street at the southbound FDR Drive, West 158th Street Safety City, 163rd Street Pedestrian Bridge over Hawtree Basin, 167th Street Pedestrian Bridge over LIRR Port Washington Branch, and 191st Underground Street to Broadway.

Bridge Painters Removing Graffiti From the Long Island Expressway.

RESEARCH AND PRESENTATIONS

In 2006, research work and/or case histories of the Division were presented in the following proceedings:

85th Annual Meeting of the Transportation Research Board of the National Academies, Washington, D.C. 22 – 26 January 2006. Yanev, B. *Condition Assessment Experience for Suspension Cables for East River Bridges of New York.*

ASCE Metropolitan Section infrastructure Group, Infrastructure Safety and Security 2006, New York City, 27 – 28 March 2006. McGuire, R., Toro, G., Kishore, K., Patel, J., Razzaq, A., and Jain, S. *Seismic Hazard Analysis for New York City Bridges*.

Dubin, E. *Preservation Act: Whether They Swing, Retract, or Are Raised, New York City's Movable Bridges Are Receiving a Much-Needed Dose of Care.* Public Roads, March/April 2006.

International Association for Bridge and Structural Engineering: Conference on Operation, Maintenance and Rehabilitation of Large Infrastructure Projects, Bridges and Tunnels, Copenhagen, Denmark, 15 – 17 May 2006. Dr. Bojidar Yanev, the Division's Executive Director of Inspections and Bridge Management, delivered the opening paper of the conference, *The Bridge Projects and Networks of New York City*, and co-chaired one of the sessions.

12th Annual Technical Conference of the New York State Interagency Engineering Council: Innovative Technology for Urban Infrastructure, New York City, 24 May 2006. Agrawal, A.K., Subrananian, K., Yi, Z., King, L.S., Hui, K., and Patel, M. *Advances in Corrosion Monitoring of Rebar Systems for Highway Bridges*.

12th Annual Technical Conference of the New York State Interagency Engineering Council: Innovative Technology for Urban Infrastructure, New York City, 24 May 2006. Fanjiang, G.N., Kishore, K., Patel, J., and Razzaq, A. *Development of Seismic Guidelines for NYCDOT Bridges*.

Third International Conference on Bridge Maintenance, Safety and Management, Portugal, 16 – 19 July 2006. Hershey, M., and Sharif, M. *East River Bridges Preventive Maintenance Program*.

In-House Presentation, 10 August 2006. Dini, S. *The Emergency Non-Electrical Air Drive System Maintenance Program on Ninth Street Bridge.*

7th International Conference on Short and Medium Span Bridges, Montreal, Canada, 23 – 25 August 2006. Baycora, A., Han, J., and Parroco, R. *The East 153rd Street Bridge: New York City's First Vehicular Cable Stayed Bridge*.

7th International Conference on Short and Medium Span Bridges, Montreal, Canada, 23 – 25 August 2006. Norrish III, C., Sklavounakis, C., Pratt, R. A., Baserga, N., and Mozzetti, C. *Replacement of the Belt Parkway Bridge Over Ocean Parkway*.

7th International Conference on Short and Medium Span Bridges, Montreal, Canada, 23 – 25 August 2006. Yegian, M. K., Jain, S. K., Kishore, K., and Patel, J. *Importance of Accurate Shear Wave Velocity in Seismic Evaluation of Bridges*.

5th International Cable-Supported Bridge Operators' Conference and LRFD Workshop on Bridge Design and Evaluation, New York City, 28 – 29 August 2006. Perahia, H. D., Patel, J., Ahmed, H., and Razzaq, A. *Rehabilitation of the Lower Roadway of the Manhattan Bridge*. Chief Bridge Officer Perahia also chaired the session on aesthetic and historic bridges.

Austroads 6th Bridge Conference, Perth, Australia, 12 – 15 September 2006. Dr. Yanev delivered a keynote address.

MacDonald, A. *Long Road: Williamsburg Bridge Rehab Epic Close to End*. Feature Story in New York Construction News, October 2006.

Elvin, L. *Swinging on a Barge*. Cover Story in Low Bidder, November/December 2006.

In addition, Dr. Yanev continued his participation on the technical advisory panels of the National Council for Highway Research (NCHR) for the following projects: FHWA DTFH61-98-C-00094 *Seismic Vulnerability of the Highway System* and NCHRP 10-57 *Strength Evaluation of Parallel Wire Suspension Bridge Cables*. The results of the latter work were published in NCHRP Report 534 "*Guidelines for Inspection and Evaluation of Suspension Bridge Parallel-Wire Cables*." The experimental part of the project, consisting of controlled tests at Columbia University and field tests at the East River Bridges is now underway.

Dr. Yanev serves on the ASCE Committee working on revising the NYC Building Code. He continues to serve on the advisory panel of the NYC Department of Buildings for emergency response after citywide disasters.

In addition, the Division sponsors an in-house lecture series, inviting speakers from industry and academia several times a month. Highlight topics of the presentations in 2006 included: high load and sliding isolation bearings, timber piling, and new developments in concrete design and construction.

Summer Intern Stephanie Dini (Daughter of the Late Nicolae Dini, Engineer-In-Charge, Mechanical Section, Bridge Maintenance) Presenting the Emergency Non-Electrical Air Drive System Maintenance Program on the 9th Street Bridge. (Credit: Michele N. Vulcan) Ms. Dini Monitoring the Four-Way Valve. (Credit: Vera Ovetskaya)

Chief Bridge Officer Henry Perahia and Dr. Bojidar Yanev at the 5th International Cable-Supported Bridge Operators' Conference. (Credit: Jagtar Khinda) March 2006: Earl Dubin (in Brown Shirt at Right), Structural Engineer With the FHWA New York Division Office, Instructing Division Inspection and other engineering Staff on the Inspection of Fracture-Critical Elements. This Was a One Day Course on The Use of Non-Destructive testing (NDT) Methods of Bridge Inspection And Evaluation.

Dr. Yanev Atop the Brooklyn Bridge. Preventive Maintenance Personnel Preparing to Conduct a Joint Exercise With the NYFD on the Queensboro Bridge: Executive Director of Bridge Preventive Maintenance and Repair Tom Whitehouse, Supervisor Highway Repairer Gerard Rollino, Assistant City Highway Repairer Giovanni Caballero, Assistant City Highway Repairer Lashawn Elam, and Director of Bridge Preventive Maintenance Paul Schwartz.

Appendix A

BRIDGE CAPITAL PROGRAM

East River Bridge Rehabilitation Plans **A-1**

Bridges Under Construction **A-2**

Component Rehabilitation **A-3**

Bridges Under Design **A-4**

MANHATTAN BRIDGE

REHABILITATION ITEMS

TOTAL ESTIMATED COST

	Est. Cost ($ in millions)
• Repair floor beams. (1982)	0.70*
• Replace inspection platforms, subway stringers on approach spans. (1985)	6.30*
• Install truss supports on suspended spans (1985)	0.50*
• Partial rehabilitation of walkway. (1989)	3.00*
• Rehabilitate truss hangers on east side of bridge. (1989)	0.70*
• Install anti-torsional fix (side spans) and rehabilitate upper roadway decks on approach spans on east side; replace drainage system on approach spans, install new lighting on entire upper roadways east side, including purchase of fabricated material for west side of bridge. (1989)	40.30*
• Eyebar rehabilitation - Manhattan anchorage Chamber “C”. (1988)	12.20*
• Replacement of maintenance platform in the suspended span. (1982)	4.27*
• Reconstruct maintenance inspection platforms, including new rail and hanger systems and new electrical and mechanical systems; over 2,000 interim repairs to structural steel support system of lower roadway for future functioning of roadway as a detour during later construction contracts. (1992)	23.50*
• Install anti-torsional fix on west side (main and side spans); west upper roadway decks, replace drainage systems on west suspended and approach spans; walkway rehabilitation (install fencing, new lighting on west upper roadways and walkways); rehabilitate cables in both Brooklyn and Manhattan anchorage chambers; dehumidify Brooklyn and Manhattan anchorages. (1997)	141.82*
• Installation of test panels. (1982)	1.55****
• Removal of existing suspender ropes and sockets in the suspended spans; replacement with new suspender ropes and sockets in the suspended spans and re-tensioning of suspender ropes bearing plates; re-tensioning of cable band bolts; removal of existing main cable wrapping; cleaning of main cables; application of new protective paste on main cables; replacement of new main cable wrapping; reinforcement of truss verticals and gusset plates. (2009)	95.40***
• Interim Steel Rehabilitation and Painting - cable and saddle repairs lower roadway floorbeams @PP 37/38 on approaches and at anchorages; west side truss rockers and grillages on approaches; cable and suspender repairs. Removal of parking desk. Painting entire west side, all four cables. (2001)	127.98*

MANHATTAN BRIDGE

REHABILITATION ITEMS

TOTAL ESTIMATED COST

	Est. Cost ($ in millions)
• Stiffening of Main Span; Reconstruction of North Subway framing; reconstruction of North upper roadway deck at suspended spans; rehabilitation of north approach span trusses; replace overlay on north upper roadway approach spans; rehabilitation of north elevated structures and subway tunnels; removal of railing on truss "D" in the north spans; painting of north side of bridge; new inspection platforms and debris protection in approach spans; construction of new north bikeway, replacement of approach span bearings and grillages; installation of Intelligent Vehicle Highway System for North and South Upper Roadways as well as for Lower Roadway. (Present)	185.00*
• Rehabilitation of Lower Roadway; rehabilitation of anchorage roofs under lower roadway; rehabilitation of substructures and retaining walls in Brooklyn and Manhattan approaches; installation of new signage on bridge and at plaza areas; installation of new lighting on lower roadway and plaza areas; clean and paint lower roadway; installation of grating platform under towers at lower roadway; canopy lighting at towers. (Present)	148.39**
• Seismic Retrofit (2011)	37.13***
TOTAL: $	**828.74**

* Construction Complete
** In Construction
*** In Design
**** Research and Development (completed)

Revised 11/6/06

QUEENSBORO BRIDGE

REHABILITATION ITEMS

TOTAL ESTIMATED COST

	Est. Cost ($ in millions)
• Repair lower outer roadways / reconstruct two ramps in lower Queens (1984)	18.80*
• Reconstruct south upper roadway, replace inspection platforms, lighting (1986)	31.50*
• Interim rehabilitation, contracts A, B, & C (repairs to lower deck and main bridge approaches). (1985)	2.80*
• Interim rehabilitation, contract D (repairs to lower deck, main bridge, and new median barrier). (1988)	3.00*
• Reconstruct north upper roadway and Queens approaches A & B, rehabilitate bearings at Queens approach. (1989)	50.00*
• Reconstruct ramps C & D (Queensboro only, not Thompson Ave.) (1988)	10.40*
• Rehabilitate bridge bearings, pier tops, and truss lower chords. (1989)	18.00*
• Rehabilitate Queens approach trusses, lower inner roadways on the main span and approaches. (1996)	172.00*
• Rehabilitate lower outer roadways main span and approaches, (bikeway) cleaning and painting. (2001)	221.55*
• Cleaning and painting main bridge upper trusses. (In Progress)	167.75**
• Miscellaneous Items (In Progress)	42.77**
• Seismic Retrofit (2011)	33.78***
TOTAL:	**$ 772.35**

* Construction Complete
** In Construction
*** In Design

Revised 11/6/06

WILLIAMSBURG BRIDGE

REHABILITATION ITEMS

TOTAL ESTIMATED COST

	Est. Cost ($ in millions)
• Replace main span outer roadway. (1983)	11.20*
• Replace one third of suspenders. (1984)	3.20*
• Repair pier 20E foundation, and replace bulkhead. (1986)	2.30*
• Paint side spans and towers. (1985)	1.10*
• Paint main and approach spans. (1989)	4.24*
• Emergency interim repairs. (1989)	10.00*
• Install temporary hand-rope system on main cables. (1990)	0.63*
• Main cable preservation (field test - oiling). (1991)	0.44*
• Main cable strand splicing at Manhattan anchorage. (1991)	0.29*
• Interim pedestrian walkway. (1994)	1.05*
• Component repairs of flag conditions on the north outer roadway and north inner roadway. (1994)	4.12*
• Rehabilitate main cables and new redundant suspender system. (1996)	88.30*
• Demolish existing building under approaches. (1993)	1.50*
• Testing Program for bored-in piles. (1993)	0.74*
• Demolish DOS and DOH buildings, replace entire south outer roadway approach structures, rehabilitate south outer roadway deck and south inner roadway deck of the main bridge, and replace south inner roadway substructure of the approaches. (1998)	198.00*

WILLIAMSBURG BRIDGE

REHABILITATION ITEMS

TOTAL ESTIMATED COST

	Est. Cost ($ in millions)
• Portion of Contract #6 BMT track structure work transferred to Contract #5 south approach roadway reconstruction work. (1998)	65.00*
• Paint main and intermediate towers. (2001)	14.90 *(1)
• Reconstruct BMT Subway structure; install new signals, tracks and communication system. (2000)	166.65*
• Miscellaneous rehabilitation work: rehabilitation of towers, replace bearings, travelers, architectural work, painting of north and south trusses, suspender adjustment, tower jacking, construction of colonnades.	205.00**
• Replace north approach structures (Manhattan / Brooklyn), and rehabilitate north half of bridge. (2002)	233.00*
• Seismic Retrofit – reinforce concrete with granite cladding	8.00***
• Bearing replacement at PP 10 and 15	12.00***
TOTAL:	**$1,031.66**

* Construction Complete
** In Construction
*** In Design
(1) Painting suspended in 1996 pending publication of Environmental Impact Statement (EIS) in 1998. Painting resumed under a new schedule in 1999 and was completed in 2001.

Revised 11/6/06

BROOKLYN BRIDGE

REHABILITATION ITEMS

TOTAL ESTIMATED COST

	Est. Cost ($ in millions)
• Brooklyn Tower protection and new sign gantries. (1981)	2.72*
• Rehabilitate promenade between towers. (1983)	0.94*
• Rehabilitate cables in anchorage and replace short rod suspenders; rehabilitate balance of promenade and construct bikeway and new pedestrian ramp. (1988)	22.68*
• Rehabilitate and paint York, Main, William and Prospect Street structures and main bridge roadway deck overlay. (1988)	6.21*
• Replace suspenders, cable posts, stay cables, hand-rope necklace lights, main cable wrapping; paint suspended spans. (1991)	53.57*
• Rehabilitate ramp E. concrete piers of ramp C and abutment at ramps C & I, and rehabilitate Sands and Washington Street structures in Brooklyn. (1991)	4.73*
• Rehabilitate ramp D and H in Manhattan; permanent improvement of promenade at Manhattan approach. (1993)	17.92*
• Rehabilitate floor systems, stiffening trusses, roadways of suspended spans and Franklin Square trusses. (1994)	66.30*
• Rehabilitate Manhattan traveler (electrical work). (1997)	1.83*
• Rehabilitate ramp D and widening along the FDR Drive. (1996)	11.50*
• Arch supports for Franklin Square truss structure.	9.50*
• Replacement of Suspended Span Deck (2000)	36.2*
• Resurfacing of the main spans (1998)	6.67*

BROOKLYN BRIDGE

REHABILITATION ITEMS
TOTAL ESTIMATED COST

	Est. Cost ($ in millions)
• • Improvement of Manhattan end of promenade (2001)	4.50*
• Rehabilitate Brooklyn approach & ramps (B, S, F) and Rehabilitate Manhattan approaches and remaining ramps (A,B,C,F,G,I,J). (In Progress)	149.00**
• Painting	87.00**
• Seismic Retrofit	45.00**
• • Replacement of Travelers	20.50***
TOTAL:	**$ 546.77**

* Construction Complete
** In Design
*** In Construction

Revised 11/6/06

APPENDIX A-2

BRIDGES UNDER CONSTRUCTION

CALENDAR YEAR 2006

CONTRACT #	BRIDGE
HBX663	3rd Avenue Bridge over Harlem River (& 3rd Avenue Ramp to Bruckner Boulevard)
HBX1029	145th Street over Harlem River
HBX1104	Grand Concourse over East 161st Street
HBX1155	Manhattan College Parkway over Henry Hudson Parkway
HBX1156	West 239th Street Bridge over Henry Hudson Parkway
HBX1157	West 252nd Street Bridge over Henry Hudson Parkway
HBX1158	West 232nd Street Bridge over Henry Hudson Parkway
HBK538	17th Avenue over NYCT
HBK1140	Hamilton Avenue Bridge over Gowanus Canal
HBK1149	Metropolitan Avenue Bridge over English Kills
HBX1163	Gun Hill Road Bridge over Metro North RR
HBK1216	Lincoln Road Bridge over BMT Subway
HBKC1144	Brooklyn-Queens Expressway (WB) over Furman Street & Brooklyn-Queens Expressway (EB) over Brooklyn-Queens Expressway (WB)
HBQ1181/1182	Steinway Street Bridges over Grand Central Parkway WB & EB (Brooklyn-Queens Expressway)
BRC156C	Manhattan Bridge – Contract #10
BRC156A	Manhattan Bridge (Contract #11)
BRC231C	Queensboro Bridge – Contract #6
BRC253CC	Williamsburg Bridge – Contract #8
BRC270T	Brooklyn Bridge – Traveler Replacement
BRC289D	Rikers Island Bridge over Rikers Island Channel
BRX287R	Macombs Dam Bridge over Harlem River
HB1023D	Belt Parkway over Mill Basin

APPENDIX A-2

BRIDGE CONSTRUCTION

Projects Completed in Calendar Year 2006

CONTRACT #	BRIDGE
HBX663	3rd Avenue Bridge over Harlem River (& 3rd Avenue Ramp to Bruckner Boulevard)
HBX1155	Manhattan College Parkway over Henry Hudson Parkway
HBX1156	West 239th Street Bridge over Henry Hudson Parkway
HBX1158	West 232nd Street Bridge over Henry Hudson Parkway
HBK538	17th Avenue over NYCT
HBK1149	Metropolitan Avenue Bridge over English Kills
HBK1216	Lincoln Road Bridge over BMT Subway
HBKC1144	Brooklyn-Queens Expressway (WB) over Furman Street & Brooklyn-Queens Expressway (EB) over Brooklyn-Queens Expressway (WB)
BRC156C	Manhattan Bridge – Contract #10
HBMC023	Rehabilitation of electrical/mechanical components for First Avenue Tunnel, Park Avenue Tunnel, and Battery Park Underpass {late 2005}
BRC289D	Rikers Island Bridge over Rikers Island Channel
HB1023D	Belt Parkway over Mill Basin

Component Rehabilitation

The following table illustrates the program's performance over the last eight years:

	FY 99	FY 00	FY 01	*FY 02	**FY 03	#FY 04	FY 05	*FY 06
Number of Bridges	21	24	16	0	0	12	9	0
Construction Cost	$15.7 M	$5.26 M	$13.2 M	$0	$0	$8.25	$5.63	$0

*No contracts were bid during the 2002 and 2006 calendar years.
**One contract was bid during the 2003 calendar year, but was not registered until February 2005.
One contract was bid during the 2004 calendar year, but was not registered until February 2005.

In 2006, work was completed at the following bridges, in the indicated boroughs, at the final cost shown, in millions:

East 173rd Street Bridge over Metro North (BX)	$0.311
Fort Tryon Place over Entrance from Riverside Drive (M)	$0.220
Cypress Hills Cemetery Road (E)/JRP (Q) (demolition)	$1.622
Cypress Hills Cemetery Road (W)/JRP (Q) (demolition)	$1.918
TOTAL	**$4,071 M**

During calendar year 2006, work commenced at the following bridges.

Metropolitan Avenue Bridge over Conrail (Q)
3rd Avenue over Gowanus Canal (K)
East 238th Street (Nereid Avenue)/Bronx River Parkway & Metro North (BX)

APPENDIX A-3

Component Rehabilitation

There is 1 project "still under construction" since the 2005 *Annual Report* was issued.

East 149th Street Bridge over Metro North (BX)

23 component rehabilitation projects are slated to continue, commence or be completed in the 2007 calendar year. They are:

Riverdale Avenue/HHP (BX)
3rd Avenue/Conrail Port Morris (BX)
East 149th Street/Metro North (BX)
East 156th Street/Conrail Port Morris (BX)
East 238th Street (Nereid Avenue)/Bronx River Parkway & Metro North (BX)
West 246th Street/HHP (BX)

3rd Avenue over Gowanus Canal (K)
49th Street over Grand Central Parkway (Q)
Metropolitan Avenue Bridge over Conrail (Q)
Bronx Boulevard N.B. over Bronx River (BX)
Bronx Boulevard S.B. over Bronx River (BX)
Unionport Road over Amtrak (BX)
E. 149th Street over Amtrak (BX)

Merrick Boulevard over Laurelton Parkway E.B. (Q)
Merrick Boulevard over Laurelton Parkway W.B. (Q)
149th Street over LIRR (Q)
130th Avenue over Laurelton Parkway E.B. (Q)
130th Avenue over Laurelton Parkway W.B. (Q)
Queensboro Bridge Ramp over 21st (& 22nd Streets) (Q)
Queensboro Bridge Ramp over 11th Street & Terrain (Q)
United Nations Plaza over 1st Avenue Tunnel (M)
Belt Parkway over Ocean Avenue (K)
Ocean Avenue over LIRR Bay Ridge (K)

BRIDGES UNDER DESIGN BY NEW YORK CITY

BIN NO.	CAPIS NO.	FEATURE CARRIED	FEATURE CROSSED	FY CNST	PHASE	BORO
206672A	HBCREPL00	E 174TH ST (NORTH) PED BRIDGE	SHERIDAN EXPRESSWAY	2009	FD	B
206672B	HBCREPL00	E 174TH ST (SOUTH) PED BRIDGE	SHERIDAN EXPRESSWAY	2009	FD	B
2241570	HBX199	E 153RD ST.	METRO NORTH RR	2008	FD	B
2075837	HBX1086	WESTCHESTER AVENUE	HRP	2009	FD	B
2241590	HBX1103	CONCOURSE VILL AVE	METRO NORTH RR HAR	2011	FD	B
1066510	HBX1131	BRUCKNER EXP.	WESTCHESTER CREEK	2009	FD	B
2241800	HBX1139	E 183RD ST	METRO NORTH RR HAR	2008	FD	B
NEW 2240200	HBX1148B	SHORE ROAD (NEW)	HUTCHINSON RIVER	2013	PD	B
2241210	HBX1152	BRYANT AVE	AMTRAK	2008	PD	B
2241710	HBX1160	CLAREMONT PKWY	METRO NORTH RR HAR	2008	FD	B
2240210	HBX1164	CITY ISLAND ROAD	EASTCHESTER BAY	2009	FD	B
2241810	HBX1172	E 188TH ST	METRO NORTH RR HAR	2012	FD	B
2241409	HBX1190	GRAND CONCOURSE	METRO NORTH RR HUD	2009	PD	B
2242319	HBX1191	GRAND CONCOURSE	E 174TH ST	2012	PD	B
2241390	HBX1195	SHORE RD CIRCLE	AMTRAK	2007	FD	B
2240137	HBM1147	BROADWAY	HARLEM RIVER	2012	PD	BM
2240079	HBX644S	MADISON AVE	HARLEM RIVER	2013	PD	BM
1240090	BRX287S	MACOMBS DAM BRIDGE	HARLEM RIVER	2015	PD	BM
2240027	BRC156R	MANHATTAN BRIDGE (LL)	EAST RIVER	2009	PD	KM
2240028	BRC156R	MANHATTAN BRIDGE (UL)	NYCTA TRACKS-BMT	2009	PD	KM
2240028	BRC156S2	MANHATTAN BRIDGE (UL)	NYCTA TRACKS-BMT	2011	PD	KM
2240019	BRC270C	BROOKLYN BRIDGE	2781 (B.Q.E.)	2009	FD	KM
2240019	BRC270S	BROOKLYN BRIDGE	2781 (B.Q.E.)	2011	PD	KM
VARIOUS	HBCBORERS-R	VARIOUS	VARIOUS	2008	FD	KM
2231419	HBCREPL99B	BSHP	OCEAN AVENUE	2008	FD	K
2243480	HBCREPL99B	OCEAN AVE	LIRR	2008	FD	K
2243340	HBCREPL00	15TH AVE	LIRR BAY RIDGE	2009	FD	K
2243640	HBCREPL00	13TH AVE	LIRR & SEA BEACH	2009	FD	K
2244040	HBCREPL00	EAST DRIVE	EAST WOOD ARCH	2009	FD	K
2243710	HBKC062	19TH AVE	BMT SEA BEACH	2013	FD	K
2243100	HBKC064	BEVERLY ROAD	BMT SUBWAY, BRIGHTON	2011	FD	K
2243020	HBK530	PARKSIDE AVE	BMT SUBWAY, BRIGHTON	2011	FD	K
2243050	HBK531	CATON AVE	BMT SUBWAY, BRIGHTON	2012	FD	K
2243820	HBK548	21ST AVE	BMT SEA BEACH	2016	FD	K
2231450	HBK643	BSHP	GERRITSEN INLET	2009	FD	K
2231370	HBK668	E 8TH ST ACCESS RMP	BSHP	2008	FD	K
2231479	HBK1023	BSHP	MILL BASIN	2011	FD	K
2231489	HBK1024	BSHP	PAERDEGAT BASIN	2008	FD	K
2243080	HBK1032	CHURCH AVE	BMT SUBWAY, BRIGHTON	2012	FD	K
2243510	HBK1046	FLATBUSH AVE	LIRR BAY RIDGE	2011	FD	K
2231509	HBK1072	BSHP	FRESH CREEK	2008	FD	K
2231249	HBK1089	BSHP	BAY RIDGE AVE	2009	FD	K
2231439	HBK1090	BSHP	NOSTRAND AVE	2009	FD	K
2231499	HBK1091	BSHP	ROCKAWAY PKWY	2008	FD	K
2230887	HBK1151	278I W.B. (B.Q.E.)	CADMAN PLAZA	2008	FD	K

PD=Preliminary Design; FD=Final Design; DB=Design Build

BRIDGES UNDER DESIGN BY NEW YORK CITY

BIN NO.	CAPIS NO.	FEATURE CARRIED	FEATURE CROSSED	FY CNST	PHASE	BORO
2230888	HBK1151	2781 E.B. (B.Q.E.)	CADMAN PLAZA	2008	FD	K
2243140	HBK1153	NEWKIRK AVE	BMT SUBWAY, BRIGHTON	2008	FD	K
2243040	HBK1154	CROOKE AVE	BMT SUBWAY, BRIGHTON	2008	FD	K
2243569	HBK1201	ATLANTIC AVE	LIRR ATLANTIC AVE	2014	FD	K
2240270	HBK1213	UNION STREET BRIDGE	GOWANUS CANAL	2016	PD	K
2240390	HBK1161	GRAND ST BRIDGE	NEWTON CREEK	2016	PD	KQ
2231319	HBK1202	BELT PARKWAY	BAY PARKWAY	2011	PD	K
2243400	HBK1204	50TH STREET	LIRR BAY RIDGE	2013	FD	K
2243580	HBK1205	5TH AVENUE	LIRR & SEA BEACH	2011	PD	K
2244120	HBK1206	HILL DRIVE	PROSPECT PARK LAKE	2007	FD	K
2243150	HBK1208	FOSTER AVENUE	BMT SUBWAY BRIGHTON	2013	FD	K
2240047	BRC231S	QUEENSBORO BRIDGE (LL)	EAST RIVER	2011	PD	MQ
2240048	BRC231S	QUEENSBORO BRIDGE (UL)	EAST RIVER	2011	PD	MQ
2240640	HBC1117	ROOSEVELT ISLAND	E. RIVER E. CHANNEL	2007	FD	MQ
2246570	HBCREPL99B	UNITED NATIONS PLAZA	1ST AVE TUNNEL	2008	FD	M
2246489	HBCREPL00	W 181ST ST	RAMP TO WASHINGTON BRIDGE	2009	FD	M
2245230	HBCREPL00	W 148TH ST PED BRIDGE	AMTRAK 30TH ST BRANCH	2009	FD	M
2245300	HBCREPL00	INWOOD HILL PARK FOOTBRIDGE	AMTRAK 30TH ST BRANCH	2009	FD	M
2245090	HBMC032	W 43RD ST	AMTRAK 30TH ST BRANCH	2013	PD	M
2245130	HBMC033	W 47TH ST	AMTRAK 30TH ST BRANCH	2008	FD	M
2245150	HBMC034	W 49TH ST	AMTRAK 30TH ST BRANCH	2015	PD	M
2245340	HBMC035	W 50TH ST	AMTRAK 30TH ST BRANCH	2015	PD	M
2245180	HBMC036	W 53RD ST	AMTRAK 30TH ST BRANCH	2013	PD	M
224501C	HBMC037	W 33RD ST	LAND ADJ TO AMTRAK	2014	PD	M
2246540	HBM551	E 34TH ST	PARK AVE TUNNEL	2011	PD	M
2233059	HBM1027	HARLEM RIVER DRIVE	RAMP TO HRD N.B.	2012	DB	M
2245010	HBM1120	11th AVE VIADUCT	LIRR WEST SIDE YARD	2014	PD	M
2240059	HBM1124	WILLIS AVENUE	HARLEM RIVER	2007	FD	BM
224005A	HBM1124	FROM FDR DRIVE	HARLEM RIVER DRIVE	2007	FD	M
224005B	HBM1124	TO BRUCKNER BLVD (WILLIS)	RELIEF	2007	FD	M
2246490	HBM1145	A.C. POWELL BLVD N.B.	A.C. POWELL BLVD	2011	FD	M
2246710	HBM1145B	W 153 ST	A.C. POWELL BLVD	2011	FD	M
2240620	HBM1159	WARDS ISLAND PED BRDG	HARLEM RIVER	2012	PD	M
2246720	HBM1165	RIVERSIDE DRIVE	W 158TH ST	2014	FD	M
226672A	HBM1171	W 31ST ST	AMTRAK LAYUP TRACKS	2007	FD	M
2245070	HBM1174	W 38TH ST	AMTRAK 30TH ST BRANCH	2008	FD	M
2245080	HBM1175	W 39TH ST	AMTRAK 30TH ST BRANCH	2008	FD	M
2245100	HBM1176	W 44TH ST	AMTRAK 30TH ST BRANCH	2013	PD	M
2245120	HBM1177	W 46TH ST	AMTRAK 30TH ST BRANCH	2015	PD	M
2245140	HBM1178	W 48TH ST	AMTRAK 30TH ST BRANCH	2008	FD	M
2245210	HBM1179	W 42ND ST	AMTRAK 30TH ST BRANCH	2008	FD	M
2245440	HBM1180	W 40TH ST	AMTRAK 30TH ST BRANCH	2015	PD	M
2245330	HBM1183	W 41ST ST	AMTRAK 30TH ST BRANCH	2015	PD	M
224501B	HBM1184	W 33RD ST	AMTRAK 30TH ST BRANCH	2014	PD	M
224501D	HBM1185	W 34TH ST	AMTRAK 30TH ST BRANCH	2014	PD	M

PD=Preliminary Design; FD=Final Design; DB=Design Build

BRIDGES UNDER DESIGN BY NEW YORK CITY

BIN NO.	CAPIS NO.	FEATURE CARRIED	FEATURE CROSSED	FY CNST	PHASE	BORO
224501E	HBM1186	W 35TH ST	AMTRAK 30TH ST BRANCH	2014	PD	M
224501F	HBM1187	W 36TH ST	AMTRAK 30TH ST BRANCH	2014	PD	M
2245209	HBM1188	11TH AVE	AMTRAK 30TH ST BRANCH	2013	PD	M
2229290	HBM1189	W 79TH ST	AMTRAK	2013	PD	M
2267717	HBM1189	79TH ST PED PLAZA	79TH ST BOAT BASIN GARAGE	2013	PD	M
2267718	HBM1189	79TH ST TRAFFIC CIRCLE	79TH ST PED PLAZA	2013	PD	M
226771A	HBM1189	79TH ST RAMP TO HHP	79TH ST BOAT BASIN GARAGE	2013	PD	M
226771B	HBM1189	79TH ST RAMP TO GARAGE	79TH ST BOAT BASIN GARAGE	2013	PD	M
226771C	HBM1189	GARAGE RAMP TO 79TH ST	79TH ST BOAT BASIN GARAGE	2013	PD	M
226771D	HBM1189	SB HHP RAMP TO 79TH ST	79TH ST BOAT BASIN GARAGE	2013	PD	M
2231710	HBCREPL99B	MERRICK BLVD	LAURELTON PKWY NB	2008	FD	Q
2231720	HBCREPL99B	MERRICK BLVD	LAURELTON PKWY SB	2008	FD	Q
224004F	HBCREPL99B	TO NY FROM 21St ST	21ST ST (QUEENS)	2008	FD	Q
224004G	HBCREPL99B	TO NY FROM 11TH St	TERRAIN (CHAMBER)	2008	FD	Q
2231730	HBCREPL99B	130TH AVE	LAURELTON PKWY NB	2008	FD	Q
2231740	HBCREPL99B	130TH AVE	LAURELTON PKWY SB	2008	FD	Q
2247080	HBCREPL99B	149TH ST	LIRR	2008	FD	Q
2248299	HBCREPL00	JACKIE ROBINSON PKWY & UNION TURNPIKE	AUSTIN STREET	2009	FD	Q
2231800	HBCREPL00	SUPERIOR ROAD	CROSS ISLAND PKWY	2009	FD	Q
2230620	HBCREPL00	37TH STREET	BQE	2009	FD	Q
2240660	BRC289A	RIKERS ISLAND BRIDGE	RIKERS ISLAND CHANNEL	2012	DB	Q
1247560	HBQ1112	METRO AVE (FRESH POND)	LIRR MONTAUK DIV	2009	FD	Q
2231780	HBQ1114	HEMPSTEAD AVE	BCIP	2012	FD	Q
2266149	HBQ1114	HEMPSTEAD AVE	RAMP TO BCIP NB	2012	FD	Q
2231850	HBQ1115	UNION TPKE	BCIP	2010	FD	Q
2247120	HBQ1130	WOODSIDE AVE	LIRR MAIN LINE	2011	FD	Q
2248159	HBQ1134	WOODHAVEN BLVD	QUEENS BLVD	2011	FD	Q
2248160	HBQ1137	ELLIOT AVE	QUEENS BLVD	2015	PD	Q
2240410	HBQ1162	BORDEN AVE	DUTCH KILLS	2014	PD	Q
2231760	HBQ1173	BCIP	DUTCH BRDWAY-115 AVE	2013	PD	Q
2240507	HBQ1203	ROOSEVELT AVE	VAN WYCK EXPRY	2009	PD	Q
2231630	HBQ1200	SPRINGFIELD BLVD	BSOP	2013	FD	Q
2266129	HBQC063	WINCHESTER BLVD SB	BCIP	2015	PD	Q
2266160	HBQC064	WHITESTONE EXPRY/VAN WYCK EXPRY SB TO BCIP EB	ACCESS ROAD FROM WHITESTONE EXPRY/VAN WYCK EXPRY	2015	PD	Q
2249320	HBCREPL00	ALBEE AVENUE	SIRT SOUTH SHORE	2009	FD	R
2249820	HBRC1149	ARTHUR KILL ROAD	ARTHUR KILL STREAM	2014	FD	R
2249330	HBR1166	ANNADALE ROAD	SIRT SOUTH SHORE	2007	FD	R

PD=Preliminary Design; FD=Final Design; DB=Design Build

Appendix B

FLAG CONDITIONS

Definitions and Procedures **B-1**

2002-2006 Red, Yellow and Safety Flags **B-2**

Flag Reporting and Tracking Process **B-3**

FLAG DEFINITIONS AND PROCEDURES

(Source: NYSDOT *Engineering Instruction 94-002*)

New York State Department of Transportation (NYSDOT) bridge inspection procedures require that "Flags" be issued to report the existence of conditions that pose a clear and present danger, or conditions which, if left unattended for an extended period, would likely become a clear and present danger.

A "Flag" is classified as either a Red Flag, Yellow Flag or Safety Flag.

Red Flag is used to report the failure or potentially imminent failure of a critical primary structural component. Potentially imminent means that a failure is likely before the next scheduled inspection. The maximum time between bridge inspections is two years. Red Flags must be addressed within six weeks.

Flag Engineers Inspecting a Red Flag (Floor Beam Web) on the Tower Structure of the Manhattan Bridge. Closeup of the Location. (Credit: Bojidar Yanev) Flag Engineers Inspecting a Red Flag on the Central Drive Bridge over Transverse Road #1-- the West Fascia Had a Long Crack Running From the South Abutment Wall to the North Abutment Wall. (Credit: Peter Basich)

Red Flag Repairs at the Houston Street Bridge over the FDR Drive. (Credit: Hany Soliman) Assistant Civil Engineer Andrew Hoang and Civil Engineer Rajendra Pandya Measuring the Section Loss of the Bottom Flange of A Floor Beam, Utilizing a Digital Caliper.

Yellow Flag is used to report a potentially hazardous condition which, if left unattended beyond the next scheduled inspection, would likely become a clear and present danger. A Yellow Flag is also used to report the actual or imminent failure of a non-critical primary structural component, where its failure may diminish the reserve capacity or redundancy of the bridge but would not result in structural collapse or a clear and present danger.

FLAG DEFINITIONS AND PROCEDURES

(Source: NYSDOT *Engineering Instruction 94-002*)

Flag Engineer Inspecting a Yellow Flag (Bottom Flanges are Corroded and Loose) at the Inwood Hill Park Footbridge. (Credit: Tiffany Yau) Supervisor Bridge Repairer and Riveter Gean Pilipiak Monitoring Red Flag Repairs at the Grand Concourse Bridge over Metro North. (Credit: Peter Basich)

Safety Flag is used to report a condition that presents a clear and present vehicle or pedestrian traffic hazard, but there is no danger of structural failure or collapse.

72nd Street Cross drive Near Concert Grounds – The Posts Were Missing, Leaving the Bases Protruding Above the Sidewalk. This was a Tripping Hazard. Gun Hill Road over Bronx Boulevard – the Asphalt Surrounding the Catch Basin Had Settled, Causing the Grating to Deflect Under Heavy Traffic Loads. This was a Safety Hazard to Vehicles. (Description & Credit: NYSDOT)

Certain Red or Safety Flags may be further classified as Prompt Interim Action (PIA) flags. PIA flags must be addressed within 24 hours of discovery.

Assistant Civil Engineer Andrew Hoang Measuring a Safety PIA Flag Condition (a Sinkhole in A Ramp's Roadway Slab) After the Removal of Delaminated Concrete But Before Repairs Begin. Executive Director of Bridge Preventive Maintenance and Repair Tom Whitehouse (White Hardhat) Ensuring the Proper Setup of Containment Procedures at the St. George Ferry Terminal Landing Slips Before the Masons Address A PIA Flag (Falling Concrete). Inspecting the Flagged Condition.

APPENDIX B-2

FLAG CONDITIONS BY CALENDAR YEAR

Citywide

	2002*	2003*	2004*	2005*	2006*	% increase (2002-2006)
FLAGS ROUTED	1,179	1,117	1,198	1,138	1,253	6%
RED	36	20	20	21	24	-33%
YELLOW	137	215	157	121	127	-7%
SAFETY	1,006	882	1,021	996	1,102	10%
TTL FLGS ELIMINATED	1,319	940	1,042	1,072	987	-25%
RED	42	21	33	22	19	-55%
YELLOW	307	192	233	151	99	-68%
SAFETY	970	727	776	899	869	-10%
TTL FLGS OUTSTANDING	1,513	1,690	1,846	1,912	2,178	44%
RED	20	19	6	5	10	-50%
YELLOW	628	654	578	548	576	-8%
SAFETY	865	1,017	1,262	1,359	1,592	84%

Division of Bridges Workload

FLAGS ROUTED	959	935	976	953	1,002	4%
RED	35	13	19	21	19	-46%
YELLOW	137	211	154	121	119	-13%
SAFETY	787	711	803	811	864	10%
FLAGS ELIMINATED	1,140	764	918	923	796	-30%
RED	41	14	32	21	14	-66%
YELLOW	305	183	233	150	99	-68%
SAFETY	794	567	653	752	683	-14%
FLAGS OUTSTANDING	1,237	1,389	1,435	1,457	1,638	32%
RED	20	19	6	5	10	-50%
YELLOW	615	625	540	509	527	-14%
SAFETY	602	745	889	943	1,101	83%

*The number of flags routed, eliminated, and outstanding has been revised since the 2005 *Annual Condition Report*.

Revised 1/10/07

APPENDIX B-3

FLAG REPORTING AND TRACKING PROCESS

There are three primary sources from which flags originate:

- NYSDOT inspectors
- NYCDOT inspectors
- NYCDOT Communications Center

State DOT Inspectors

1. State inspectors identify flag conditions.
2. Written notification of flag conditions are sent to the Bridge's Flags unit. (Immediate verbal notification is given for Red Flags and PIA flags.)
3. Flag condition reports are entered into the Division's “City Flag” and "State Flag" database.
4. Flag conditions are reviewed by City engineers who have four routing options:
   - assign flags to outside agencies for repair, or
   - have City inspectors monitor flags until further action is desired, or
   - assign flags to the Maintenance Section for in-house or contractor repair, or
   - assign flags to the Construction Section for Capital contractor repair.
5. Each flag condition is assigned a City Flag number, and routed to the appropriate group.
6. When flag conditions are eliminated, the respective databases are updated.

City DOT Division of Bridges Inspectors

1. City inspectors identify flag conditions and prepare a scope of work. (Immediate verbal notification is given for Red Flags and PIA flags.)
2. Flag condition reports are received and reviewed by the Flags unit.
3. Flag condition reports are entered into the "City Flag" database.
4. Flag conditions are reviewed by City engineers who have four routing options:
   - assign flags to outside agencies for repair, or
   - have City inspectors monitor flags until further action is desired, or
   - assign flags to the Maintenance Section for in-house or contractor repair, or
   - assign flags to the Construction Section for Capital contractor repair.
5. When flag conditions are eliminated, the database is updated.

City DOT Communications Center

1. Flag condition is phoned in.
2. City inspectors visit the site to review the reported condition.
3. If the deficiency warrants, a flag condition report is filed.
4. Flag condition reports are entered into the "City Flag" database.
5. Flag conditions are reviewed by City engineers who have four routing options:
   - assign flags to outside agencies for repair, or
   - have City inspectors monitor flags until further action is desired, or
   - assign flags to the Maintenance Section for in-house or contractor repair, or
   - assign flags to the Construction Section for Capital contractor repair.
6. When flag conditions are eliminated, the database is updated.

Appendix C

2006 INVENTORY

Inventory Summary **C-1**

Posted, Partially Closed & Closed Bridges **C-2**

Bridge Identification Numbers **C-3**

New York State Inspection System **C-4**

Standard Abbreviations **C-5**

Information on Inventory Lists **C-6**

Adjustments to the Inventory **C-7**

Listing of Bridge Inventory and Conditions **C-8**

Inventory Summary

In Calendar Year 2006, the total number of bridge and tunnel structures under the jurisdiction of the New York City Department of Transportation (NYCDOT) decreased to 787. In 1999, a Memorandum of Understanding between NYCDOT and the New York City Department of Environmental Protection (NYCDEP) added 67 culverts in Staten Island to the Division's Inventory. While the Division is responsible for the capital rehabilitation of these structures, maintenance and inspection responsibilities remain with NYCDEP.

The condition of New York City's 787 elevated bridge structures (including six tunnels), as measured by the City's general condition rating, are as follows: 3 structures were rated *Poor*, 456 structures were rated *Fair*, 210 structures were rated *Good*, and 118 structures were classified *Very Good*.

The bridges in the Division's inventory connect a vast and diverse highway and street network throughout the City. The impressive East River crossings – the Brooklyn, Manhattan, Williamsburg, and Queensboro Bridges – are the most visible and famous structures, but are by no means representative of all the bridges in the City's inventory. Three hundred fourteen (40%) of the Division's structures consist of one span (the portion of a bridge between two supports). One hundred seven (14%) bridges carry pedestrian traffic. Of the 787 structures in the City's inventory, 101 (13%) cross waterways; of these, 19 connect the boroughs of the Bronx, Brooklyn, Manhattan and Queens. Three hundred fifteen (40%) structures cross the City's labyrinthine system of railroad and subway tracks. Two hundred fifty (32%) structures cross or connect arterial highways, such as the Henry Hudson Parkway, the Brooklyn-Queens Expressway, and the Belt Parkway, which facilitate traffic flow through and around the five boroughs of the City of New York.

Rating System

The Division of Bridges bases its general condition ratings directly on the numerical ratings assigned during bridge inspections. Federal law mandates that bridge structures be inspected at least once every two years. The New York State Department of Transportation hires engineering consultants to perform biennial inspections for all bridge structures except pedestrian bridge structures, and bridge structures less than 20 feet in length. Bridge structures not inspected by the State are inspected by the NYC Department of Transportation's Division of Bridges.

The State inspected 670 (85%) bridge structures. The balance of 117 (15%) were inspected by the City, with the exception of the High Bridge over the Harlem River, which was inspected by the Department of Parks and Recreation. Each structure in a biennial inspection is given an overall numerical condition rating from 1 (structural failure) to 7 (new condition), reflecting a weighting of key features of the structure (see Appendix C-4). In certain cases, where a bridge structure is closed to traffic, only a city condition rating is given.

City condition ratings coincide with the following ranges of State ratings:

State Numerical Rating		City Condition Rating
1.000 – 3.000	=	POOR
3.001 – 4.999	=	FAIR
5.000 – 6.000	=	GOOD
6.001 – 7.000	=	VERY GOOD

This method is used as a guide in assessing what operational action is needed. The overall bridge rating, in and of itself, is not always indicative of whether a bridge needs major rehabilitation. Further inspection and analysis must be done to determine specific rehabilitation or corrective repair needs.

Summary of 2006 Structure Conditions

Rating	Number of Structures	Percent	Number of Spans	Percent	Deck Area Sq Ft	Percent
Poor	3	0.38%	88	1.95%	507,379	3.50%
Fair	456	57.94%	3,415	75.77%	10,809,698	74.66%
Good	210	26.68%	656	14.56%	1,746,860	12.06%
Very Good	118	14.99%	348	7.72%	1,415,135	9.77%
Total	787	100%	4,507	100%	14,479,072	100%

As of December 31, 2006, the condition of the City's bridges and tunnels indicated that 0.38% were rated as *Poor*; 57.94% were classified as *Fair*; 26.68% were awarded ratings of *Good*; and 14.99% as *Very Good*. Those structures given ratings of Poor and Fair encompassed 77.72% of bridge spans.

Rating	2003		2004		2005		2006	
Poor	4	0.53%	6	0.76%	4	0.51%	3	0.38%
Fair	429	56.97%	456	57.72%	458	57.97%	456	57.94%
Good	209	27.76%	212	26.84%	210	26.58%	210	26.68%
Very Good	111	14.74%	116	14.68%	118	14.94%	118	14.99%
Total	753	100%	790	100%	790	100%	787	100%

During 2006, Manhattan had the highest percentage of bridge structures rated *fair* – 73.30% - as well as the lowest percentage of bridge structures rated *good* – 22.73%. Staten Island had the highest percentage of bridge structures classified as *good* – 32.31%, and the second highest percentage of bridge structures rated *very good* – 23.08%, for a total of 55.39%. In 2006, Brooklyn had no bridges rated as *poor*, and the highest percentage of bridge structures rated as *very good* – 26.29%. The Bronx had no bridges rated as *poor*, and the second highest percentage of bridge structures classified as *fair* – 63.82%. Queens had the third highest percentage of bridge structures classified as very good – 19.50%, and the second highest percentage of bridge structures rated as *good* – 29%.

Borough*	Poor	% of Boro	Fair	% of Boro	Good	% of Boro	Very Good	% of Boro	Total
Bronx	0	0.00%	97	63.82%	44	28.95%	11	7.24%	152
Brooklyn	0	0.00%	84	48.00%	45	25.71%	46	26.29%	175
Manhattan	1	0.57%	129	73.30%	40	22.73%	6	3.41%	176
Queens	1	0.50%	102	51.00%	58	29.00%	39	19.50%	200
Staten Island	0	0.00%	29	44.62%	21	32.31%	15	23.08%	65
Total	2	0.26%	441	57.42%	208	27.08%	117	15.23%	768

* Does not include borough-crossing bridges (see next table).

Summary of 2006 Structure Conditions

Approximately eighty-four percent (84.21%) of the 19 bridge structures that service the five boroughs were rated in either *poor* or *fair* condition in 2006, and 15.79% were rated *good* or *very good*.

Boro-Crossing	Poor	% of Boro Crossing	Fair	% of Boro Crossing	Good	% of Boro Crossing	Very Good	% of Boro Crossing	Total
Bronx-Manhattan	0	0.00%	7	77.78%	1	11.11%	1	11.11%	9
Brooklyn-Manhattan	1	25.00%	3	75.00%	0	0.00%	0	0.00%	4
Queens-Manhattan	0	0.00%	3	100.00%	0	0.00%	0	0.00%	3
Brooklyn-Queens	0	0.00%	2	66.67%	1	33.33%	0	0.00%	3
Total	1	5.26%	15	78.95%	2	10.53%	1	5.26%	19

These figures evidence that the Division is continuing to make progress in improving the conditions of the City's bridges. The number of bridges rated *Poor* and *Fair* has decreased over the past few years while the number of bridges rated *Good* and *Very Good* has increased. However, it continues to remain essential that the overall bridge program include an expansion of the Preventive Maintenance and Corrective Repair programs which have traditionally slowed the deterioration of *good* and *very good* bridges.

During 2006, the total number of closed or partially closed bridge structures was two, with no closed and two partially-closed structures (see Appendix C-2).

Bridges with Posted Weight Restrictions

NEW YORK CITY DEPARTMENT OF TRANSPORTATION

BIN	BOROUGH	LOCATION FEATURE-1	LOCATION FEATURE-2	LOCATION FEATURE-3	FISCAL YEAR*	POSTED TONS	REMARKS
2-23145-0	BROOKLYN	BELT SHORE PKWY.	GERRITSEN INLET		2009	5	CONDITION OF PAERDEGAT BASIN BRIDGE
2-23147-9	BROOKLYN	BELT SHORE PKWY.	MILL BASIN CREEK		2011	5	CONDITION OF PAERDEGAT BASIN BRIDGE
2-23148-9	BROOKLYN	BELT SHORE PKWY	PAERDEGAT BASIN		2008	5	
2-23149-9	BROOKLYN	BELT SHORE PKWY.	ROCKAWAY PKWY.		2008	5	PASSENGER CARS ONLY
	MANHATTAN	FDR DRIVE (NB & SB)	23RD TO 63RD STREET			4	PASSENGER CARS ONLY
2-23304-0	MANHATTAN	EAST 60TH STREET	FDR DRIVE			7	TO BE LET BY NYSDOT
2-24001-9	BROOKLYN & MANHATTAN	BROOKLYN BRIDGE	EAST RIVER	INCLUDING RAMPS	2009	3	NO COMMERCIAL TRAFFIC NO TRUCKS, NO BUSSES; 11'0" CLEARANCE
2-24003-9	BROOKLYN & MANHATTAN	WILLIAMSBURG BRIDGE	EAST RIVER				INNER ROADWAYS, NO TRUCKS
2-24004-7	MANHATTAN & QUEENS	QUEENSBORO BRIDGE	EAST RIVER			7.5	LOWER OUTER ROADWAYS POSTED AS H-7.5 (PASSENGER CARS ONLY FOR SOUTHBOUND; PEDESTRIANS AND BICYCLES ONLY FOR NORTHBOUND); UPPER ROADWAYS DESIGNED FOR H-15, NO TRUCKS
2-24026-0	BROOKLYN	CARROLL STREET BRIDGE	GOWANUS CANAL	CARROLL STREET	2014	10	
2-24064-0	MANHATTAN & QUEENS	ROOSEVELT ISLAND	EAST CHANNEL OF THE EAST RIVER		2007	36	
2-24066-0	QUEENS	RIKERS ISLAND BRIDGE	RIKERS ISLAND CHANNEL			36	
2-24655-0	MANHATTAN	PARK AVENUE VIADUCT	42ND STREET			15	NO COMMERCIAL TRAFFIC
2-24759-0	QUEENS	FOREST PARK DRIVE	LIRR			18	
2-24310-0	BROOKLYN	BEVERLY ROAD	BMT SUBWAY		2011	7	FROM 12/2005 UNTIL 2011

15 COUNT * - **CONSTRUCTION CONTRACT LETTING**

Paerdegat Basin and Carroll Street Bridge Posted Weight Restriction Signs. (Credit: NYSDOT)

Revised 11/13/06

Partially Closed Bridges

NEW YORK CITY DEPARTMENT OF TRANSPORTATION

BIN	BOROUGH	LOCATION FEATURE-1	LOCATION FEATURE-2	LOCATION FEATURE-3	FISCAL YEAR*	REMARKS
2-07664-0	BRONX	DEPOT PLACE	CONRAIL HUDSON DIVISION			ONE LANE CLOSED TO TRAFFIC AND ONE LANE OPEN
2-23087-0	BROOKLYN	COLUMBIA HEIGHTS	B.Q.E.	MIDDAGH ST.		CLOSED TO TRAFFIC OPEN TO PEDESTRIANS (TO BE DONE BY NYS W/B.Q.E)

2 COUNT *** - CONSTRUCTION CONTRACT LETTING**

Revised 11/13/06

Closed Bridges

NEW YORK CITY DEPARTMENT OF TRANSPORTATION

There are no closed bridges.

Revised 11/13/06

APPENDIX C-3

Bridge Identification Numbers

In 1972, the State of New York developed a computerized system to store inventory and inspection data on bridges that are greater than 20 feet in length. In New York City, structures that are 20 feet in length or less, "mini-bridges," are tracked independently by the City. Each structure is distinguished by a separate Bridge Identification Number (B.I.N.).

A six-digit B.I.N. identifies a single structure or group of connected or associated structures, while the seven-digit B.I.N. identifies each of those connected or associated bridge structures individually. Each level of a bi-level bridge, each separate bridge structure in a parallel configuration, and each ramp attached to a main bridge is considered an individual structure and assigned its own unique B.I.N. for example, the Brooklyn Bridge has one six-digit B.I.N., 2-24002, which incorporates the entire bridge. All ramps and secondary structures, as well as the main structure, are identified by their own seven-digit numbers, such as 2-24001-A, 2-24001-B, etc.

If the prefix (first number) of the B.I.N. is:

1, the bridge is considered part of the **State** bridge system. This number might include City bridges if maintenance is shared between City and State.

2, the bridge is considered part of the **City** bridge system. This number might include State bridges if maintenance is shared between City and State.

M, **Q**, or **R**, the bridge is a "mini-bridge," and is considered part of the **City** bridge system. They are located in Manhattan, Queens, or Staten Island, respectively.

If the suffix (last character) of the B.I.N. is:

1 through 6, the bridge is in parallel configuration. The left-most bridge in the Direction of Orientation has a last character of 1. The next left-most bridge has a last character of 2, and so on.

7 or 8, the bridge is in a bi-level configuration. Seven indicates the lower level and eight indicates the upper level.

0 or 9, the bridge is not in parallel or bi-level configuration.

A letter of the alphabet, the structure is a ramp physically attached to the main bridge. If more than one ramp is attached to the same span of the main bridge, the characters are assigned alphabetically starting with the left-most ramp in the Direction of Orientation. Other ramps attached to the bridge are assigned alphabetical characters in a clockwise direction.

New York State Biennial Bridge Inspection and Condition Rating System

During the regularly scheduled State biennial bridge inspections, each bridge element is investigated and its structural condition is numerically rated according to the system indicated below:

Numerical Rating	Description
1	Potentially Hazardous
2	Used to shade between a rating of 1 and 3
3	Serious deterioration, or not functioning as originally designed
4	Used to shade between a rating of 3 and 5
5	Minor deterioration, and is functioning as originally designed
6	Used to shade between a rating of 5 and 7
7	New condition
8	Not Applicable
9	Unknown (due to inaccessibility, e.g. footings or piles)

Based on these individual ratings for each element, a weighted average rating is computed for the entire structure.

These ratings (both individual and weighted average) are recorded on New York State Department of Transportation Inspection report Forms. Together with photographs and explanatory descriptions, the ratings provide the Division with information on the existing condition of each bridge.

A description of the condition ratings 1 through 7, with programmed responses to certain critical ratings, demonstrates the importance of these inspections:

A rating of 1 describes an extremely serious condition which is deemed potentially hazardous. This rating, which is phoned in by the inspection leader, necessitates that the Division respond immediately by 1) closing the structure either completely or partially until emergency repairs are made, or 2) limiting the vehicle weight permitted on the structure and then performing repairs on a timely basis.

A rating of 3 describes a bridge element that is not functioning as designed. Although not considered hazardous, such members require extensive rehabilitation. A determination is then made to repair such rated members either by the Division's in-house repair personnel, the critical maintenance contractor (When and Where contracts), or a major capital contract. Until such repairs are made, this condition is periodically monitored.

A rating of 5 indicates the member is functioning as designed but exhibits minor deterioration. These members are prioritized and scheduled for repair by the Bridge Maintenance, Inspection and Operations Bureau.

A rating of 7 indicates a new condition requiring no remediation.

The ratings of 2, 4, and 6 are utilized to shade between each of the above ratings.

APPENDIX C-5

Standard Abbreviations

General Abbreviations :

APP:	Approach
AVE:	Avenue
BLVD:	Boulevard
BR:	Bridge
CPK:	Central Park
DR:	Drive
EB:	Eastbound
EXPWY:	Expressway
I:	Interstate
LN:	Lane
NB:	Northbound
PED BR:	Pedestrian Bridge
PKWY:	Parkway
PL:	Place
RD:	Road
SB:	Southbound
ST:	Street
TPKE:	Turnpike
WB:	Westbound
X:	No State accepted mileage markers exist on this route

Routes :

No.	Borough	Name
25	Queens	Union Turnpike
25A	Queens	Northern Boulevard
27	Brooklyn	Southern Parkway
I-87	Manhattan, Bronx	Major Deegan Expressway
I-95	Manhattan, Bronx	Cross Bronx Expressway
I-278	Brooklyn, Queens	Brooklyn-Queens Expressway
I-278	Bronx	Bruckner Expressway
I-278	Staten Island	Staten Island Expressway
I-295	Queens	Clearview Expressway
I-295	Bronx	Throgs Neck Expressway
I-440	Staten Island	Richmond Parkway
I-478	Brooklyn	Brooklyn Battery Tunnel
I-495	Queens	Long Island Expressway
I-678	Queens	Whitestone Expressway, Van Wyck
I-878	Queens	Nassau Expressway
I-895	Bronx	Sheridan Expressway

Standard Abbreviations

Highways :

BCIP:	Belt System -- Cross Island
BE:	Bruckner Expressway
BLP:	Belt System -- Laurelton Parkway
BPP:	Bronx Pelham Parkway
BQE:	Brooklyn-Queens Expressway
BRPC:	Bronx River Parkway (in NYC)
BSHP:	Belt System -- Shore Parkway
BSOP:	Belt System -- Southern Parkway
CBE:	Cross Bronx Expressway
FDRD:	Franklin D. Roosevelt Drive
GCP:	Grand Central Parkway
GW:	George Washington Bridge
HHP:	Henry Hudson Parkway
HRD:	Harlem River Drive
HRPC:	Hutchinson River Parkway (in NYC)
IP:	Jackie Robinson (Interborough) Parkway
LIE:	Long Island Expressway
MAP:	Marine Parkway
MDE:	Major Deegan Expressway
MP:	Mosholu Parkway
OCP:	Ocean Parkway
PR:	Prospect Expressway
RP:	Richmond Parkway
VWE:	Van Wyck Expressway
WLMBRG:	Williamsburg Bridge
WSE:	West Shore Expressway

Information Available On Division Of Bridges Inventory Of Structures

- **Bridge Inventory Number (B.I.N.)**

- **Borough :**

  B - The Bronx
  K - Brooklyn
  Q - Queens
  M - Manhattan
  R - Staten Island

- **Feature Carried** : Name of passageway carrying vehicle or pedestrian traffic.

- **Feature Crossed** : Description of area crossed.

  - **Railroad Crossed** (if applicable):

    A - Amtrak
    C - CSX
    L - Long Island Railroad
    M - Metro-North (MTA)
    N - New York & Atlantic
    O - B & O Railroad
    S - Staten Island Rapid Transit Operating Authority
    T - NYC Transit Authority

- **Other Owner** :

  ED Department of Education
  F Ferries (Department of Transportation)
  P Department of Parks and Recreation

- **Bridge Type :**

  A - Arterial
  O - Off-System
  PED - Pedestrian
  W - Waterway
  M - Movable
  E - East River

- **Rating Source:**

  (C) City Inspection
  (S) State Inspection

- **Rating** : Numerical and/or verbal rating

1.000 - 3.000:	(P)	POOR
3.001 - 4.999:	(F)	FAIR
5.000 - 6.000:	(G)	GOOD
6.001 - 7.000:	(V)	VERY GOOD

- **Deck Area:** Square feet

- **CD:**

  Community Board District

APPENDIX C-7

2006 Bridge Inventory Adjustments

B.I.N.	BORO	FEATURE CARRIED	FEATURE CROSSED	EXPLANATION
- Bridges removed from the City's Inventory:				
2230050	Q	CYPRESS HILLS CEMETERY WEST	JACKIE ROBINSON PARKWAY	**DEMOLISHED**
2230070	Q	CYPRESS HILLS CEMETERY EAST	JACKIE ROBINSON PARKWAY	**DEMOLISHED**
2245240	M	WEST 151st STREET FOOTBRIDGE	CONRAIL 30th STREET BRANCH	**DEMOLISHED**

REV. DATE 2/5/07

INVENTORY SORTED BY B.I.N.

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
1065210	Q	WHITESTONE EXP NB	BCIP (2065210)			A	1	S	8/17/2006	4.683	F	2500	$3,600,000.00	7
1066510	B	BRUCKNER EXP.(2066510)	WESTCHESTER CREEK			WMA	17	S	11/30/2005	3.701	F	39400	$56,736,000.00	9
1067150	B	NEREID AVE (2241880)	BRONX RIVER PKWY	M		O	10	S	7/8/2005	4.211	F	57750	$83,160,000.00	12
1240090	BM	MACOMBS DAM BRIDGE	HARLEM RIVER			WMO	52	S	6/13/2005	4.169	F	211788	$304,974,720.00	10
1247010	Q	91 PLACE (2247010)	LIRR PT WASH BRANCH	L		O	1	S	9/27/2005	6.833	V	2760	$3,974,400.00	4
1247200	Q	67 AVE PED BR 2247200	LIRR MAIN LINE	L		O-PED	3	C	12/7/2006	4.000	F	1300	$1,872,000.00	6
1247280	Q	51 AVE PED BR.2247280	LIRR MAIN LINE	L		O-PED	5	C	12/1/2006	3.091	F	700	$1,008,000.00	2
1247560	Q	METROPOLITAN AVE	LIRR MONTAUK DIV	L		O	2	S	10/2/2006	3.762	F	20900	$30,096,000.00	5
2055801	Q	NORTHERN BLVD W.B.	FLUSHING RIVER			WO	40	S	9/20/2006	4.817	F	71900	$103,536,000.00	7
2055802	Q	NORTHERN BLVD E.B.	FLUSHING RIVER			WO	40	S	9/20/2006	4.366	F	78894	$113,607,360.00	7
205580A	Q	N.BLVD WB TO 678I SB	VACANT LAND			AR	16	S	9/1/2006	5.571	G	8600	$12,384,000.00	7
2065629	B	BRONX RVR PKWY	BOSTON RD BX ZOO			A	1	S	7/29/2005	5.000	G	6300	$9,072,000.00	27
2065930	Q	HAMILTON PLACE	495I (L.I.E.)			A	2	S	4/11/2006	6.069	V	11111	$15,999,840.00	5
2065940	Q	GRAND AVE	495I (L.I.E.)			A	2	S	10/23/2006	5.264	G	12850	$18,504,000.00	5
2065950	Q	69TH STREET	495I (L.I.E.)			A	2	S	5/24/2005	5.417	G	10336	$14,883,840.00	5
2066002	Q	495I (2066000)	WOODHAVEN BLVD			A	2	S	7/14/2005	6.197	V	25200	$36,288,000.00	6
2066100	K	5TH AVE	27 X PROSPECT EXPWY			A	1	S	3/14/2006	5.208	G	8800	$12,672,000.00	7
2066671	B	BRUCKNER EXPWY SB	BRONX RIVER			WMA	3	S	7/7/2005	5.222	G	12400	$17,856,000.00	2
2066672	B	BRUCKNER EXPWY NB	BRONX RIVER			WMA	8	S	7/13/2005	4.716	F	22300	$32,112,000.00	2
2066720	B	E 174TH ST	SHERIDAN EXPWY/AMTRAK	A		A	13	S	10/17/2006	4.250	F	47430	$68,299,200.00	9
206672A	B	174TH ST-NTH PED BRDG	895I - SHERIDAN EXPWY			A-PED	4	C	12/28/2005	4.958	F	1800	$2,592,000.00	9
206672B	B	174TH ST-STH PED BRDG	895I - SHERIDAN EXPWY			A-PED	4	C	12/28/2005	5.292	G	1900	$2,736,000.00	9
2066919	BM	WASHINGTON BRIDGE	HARLEM RIVER			WO	9	S	11/18/2006	4.821	F	128339	$184,808,160.00	12
2075351	B	BRUCKNER EXPWY SB	AMTRAK - CSX	AC		A	1	S	8/8/2006	3.625	F	11600	$16,704,000.00	2
2075352	B	BRUCKNER EXPWY NB	AMTRAK - CSX	AC		A	1	S	9/20/2006	3.266	F	10900	$15,696,000.00	2
2075820	B	E TREMONT AVE	HUTCHINSON RVR PKWY			A	2	S	11/18/2005	4.472	F	10200	$14,688,000.00	10
2075837	B	WESTCHESTER AVE	HUTCHINSON RVR PKWY			A	2	S	3/28/2006	4.389	F	15858	$22,835,520.00	10
2075849	B	BRONX PELHAM PKWY	HUTCHINSON RVR PKWY			A	2	S	7/21/2006	3.974	F	17600	$25,344,000.00	10
2075859	B	HUTCHINSON RVR PKWY	HUTCHINSON RIVER			WMA	7	S	10/12/2006	4.859	F	60500	$87,120,000.00	10
2076109	B	BE NB SERVICE RD	HUTCHINSON RVR PKWY			A	2	S	11/4/2005	4.632	F	7800	$11,232,000.00	10
2076129	B	BE SB SERVICE RD	HUTCHINSON RVR PKWY			A	2	S	2/21/2006	5.105	G	7100	$10,224,000.00	10
2076640	B	DEPOT PLACE	CONRAIL HUDSON DIV	C		O	11	S	5/30/2006	4.972	F	30192	$43,476,480.00	4
2076929	B	BRUCKNER EXPWY	CSX - HUNTS POINT	C		A	1	S	6/6/2005	4.833	F	3800	$5,472,000.00	2
2229289	M	HHP VIADUCT	W 72 ST TO W 79 ST	A		A	145	S	12/7/2004	3.478	F	236100	$339,984,000.00	7
222928C	M	PED BR AT 73RD ST	HHP - AMTRAK		P	A-PED	5	C	5/10/2004	4.618	F	3480	$5,011,200.00	7
2229290	M	W 79 ST	AMTRAK	A		A	1	S	9/7/2006	4.288	F	4500	$6,480,000.00	7
2229309	M	HHP	RIVERSIDE PARK			A	1	S	3/20/2006	5.267	G	2400	$3,456,000.00	7
2229311	M	HHP SB	RAMP TO 96 ST			A	1	S	3/27/2006	4.273	F	2000	$2,880,000.00	7
2229312	M	HHP NB	RAMP TO 96 ST			A	1	S	3/27/2006	4.364	F	2000	$2,880,000.00	7
2229321	M	HHP SB	RAMP TO 96 ST			A	1	S	5/9/2006	5.200	G	2000	$2,880,000.00	7
2229322	M	HHP NB	RAMP TO 96 ST			A	1	S	5/9/2006	5.300	G	2000	$2,880,000.00	7
2229349	M	HHP	W 158 ST	A		A	44	S	8/12/2004	4.268	F	140000	$201,600,000.00	12
222934A	M	RAMP TO N.B. HHP	AMTRAK WEST SIDE	A		AR	26	S	8/2/2006	3.875	F	10800	$15,552,000.00	12
2229400	M	W 181ST ST PED BRDG	HHP N.B.		P	A-PED	7	C	3/8/2006	4.358	F	1500	$2,160,000.00	12
2229440	B	HHP	KAPPOCK ST			A	1	S	9/30/2005	5.069	G	3900	$5,616,000.00	8
2229450	B	232ND ST	HHP			A	2	S	10/3/2005	4.921	F	4900	$7,056,000.00	8
2229460	B	236TH ST PED BRDG	HHP			A-PED	3	C	6/26/2006	4.894	F	2500	$3,600,000.00	8
2229470	B	239TH ST	HHP			A	2	S	5/13/2005	4.263	F	6100	$8,784,000.00	8
2229480	B	MANHATTAN COLL PKWY	HHP			A	3	S	4/25/2005	5.368	G	6200	$8,928,000.00	8
2229490	B	246TH ST	HHP			A	2	S	4/21/2005	4.842	F	5600	$8,064,000.00	8
2229500	B	252ND ST	HHP			A	2	S	2/23/2006	3.947	F	4500	$6,480,000.00	8
2229510	B	RIVERDALE AVE	HHP			A	2	S	9/14/2005	4.000	F	5200	$7,488,000.00	8
2229520	B	FIELDSTON ROAD	HHP			A	1	S	9/26/2005	5.500	G	6600	$9,504,000.00	8
2229530	B	HHP	BROADWAY			A	1	S	9/27/2005	4.574	F	7500	$10,800,000.00	8
2229540	B	VAN CRTLDT PARK	HHP		P	A-PED	2	C	10/10/2006	4.875	F	3900	$5,616,000.00	26
2229550	B	VAN CRTLDT EQUES	HHP		P	A-PED	2	C	9/20/2006	5.000	G	2100	$3,024,000.00	26
2229560	B	BRONX PELHAM PKWY	AMTRAK - CSX	AC		A	3	S	8/15/2006	4.972	F	24591	$35,411,040.00	11
2229579	B	BOSTON POST ROAD	HUTCHINSON RIVER			WO	14	S	6/24/2005	4.583	F	95700	$137,808,000.00	12
2230000	K	HIGHLAND BLVD E.B.	JACKIE ROBINSON PKWY			A	1	S	4/4/2006	4.600	F	4900	$7,056,000.00	5
2230010	K	HIGHLAND BLVD W.B.	JACKIE ROBINSON PKWY			A	1	S	4/4/2006	4.933	F	3500	$5,040,000.00	5
2230020	K	HIGHLAND BLVD W.B.	JACKIE ROBINSON PKWY			A	2	S	4/6/2006	4.842	F	4700	$6,768,000.00	5

INVENTORY SORTED BY B.I.N.

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2230040	Q	CYPRESS HILLS ST	JACKIE ROBINSON PKWY			A	1	S	5/8/2006	5.278	G	5000	$7,200,000.00	5
2230099	Q	JACKIE ROBINSON PKWY	CYPRESS HILLS CEMETRY			A	1	S	1/31/2006	5.444	G	4200	$6,048,000.00	5
2230120	Q	MYRTLE AVE	JACKIE ROBINSON PKWY			A	1	S	2/16/2006	5.563	G	6400	$9,216,000.00	82
2230179	Q	JACKIE ROBINSON PKWY	METROPOLITAN AVE			A	2	S	4/19/2006	5.321	G	8673	$12,489,120.00	82
2230180	Q	UNION TPKE	JACKIE ROBINSON PKWY			A	1	S	2/7/2006	5.984	G	5359	$7,716,960.00	82
2230190	Q	MARKWOOD ROAD	JACKIE ROBINSON PKWY			A	1	S	4/13/2006	5.389	G	4400	$6,336,000.00	82
2230209	Q	QUEENS BLVD	JACKIE ROBINSON PKWY	T		A	5	S	7/18/2006	4.778	F	37700	$129,600,000.00	9
2230220	K	HIGHLAND BLVD NB	VERMONT AVE			A	1	S	6/16/2005	6.127	V	3995	$5,752,800.00	5
2230250	B	MOSHOLU PARKWAY	BRONX RIVER			WA	5	S	3/20/2006	4.263	F	16300	$23,472,000.00	27
2230260	B	MOSHOLU PARKWAY	METRO NORTH	M		A	1	S	3/30/2006	5.516	G	8880	$12,787,200.00	27
2230270	B	MOSHOLU PARKWAY	WEBSTER AVE			A	1	S	4/20/2005	5.703	G	8480	$12,211,200.00	27
2230287	B	JEROME AVE	MOSHOLU PARKWAY	T		A	3	S	4/28/2005	4.921	F	11800	$16,992,000.00	7
2230290	B	MOSHOLU PARKWAY	EQUESTRIAN PATH			A	1	S	2/3/2006	4.448	F	4300	$6,192,000.00	26
2230300	B	MOSHOLU PARKWAY	CONRAIL (ABANDONED)	C		A	1	S	10/30/2006	4.229	F	5200	$7,488,000.00	26
2230310	B	MOSHOLU PARKWAY	SB RAMP TO HHP			A	2	S	12/1/2005	5.135	G	7400	$10,656,000.00	26
2230350	K	SUMMIT ST PED BRDG	278I (B.Q.E.)			A-PED	2	S	2/28/2006	4.671	F	1400	$2,016,000.00	6
2230360	K	UNION ST	278I (B.Q.E.)			A	2	S	2/28/2006	4.375	F	5000	$7,200,000.00	6
2230370	K	SACKETT ST	278I (B.Q.E.)			A	2	S	2/28/2006	4.694	F	5000	$7,200,000.00	6
2230380	K	KANE ST	278I (B.Q.E.)			A	2	S	4/2/2006	4.153	F	5000	$7,200,000.00	6
2230390	K	CONGRESS ST	278I (B.Q.E.)			A	2	S	4/2/2006	6.382	V	5000	$7,200,000.00	6
2230410	K	278I (B.Q.E.)	WASHINGTON ST			A	1	S	4/11/2006	4.563	F	2500	$3,600,000.00	2
2230420	K	278I (B.Q.E.)	WASHINGTON ST			A	1	S	4/11/2006	4.750	F	2500	$3,600,000.00	2
2230430	K	278I (B.Q.E.)	PROSPECT ST			A	1	S	1/31/2006	5.533	G	1100	$1,584,000.00	2
2230440	K	278I (B.Q.E.)	ADAMS ST N.B.			A	1	S	1/18/2006	5.200	G	2700	$3,888,000.00	2
2230450	K	278I (B.Q.E.)	ADAMS ST S.B.			A	1	S	2/3/2006	4.933	F	2500	$3,600,000.00	2
2230460	K	278I (B.Q.E.)	PEARL ST			A	1	S	2/10/2006	5.333	G	4500	$6,480,000.00	2
2230470	K	278I (B.Q.E.)	JAY ST			A	1	S	4/11/2006	4.900	F	5100	$7,344,000.00	2
2230480	K	278I (B.Q.E.)	PROSPECT ST			A	1	S	3/10/2006	5.093	G	8400	$12,096,000.00	2
2230490	K	278I (B.Q.E.)	SANDS ST			A	1	S	3/13/2006	5.074	G	12600	$18,144,000.00	2
2230500	K	278I (B.Q.E.)	RAMP TO BQE EB			A	1	S	3/1/2006	5.100	G	1300	$1,872,000.00	2
2230510	K	278I (B.Q.E.)	NASSAU ST			A	6	S	3/26/2006	4.236	F	51200	$73,728,000.00	2
2230520	Q	65TH PLACE	278I (B.Q.E.)			A	2	S	1/20/2006	4.191	F	11600	$16,704,000.00	2
2230530	Q	QUEENS BLVD	278I (B.Q.E.)			A	2	S	10/9/2006	6.083	V	23500	$33,840,000.00	2
2230540	Q	WOODSIDE AVE	278I (B.Q.E.)			A	1	S	1/18/2006	5.063	G	7500	$10,800,000.00	2
2230550	Q	69TH ST	278I (B.Q.E.)			A	2	S	1/26/2006	4.842	F	12600	$18,144,000.00	2
2230560	Q	70TH ST	278I (B.Q.E.)			A	2	S	1/20/2006	5.125	G	8500	$12,240,000.00	2
2230570	Q	41ST AVE	278I (B.Q.E.)			A	3	S	2/10/2006	4.931	F	8800	$12,672,000.00	2
2230587	Q	ROOSEVELT AVE	278I (B.Q.E.)			A	2	S	2/21/2006	4.559	F	6600	$9,504,000.00	2
2230590	Q	BROADWAY	278I (B.Q.E.)			O	2	S	11/21/2006	4.053	F	16000	$23,040,000.00	2
2230600	Q	STEINWAY ST	278I W.B. (B.Q.E.)			A	1	S	11/9/2006	6.667	V	4200	$6,048,000.00	1
2230610	Q	STEINWAY ST	278I E.B. (B.Q.E.)			A	1	S	11/8/2006	6.667	V	4200	$6,048,000.00	1
2230620	Q	37TH ST	278I (B.Q.E.)			A	2	S	4/18/2006	4.583	F	5300	$7,632,000.00	1
2230630	Q	35TH ST	278I (B.Q.E.)			A	4	S	6/5/2006	4.819	F	9000	$12,960,000.00	1
2230640	Q	32ND ST	278I (B.Q.E.)			A	2	S	5/6/2005	4.986	F	8100	$11,664,000.00	1
2230657	Q	31ST ST	278I (B.Q.E.)			A	2	S	9/29/2006	4.847	F	9500	$13,680,000.00	1
2230669	Q	278I (B.Q.E.)	35TH AVE			A	1	S	9/8/2005	6.831	V	13135	$18,914,400.00	2
2230679	Q	278I (B.Q.E.)	34TH AVE			A	1	S	5/20/2005	6.898	V	7793	$13,680,000.00	2
2230680	Q	278I (B.Q.E.)	NORTHERN BLVD			A	1	S	12/4/2006	6.492	V	27011	$38,895,840.00	2
2230690	Q	BQE EAST LEG NB	32ND AVE			A	1	S	8/2/2006	6.627	V	4080	$5,875,200.00	1
2230700	Q	BQE EAST LEG	TO BQE WEST LEG			A	8	S	12/1/2006	7.000	V	31600	$45,504,000.00	1
2230710	Q	278I S.B. (B.Q.E.)	32ND AVE			A	1	S	9/6/2005	6.695	V	5240	$7,545,600.00	1
2230720	Q	BQE EAST LEG	BQE NB WEST LEG			A	3	S	4/26/2005	6.515	V	20896	$30,090,240.00	1
2230730	Q	31ST AVE	278I (B.Q.E.)			A	1	S	8/15/2005	6.517	V	5845	$8,352,000.00	1
2230740	Q	BQE WEST LEG SB	31ST AVE			A	1	S	9/9/2005	6.545	V	5246	$7,554,240.00	1
2230750	Q	BQE EAST LEG SB	31ST AVE			A	1	S	9/9/2005	6.407	V	2900	$4,176,000.00	1
2230760	Q	BQE WEST LEG NB	31ST AVE			A	1	S	10/23/2006	6.610	V	4020	$5,788,800.00	1
2230770	Q	BQE WEST LEG	30TH AVE			A	1	S	5/24/2005	7.000	V	6199	$8,926,560.00	1
2230780	Q	BQE EAST LEG	30TH AVE			A	1	S	5/25/2005	7.000	V	7071	$10,182,240.00	3
2230790	Q	BULOVA AVE	BQE WEST LEG			A	2	S	3/20/2006	5.667	G	3300	$4,752,000.00	1
2230800	Q	49TH ST	BQE WEST LEG			A	2	S	3/14/2006	5.333	G	4900	$7,056,000.00	1
2230810	Q	ASTORIA BLVD E.B.	BQE WEST LEG			A	4	S	1/16/2006	4.221	F	8200	$11,808,000.00	1
2230820	Q	47TH ST	GCP			A	2	S	4/7/2006	4.944	F	5700	$8,208,000.00	1
2230830	Q	BQE WEST LEG	GCP			A	2	S	8/16/2006	4.639	F	7600	$10,944,000.00	1
2230840	Q	44TH ST	GCP			A	2	S	3/24/2006	4.847	F	5000	$7,200,000.00	1

INVENTORY SORTED BY B.I.N.

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2230857	K	278I (B.Q.E.)	JORALEMON ST			A	1	S	4/26/2006	5.000	G	2100	$3,024,000.00	2
2230858	K	278I (B.Q.E.)	JORALEMON ST / BQE WB			A	2	S	4/28/2006	4.177	F	5900	$8,496,000.00	2
2230869	Q	QUEENS BLVD	ACCESS RD BQE S.B.			A	1	S	11/26/2006	4.205	F	7900	$11,376,000.00	2
2230870	K	COLUMBIA HEIGHTS	278I (B.Q.E.)			A	1	S	4/28/2006	4.500	F	16500	$23,760,000.00	2
2230887	K	278I W.B. (B.Q.E.)	CADMAN PLAZA			A	2	S	5/1/2006	4.426	F	4500	$6,480,000.00	2
2230888	K	278I E.B. (B.Q.E.)	CADMAN PLAZA / 278I WB			A	2	S	5/1/2006	5.053	G	4500	$6,480,000.00	2
2230890	Q	49TH ST	GCP			A	2	S	6/14/2006	4.778	F	6350	$9,144,000.00	1
2231249	K	BSHP	BAY RIDGE AVE			A	1	S	3/8/2006	3.313	F	4900	$7,056,000.00	10
2231250	K	81ST ST PED BR	BSHP		P	A-PED	5	C	9/7/2006	5.056	G	3100	$4,464,000.00	10
2231260	K	92ND ST PED BR	BSHP		P	A-PED	6	C	7/28/2006	3.772	F	3000	$4,320,000.00	10
2231270	K	4TH AVE	BSHP			A	2	S	3/7/2006	4.842	F	6100	$8,784,000.00	10
2231290	K	BAY 8TH ST	BSHP			A	1	S	5/2/2005	5.984	G	4950	$7,128,000.00	11
2231300	K	17TH AVE PED BRDG	BSHP		P	A-PED	1	C	12/20/2006	3.886	F	2100	$3,024,000.00	11
2231319	K	BSHP	BAY PKWY			A	1	S	4/7/2006	4.395	F	7200	$10,368,000.00	11
2231329	K	BSHP	26TH AVE			A	1	S	3/17/2006	4.800	F	6700	$9,648,000.00	13
2231330	K	27TH AVE PED BRDG	BSHP		P	A-PED	1	C	12/20/2006	4.415	F	2100	$3,024,000.00	13
2231340	K	CROPSEY AVE	BSHP			A	2	S	3/30/2006	5.000	G	13100	$18,864,000.00	13
2231360	K	BSHP	OCEAN PKWY			A	3	S	11/3/2006	7.000	V	29637	$42,677,280.00	13
2231370	K	GUIDER AV RAMP TO BSHP	BSHP			A	4	S	5/10/2006	3.653	F	12800	$18,432,000.00	13
2231380	K	CONEY ISLAND AVE	BSHP			A	4	S	9/19/2005	6.292	V	19866	$28,607,040.00	13
2231390	K	E 12TH ST	BSHP			A	4	S	3/30/2006	4.764	F	17200	$24,768,000.00	15
2231409	K	BSHP	SHEEPSHEAD BAY ROAD			A	1	S	3/21/2006	4.967	F	6500	$9,360,000.00	15
2231419	K	BSHP	OCEAN AVE			A	3	S	3/15/2006	4.292	F	14000	$20,160,000.00	15
2231429	K	BSHP	BEDFORD AVE			A	3	S	3/10/2006	4.278	F	12000	$17,280,000.00	15
2231439	K	BSHP	NOSTRAND AVE			A	3	S	4/14/2006	4.097	F	13000	$18,720,000.00	15
2231449	K	KNAPP ST	BSHP			A	1	S	3/31/2006	4.469	F	9500	$13,680,000.00	15
2231450	K	BSHP	GERRITSEN INLET			WA	11	S	7/25/2005	3.597	F	46400	$66,816,000.00	56
2231460	K	FLATBUSH AVE	BSHP			A	2	S	9/15/2005	6.441	V	14058	$20,243,520.00	56
2231479	K	BSHP	MILL BASIN			WMA	14	S	8/1/2006	3.104	F	73500	$105,840,000.00	18
2231489	K	BSHP	PAERDEGAT BASIN			WA	15	S	8/12/2006	3.222	F	58300	$83,952,000.00	18
2231499	K	BSHP	ROCKAWAY PKWY			A	4	S	8/11/2006	4.056	F	11500	$16,560,000.00	56
2231509	K	BSHP	FRESH CREEK			WA	5	S	8/8/2006	3.264	F	23000	$33,120,000.00	56
2231519	K	PENNSYLVANIA AVE	BSHP			A	2	S	4/28/2005	6.181	V	6640	$9,561,600.00	56
2231559	Q	CROSS BAY BLVD	BSHP			A	4	S	5/19/2006	5.194	G	23205	$33,415,200.00	10
2231560	Q	S CONDUIT BLVD	BSOP			A	2	S	7/20/2006	5.465	G	15776	$22,717,440.00	10
2231570	Q	COHANCY ST	BSOP			A	2	S	4/19/2006	4.632	F	6400	$9,216,000.00	10
2231580	Q	AQUEDUCT RCTK RAMP	BSOP			A	4	S	6/23/2006	4.125	F	14000	$20,160,000.00	10
2231590	Q	130TH ST	BSOP			A	2	S	2/2/2006	4.750	F	6800	$9,792,000.00	10
2231610	Q	GUY R. BREWER BLVD	BSOP			A	4	S	4/22/2005	6.569	V	12342	$17,772,480.00	13
2231620	Q	FARMERS BLVD	BSOP			A	2	S	6/15/2006	4.568	F	6400	$9,216,000.00	13
2231630	Q	SPRINGFIELD BLVD	BSOP			A	2	S	4/27/2006	4.568	F	8500	$12,240,000.00	13
2231640	Q	225TH ST	BSOP			A	2	S	6/16/2006	4.727	F	7000	$10,080,000.00	13
2231650	Q	SUNRISE HWY W.B.	BLP E.B.			A	1	S	3/27/2006	4.623	F	4100	$5,904,000.00	13
2231660	Q	SUNRISE HWY W.B.	BLP W.B.			A	2	S	4/6/2006	4.565	F	5350	$7,704,000.00	13
2231670	Q	N CONDUIT AVE W.B.	BLP E.B.			A	1	S	1/16/2006	4.917	F	4000	$5,760,000.00	13
2231680	Q	N CONDUIT AVE WB	BLP W.B.			A	2	S	1/16/2006	4.932	F	6500	$9,360,000.00	13
2231690	Q	FRANCIS LEWIS BLVD	BLP E.B.			A	1	S	3/14/2006	5.167	G	6000	$8,640,000.00	13
2231700	Q	FRANCIS LEWIS BLVD	BLP W.B.			A	1	S	3/14/2006	4.833	F	6000	$8,640,000.00	13
2231710	Q	MERRICK BLVD	BLP N.B.			A	1	S	3/23/2006	4.467	F	6000	$8,640,000.00	13
2231720	Q	MERRICK BLVD	BLP S.B.			A	1	S	3/23/2006	4.200	F	6000	$8,640,000.00	13
2231730	Q	130TH AVE	BLP N.B.			A	1	S	1/16/2006	5.267	G	4400	$6,336,000.00	13
2231740	Q	130TH AVE	BLP S.B.			A	1	S	1/11/2006	4.767	F	4400	$6,336,000.00	13
2231750	Q	LINDEN BLVD	BCIP			A	2	S	2/16/2006	4.341	F	6700	$9,648,000.00	13
2231760	Q	BCIP	DUTCH BROADWAY-115 AVE			A	1	S	2/24/2006	4.442	F	7300	$10,512,000.00	13
2231770	Q	BELMONT PARK RAMP	BCIP		P	A	1	S	2/7/2006	4.688	F	3200	$4,608,000.00	13
2231780	Q	HEMPSTEAD AVE	BCIP			A	2	S	3/16/2006	4.161	F	14200	$20,448,000.00	13
2231790	Q	BELMONT PARK RAMP	BCIP		P	A	1	S	1/16/2006	4.656	F	3400	$4,896,000.00	13
2231800	Q	SUPERIOR ROAD	BCIP			A	2	S	3/13/2006	4.318	F	7000	$10,080,000.00	13
2231819	Q	JAMAICA AVE	BCIP			A	2	S	3/3/2006	4.773	F	11500	$16,560,000.00	13
2231829	Q	BRADDOCK AVE	BCIP			A	2	S	3/3/2006	4.591	F	10600	$15,264,000.00	13
2231840	Q	HILLSIDE AVE	BCIP			A	2	S	4/4/2006	4.079	F	9672	$13,927,680.00	13
2231850	Q	UNION TPKE	BCIP			A	2	S	5/23/2006	4.364	F	13600	$19,584,000.00	13
2231860	Q	W ALLEY ROAD	BCIP			A	2	S	8/18/2005	5.579	G	7200	$10,368,000.00	11

INVENTORY SORTED BY B.I.N.

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2231870	Q	NORTHERN BLVD	BCIP			A	2	S	10/9/2006	6.458	V	9400	$13,536,000.00	11
2231880	Q	CROCHERON PK PED	BCIP		P	A-PED	11	C	8/4/2006	4.929	F	2300	$3,312,000.00	11
2231890	Q	28TH AVE PED BRDG	BCIP		P	A-PED	24	C	8/29/2005	5.150	G	7600	$10,944,000.00	11
2231900	Q	BCIP	FORT TOTTEN ENTRANCE			A	1	S	6/29/2006	4.797	F	4900	$7,056,000.00	7
2231910	Q	UTOPIA PKWY	BCIP			A	2	S	2/10/2006	5.136	G	7200	$10,368,000.00	7
2231920	Q	160TH ST	BCIP			A	2	S	4/11/2005	5.861	G	5550	$7,992,000.00	7
2231930	Q	FRANCIS LEWIS BLVD	BCIP			A	3	S	2/6/2006	4.773	F	9100	$13,104,000.00	7
2231940	Q	CLINTONVILLE ST	BCIP			A	2	S	2/6/2006	4.705	F	7400	$10,656,000.00	7
2231950	Q	150TH ST	BCIP			A	2	S	2/6/2006	4.977	F	5900	$8,496,000.00	7
2231960	Q	149TH ST	BCIP			A	2	S	2/9/2006	4.841	F	6210	$8,942,400.00	7
2231970	Q	14TH AVE	BCIP			A	2	S	2/9/2006	4.705	F	8100	$11,664,000.00	7
2231980	Q	147TH ST	BCIP			A	2	S	2/9/2006	4.523	F	6300	$9,072,000.00	7
2232000	M	BATTERY PLACE	FDR DRIVE			AT	2	C	9/30/2004	4.500	F	75000	$108,000,000.00	1
223201A	M	FDR DR N.B. OFF RMP	FDR DR & SOUTH ST			AR	17	S	3/30/2006	3.776	F	102225	$147,204,000.00	1
223201B	M	STH ST RMP TO FDR S.B.	SOUTH ST			AR	10	S	4/6/2006	3.821	F	44625	$64,260,000.00	1
223201C	M	STH ST RMP TO FDR	SOUTH ST			AR	8	S	3/27/2006	4.134	F	39150	$56,376,000.00	1
223201D	M	RAMP TO N.B. FDR DRIVE	FDR & SOUTH ST.			AR	22	S	4/4/2006	5.180	G	15825	$22,788,000.00	1
2232029	M	CORLEARS PARK ROAD	FDR DRIVE		P	A	4	S	3/16/2006	4.063	F	4100	$5,904,000.00	3
2232030	M	DELANCEY ST PED BRDG	FDR DRIVE		P	A-PED	12	C	9/10/2006	4.382	F	2900	$4,176,000.00	3
2232040	M	HOUSTON ST	FDR DRIVE			A	2	S	4/17/2006	3.318	F	11010	$15,854,400.00	3
223204A	M	FDR NB TO HOUSTON ST	RELIEF			AR	4	S	2/28/2006	4.700	F	6150	$8,856,000.00	3
223204B	M	HOUSTON ST RAMP TO FDR	RELIEF			AR	4	S	3/8/2006	4.625	F	7642	$11,004,480.00	3
2232050	M	E 6TH ST PED BRDG	FDR DRIVE		P	A-PED	22	C	4/30/2006	4.353	F	2200	$3,168,000.00	3
2232070	M	25TH ST PED BRDG	FDR DRIVE			A-PED	4	C	2/5/2006	4.418	F	1700	$2,448,000.00	6
2232100	M	E 51ST ST PED BRDG	FDR DRIVE		P	A-PED	10	C	2/5/2006	4.080	F	2800	$4,032,000.00	6
2232110	M	E 64TH ST PED BRDG	FDR DRIVE		P	A-PED	24	C	5/21/2006	4.719	F	2100	$3,024,000.00	8
2232120	M	E 71ST ST PED BRDG	FDR DRIVE		P	A-PED	19	C	5/21/2006	5.820	G	1800	$2,592,000.00	8
2232140	M	E 78TH ST PED BRDG	FDR DRIVE		P	A-PED	9	C	6/4/2006	2.888	P	1700	$2,448,000.00	8
2232158	M	FDR DRIVE S.B.	FDR DRIVE N.B.			AT	32	S	5/26/2005	4.712	F	54302	$78,194,880.00	8
2232167	M	PROMENADE OVER FDR	FDR/E79TH ST-E91ST ST		P	A-PED	53	S	8/3/2005	3.571	F	93000	$133,920,000.00	8
2232180	M	E 103RD ST PED BRDG	FDR DRIVE			A-PED	20	C	6/4/2006	4.900	F	6000	$8,640,000.00	11
2232190	M	E 111TH ST PED BRDG	FDR DRIVE		P	A-PED	14	C	6/11/2006	4.040	F	2600	$3,744,000.00	11
2232200	M	E 120TH ST PED BRDG	FDR DRIVE		P	A-PED	21	C	6/11/2006	4.348	F	2500	$3,600,000.00	11
2233020	M	E 10TH ST PED BRDG	FDR DRIVE		P	A-PED	25	C	10/15/2006	5.843	G	1632	$2,350,080.00	3
2233038	M	FDR DRIVE SB	FDR NB / E 62ND ST			AT	34	S	10/23/2006	6.887	V	58700	$100,962,720.00	8
2233040	M	E 60TH ST	FDR DRIVE			A	17	S	6/13/2006	4.746	F	24480	$35,251,200.00	6
2233059	M	HARLEM RIVER DRIVE	RAMP TO HRD N.B.			A	11	S	5/30/2006	3.522	F	51000	$73,440,000.00	11
2233080	K	E 14 ST PED BR	BSHP			A-PED	14	C	8/11/2006	4.600	F	4700	$6,768,000.00	15
2240019	KM	BROOKLYN BRIDGE	278I (B.Q.E.)			WEO	75	S	11/17/2006	2.917	P	503788	$725,454,720.00	3
224001A	M	PARK ROW TO BKLN	WILLIAM ST N.B.			OE	4	S	4/28/2006	4.250	F	10167	$14,640,480.00	1
224001B	M	TO BKLN FRM FDR	FRANKFRT & CITY			OE	31	S	6/6/2006	4.148	F	51400	$74,016,000.00	1
224001C	M	PEARL ST TO BKLN	LAND ADJ TO BRDG			OE	9	S	4/24/2006	3.814	F	6489	$9,344,160.00	3
224001D	M	TO FDR DR N.B.	PEARL STREET			OE	30	S	5/16/2005	5.208	G	49600	$71,424,000.00	1
224001E	M	TO PEARL ST	LAND ADJ TO BRDG			OE	3	S	5/2/2005	5.225	G	5300	$7,632,000.00	6
224001F	M	PEARL ST TO FDR DR	LAND ADJ TO BRDG			OE	3	S	4/12/2006	5.254	G	5200	$7,488,000.00	1
224001G	M	TO PARK ROW	ROSE ST			OE	11	S	5/3/2005	4.681	F	16551	$23,833,440.00	1
2240027	KM	MANHATTAN BRIDGE(LL)	EAST RIVER	T		WEO	23	S	11/30/2006	4.407	F	616390	$887,601,600.00	3
2240028	KM	MANHATTAN BRIDGE(UL)	NYCTA TRACKS-BMT	T		WEO	43	S	11/30/2006	4.357	F	587424	$845,890,560.00	3
2240039	KM	WILLIAMSBURG BRIDGE	EAST RIVER	T		WEO	53	S	10/28/2004	4.556	F	824000	$1,186,560,000.00	3
2240047	MQ	QUEENSBORO BRIDGE(LL)	EAST RIVER	L		WEO	53	S	11/23/2004	4.542	F	626900	$902,736,000.00	6
2240048	MQ	QUEENSBORO BRIDGE(UL)	EAST RIVER-LL			WEO	37	S	12/5/2004	4.623	F	322300	$464,112,000.00	6
224004A	M	TO QNS FRM E 59TH ST	FIRST AVE			OE	13	S	6/26/2006	5.507	G	14800	$21,312,000.00	6
224004B	M	TO E 60TH ST FROM QNS	FIRST AVE			OE	13	S	6/17/2006	5.764	G	14800	$21,312,000.00	6
224004C	M	TO E 62ND ST FROM QNS	E 60TH ST			OE	10	S	7/26/2006	4.985	F	16720	$24,076,800.00	6
224004D	M	TO QNS FROM E 58TH ST	E 59TH ST			OE	12	S	8/24/2006	4.547	F	11781	$16,964,640.00	6
224004E	Q	TO NY FR THOMSON AVE	JACKSON AVE			OE	94	S	12/7/2006	4.792	F	104600	$150,624,000.00	2
224004F	Q	TO NY FROM 21ST ST	21ST ST (QUEENS)			OE	63	S	12/12/2006	4.833	F	63310	$91,166,400.00	2
224004G	Q	TO NY FROM 11TH ST	TERRAIN (CHAMBER)			OE	36	S	11/10/2006	4.634	F	8360	$12,038,400.00	1
224004H	Q	TO 21ST ST FROM NY	22ND ST			OE	43	S	12/14/2006	4.366	F	48100	$69,264,000.00	2

INVENTORY SORTED BY B.I.N.

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD		OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
224004I	Q	TO THOMSON AVE FROM NY	JACKSON AVE			OE	39	S		10/18/2006	5.082	G	59100	$85,104,000.00	2
224004J	M	25X	NYC GARAGE			OE	14	S		7/24/2006	4.537	F	22058	$31,763,520.00	6
2240059	BM	WILLIS AVENUE	HARLEM RIVER			WMO	26	S		10/16/2006	3.292	F	94700	$136,368,000.00	11
224005A	M	FROM FDR DRIVE	HARLEM RIVER DR			OR	19	S		6/8/2006	4.269	F	29900	$43,056,000.00	11
224005B	B	TO BRUCKNER BLVD	RELIEF			OR	5	S		8/3/2005	3.833	F	12100	$17,424,000.00	1
2240069	BM	THIRD AVE BRIDGE	HARLEM RIVER			WMO	14	S		11/2/2006	6.859	V	100232	$115,128,000.00	11
224006A	B	TO BRUCKNER BLVD	RELIEF			OR	11	S		12/8/2005	6.732	V	11100	$15,984,000.00	1
2240079	BM	MADISON AVE BRIDGE	HARLEM RIVER			WMO	21	S		11/6/2006	4.889	F	80000	$115,200,000.00	11
224007A	M	TO MADISON AVENUE	RELIEF			OR	7	S		5/15/2006	5.225	G	19880	$28,627,200.00	11
2240089	BM	145TH ST BRIDGE	HARLEM RIVER			WMO	8	S		6/24/2006	3.083	F	56700	$81,648,000.00	10
2240120	BM	W 207TH/W FORDHAM RD	HARLEM RIVER			WMO	5	S		6/8/2006	5.528	G	31784	$45,768,960.00	12
2240137	BM	BROADWAY BRIDGE	HARLEM RIVER	T		WMO	3	S		10/3/2005	3.986	F	46848	$67,461,120.00	12
2240138	BM	NYCTA IRT	HARLEM RVR/BROADWAY	T		WMO	3	S		10/27/2005	4.882	F	19520	$28,108,800.00	12
2240180	B	WESTCHESTER AVE	BRONX RIVER			WO	1	S		7/1/2005	4.932	F	5476	$7,885,440.00	2
2240200	B	SHORE ROAD	HUTCHINSON RIVER			WMO	7	S		9/3/2004	4.597	F	4800	$6,912,000.00	28
2240210	B	CITY ISLAND ROAD	EASTCHESTER BAY			WO	7	S		12/6/2005	3.500	F	28900	$41,616,000.00	28
2240231	K	HAMILTON AVE BRIDGE	GOWANUS CANAL			WMO	3	S		8/25/2006	4.028	F	7300	$10,512,000.00	7
2240232	K	HAMILTON AVE BRIDGE	GOWANUS CANAL			WMO	3	S		8/25/2006	4.125	F	7300	$10,512,000.00	6
2240240	K	NINTH ST BRIDGE	GOWANUS CANAL			WMO	3	S		6/14/2005	6.613	V	5772	$8,311,680.00	6
2240250	K	THIRD ST	GOWANUS CANAL			WMO	5	S		6/17/2005	4.931	F	4900	$7,056,000.00	6
2240260	K	CARROLL ST	GOWANUS CANAL			WMO	2	S		8/3/2006	4.803	F	3000	$4,320,000.00	6
2240270	K	UNION ST	GOWANUS CANAL			WMO	5	S		8/21/2006	4.014	F	4900	$7,056,000.00	6
2240290	K	METROPOLITAN AVE	ENGLISH KILLS			WMO	5	S		9/7/2005	6.458	V	15245	$21,952,800.00	1
2240301	K	CROPSEY AVE	CONEY ISLAND CREEK			WO	3	S		8/2/2005	5.225	G	9400	$13,536,000.00	13
2240302	K	CROPSEY AVE	CONEY ISLAND CREEK			WO	3	S		8/16/2006	5.028	G	9400	$13,536,000.00	13
2240310	K	THIRD AVE	GOWANUS CANAL			WO	1	S		6/5/2006	4.345	F	3200	$4,608,000.00	6
2240320	K	OCEAN AVE PED BRDG	SHEEPSHEAD BAY			WO-PED	30	C		3/28/2006	4.328	F	4000	$5,760,000.00	15
2240350	R	RICHMOND AVE	RICHMOND CREEK			WO	3	S		6/16/2005	5.819	G	32589	$46,928,160.00	2
2240370	KQ	GREENPOINT AVE BRIDGE	NEWTOWN CREEK	L		WMO	12	S		10/21/2005	5.250	G	76106	$109,592,640.00	2
2240390	KQ	GRAND ST BRIDGE	NEWTOWN CREEK			WMO	2	S		9/5/2006	4.292	F	5100	$7,344,000.00	5
2240410	Q	BORDEN AVE	DUTCH KILLS			WMO	2	S		6/8/2005	3.833	F	8400	$12,096,000.00	2
2240440	Q	NORTHERN BLVD	ALLEY CREEK			WO	2	S		5/30/2006	4.750	F	8300	$11,952,000.00	11
2240450	Q	HUNTERS PT AVE BRIDGE	DUTCH KILLS			WMO	4	S		7/13/2006	5.083	G	12168	$17,521,920.00	2
2240507	Q	ROOSEVELT AVE	678I - VAN WYCK EXPWY			WA	27	S		12/13/2006	3.535	F	84424	$121,570,560.00	81
2240540	K	STILLWELL AVE	CONEY ISLAND CRK			WO	2	S		6/7/2005	6.292	V	17000	$24,480,000.00	13
2240620	M	WARDS ISLAND PED BRDG	HARLEM RIVER			WMO-PED	10	C		6/28/2004	4.049	F	12600	$18,144,000.00	11
2240639	KQ	PULASKI BRIDGE	NEWTOWN CREEK			WMO	44	S		6/12/2006	4.817	F	205770	$296,308,800.00	2
2240640	MQ	ROOSEVELT ISLAND	E. RIVER E. CHANNEL			WMO	8	S		12/6/2006	4.208	F	36500	$52,560,000.00	8
2240650	Q	163RD ST PED BRDG	HAWTREE BASIN			WO-PED	13	C		4/6/2006	4.351	F	5000	$7,200,000.00	10
2240660	Q	RIKERS ISLAND BRIDGE	RIKERS ISL CHANNEL			WO	56	S		7/5/2005	4.282	F	183100	$263,664,000.00	1
2241000	B	WESTCHESTER AVE	CSX TRANS - PT MORRIS	C		O	1	S		7/17/2006	5.128	G	1740	$2,505,600.00	1
2241010	B	E 156TH STREET	CSX TRANS - PT MORRIS	C		O	1	S		7/18/2006	4.556	F	2400	$3,456,000.00	1
2241020	B	E 161ST STREET	CSX TRANS - PT MORRIS	C		O	1	S		6/28/2006	6.717	V	12800	$18,432,000.00	1
2241030	B	E 163RD STREET	CSX TRANS - PT MORRIS	C		O	1	S		5/19/2006	4.778	F	3200	$4,608,000.00	3
2241040	B	THIRD AVE	CSX TRANS - PT MORRIS	C		O	1	S		10/18/2006	4.563	F	2700	$3,888,000.00	1
2241050	B	E 149TH ST/JACKSON AVE	CSX TRANS - PT MORRIS	C		O	1	S		7/19/2006	4.850	F	65000	$93,600,000.00	1
2241060	B	ST. MARYS & CONCORD	CSX TRANS - PT MORRIS	C		O	1	S		8/18/2006	5.333	G	4500	$6,480,000.00	1
2241070	B	WALES AVE	CSX TRANS - PT MORRIS	C		O	1	S		10/20/2006	6.567	V	2535	$3,650,400.00	1
2241080	B	SOUTHERN BLVD	CSX TRANS - PT MORRIS	C		O	1	S		11/5/2004	4.185	F	3900	$5,616,000.00	1
2241099	B	BRUCKNER BLVD	CSX TRANS - PT MORRIS	C		O	1	S		10/19/2006	6.383	V	6700	$9,648,000.00	1
2241110	B	MELROSE AVE	CSX TRANS - PT MORRIS	C		O	8	S		5/23/2005	5.889	G	37854	$54,509,760.00	3
2241129	B	E 149TH ST	AMTRAK - CSX	AC		O	2	S		8/7/2006	4.620	F	12575	$18,108,000.00	1
2241139	B	LEGGETT AVE	AMTRAK - CSX	AC		O	3	S		8/7/2006	4.690	F	28300	$40,752,000.00	2
2241159	B	LONGWOOD AVE	AMTRAK - CSX	AC		O	2	S		7/25/2006	5.306	G	10625	$15,300,000.00	2
2241169	B	LAFAYETTE AVE	AMTRAK - CSX	AC		O	1	S		8/8/2006	5.794	G	12000	$17,280,000.00	2
2241170	B	TIFFANY ST	AMTRAK - CSX	AC		O	1	S		7/6/2005	5.627	G	7267	$10,464,480.00	2
2241180	B	BARRETTO ST	AMTRAK - CSX	AC		O	1	S		7/10/2006	6.031	V	5313	$7,650,720.00	2
2241190	B	HUNTS POINT AVE	AMTRAK - CSX	AC		O	1	S		7/24/2006	4.984	F	13700	$19,728,000.00	2
2241200	B	FAILE ST	AMTRAK - CSX	AC		O	1	S		7/28/2006	5.703	G	6208	$8,939,520.00	2
2241210	B	BRYANT AVE	AMTRAK - CSX	AC		O	1	S		8/9/2006	3.203	F	5300	$7,632,000.00	2
2241230	B	WESTCHESTER AVE	AMTRAK - CSX	AC		O	3	S		8/10/2006	6.125	V	15600	$22,464,000.00	2

INVENTORY SORTED BY B.I.N.														
BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2241259	B	204TH ST PED BRDG	METRO NORTH RR HAR	M	P	O-PED	1	C	7/26/2004	4.121	F	4700	$6,768,000.00	27
2241269	B	E 177TH ST	AMTRAK - CSX	AC		O	3	S	8/11/2006	5.458	G	16606	$23,912,640.00	9
2241270	B	EAST TREMONT AVE	AMTRAK - CSX	AC		O	2	S	8/2/2004	5.556	G	22300	$32,112,000.00	9
2241329	B	WHITE PLAINS ROAD	AMTRAK - CSX	AC		O	1	S	8/17/2006	4.859	F	6900	$9,936,000.00	9
2241330	B	UNIONPORT ROAD	AMTRAK - CSX	AC		O	1	S	8/17/2006	4.875	F	4400	$6,336,000.00	9
2241369	B	WILLIAMSBRIDGE RD	AMTRAK - CSX	AC		O	2	S	7/27/2006	4.836	F	10400	$14,976,000.00	11
2241380	B	PELHAM BAY PK PED	AMTRAK - CSX	AC	P	O-PED	1	C	11/13/1978	5.109	G	4223	$6,081,120.00	28
2241390	B	SHORE RD CIRCLE	AMTRAK - CSX	AC		O	2	S	7/11/2006	3.254	F	4800	$6,912,000.00	10
2241409	B	GRAND CONCOURSE	METRO NORTH RR HUD	MT		O	1	S	4/14/2006	3.828	F	16100	$23,184,000.00	4
2241410	B	WALTON AVE	METRO NORTH RR HUD	M		O	1	S	4/17/2006	5.328	G	3600	$5,184,000.00	4
2241420	B	GERARD AVE	METRO NORTH RR HUD	M		O	1	S	4/28/2006	5.922	G	5063	$7,290,720.00	4
2241430	B	RIVER AVE	METRO NORTH RR HUD	M		O	1	S	6/22/2005	6.281	V	5040	$7,257,600.00	4
2241460	B	W TREMONT AVE	METRO NORTH RR HUD	M		O	8	S	5/11/2006	4.254	F	12900	$18,576,000.00	5
2241470	B	W FORDHAM RD	METRO NORTH RR HUD	M		O	4	S	6/27/2005	5.806	G	16052	$23,114,880.00	7
2241489	B	W 225TH ST	CSX TRASP - PUTNAM	C		O	2	S	5/26/2006	5.299	G	10900	$15,696,000.00	7
2241490	B	W 230TH ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	3/31/2005	5.844	G	5600	$8,064,000.00	8
2241509	B	W 231ST ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	10/30/2006	5.059	G	4723	$6,801,120.00	8
2241510	B	W 233RD ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	4/1/2005	5.275	G	3760	$5,414,400.00	8
2241520	B	W 234TH ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	4/4/2005	5.412	G	3770	$5,428,800.00	8
2241550	B	E 144TH ST	METRO NORTH RR HAR	M		O	2	S	6/20/2005	6.528	V	8290	$11,937,600.00	1
2241560	B	E 149TH ST	METRO NORTH RR HAR	M		O	8	S	4/10/2006	4.875	F	27900	$40,176,000.00	1
2241590	B	CONCOURSE VILL AVE	METRO NORTH RR HAR	M		O	1	S	4/11/2006	4.125	F	17800	$25,632,000.00	1
2241600	B	E 158TH ST	METRO NORTH RR HAR	M		O	1	S	6/14/2005	5.167	G	3400	$4,896,000.00	1
2241610	B	E 161ST ST	METRO NORTH RR HAR	M		O	1	S	6/15/2005	5.283	G	6600	$9,504,000.00	1
2241620	B	E 162ND ST	METRO NORTH RR HAR	M		O	1	S	4/5/2006	4.984	F	4700	$6,768,000.00	3
2241630	B	E 165TH ST	METRO NORTH RR HAR	M		O	1	S	4/3/2006	4.333	F	16400	$23,616,000.00	3
2241650	B	E 167TH ST	METRO NORTH RR HAR	M		O	1	S	3/13/2006	5.627	G	3363	$4,842,720.00	3
2241660	B	E 168TH ST	METRO NORTH RR HAR	M		O	1	S	3/14/2006	4.922	F	7700	$11,088,000.00	3
2241670	B	E 169TH ST	METRO NORTH RR HAR	M		O	1	S	3/15/2006	4.438	F	3300	$4,752,000.00	3
2241680	B	E 170TH ST	METRO NORTH RR HAR	M		O	1	S	3/16/2006	6.333	V	3150	$4,536,000.00	3
2241700	B	ST PAULS PL PED BRDG	METRO NORTH RR HAR	M		O-PED	2	C	11/2/2005	5.000	G	600	$864,000.00	3
2241710	B	CLAREMONT PKWY	METRO NORTH RR HAR	M		O	1	S	3/17/2006	4.422	F	6300	$9,072,000.00	3
2241720	B	E 173RD ST	METRO NORTH RR HAR	M		O	1	S	3/20/2006	4.938	F	3000	$4,320,000.00	3
2241740	B	E 175TH ST	METRO NORTH RR HAR	M		O	1	S	3/21/2006	4.031	F	3600	$5,184,000.00	3
2241760	B	E TREMONT AVE	METRO NORTH RR HAR	M		O	1	S	6/16/2005	6.517	V	7300	$10,512,000.00	6
2241770	B	E 178TH ST PED BRDG	METRO NORTH RR HAR	M		O-PED	1	C	10/31/2005	4.918	F	700	$1,008,000.00	6
2241780	B	E 179TH ST PED BRDG	METRO NORTH RR HAR	M		O-PED	6	C	11/1/2005	5.695	G	700	$1,008,000.00	6
2241790	B	E 180TH ST	METRO NORTH RR HAR	M		O	1	S	3/22/2006	4.000	F	5000	$7,200,000.00	6
2241800	B	E 183TH ST	METRO NORTH RR HAR	M		O	1	S	3/23/2006	4.109	F	3600	$5,184,000.00	6
2241810	B	E 188TH ST	METRO NORTH RR HAR	M		O	1	S	3/28/2006	4.188	F	5300	$7,632,000.00	6
2241820	B	E 187TH ST	METRO NORTH RR HAR	M		O	1	S	3/24/2006	4.656	F	3800	$5,472,000.00	6
2241839	B	E 189TH ST	METRO NORTH RR HAR	M		O	1	S	6/13/2005	6.533	V	43157	$62,146,080.00	6
2241840	B	BEDFORD PARK BLVD	METRO NORTH RR HAR	M		O	1	S	4/6/2006	4.594	F	6400	$9,216,000.00	27
2241860	B	GUN HILL RD	METRO NORTH RR HAR	M		O	2	S	3/29/2006	4.127	F	9000	$12,960,000.00	12
2241870	B	E 233RD ST	METRO NORTH RR HAR	M		O	1	S	4/13/2006	4.941	F	7664	$11,036,160.00	12
2241890	B	E 241ST ST	BRP, METRO NORTH HAR	M		O	28	S	7/22/2005	4.444	F	49500	$71,280,000.00	12
2241900	B	EASTCHESTER ROAD	NYCTA-DYRE AVE LN	T		O	3	S	9/7/2006	4.417	F	13500	$19,440,000.00	12
2241910	B	GUN HILL ROAD	NYCTA-DYRE AVE LN	T		O	1	S	9/8/2006	6.000	G	75000	$108,000,000.00	11
2241930	B	BEDFORD PARK BLVD	NYCTA IND YARDS	T		O	4	S	9/5/2006	5.708	G	46300	$66,672,000.00	7
2241940	B	W 205TH ST	NYCTA IND YARDS	T		O	4	S	9/6/2006	5.625	G	32508	$46,811,520.00	7
2241959	B	HUTCHINSON RVR PKWY	AMTRAK - CSX	AC		O	1	S	8/3/2006	5.915	G	15444	$22,239,360.00	10
2242010	B	BRONX PELHAM PKWY	BRONX RIVER			WA	1	S	5/23/2006	4.931	F	9200	$13,248,000.00	27
2242029	B	SOUTHERN BLVD	BRONX PELHAM PKWY			O	2	S	4/5/2006	4.684	F	12900	$18,576,000.00	27
2242030	B	CROTONA AVE	BRONX PELHAM PKWY			O	2	S	4/5/2006	5.447	G	7600	$10,944,000.00	6
2242071	B	BRONX BLVD S.B.	BRONX RIVER			WO	1	S	5/15/2006	4.700	F	1800	$2,592,000.00	12
2242072	B	BRONX BLVD N.B.	BRONX RIVER			WO	1	S	5/16/2006	4.833	F	1800	$2,592,000.00	12
2242081	B	BRONX BLVD S.B.	BRONX RIVER			WO	1	S	5/17/2006	4.467	F	2800	$4,032,000.00	12
2242082	B	BRONX BLVD N.B.	BRONX RIVER			WO	1	S	5/19/2006	4.467	F	2800	$4,032,000.00	12
2242099	B	PARK ROAD (204TH ST)	BRONX RIVER			WO	1	S	7/12/2006	4.793	F	4700	$6,768,000.00	27
2242100	B	BOTANICAL GARDEN ROAD	TWIN LAKES		P	WO-PED	1	S	5/22/2006	4.900	F	2200	$3,168,000.00	27
2242110	B	BOSTON ROAD	BRONX RIVER			WO	1	S	5/11/2006	4.273	F	6200	$8,928,000.00	27
2242120	B	FTBG N OF RTE 1	BRONX RIVER		P	WO-	1	C	6/27/2006	3.884	F	1904	$2,741,760.00	9

INVENTORY SORTED BY B.I.N.														
BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
						PED								
2242149	B	E TREMONT AVE	BRONX RIVER			WO	2	S	5/24/2006	4.722	F	12900	$18,576,000.00	6
2242200	B	YANKEE STDM PED BRDG	E 153 ST, METRO NORTH	M	P	O-PED	5	C	7/29/2004	4.556	F	4200	$6,048,000.00	4
2242210	B	S OF ALLERTON AVE	BRONX RIVER			WO	3	S	6/7/2006	4.763	F	6200	$8,928,000.00	27
2242220	B	SOUTHERN BLVD	BRONX RIVER			WO	2	S	3/13/2006	4.395	F	4800	$6,912,000.00	27
2242259	B	GRAND CONCOURSE	E 161ST ST			O	1	S	9/25/2006	3.667	F	24100	$34,704,000.00	4
2242260	B	EAGLE AVE	E 161ST ST			O	1	S	3/29/2006	5.150	G	2800	$4,032,000.00	1
2242280	B	GRAND CONCOURSE	E 167TH ST			O	2	S	7/21/2006	4.789	F	42900	$61,776,000.00	4
2242299	B	GRAND CONCOURSE	E 138TH ST			O	1	S	5/9/2005	4.933	F	9500	$13,680,000.00	1
2242300	B	GRAND CONCOURSE	E 170TH ST			O	2	S	5/26/2006	4.789	F	39300	$56,592,000.00	4
2242319	B	GRAND CONCOURSE	E 174TH ST	T		O	1	S	4/4/2006	4.067	F	14900	$21,456,000.00	4
2242329	B	GRAND CONCOURSE	E 175TH ST	T		O	1	S	8/16/2006	5.067	G	11900	$17,136,000.00	4
2242330	B	GRAND CONCOURSE	E TREMONT AVE			O	1	S	10/20/2005	5.983	G	11700	$16,848,000.00	5
2242340	B	GRAND CONCOURSE	EAST KINGSBRIDGE			O	2	S	10/3/2006	4.714	F	16500	$23,760,000.00	7
2242350	B	EAST FORDHAM RD	GRAND CONCOURSE			O	1	S	4/21/2006	4.567	F	10300	$14,832,000.00	5
2242360	B	GRAND CONCOURSE	BURNSIDE AVE			O	2	S	10/21/2004	4.441	F	8400	$12,096,000.00	5
2242370	B	GRAND CONCOURSE	BEDFORD PARK BLVD			O	1	S	4/24/2006	4.765	F	8418	$12,121,920.00	7
2242380	B	GRAND CONCOURSE	E 204TH ST			O	1	S	5/5/2005	5.391	G	9272	$13,351,680.00	7
2242400	B	E 180TH ST	BRONX RIVER			WO	1	S	10/18/2006	4.810	F	4500	$6,480,000.00	6
2242430	B	GUN HILL ROAD	BRONX BLVD			O	4	S	5/31/2006	4.912	F	9400	$13,536,000.00	12
2242440	B	GUN HILL ROAD	BRONX RIVER			WO	1	S	3/22/2006	4.900	F	8700	$12,528,000.00	12
2242459	B	E 233RD ST	BRONX RIVER			WO	1	S	5/25/2006	4.367	F	7000	$10,080,000.00	12
2242460	B	E 233RD ST	ENTR RD BNX RVR PKWY			O	1	S	2/10/2006	5.033	G	5300	$7,632,000.00	12
2243010	K	LINCOLN ROAD	BMT SUBWAY, BRIGHTON	T		O	4	S	7/7/2006	6.815	V	6100	$8,784,000.00	55
2243020	K	PARKSIDE AVE	BMT SUBWAY, BRIGHTON	T		O	6	S	9/1/2006	4.000	F	48700	$70,128,000.00	14
2243040	K	CROOKE AVE	BMT SUBWAY, BRIGHTON	T		O	4	S	7/15/2005	4.158	F	6000	$8,640,000.00	14
2243050	K	CATON AVE	BMT SUBWAY, BRIGHTON	T		O	4	S	7/19/2005	4.500	F	20800	$29,952,000.00	14
2243080	K	CHURCH AVE	BMT SUBWAY, BRIGHTON	T		O	4	S	7/22/2005	4.545	F	18200	$26,208,000.00	14
2243100	K	BEVERLY ROAD	BMT SUBWAY, BRIGHTON	T		O	3	S	8/2/2006	3.877	F	4200	$3,888,000.00	14
2243110	K	CORTELYOU ROAD	BMT SUBWAY, BRIGHTON	T		O	3	S	8/3/2005	6.306	V	4810	$4,176,000.00	14
2243120	K	DORCHESTER ROAD	BMT SUBWAY, BRIGHTON	T		O	1	S	9/11/2006	5.882	G	4825	$6,948,000.00	14
2243130	K	DITMAS AVE	BMT SUBWAY, BRIGHTON	T		O	1	S	8/4/2005	5.766	G	5150	$7,020,000.00	14
2243140	K	NEWKIRK AVE	BMT SUBWAY, BRIGHTON	T		O	3	S	8/4/2006	4.250	F	4100	$5,904,000.00	14
2243150	K	FOSTER AVE	BMT SUBWAY, BRIGHTON	T		O	1	S	8/23/2006	4.550	F	3000	$4,320,000.00	14
2243170	K	STERLING PLACE	FRANKLIN SHUTTLE	T		O	1	S	8/5/2005	6.500	V	2300	$3,312,000.00	8
2243180	K	ST JOHNS PLACE	FRANKLIN SHUTTLE	T		O	1	S	9/28/2005	6.781	V	2200	$3,168,000.00	9
2243190	K	LINCOLN PLACE	FRANKLIN SHUTTLE	T		O	1	S	8/24/2006	6.922	V	2460	$3,542,400.00	9
2243200	K	UNION ST	FRANKLIN SHUTTLE	T		O	2	S	8/21/2006	5.043	G	4100	$5,904,000.00	9
2243210	K	PRESIDENT ST	FRANKLIN SHUTTLE	T		O	2	S	8/15/2006	5.314	G	2500	$3,600,000.00	9
2243220	K	CARROLL ST PED BRDG	FRANKLIN SHUTTLE	T		O-PED	3	C	6/15/2005	5.500	G	600	$864,000.00	9
2243230	K	CROWN ST	FRANKLIN SHUTTLE	T		O	3	S	9/30/2005	5.264	G	4800	$6,912,000.00	9
2243240	K	MONTGOMERY ST	FRANKLIN SHUTTLE	T		O	1	S	9/26/2005	6.275	V	2030	$2,923,200.00	9
2243250	K	WASHINGTON AVE	FRANKLIN SHUTTLE	T		O	1	S	8/10/2006	6.281	V	3657	$5,266,080.00	9
2243260	K	FLATBUSH AVE	FRANKLIN SHUTTLE	T		O	2	S	8/17/2006	4.961	F	11300	$16,272,000.00	9
2243279	K	EASTERN PKWY	FRANKLIN SHUTTLE	T		O	1	S	8/25/2006	4.861	F	7700	$11,088,000.00	9
2243280	K	6TH AVE	LIRR ATLANTIC AVE	L		O	9	S	11/19/2006	5.403	G	12276	$17,677,440.00	8
2243290	K	CARLTON AVE	LIRR ATLANTIC AVE	L		O	7	S	11/20/2004	4.931	F	10823	$15,585,120.00	8
2243310	K	2ND AVE	LIRR BAY RIDGE	N		O	2	S	9/21/2006	6.611	V	17751	$25,561,440.00	10
2243320	K	3RD AVE	LIRR BAY RIDGE	N		O	4	S	6/22/2005	5.542	G	17230	$24,811,200.00	10
2243330	K	4TH AVE	LIRR BAY RIDGE	NT		O	4	S	8/12/2005	5.819	G	13668	$19,681,920.00	10
2243340	K	15TH AVE	LIRR BAY RIDGE	N		O	1	S	9/28/2006	4.745	F	3614	$5,204,160.00	11
2243350	K	60TH ST	LIRR BAY RIDGE	N		O	1	S	6/20/2005	6.383	V	3900	$5,616,000.00	11
2243360	K	16TH AVE	LIRR BAY RIDGE	N		O	1	S	11/10/2006	5.483	G	4345	$6,256,800.00	11
2243370	K	17TH AVE	LIRR BAY RIDGE	N		O	1	S	12/1/2004	4.784	F	3406	$4,904,640.00	12
2243380	K	18TH AVE	LIRR BAY RIDGE	N		O	1	S	11/21/2006	4.813	F	6006	$8,648,640.00	12
2243390	K	52ND ST	LIRR BAY RIDGE	N		O	1	S	11/21/2006	6.467	V	3293	$4,741,920.00	12
2243400	K	50TH ST	LIRR BAY RIDGE	N		O	2	S	6/17/2005	4.701	F	7100	$10,224,000.00	12
2243410	K	MCDONALD AVE	LIRR BAY RIDGE	N		O	1	S	11/2/2006	5.172	G	2760	$3,974,400.00	12
2243420	K	E 3RD ST	LIRR BAY RIDGE	N		O	1	S	6/15/2005	6.783	V	1840	$2,160,000.00	12
2243439	K	OCEAN PKWY	LIRR BAY RIDGE	N		O	1	S	11/18/2004	5.218	G	7000	$10,080,000.00	12
2243440	K	CONEY ISLAND AVE	LIRR BAY RIDGE	N		O	1	S	11/7/2006	5.234	G	3231	$4,652,640.00	12
2243450	K	E 14TH ST	LIRR BAY RIDGE	N		O	1	S	10/25/2006	4.809	F	1775	$2,556,000.00	14
2243460	K	E 15TH ST - PED	LIRR BAY RIDGE	N		O-PED	3	C	5/5/2004	6.000	G	900	$1,296,000.00	14

INVENTORY SORTED BY B.I.N.

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2243480	K	OCEAN AVE	LIRR BAY RIDGE	N		O	2	S	10/12/2006	4.912	F	5000	$7,200,000.00	14
2243490	K	BEDFORD AVE	LIRR BAY RIDGE	N		O	6	S	10/31/2006	4.458	F	12000	$17,280,000.00	14
2243500	K	NOSTRAND AVE	LIRR BAY RIDGE	N		O	2	S	10/26/2006	5.085	G	4320	$6,220,800.00	14
2243510	K	FLATBUSH AVE	LIRR BAY RIDGE	N		O	2	S	6/8/2005	4.667	F	5900	$8,208,000.00	18
2243520	K	BROOKLYN AVE	LIRR BAY RIDGE	N		O	3	S	6/10/2005	6.236	V	4500	$6,480,000.00	18
2243530	K	AVENUE H	LIRR BAY RIDGE	N		O	2	S	6/14/2005	6.279	V	35100	$50,544,000.00	18
2243569	K	ATLANTIC AVE	LIRR ATLANTIC AVE	L		O	75	S	7/8/2006	3.845	F	135100	$194,544,000.00	16
2243570	K	86TH ST	BMT SEA BEACH	T		O	1	S	7/17/2006	6.078	V	3840	$5,529,600.00	13
2243580	K	5TH AVE	LIRR & SEA BEACH	NT		O	4	S	10/9/2006	4.353	F	12500	$18,000,000.00	10
2243590	K	6TH AVE	LIRR & SEA BEACH	NT		O	2	S	8/12/2005	6.528	V	14200	$20,448,000.00	10
2243600	K	7TH AVE	LIRR & SEA BEACH	NT		O	7	S	10/9/2006	5.361	G	18913	$27,234,720.00	10
2243610	K	8TH AVE	LIRR & SEA BEACH	NT		O	2	S	8/12/2005	6.319	V	10834	$15,600,960.00	10
2243620	K	FORT HAMILTON PKWY	LIRR & SEA BEACH	NT		O	3	S	9/6/2006	4.797	F	14800	$21,312,000.00	10
2243630	K	11TH AVE	LIRR & SEA BEACH	NT		O	5	S	9/7/2006	6.603	V	9700	$13,968,000.00	10
2243640	K	13TH AVE	LIRR & SEA BEACH	NT		O	5	S	8/29/2005	4.694	F	16000	$23,040,000.00	10
2243650	K	14TH AVE	LIRR BAY RIDGE	N		O	1	S	9/22/2006	6.667	V	4720	$6,796,800.00	11
2243660	K	NEW UTRECHT AVE	LIRR BAY RIDGE	N		O	1	S	9/28/2006	6.400	V	2350	$3,384,000.00	11
2243670	K	15TH AVE	BMT SEA BEACH	T		O	6	S	9/29/2005	6.568	V	17300	$24,912,000.00	11
2243680	K	16TH AVE	BMT SEA BEACH	T		O	3	S	8/11/2006	5.519	G	6816	$9,815,040.00	11
2243690	K	17TH AVE	BMT SEA BEACH	T		O	4	S	8/18/2006	6.288	V	8500	$12,240,000.00	11
2243700	K	18TH AVE	BMT SEA BEACH	T		O	4	S	8/31/2005	6.842	V	8700	$12,528,000.00	11
2243710	K	19TH AVE	BMT SEA BEACH	T		O	4	S	8/8/2006	4.395	F	4800	$6,912,000.00	11
2243720	K	20TH AVE	BMT SEA BEACH	T		O	6	S	7/26/2006	4.897	F	12500	$18,000,000.00	11
2243730	K	65TH ST	BMT SEA BEACH	T		O	4	S	7/21/2006	5.947	G	12000	$17,280,000.00	11
2243740	K	BAY PKWY	BMT SEA BEACH	T		O	4	S	7/19/2006	4.974	F	16800	$24,192,000.00	11
2243750	K	AVENUE O	BMT SEA BEACH	T		O	1	S	9/2/2005	5.863	G	4658	$6,707,520.00	11
2243760	K	AVENUE P	BMT SEA BEACH	T		O	1	S	9/16/2005	6.605	V	5544	$7,983,360.00	11
2243770	K	KINGS HIGHWAY	BMT SEA BEACH	T		O	1	S	8/24/2005	6.767	V	5032	$7,246,080.00	11
2243780	K	HIGHLAWN AVE	BMT SEA BEACH	T		O	1	S	9/9/2005	6.440	V	6960	$10,022,400.00	11
2243790	K	AVENUE S	BMT SEA BEACH	T		O	1	S	9/19/2005	6.133	V	5360	$7,718,400.00	15
2243800	K	AVENUE T	BMT SEA BEACH	T		O	1	S	9/20/2005	6.033	V	5360	$7,718,400.00	11
2243810	K	AVENUE U	BMT SEA BEACH	T		O	1	S	7/24/2006	5.824	G	5880	$8,467,200.00	15
2243820	K	21ST AVE	BMT SEA BEACH	T		O	4	S	8/11/2006	4.132	F	21400	$30,816,000.00	11
2243839	K	4TH AVE	NYCTA BMT TRACKS	T		O	1	S	9/21/2005	6.600	V	5160	$7,430,400.00	7
2243840	K	9TH AVE	NYCTA BMT YARD	T		O	5	S	9/15/2005	6.458	V	12440	$17,913,600.00	12
2243850	K	LIBERTY AVE	LIRR BAY RIDGE	N		O	4	S	6/16/2006	6.559	V	6400	$9,216,000.00	16
2243860	K	GLENMORE AVE	LIRR BAY RIDGE	N		O	2	S	10/10/2006	6.559	V	5616	$8,087,040.00	16
2243870	K	PITKIN AVE	LIRR BAY RIDGE	N		O	3	S	10/5/2006	6.662	V	5600	$8,064,000.00	16
2243890	K	SUTTER AVE	LIRR BAY RIDGE	N		O	3	S	10/5/2006	6.542	V	5497	$7,915,680.00	16
2243900	K	BLAKE AVE	LIRR BAY RIDGE LINE	N		O	3	S	10/10/2006	5.036	G	5020	$7,228,800.00	16
2243910	K	LIVONIA AVE PED BRDG	LIRR BAY RIDGE LINE	N		O-PED	6	C	7/6/2006	5.040	G	2500	$3,600,000.00	16
2243920	K	7TH AVE	NYCTA BMT YARD	T		O	2	S	9/8/2006	6.211	V	4700	$6,768,000.00	7
2243940	K	9TH AVE	NYCTA IND SBWY	T		O	5	S	9/15/2005	4.737	F	11900	$17,136,000.00	12
2244010	K	PROSPECT PK E DRIVE	ENDALE ARCH E DRIVE		P	O	1	C	6/1/2006	5.000	G	900	$1,296,000.00	55
2244020	K	W DR OV WK-MA.ENT	MEADOWPORT ARCH		P	O	1	S	4/5/2005	5.964	G	2500	$3,600,000.00	55
2244030	K	EAST DRIVE	BRIDLE PATH		P	O	1	S	4/11/2005	5.041	G	2000	$2,880,000.00	55
2244040	K	EAST DRIVE	EAST WOOD ARCH		P	O	1	C	8/3/2006	4.714	F	900	$1,296,000.00	55
2244050	K	CENTRAL DRIVE	PED PATH & STREAM		P	WO	3	S	4/15/2005	5.316	G	7400	$10,656,000.00	55
2244060	K	CLEFT RIDGE SPAN	PROSPECT PARK		P	O	1	C	5/9/2006	4.767	F	900	$1,296,000.00	55
2244100	K	WEST FOOTBRIDGE	PROSPCT PK STREAM		P	WO-PED	1	C	11/14/2006	5.000	G	308	$443,520.00	55
2244120	K	HILL DRIVE	PROSPECT PK LAKE		P	WO	3	S	4/20/2005	3.873	F	7800	$11,232,000.00	55
2244130	K	FTBRG NR BOATHSE	PROSPECT PK LAKE		P	WO-PED	1	C	11/15/2006	5.000	G	1260	$1,814,400.00	55
2244150	K	RIDGE BLVD	SHORE RD DRIVE			O	1	S	5/5/2005	6.800	V	4350	$6,264,000.00	10
2244160	K	3RD AVE	SHORE RD DRIVE			O	1	S	5/5/2005	6.727	V	4360	$6,278,400.00	10
2244170	K	ATLNTC AV SVC RD E.B.	EAST NEW YORK AVE			O	2	S	6/30/2005	5.632	G	5520	$7,948,800.00	5
2244180	K	ATLNTC AV SVC RD W.B.	EAST NEW YORK AVE			O	2	S	6/29/2005	5.456	G	5600	$8,064,000.00	16
2244440	K	SOUTH OF TILLARY ST	NAVY ST			O-PED	1	C	12/7/2006	4.268	F	6200	$8,928,000.00	2
2244460	K	CONDUIT BLVD NB	ATLANTIC AVE EB			O	1	S	9/28/2006	4.833	F	3800	$5,472,000.00	5
2244470	K	SEELEY ST	PROSPECT AVE			O	1	S	6/3/2005	4.100	F	7700	$11,088,000.00	7
2244480	K	5TH AVE	GREENWOOD CEMETERY			O	1	S	7/29/2005	5.000	G	3600	$5,184,000.00	7
2245010	M	11TH AVE VIADUCT	LIRR WEST SIDE YARD	AL		O	39	S	12/15/2006	3.917	F	157500	$226,800,000.00	4
224501B	M	W 33RD ST	AMTRAK 30 ST BRANCH	A		O	8	S	4/18/2006	4.556	F	16500	$23,760,000.00	4
224501C	M	W 33RD ST	LAND ADJ TO AMTRAK	A		O	2	S	7/8/2005	4.750	F	4620	$6,652,800.00	4

INVENTORY SORTED BY B.I.N.

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
224501D	M	W 34TH ST	AMTRAK 30 ST BRANCH	A		O	4	S	7/8/2005	4.653	F	11800	$16,992,000.00	4
224501E	M	W 35TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	10/12/2006	4.208	F	6500	$9,360,000.00	4
224501F	M	W 36TH ST	AMTRAK 30 ST BRANCH	A		O	7	S	8/30/2006	3.866	F	16400	$23,616,000.00	4
2245040	M	FORT TRYON PARK	SOUTH OF CLOISTERS		P	O	1	C	6/21/2006	5.100	G	750	$1,080,000.00	12
2245050	M	FORT TRYON PARK	UNDERPASS		P	O	1	C	6/21/2006	4.867	F	750	$1,080,000.00	12
2245060	M	W 37TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	11/7/2005	6.270	V	7600	$10,944,000.00	4
2245070	M	W 38TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	9/27/2006	4.000	F	6200	$8,928,000.00	4
2245080	M	W 39TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	9/27/2006	4.196	F	6300	$9,072,000.00	4
2245090	M	W 43RD ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/5/2006	4.838	F	4100	$5,904,000.00	4
2245100	M	W 44TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/5/2006	4.662	F	4300	$6,192,000.00	4
2245110	M	W 45TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/5/2006	5.662	G	4100	$5,904,000.00	4
2245120	M	W 46TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/12/2006	4.441	F	4100	$5,904,000.00	4
2245130	M	W 47TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/12/2006	4.574	F	4100	$5,904,000.00	4
2245140	M	W 48TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/12/2006	4.618	F	4100	$5,904,000.00	4
2245150	M	W 49TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	12/8/2006	4.574	F	4100	$5,904,000.00	4
2245160	M	W 51ST ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/8/2006	4.853	F	4300	$6,192,000.00	4
2245170	M	W 52ND ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/8/2006	5.088	G	4300	$6,192,000.00	4
2245180	M	W 53RD ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/10/2006	5.074	G	5100	$7,344,000.00	4
2245190	M	W 58TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/27/2006	4.647	F	4100	$5,904,000.00	4
2245209	M	11TH AVE	AMTRAK 30 ST BRANCH	A		O	2	S	11/3/2006	4.588	F	15400	$22,176,000.00	4
2245210	M	W 42ND ST	AMTRAK 30 ST BRANCH	A		O	4	S	9/21/2006	4.619	F	9155	$13,183,200.00	4
2245220	M	W 57TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	10/26/2006	4.809	F	9100	$13,104,000.00	4
2245230	M	W 148TH ST PED BRDG	AMTRAK 30 ST BRANCH	A	P	O-PED	5	C	3/22/2006	4.067	F	1100	$1,584,000.00	9
2245250	M	W 158TH ST	AMTRAK 30 ST BRANCH	A		O	7	S	9/29/2005	6.431	V	29170	$42,004,800.00	12
2245260	M	W 173RD ST PED BRDG	AMTRAK 30 ST BRANCH	A	P	O-PED	2	C	3/28/2006	4.400	F	1500	$2,160,000.00	12
2245290	M	W 155TH ST PED BRDG	AMTRAK 30 ST BRANCH	A		O-PED	3	C	3/23/2006	4.262	F	800	$1,152,000.00	9
2245300	M	INWOOD HILL PK FTBR	AMTRAK 30 ST BRANCH	A	P	O-PED	6	C	3/28/2006	4.174	F	700	$1,008,000.00	12
2245319	M	E 97TH ST	METRO NORTH MAIN LN	M		O	1	S	11/7/2006	4.627	F	3200	$4,608,000.00	8
2245330	M	W 41ST ST	AMTRAK 30 ST BRANCH	A		O	3	S	9/23/2006	4.388	F	6200	$8,928,000.00	4
2245340	M	W 50TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/4/2006	4.574	F	4100	$5,904,000.00	4
2245350	M	W 54TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/27/2006	5.540	G	4700	$6,768,000.00	4
2245360	M	W 55TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/7/2006	5.441	G	4300	$6,192,000.00	4
2245370	M	W 56TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/7/2006	5.529	G	4400	$6,336,000.00	4
2245380	M	E 66TH ST	PED WALK N. OF ZOO		P	O	1	S	3/6/2006	5.000	G	1500	$2,160,000.00	8
2245420	M	W 65TH ST E.B.	BRIDLE PATH W END			O	1	S	3/13/2006	4.900	F	1600	$2,304,000.00	64
2245440	M	W 40TH ST	AMTRAK 30 ST BRANCH	A		O	4	S	9/19/2006	3.986	F	9400	$13,536,000.00	4
2245460	M	PARK AVE S.B.	E 45TH ST			O	1	S	6/9/2006	4.514	F	2400	$3,456,000.00	5
2245470	M	PARK AVE N.B	E 45TH ST			O	1	S	6/7/2006	4.865	F	2400	$3,456,000.00	5
2245480	M	TO GWB OPP W 171ST ST	RIVERSIDE DRIVE			O	1	S	5/23/2006	5.143	G	10800	$15,552,000.00	12
2246000	M	WEST DRIVE	PED BET 61ST & 62ST		P	O	1	S	3/3/2006	5.267	G	2500	$3,600,000.00	64
2246010	M	FTBRG OPP 62ND ST	BRIDLE PATH		P	O-PED	1	C	9/18/2006	4.894	F	1026	$1,477,440.00	64
2246030	M	PEDESTRIAN BRIDGE	POND		P	O-PED	1	C	6/27/2006	4.172	F	1400	$2,016,000.00	64
2246040	M	EAST DR AT CNTRL PARK	PEDESTRIAN WALK		P	O	1	C	6/23/2006	4.400	F	1200	$1,728,000.00	5
2246050	M	CENTRAL DRIVE	PED OPP 63RD ST		P	O	1	S	3/8/2006	4.867	F	2000	$2,880,000.00	64
2246069	M	EAST DRIVE	PEDESTRIAN WALK		P	O	1	S	3/14/2006	4.500	F	2700	$3,888,000.00	64
2246070	M	CPK UNDER CENTR DR	OPP 65TH ST-IN E&W		P	O	1	C	7/6/2006	4.367	F	1200	$1,728,000.00	64
2246080	M	WEST DRIVE	BRIDLE PATH @ 64TH ST		P	O	1	S	2/27/2006	4.667	F	2000	$2,880,000.00	64
2246090	M	PED BRDG OPP 65 ST	TRANSVERSE RD #1		P	O-PED	1	C	4/8/2006	4.655	F	2300	$3,312,000.00	64
2246100	M	CENTRAL DRIVE	TRANSVERSE RD #1		P	O	1	S	4/21/2006	4.200	F	6000	$8,640,000.00	64
2246110	M	EAST DRIVE	TRANSVERSE RD #1		P	O	1	S	4/21/2006	4.633	F	6000	$8,640,000.00	64
2246120	M	WEST DRIVE	TRANSVERSE RD #1		P	O	1	S	4/21/2006	4.833	F	7900	$11,376,000.00	64
2246130	M	CENTRAL PARK	UNDER EAST DRIVE		P	O	1	C	6/15/2006	4.233	F	1200	$1,728,000.00	64
2246140	M	72ND ST ENT TO W DR	BRIDLE PATH		P	O	1	S	3/6/2006	4.500	F	3600	$5,184,000.00	64
2246150	M	72ND ST CROSS DR	NEAR CONCERT GRNDS		P	O	3	S	5/10/2006	5.088	G	7300	$10,512,000.00	64
2246160	M	PED BET 73ST&74ST	THE LAKE		P	WO-PED	1	C	11/30/2005	5.000	G	1655	$2,383,200.00	64
2246170	M	EAST DRIVE	PED WALK @ 73RD ST		P	O	1	S	3/23/2006	5.056	G	1900	$2,736,000.00	64
2246230	M	EAST DRIVE	TRANSVERSE RD #2		P	O	1	S	4/21/2006	4.600	F	6500	$9,360,000.00	64
2246240	M	WEST DRIVE	TRANSVERSE RD #2		P	O	1	S	4/21/2006	4.167	F	7200	$10,368,000.00	64
2246250	M	EAST DRIVE	TRANSVERSE RD #3		P	O	1	S	3/30/2006	4.433	F	5100	$7,344,000.00	64
2246260	M	WEST DRIVE	TRANSVERSE RD #3		P	O	1	S	3/22/2006	4.800	F	5100	$7,344,000.00	64
2246270	M	EAST DRIVE	TRANSVERSE RD #4		P	O	1	S	4/25/2006	3.967	F	7000	$10,080,000.00	64
2246280	M	WEST DRIVE	TRANSVERSE RD #4		P	O	1	S	4/25/2006	4.033	F	4700	$6,768,000.00	64

INVENTORY SORTED BY B.I.N.

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2246320	M	FTBRG OPP 77TH ST	THE LAKE		P	WO-PED	3	C	10/23/2006	4.231	F	1125	$1,620,000.00	64
2246330	M	WEST DRIVE	FEEDER TO LAKE		P	WO	1	S	3/15/2006	5.000	G	2019	$9,648,000.00	64
2246340	M	PED WALK OPP 77ST	STREAM TO LAKE		P	WO-PED	4	C	11/28/2006	4.548	F	455	$655,200.00	64
2246350	M	CNTRL PK OVER E DRIVE	S OF CLEOPATRAS NDL		P	O	1	C	6/20/2006	4.400	F	750	$1,080,000.00	64
2246360	M	WEST DRIVE	PED WALK OPP 82 ST		P	O	1	S	3/15/2006	5.273	G	3100	$4,464,000.00	64
2246380	M	PED WALK OPP 86ST	BRIDLE PATH		P	O-PED	1	C	11/14/2006	4.224	F	714	$1,028,160.00	64
2246390	M	PED WALK OPP 86ST	BRIDLE PATH		P	O-PED	3	C	11/16/2006	4.192	F	1095	$1,576,800.00	64
2246400	M	E FOOTBRIDGE	TRANSVERSE RD #2		P	O-PED	1	C	4/1/2006	4.233	F	3700	$5,328,000.00	64
2246410	M	TRANSVERSE RD. #1	PED WALK NEAR 5 AV		P	O	1	S	3/31/2006	4.364	F	1739	$2,504,160.00	8
2246430	M	WEST DRIVE	PED OPP 109TH ST		P	O	1	S	3/24/2006	4.250	F	1200	$1,728,000.00	64
2246440	M	PED IN CTR OF PK	TRANSVERSE RD NO.2		P	O-PED	1	C	4/1/2006	4.110	F	5900	$8,496,000.00	64
2246450	M	79 ST ENTR TO E DR	PED PATH OPP 77TH ST		P	O-PED	1	C	2/15/2006	4.320	F	5000	$7,200,000.00	64
2246460	M	77 ST ENTR TO W DR	PED PATH OPP 77TH ST		P	O	2	S	3/7/2006	4.368	F	5800	$8,352,000.00	64
2246470	M	EAST DRIVE	THE LOCH		P	WO	1	S	3/23/2006	4.533	F	1100	$1,584,000.00	64
2246489	M	W 181 ST	RAMP TO WASH BR			O	1	S	3/7/2006	4.633	F	8200	$11,808,000.00	12
2246490	M	A.C. POWELL BLVD N.B.	A.C. POWELL BLVD			O	1	S	3/28/2006	4.020	F	5600	$8,064,000.00	10
2246500	M	FORT TRYON PLACE	ENTR FROM RIVERSIDE DR		P	O	1	S	4/6/2006	4.333	F	6600	$9,504,000.00	12
2246510	M	CORBIN PL OVERPASS	CORBIN PLACE		P	O	1	S	3/7/2006	5.000	G	2200	$3,168,000.00	12
2246540	M	E 34TH ST	PARK AVE TUNNEL			OT	1	S	8/24/2006	4.117	F	36200	$52,128,000.00	5
2246550	M	PARK AVE VIADUCT	E 42ND ST			O	10	S	12/12/2006	4.448	F	22150	$31,896,000.00	6
2246560	M	TUDOR CITY PLACE	E 42ND ST			O	1	S	4/10/2006	5.133	G	6600	$9,504,000.00	6
2246570	M	UNITED NATIONS PL	FIRST AVE TUNNEL			OT	2	S	8/4/2006	4.843	F	95000	$136,800,000.00	6
2246580	M	HIGH BRIDGE PDOVP	87I - HARLEM RIVER		P	WA-PED	11	P	10/1/1985	5.651	G	34100	$49,125,600.00	12
2246600	M	W 176TH ST PED BRDG	APPROACH TO G.W.B.			O-PED	1	C	12/26/2006	4.517	F	1200	$1,728,000.00	12
2246620	M	PEDESTRIAN BRIDGE	E 128TH ST			O-PED	18	C	9/8/2006	4.453	F	2300	$3,312,000.00	11
2246660	M	RIVERSIDE DRIVE	W 125TH ST & OTHERS			O	27	S	7/18/2005	4.389	F	148300	$213,552,000.00	9
2246670	M	W 134 ST VIADUCT	RIVERSIDE DRIVE			O	4	S	10/14/2005	4.944	F	7500	$10,800,000.00	9
2246690	M	ISHAM PK VEHICULR	HARLEM RIVER INLET		P	O	1	S	6/21/2006	6.261	V	911	$1,311,840.00	12
2246700	M	ISHM PK PEDESTRN	HARLEM RV INLET		P	WO-PED	1	C	11/20/2006	4.140	F	285	$410,400.00	12
2246710	M	W 153 ST	A.C. POWELL BLVD			O	1	S	3/28/2006	4.093	F	3082	$4,438,080.00	10
2246720	M	RIVERSIDE DRIVE	W 158TH ST	A		O	77	S	11/18/2005	3.639	F	181400	$261,216,000.00	9
2246970	M	RIVERSIDE DRIVE	W 96TH ST			O	3	S	6/21/2005	5.500	G	10600	$15,264,000.00	7
2246980	M	RIVERSIDE DRIVE	W 138TH ST			O	1	S	3/27/2006	4.900	F	6700	$9,648,000.00	9
2246990	M	129 - 130 ST PED BRDG	RAMP OFF 3RD AVE			O-PED	1	C	11/17/2006	4.545	F	500	$720,000.00	11
2247020	Q	94TH ST PED BRDG	LIRR N SIDE DIV	L		O-PED	5	C	12/6/2006	4.030	F	500	$720,000.00	4
2247040	Q	UNION ST	LIRR N SIDE DIV	L		O	1	S	6/20/2005	6.391	V	3313	$4,770,720.00	7
2247050	Q	BOWNE AVE	LIRR N SIDE DIV	L		O	1	S	8/28/2006	5.490	G	4974	$7,162,560.00	7
2247060	Q	PARSONS BLVD	LIRR N SIDE DIV	L		O	1	S	8/29/2006	5.176	G	4200	$6,048,000.00	7
2247070	Q	147TH ST	LIRR N SIDE DIV	L		O	1	S	6/21/2005	5.627	G	2800	$4,032,000.00	7
2247080	Q	149TH ST	LIRR N SIDE DIV	L		O	1	S	6/21/2005	4.776	F	4100	$5,904,000.00	7
2247090	Q	149TH PLACE	LIRR N SIDE DIV	L		O	2	S	6/22/2005	5.316	G	4300	$6,192,000.00	7
2247100	Q	150TH ST	LIRR N SIDE DIV	L		O	2	S	6/23/2005	6.588	V	7830	$11,275,200.00	7
2247110	Q	MURRAY ST	LIRR N SIDE DIV	L		O	1	S	6/23/2005	5.556	G	4000	$5,760,000.00	7
2247120	Q	WOODSIDE AVE	LIRR MAIN LINE	L		O	3	S	7/27/2005	4.444	F	14900	$21,456,000.00	2
2247130	Q	CORPORAL KENNEDY ST	LIRR N SIDE DIV	L		O	1	S	7/29/2005	6.235	V	3379	$4,865,760.00	11
2247140	Q	BELL BLVD	LIRR N SIDE DIV	L		O	1	S	6/24/2005	5.814	G	4320	$6,220,800.00	11
2247150	Q	65TH ST	LIRR N SIDE DIV	L		O	3	S	7/27/2005	6.375	V	6344	$9,135,360.00	2
2247160	Q	65TH PLACE	LIRR N SHR DIV	L		O	3	S	7/26/2005	6.471	V	8381	$12,068,640.00	2
2247170	Q	DOUGLASTON PKWY	LIRR N SIDE DIV	L		O	3	S	8/30/2006	4.949	F	6300	$9,072,000.00	11
2247180	Q	GRAND AVE	LIRR MAIN LINE	L		O	3	S	10/6/2006	4.849	F	7415	$10,677,600.00	4
2247190	Q	55TH AVE PED BRDG	LIRR MAIN LINE	L		O-PED	3	C	11/30/2006	4.360	F	13000	$18,720,000.00	4
2247220	Q	80TH ROAD	LIRR MAIN LINE	L		O	3	S	7/28/2005	4.857	F	4100	$5,904,000.00	9
2247230	Q	82ND AVE	LIRR MAIN LINE	L		O	3	S	7/29/2005	5.377	G	4100	$5,904,000.00	9
2247240	Q	LEFFERTS BLVD	LIRR MAIN LINE	L		O	3	S	7/29/2005	5.917	G	5460	$7,862,400.00	9
2247260	Q	JACKSON AVE	LIRR,AMT,CON NE	L		O	1	S	11/20/2006	6.183	V	4517	$6,504,480.00	2
2247270	Q	21ST STREET	CONRAIL	C		O	6	S	8/10/2005	5.528	G	17590	$25,329,600.00	2
2247290	Q	49TH AVE	LIRR,AMT,CON NE	L		O	5	S	11/27/2006	4.097	F	20400	$29,376,000.00	2
2247300	Q	THOMPSON AVE	AMTRAK YARD	L		O	14	S	10/16/2006	5.264	G	61280	$88,243,200.00	2
2247310	Q	QUEENS BLVD	AMTRAK & LIRR YARD	L		O	19	S	10/11/2006	6.577	V	92400	$133,056,000.00	2
2247320	Q	HONEYWELL ST	AMTRAK & LIRR YARD	AL		O	22	S	12/16/2005	6.236	V	99036	$142,611,840.00	2
2247330	Q	39TH ST (NORTH)	SUNNYSIDE YARDS	AL		O	14	S	12/12/2005	6.556	V	48200	$69,408,000.00	2

INVENTORY SORTED BY B.I.N.

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2247370	Q	37TH AVE	CONRAIL HELLGATE	C		O	1	S	8/4/2005	4.818	F	5300	$7,632,000.00	2
2247380	Q	ROOSEVELT AVE	CONRAIL HELLGATE	C		O	2	S	9/12/2006	4.958	F	5200	$7,488,000.00	2
2247390	Q	41ST AVE	CONRAIL HELLGATE	C		O	2	S	8/8/2005	4.942	F	4400	$6,336,000.00	2
2247400	Q	WOODSIDE AVE	CONRAIL	C		O	1	S	8/12/2005	5.067	G	8200	$11,808,000.00	2
2247410	Q	43RD AVE	CONRAIL	C		O	1	S	8/22/2005	5.033	G	4800	$6,912,000.00	2
2247420	Q	44TH AVE	CONRAIL	C		O	1	S	8/22/2005	5.033	G	5100	$7,344,000.00	2
2247430	Q	45TH AVE	CONRAIL	C		O	1	S	8/23/2005	5.510	G	2400	$3,456,000.00	2
2247440	Q	GRAND AVE	CONRAIL	C		O	1	S	8/23/2005	6.483	V	3280	$4,723,200.00	5
2247450	Q	57TH AVE	CONRAIL	C		O	1	S	8/24/2005	6.195	V	2248	$3,237,120.00	5
2247460	Q	CALDWELL AVE	CONRAIL	C		O	1	S	9/6/2006	6.194	V	2243	$3,229,920.00	5
2247470	Q	ELIOT AVE	CONRAIL	C		O	1	S	8/24/2005	5.250	G	3600	$5,184,000.00	5
2247480	Q	JUNIPER BLVD SO	CONRAIL	C		O	1	S	8/30/2005	5.417	G	9000	$12,960,000.00	5
2247490	Q	69TH ST JUNPR BLVD	CONRAIL	C		O	1	S	9/6/2006	5.362	G	6175	$8,892,000.00	5
2247500	Q	METROPOLITAN AVE	CONRAIL	C		O	1	S	8/30/2005	4.167	F	18650	$26,856,000.00	5
2247530	Q	ANDREWS AVE	LIRR MONTAUK DIV	L		O	1	S	6/20/2005	7.000	V	1765	$4,608,000.00	5
2247540	Q	60TH ST	LIRR MONTAUK DIV	L		O	2	S	7/18/2005	5.264	G	5340	$7,689,600.00	5
2247550	Q	ELIOT AVE	LIRR MONTAUK DIV	L		O	2	S	6/21/2005	5.894	G	9550	$13,752,000.00	5
2247570	Q	80TH ST	71ST TO 77TH AVE	L		O	5	S	9/27/2006	5.169	G	11725	$16,884,000.00	5
2247590	Q	FOREST PARK DRIVE	LIRR MONTAUK DIV	L	P	O	5	S	10/2/2006	5.509	G	6000	$8,640,000.00	9
2247600	Q	PARK LANE SOUTH	LIRR MONTAUK DIV	AL		O	1	S	9/7/2006	6.983	V	3024	$4,354,560.00	9
2247620	Q	MYRTLE AVE	ABANDONED LIRR	L		O	3	S	1/11/2006	5.111	G	6725	$9,684,000.00	4
2247630	Q	PED BRG NEAR UNION TPK	ABANDONED LIRR			O-PED	8	C	6/22/2006	5.422	G	900	$1,296,000.00	5
2247640	Q	39 ST (SOUTH)	AMTRAK & LIRR YARD	AL		O	9	S	12/15/2005	6.125	V	34100	$49,104,000.00	2
2247650	Q	60TH RD PED BRDG	LIRR MAIN LINE	L		O-PED	3	C	11/29/2006	4.934	F	2293	$3,301,920.00	5
2247660	Q	FOREST PARK DRIVE	ABANDONED LIRR	L	P	O	6	S	1/12/2006	5.381	G	10000	$14,400,000.00	9
2247680	Q	221ST ST	LIRR N SIDE DIV	L		O	3	S	6/24/2005	6.000	G	6050	$8,712,000.00	11
2248019	Q	WOODHAVEN BLVD	ATLANTIC AVE			O	3	S	6/6/2006	4.417	F	19400	$27,936,000.00	9
2248020	Q	WHITELAW PED BRDG	CONDUIT AVE			O-PED	7	C	12/26/2006	4.887	F	5500	$7,920,000.00	10
2248039	Q	CROSS BAY BLVD	CONDUIT BLVD			O	2	S	6/1/2005	6.444	V	16544	$23,823,360.00	10
2248040	Q	LINDEN BLVD	CONDUIT AVE			O	1	S	6/22/2006	5.233	G	3352	$4,826,880.00	10
2248059	Q	MOTOR PKWY (PED)	FRANCIS LEWIS BLD		P	O-PED	2	C	9/12/2006	4.708	F	2756	$3,968,640.00	8
2248060	Q	MOTOR PKWY (PED)	BELL BLVD		P	O-PED	2	C	9/18/2006	4.542	F	2648	$3,813,120.00	11
2248070	Q	MOTOR PKWY (PED)	SPRINGFIELD BLVD		P	O-PED	3	C	9/12/2006	4.597	F	2940	$4,233,600.00	11
2248080	Q	MOTOR PKWY (PED)	HOLLIS COURT BLVD		P	O-PED	3	C	11/17/2006	5.000	G	2670	$3,844,800.00	8
2248090	Q	FLSHG MDW PK PED.	LAWRENCE STREET		P	O-PED	3	C	11/30/2006	4.736	F	8418	$12,121,920.00	7
2248100	Q	MOTOR PKWY (PED)	73RD AVE		P	O-PED	3	C	3/18/2005	4.750	F	2640	$3,801,600.00	8
2248110	Q	MOTOR PKWY (PED)	ALLEY PK PED WALK		P	O-PED	1	C	7/14/2006	5.000	G	963	$1,386,720.00	13
2248129	Q	UNION TPKE	CREEDMO0RE HOSP RD			O	1	S	6/3/2005	4.867	F	3500	$5,040,000.00	13
2248130	Q	FLUSHING MEADW PK	WILLOW LK&76TH RD		P	WO-PED	4	C	4/20/2002	1.000	P	1891	$2,723,040.00	81
2248140	Q	FLUSHING MEADW PK	STREAM N OF LIE		P	WO-PED	5	C	10/2/2006	4.880	F	4102	$5,906,880.00	81
2248159	Q	WOODHAVEN BLVD	QUEENS BLVD			O	2	S	8/9/2006	4.288	F	11500	$16,560,000.00	6
2248160	Q	ELLIOT AVE	QUEENS BLVD			O	2	S	8/9/2006	4.922	F	13785	$19,850,400.00	12
2248200	Q	RUST ST	FLUSHING AVE			O	1	S	7/11/2005	5.078	G	2940	$4,233,600.00	5
2248220	Q	FLUSHING AV SERVICE	FLUSHING AVE			O	1	S	7/11/2005	5.125	G	2940	$4,233,600.00	5
2248230	Q	BEACH CHANNEL DR WB	BEACH CHANNEL DR EB			O	1	S	7/7/2005	4.400	F	3600	$5,184,000.00	84
2248240	Q	SERVICE RD TURNAROUND	OVER FLUSHING AVE			O	1	S	7/11/2005	5.250	G	2940	$4,233,600.00	5
2248250	Q	102ND ST	HAWTREE BASIN			WO	3	S	7/21/2005	6.456	V	4900	$7,056,000.00	10
2248260	Q	FLUSHING MEADW PARK	MEADOW LAKE & 69TH RD		P	WO	5	S	5/26/2006	4.855	F	4200	$6,048,000.00	81
2248280	Q	HIGHLAND PK PED.	PEDESTRIAN PATH		P	O-PED	1	C	11/29/2006	3.667	F	1856	$2,672,640.00	5
2248299	Q	INTER PKWY-UNION TPK	AUSTIN ST			O	1	S	5/30/2006	4.250	F	5900	$8,496,000.00	9
2248300	Q	71ST AVE	COOPER AVE			O	1	S	6/8/2005	4.458	F	2800	$4,032,000.00	5
2248340	Q	FOREST PARK DR	MYRTLE AVE		P	O	3	S	6/7/2005	4.984	F	5100	$7,344,000.00	9
2248369	Q	ROCKAWAY BLVD	THURSTON BASIN			WO	2	S	7/19/2005	5.158	G	6000	$8,640,000.00	83
2248379	Q	FLUSHING MW PK RD	AQUACADE LAKE		P	WO-PED	5	C	3/7/2006	5.000	G	6321	$9,102,240.00	81
2249040	R	TOMPKINS AVE	B&O RR (ABANDONED)			O	1	S	4/4/2006	6.234	V	5096	$7,338,240.00	1
2249070	R	JOHN ST	B&O RAILROAD	O		O-PED	3	C	12/4/2006	5.648	G	5800	$8,352,000.00	1
2249090	R	MORNINGSTAR ROAD	B&O RAILROAD	O		O	4	S	4/20/2005	5.169	G	7900	$11,376,000.00	1
2249100	R	GRANITE AVE	B&O RAILROAD	O		O	4	S	3/21/2006	6.034	V	7300	$10,512,000.00	1
2249110	R	LAKE AVE	B&O RAILROAD	O		O	3	S	4/12/2005	5.370	G	5900	$8,496,000.00	1
2249120	R	SIMONSON AVE	B&O RAILROAD	O		O	3	S	4/22/2005	6.093	V	5819	$8,379,360.00	1
2249130	R	VAN NAME AVE	B&O RAILROAD	O		O	3	S	4/13/2006	5.254	G	5474	$7,882,560.00	1
2249140	R	VAN PELT AVE	B&O RAILROAD	O		O	3	S	4/15/2005	5.780	G	5000	$7,200,000.00	1
2249160	R	DE HART AVE	B&O RAILROAD	O		O	4	S	4/19/2005	6.500	V	6700	$9,648,000.00	1
2249170	R	UNION AVE	B&O RAILROAD	O		O	4	S	4/26/2005	5.426	G	6500	$9,360,000.00	1
2249180	R	HARBOR ROAD	B&O RAILROAD	O		O	4	S	5/9/2005	6.356	V	6615	$9,525,600.00	1

INVENTORY SORTED BY B.I.N.															
BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD	
2249200	R	SOUTH AVE	B&O RAILROAD	O		O	3	S	10/3/2005	6.927	V	8322	$11,983,680.00	1	
2249210	R	MAIN ST PED BRDG	SIRT SOUTH SHORE	S		O-PED	9	C	3/24/2006	4.481	F	400	$576,000.00	3	
2249230	R	TRACY AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	9	C	4/19/2006	3.920	F	200	$288,000.00	3	
2249240	R	ARTHUR KILL ROAD	SIRT SOUTH SHORE	S		O	1	S	11/1/2006	4.759	F	3700	$5,328,000.00	3	
2249250	R	BETHEL AV PED BRDG	SIRT SOUTH SHORE	S		O-PED	12	C	3/21/2005	3.418	F	500	$720,000.00	3	
2249269	R	PAGE AVE	SIRT SOUTH SHORE	S		O	4	S	10/7/2005	6.306	V	30420	$43,804,800.00	3	
2249270	R	RICHMMD VALLY ROAD	SIRT SOUTH SHORE	S		O	4	S	10/5/2005	5.284	G	9300	$13,392,000.00	3	
2249280	R	COZZINS BLVD PED BRDG	SIRT SOUTH SHORE	S		O-PED	7	C	4/19/2006	4.294	F	200	$288,000.00	3	
2249290	R	SEGUINE AVE	SIRT SOUTH SHORE	S		O	1	S	10/10/2005	6.016	V	2200	$3,168,000.00	3	
2249300	R	HUGUENOT AVE	SIRT SOUTH SHORE	S		O	2	S	10/4/2005	4.924	F	4900	$7,056,000.00	3	
2249320	R	ALBEE AVE	SIRT SOUTH SHORE	S		O	3	S	10/11/2005	4.623	F	6500	$9,360,000.00	3	
2249330	R	ANNADALE ROAD	SIRT SOUTH SHORE	S		O	2	S	10/14/2005	4.409	F	4500	$6,480,000.00	3	
2249350	R	NELSON AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	3	C	4/13/2006	4.725	F	300	$432,000.00	3	
2249360	R	GIFFORDS LANE	SIRT SOUTH SHORE	S		O	1	S	10/31/2006	5.781	G	3042	$4,380,480.00	3	
2249370	R	GREAVES AVE	SIRT SOUTH SHORE	S		O	1	S	10/17/2005	6.750	V	3950	$5,688,000.00	3	
2249380	R	GUYON AVE	SIRT SOUTH SHORE	S		O	3	S	10/18/2005	4.869	F	6900	$9,936,000.00	3	
2249390	R	CEDARVIEW AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	5	C	3/21/2006	4.615	F	600	$864,000.00	3	
2249400	R	BEACH AVE	SIRT SOUTH SHORE	S		O	2	S	10/24/2005	5.697	G	3700	$5,328,000.00	2	
2249410	R	ROSS AVE	SIRT SOUTH SHORE	S		O	2	S	10/26/2005	5.500	G	3800	$5,472,000.00	2	
2249420	R	ROSE AVE	SIRT SOUTH SHORE	S		O	2	S	11/4/2005	5.712	G	3800	$5,472,000.00	2	
2249430	R	NEW DORP LANE	SIRT SOUTH SHORE	S		O	2	S	10/21/2005	4.972	F	7600	$10,944,000.00	2	
2249440	R	BANCROFT AVE	SIRT SOUTH SHORE	S		O	3	S	10/21/2005	5.492	G	5900	$8,496,000.00	2	
2249450	R	FREMONT AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	3	C	5/14/2004	4.411	F	800	$1,152,000.00	2	
2249460	R	LINCOLN AVE	SIRT SOUTH SHORE	S		O	1	S	10/27/2005	5.483	G	4500	$6,480,000.00	2	
2249470	R	MIDLAND AVE	SIRT SOUTH SHORE	S		O	1	S	10/28/2005	5.603	G	3000	$4,320,000.00	2	
2249480	R	FINGERBOARD ROAD	SIRT SOUTH SHORE	S		O	2	S	10/31/2005	6.708	V	5100	$7,344,000.00	2	
2249490	R	CLOVE ROAD	SIRT SOUTH SHORE	S		O	3	S	10/31/2006	6.097	V	5270	$7,588,800.00	2	
2249510	R	TOMPKINS AVE	WILLOW AVE, SIRT	S		O	2	S	10/20/2006	5.537	G	5378	$7,744,320.00	1	
2249520	R	HANNAH ST	SIRT SOUTH SHORE	S		O	10	S	12/7/2005	4.983	F	10020	$14,428,800.00	1	
2249530	R	MINTHORNE ST PED BRDG	SIRT SOUTH SHORE	S		O-PED	26	C	7/12/2006	4.851	F	1600	$2,304,000.00	1	
2249580	R	BELFIELD AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	5	C	4/11/2006	5.110	G	400	$576,000.00	3	
2249710	R	WEST FOOTBRIDGE	CLOVE LAKE		P	WO-PED	2	C	11/21/2005	4.296	F	899	$1,294,560.00	1	
2249720	R	EAST FOOTBRIDGE	CLOVE LAKE		P	WO-PED	2	C	11/21/2005	4.296	F	899	$1,294,560.00	1	
2249730	R	BRIDGE OVER DAM	N.END CLOVE LAKE		P	WO-PED	1	C	11/30/2006	5.108	G	972	$1,399,680.00	1	
2249760	R	MARTLINGS AVE	RICHMOND LAKE DAM			WO	2	S	5/12/2005	4.867	F	7000	$10,080,000.00	1	
2249770	R	S OF BROOKS LAKE	STREAM IN PARK		P	WO-PED	3	C	12/22/2006	4.796	F	696	$1,002,240.00	1	
2249780	R	FOOTBRIDGE	BROOKS LAKE DAM		P	WO-PED	1	C	10/31/2006	4.633	F	800	$1,152,000.00	1	
2249790	R	FB S OF FOREST AV	STREAM IN PARK		P	WO-PED	3	C	12/6/2006	5.000	G	658	$947,520.00	1	
2249800	R	FOREST AVE	CLOVE LAKES PK STREAM		P	WO	1	S	9/2/2005	4.633	F	1600	$2,304,000.00	1	
2249810	R	HYLAN BLVD	LEMON CREEK			WO	1	S	2/27/2006	6.406	V	11400	$16,416,000.00	3	
2249820	R	ARTHUR KILL ROAD	ARTHUR KILL STREAM			WO	1	S	4/22/2005	4.122	F	2000	$2,880,000.00	3	
2249840	R	TOMPKINS AVE	GREENFIELD AVE			O	1	S	2/15/2006	5.106	G	2562	$3,689,280.00	1	
2249860	R	SLATER BLVD	NEW CREEK			WO	1	S	4/14/2005	5.673	G	2037	$2,933,280.00	2	
2249870	R	TRAVIS AVE	MAIN CREEK			WO	1	S	8/3/2005	6.100	V	1700	$2,213,280.00	2	
2249880	R	CHELSEA ROAD	SAWMILL CREEK			WO	1	S	4/20/2005	6.833	V	2205	$3,175,200.00	2	
2257569	M	MILLER HIGHWAY	TERRAIN			A	64	S	8/20/2005	4.915	F	264190	$380,433,600.00	7	
2266129	Q	DOUGLASTON PKWY	BCIP			A	1	S	3/24/2006	4.429	F	4400	$6,336,000.00	11	
2266139	Q	DOUGLASTON PKWY	BCIP			A	1	S	3/23/2006	4.633	F	6400	$9,216,000.00	11	
2266149	Q	HEMPSTEAD AVE	CROSS ISLAND PKWY			A	2	S	3/20/2006	4.207	F	9500	$13,680,000.00	13	
2266160	Q	678I SB TO BCIP EB	ACCESS RD FROM 678I			A	1	S	5/15/2006	4.078	F	2300	$3,312,000.00	7	
2266229	M	HHP	PED UNDERPASS @ 148 ST			A	1	S	4/7/2006	5.476	G	1800	$2,592,000.00	9	
2266230	M	HHP	PED UNDERPASS INWD PK			A	1	S	2/27/2006	5.684	G	800	$1,152,000.00	12	
2266240	M	HHP	PED UNDERPASS INWD PK			A	1	S	3/3/2006	5.762	G	1100	$1,584,000.00	12	
2266540	B	BRUCKNER BLVD OVRPAS	133RD - 135TH ST			A	2	S	5/10/2005	4.565	F	32900	$47,376,000.00	1	
2266672A	M	W 31ST ST	AMTRAK LAYUP TRACKS	A		O	9	S	12/11/2006	3.619	F	8800	$12,672,000.00	4	
2266770	Q	CROSS ISLAND PKWY	LAURELTON PKWY			A	1	S	4/21/2006	5.250	G	9508	$13,691,520.00	13	
2267130	M	RIVERSIDE DRIVE	W 145TH ST			O	1	S	6/20/2005	5.000	G	5800	$8,352,000.00	9	
2267160	Q	ROOSEVELT AVE	FLUSHING MDW PK ROAD			O	4	S	9/13/2005	4.683	F	7280	$10,483,200.00	84	
2267199	Q	FRANCIS LEWIS BLVD	PARK ROAD			O	1	S	4/11/2005	5.033	G	7085	$10,202,400.00	8	
2267240	M	HRD NB RAMP	HARLEM RIVER DR			A	55	S	11/21/2006	3.083	F	122900	$176,976,000.00	12	
2267250	M	HHP	AMTRAK 30TH ST LINE	A		A	55	S	11/29/2006	3.710	F	40000	$57,600,000.00	7	
2267380	M	WEST STREET	RECTOR ST			AT	1	S	11/4/2005	5.033	G	25760	$37,094,400.00	1	
2267717	M	79 ST PED PLAZA	79 ST BT BASIN GAR		P	A	10	S	4/18/2005	4.593	F	27400	$39,456,000.00	7	

INVENTORY SORTED BY B.I.N.

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2267718	M	79 ST TRAFFIC CIRC	79 ST PED PLAZA		P	A	34	S	6/17/2005	3.934	F	24130	$34,747,200.00	7
226771A	M	79 ST RAMP TO HHP	79 ST BT BASIN GAR		P	AR	4	S	5/16/2005	4.242	F	3131	$4,508,640.00	7
226771B	M	79 ST RAMP TO GAR	79 ST BT BASIN GAR		P	AR	21	S	5/24/2005	4.452	F	7114	$10,244,160.00	7
226771C	M	GAR RAMP TO 79 ST	79 ST BT BASIN GAR		P	AR	21	S	6/16/2005	4.726	F	9095	$13,096,800.00	7
226771D	M	SB HHP RAMP TO 79 ST	79 ST BT BASIN GAR		P	AR	4	S	5/27/2005	4.645	F	2601	$3,745,440.00	7
2267860	K	BROOKLYN BR APPROACH	SANDS STREET			O	1	S	5/5/2006	4.607	F	6490	$9,345,600.00	2
2268350	K	BROOKLYN PROMENADE	278I N.B. (B.Q.E.)		P	A-PED	35	C	8/6/2006	4.118	F	46184	$66,504,960.00	6
2268480	M	CHAMBERS ST PED BRDG	WEST SIDE HWY			O-PED	10	C	10/3/2005	5.660	G	3344	$4,815,360.00	1
2268497	K	278I W.B. (B.Q.E.)	FURMAN ST			A	45	S	6/15/2005	4.214	F	78022	$112,351,680.00	2
2268498	K	278I E.B. (B.Q.E.)	278I W.B. (B.Q.E.)			A	69	S	8/29/2005	4.035	F	120734	$173,856,960.00	2
2268507	K	278I W.B. (B.Q.E.)	YORK ST			A	6	S	5/12/2005	4.167	F	9380	$13,507,200.00	2
2268508	K	278I E.B. (B.Q.E.)	278I W.B. (B.Q.E.)			A	11	S	5/4/2005	4.034	F	17956	$25,856,640.00	2
2268517	K	278I W.B. (B.Q.E.)	FURMAN ST			A	7	S	6/28/2005	4.059	F	10988	$15,822,720.00	2
2268518	K	278I E.B. (B.Q.E.)	278I W.B. (B.Q.E.)			A	5	S	10/25/2005	4.500	F	8375	$12,060,000.00	2
2268650	M	FDR NB 42ND TO 49ST	EAST RIVER			A	119	S	9/9/2005	4.264	F	30767	$44,304,480.00	6
2268760	M	PS-5 PEDESTRIAN BR.	TENTH AVENUE			O-PED	5	C	5/16/2005	5.510	G	1500	$2,160,000.00	12
2268770	Q	SPRINGFIELD BLVD	EQUES. PATH (ABAND.)			O	1	S	4/27/2005	4.667	F	1470	$2,116,800.00	13
2268920	R	AMBOY ROAD	LEMON CREEK			WO	1	S	2/27/2006	6.500	V	1310	$1,886,400.00	3
2268930	M	MORRIS ST PED BRDG	BKLN-BATTERY TUNN PLZ			A-PED	3	C	10/10/2006	4.227	F	1200	$1,728,000.00	1
2269030	B	MATTHEWSON ROAD	MAC CRACKEN AVE			O	15	S	12/12/2006	4.737	F	14880	$21,427,200.00	7
2269190	M	W.70TH STREET	AMTRAK	A		O	3	S	10/14/2005	6.417	V	17258	$24,851,520.00	7
2269210	M	W.68TH STREET	AMTRAK	A		O	3	S	9/28/2005	6.780	V	5382	$7,750,080.00	7
2269240	M	RIVERSIDE DRIVE	W. 155TH ST			O	1	S	6/20/2005	4.640	F	4397	$6,331,680.00	9
2269260	K	W. 8TH STREET	SURF AVE.		P	O-PED	39	C	6/13/2006	4.000	F	14742	$21,228,480.00	13
2269600	K	ERSKINE STREET	BSHP			A	1	S	9/28/2006	6.234	V	8258	$11,891,520.00	5
2269730	R	PARKING EXIT RAMP	SIRT		F	O	10	S	11/20/2006	4.222	F	20727	$29,846,880.00	1
2269740	R	BUS STATION NORTH	SIRT		F	O	12	S	11/16/2006	4.880	F	64605	$93,031,200.00	1
2269750	R	BUS STATION SOUTH	SIRT		F	O	12	S	11/15/2004	4.520	F	154688	$222,750,720.00	1
2269760	R	NORTH RAMP	SIRT		F	O	9	S	11/28/2006	4.181	F	17589	$25,328,160.00	1
2269770	R	BUS STA ENTR RAMP	SIRT		F	O	19	S	12/1/2004	4.431	F	39333	$56,639,520.00	1
2269780	R	PARKING ENTR RAMP	SIRT		F	O	3	S	10/6/2006	4.986	F	8589	$12,368,160.00	1
2269790	R	BUS STATION EXIT RAMP	SIRT		F	O	7	S	10/12/2006	4.667	F	28721	$41,358,240.00	1
2269820	M	E 81 ST PED BRIDGE	FDR DRIVE N.B.		P	A-PED	3	C	7/9/2006	3.106	F	900	$1,296,000.00	8
2270030	B	E 156TH ST	ACCESS TO HOUSING		ED	O	16	S	12/17/2004	3.537	F	49696	$71,562,240.00	1
2300130	Q	HOOK CREEK	HOOK CREEK BRIDGE			WO	3	S	7/21/2005	6.339	V	18302	$26,354,880.00	13
7703720	Q	216TH ST PED BRDG	LIRR PORT WASH BRANCH	L		O-PED	6	C	8/2/2004	4.105	F	400	$576,000.00	11
7705510	Q	167TH ST PED BRDG	LIRR PORT WASH BRANCH	L		O-PED	3	C	11/28/2006	4.020	F	600	$864,000.00	7
M00001	M	PEDESTRIAN TUNNEL	BROADWAY TO			O-PED	1	C	3/9/2004	5.000	G	2000	$2,880,000.00	12
M00003	M	HHP ON/OFF RMP-79 WB	PEDESTRIAN PATH			A	1	C	6/12/2006	5.030	G	900	$1,296,000.00	7
M00004	M	HHP ON/OFF RMP-79 EB	PEDESTRIAN PATH			A	1	C	7/12/2004	4.900	F	900	$1,296,000.00	7
Q00002	Q	BCIP	PATH OPPOSITE 88TH RD			A	1	C	6/21/2006	4.600	F	1200	$1,728,000.00	13
787	BRIDGES					4507			SPANS			14479072	$20,917,307,520.00	

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
224005B	B	TO BRUCKNER BLVD	RELIEF			OR	5	S	8/3/2005	3.833	F	12100	$17,424,000.00	1
224006A	B	TO BRUCKNER BLVD	RELIEF			OR	11	S	12/8/2005	6.732	V	11100	$15,984,000.00	1
2241000	B	WESTCHESTER AVE	CSX TRANS - PT MORRIS	C		O	1	S	7/17/2006	5.128	G	1740	$2,505,600.00	1
2241010	B	E 156TH STREET	CSX TRANS - PT MORRIS	C		O	1	S	7/18/2006	4.556	F	2400	$3,456,000.00	1
2241020	B	E 161ST STREET	CSX TRANS - PT MORRIS	C		O	1	S	6/28/2006	6.717	V	12800	$18,432,000.00	1
2241040	B	THIRD AVE	CSX TRANS - PT MORRIS	C		O	1	S	10/18/2006	4.563	F	2700	$3,888,000.00	1
2241050	B	E 149TH ST/JACKSON AVE	CSX TRANS - PT MORRIS	C		O	1	S	7/19/2006	4.850	F	65000	$93,600,000.00	1
2241060	B	ST. MARYS & CONCORD	CSX TRANS - PT MORRIS	C		O	1	S	8/18/2006	5.333	G	4500	$6,480,000.00	1
2241070	B	WALES AVE	CSX TRANS - PT MORRIS	C		O	1	S	10/20/2006	6.567	V	2535	$3,650,400.00	1
2241080	B	SOUTHERN BLVD	CSX TRANS - PT MORRIS	C		O	1	S	11/5/2004	4.185	F	3900	$5,616,000.00	1
2241099	B	BRUCKNER BLVD	CSX TRANS - PT MORRIS	C		O	1	S	10/19/2006	6.383	V	6700	$9,648,000.00	1
2241129	B	E 149TH ST	AMTRAK - CSX	AC		O	2	S	8/7/2006	4.620	F	12575	$18,108,000.00	1
2241550	B	E 144TH ST	METRO NORTH RR HAR	M		O	2	S	6/20/2005	6.528	V	8290	$11,937,600.00	1
2241560	B	E 149TH ST	METRO NORTH RR HAR	M		O	8	S	4/10/2006	4.875	F	27900	$40,176,000.00	1
2241590	B	CONCOURSE VILL AVE	METRO NORTH RR HAR	M		O	1	S	4/11/2006	4.125	F	17800	$25,632,000.00	1
2241600	B	E 158TH ST	METRO NORTH RR HAR	M		O	1	S	6/14/2005	5.167	G	3400	$4,896,000.00	1
2241610	B	E 161ST ST	METRO NORTH RR HAR	M		O	1	S	6/15/2005	5.283	G	6600	$9,504,000.00	1
2242260	B	EAGLE AVE	E 161ST ST			O	1	S	3/29/2006	5.150	G	2800	$4,032,000.00	1
2242299	B	GRAND CONCOURSE	E 138TH ST			O	1	S	5/9/2005	4.933	F	9500	$13,680,000.00	1
2266540	B	BRUCKNER BLVD OVRPAS	133RD - 135TH ST			A	2	S	5/10/2005	4.565	F	32900	$47,376,000.00	1
2270030	B	E 156TH ST	ACCESS TO HOUSING		ED	O	16	S	12/17/2004	3.537	F	49696	$71,562,240.00	1
2066671	B	BRUCKNER EXPWY SB	BRONX RIVER			WMA	3	S	7/7/2005	5.222	G	12400	$17,856,000.00	2
2066672	B	BRUCKNER EXPWY NB	BRONX RIVER			WMA	8	S	7/13/2005	4.716	F	22300	$32,112,000.00	2
2075351	B	BRUCKNER EXPWY SB	AMTRAK - CSX	AC		A	1	S	8/8/2006	3.625	F	11600	$16,704,000.00	2
2075352	B	BRUCKNER EXPWY NB	AMTRAK - CSX	AC		A	1	S	9/20/2006	3.266	F	10900	$15,696,000.00	2
2076929	B	BRUCKNER EXPWY	CSX - HUNTS POINT	C		A	1	S	6/6/2005	4.833	F	3800	$5,472,000.00	2
2240180	B	WESTCHESTER AVE	BRONX RIVER			WO	1	S	7/1/2005	4.932	F	5476	$7,885,440.00	2
2241139	B	LEGGETT AVE	AMTRAK - CSX	AC		O	3	S	8/7/2006	4.690	F	28300	$40,752,000.00	2
2241159	B	LONGWOOD AVE	AMTRAK - CSX	AC		O	2	S	7/25/2006	5.306	G	10625	$15,300,000.00	2
2241169	B	LAFAYETTE AVE	AMTRAK - CSX	AC		O	1	S	8/8/2006	5.794	G	12000	$17,280,000.00	2
2241170	B	TIFFANY ST	AMTRAK - CSX	AC		O	1	S	7/6/2005	5.627	G	7267	$10,464,480.00	2
2241180	B	BARRETTO ST	AMTRAK - CSX	AC		O	1	S	7/10/2006	6.031	V	5313	$7,650,720.00	2
2241190	B	HUNTS POINT AVE	AMTRAK - CSX	AC		O	1	S	7/24/2006	4.984	F	13700	$19,728,000.00	2
2241200	B	FAILE ST	AMTRAK - CSX	AC		O	1	S	7/28/2006	5.703	G	6208	$8,939,520.00	2
2241210	B	BRYANT AVE	AMTRAK - CSX	AC		O	1	S	8/9/2006	3.203	F	5300	$7,632,000.00	2
2241230	B	WESTCHESTER AVE	AMTRAK - CSX	AC		O	3	S	8/10/2006	6.125	V	15600	$22,464,000.00	2
2241030	B	E 163RD STREET	CSX TRANS - PT MORRIS	C		O	1	S	5/19/2006	4.778	F	3200	$4,608,000.00	3
2241110	B	MELROSE AVE	CSX TRANS - PT MORRIS	C		O	8	S	5/23/2005	5.889	G	37854	$54,509,760.00	3
2241620	B	E 162ND ST	METRO NORTH RR HAR	M		O	1	S	4/5/2006	4.984	F	4700	$6,768,000.00	3
2241630	B	E 165TH ST	METRO NORTH RR HAR	M		O	1	S	4/3/2006	4.333	F	16400	$23,616,000.00	3
2241650	B	E 167TH ST	METRO NORTH RR HAR	M		O	1	S	3/13/2006	5.627	G	3363	$4,842,720.00	3
2241660	B	E 168TH ST	METRO NORTH RR HAR	M		O	1	S	3/14/2006	4.922	F	7700	$11,088,000.00	3
2241670	B	E 169TH ST	METRO NORTH RR HAR	M		O	1	S	3/15/2006	4.438	F	3300	$4,752,000.00	3
2241680	B	E 170TH ST	METRO NORTH RR HAR	M		O	1	S	3/16/2006	6.333	V	3150	$4,536,000.00	3
2241700	B	ST PAULS PL PED BRDG	METRO NORTH RR HAR	M		O-PED	2	C	11/2/2005	5.000	G	600	$864,000.00	3
2241710	B	CLAREMONT PKWY	METRO NORTH RR HAR	M		O	1	S	3/17/2006	4.422	F	6300	$9,072,000.00	3
2241720	B	E 173RD ST	METRO NORTH RR HAR	M		O	1	S	3/20/2006	4.938	F	3000	$4,320,000.00	3
2241740	B	E 175TH ST	METRO NORTH RR HAR	M		O	1	S	3/21/2006	4.031	F	3600	$5,184,000.00	3
2076640	B	DEPOT PLACE	CONRAIL HUDSON DIV	C		O	11	S	5/30/2006	4.972	F	30192	$43,476,480.00	4
2241409	B	GRAND CONCOURSE	METRO NORTH RR HUD	MT		O	1	S	4/14/2006	3.828	F	16100	$23,184,000.00	4
2241410	B	WALTON AVE	METRO NORTH RR HUD	M		O	1	S	4/17/2006	5.328	G	3600	$5,184,000.00	4
2241420	B	GERARD AVE	METRO NORTH RR HUD	M		O	1	S	4/28/2006	5.922	G	5063	$7,290,720.00	4
2241430	B	RIVER AVE	METRO NORTH RR HUD	M		O	1	S	6/22/2005	6.281	V	5040	$7,257,600.00	4
2242200	B	YANKEE STDM PED BRDG	E 153 ST, METRO NORTH	M	P	O-PED	5	C	7/29/2004	4.556	F	4200	$6,048,000.00	4
2242259	B	GRAND CONCOURSE	E 161ST ST			O	1	S	9/25/2006	3.667	F	24100	$34,704,000.00	4
2242280	B	GRAND CONCOURSE	E 167TH ST			O	2	S	7/21/2006	4.789	F	42900	$61,776,000.00	4
2242300	B	GRAND CONCOURSE	E 170TH ST			O	2	S	5/26/2006	4.789	F	39300	$56,592,000.00	4
2242319	B	GRAND CONCOURSE	E 174TH ST	T		O	1	S	4/4/2006	4.067	F	14900	$21,456,000.00	4
2242329	B	GRAND CONCOURSE	E 175TH ST	T		O	1	S	8/16/2006	5.067	G	11900	$17,136,000.00	4
2241460	B	W TREMONT AVE	METRO NORTH RR HUD	M		O	8	S	5/11/2006	4.254	F	12900	$18,576,000.00	5
2242330	B	GRAND CONCOURSE	E TREMONT AVE			O	1	S	10/20/2005	5.983	G	11700	$16,848,000.00	5
2242350	B	EAST FORDHAM RD	GRAND CONCOURSE			O	1	S	4/21/2006	4.567	F	10300	$14,832,000.00	5
2242360	B	GRAND CONCOURSE	BURNSIDE AVE			O	2	S	10/21/2004	4.441	F	8400	$12,096,000.00	5
2241760	B	E TREMONT AVE	METRO NORTH RR HAR	M		O	1	S	6/16/2005	6.517	V	7300	$10,512,000.00	6
2241770	B	E 178TH ST PED BRDG	METRO NORTH RR HAR	M		O-PED	1	C	10/31/2005	4.918	F	700	$1,008,000.00	6

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2241780	B	E 179TH ST PED BRDG	METRO NORTH RR HAR	M		O-PED	6	C	11/1/2005	5.695	G	700	$1,008,000.00	6
2241790	B	E 180TH ST	METRO NORTH RR HAR	M		O	1	S	3/22/2006	4.000	F	5000	$7,200,000.00	6
2241800	B	E 183TH ST	METRO NORTH RR HAR	M		O	1	S	3/23/2006	4.109	F	3600	$5,184,000.00	6
2241810	B	E 188TH ST	METRO NORTH RR HAR	M		O	1	S	3/28/2006	4.188	F	5300	$7,632,000.00	6
2241820	B	E 187TH ST	METRO NORTH RR HAR	M		O	1	S	3/24/2006	4.656	F	3800	$5,472,000.00	6
2241839	B	E 189TH ST	METRO NORTH RR HAR	M		O	1	S	6/13/2005	6.533	V	43157	$62,146,080.00	6
2242030	B	CROTONA AVE	BRONX PELHAM PKWY			O	2	S	4/5/2006	5.447	G	7600	$10,944,000.00	6
2242149	B	E TREMONT AVE	BRONX RIVER			WO	2	S	5/24/2006	4.722	F	12900	$18,576,000.00	6
2242400	B	E 180TH ST	BRONX RIVER			WO	1	S	10/18/2006	4.810	F	4500	$6,480,000.00	6
2230287	B	JEROME AVE	MOSHOLU PARKWAY	T		A	3	S	4/28/2005	4.921	F	11800	$16,992,000.00	7
2241470	B	W FORDHAM RD	METRO NORTH RR HUD	M		O	4	S	6/27/2005	5.806	G	16052	$23,114,880.00	7
2241489	B	W 225TH ST	CSX TRASP - PUTNAM	C		O	2	S	5/26/2006	5.299	G	10900	$15,696,000.00	7
2241930	B	BEDFORD PARK BLVD	NYCTA IND YARDS	T		O	4	S	9/5/2006	5.708	G	46300	$66,672,000.00	7
2241940	B	W 205TH ST	NYCTA IND YARDS	T		O	4	S	9/6/2006	5.625	G	32508	$46,811,520.00	7
2242340	B	GRAND CONCOURSE	EAST KINGSBRIDGE			O	2	S	10/3/2006	4.714	F	16500	$23,760,000.00	7
2242370	B	GRAND CONCOURSE	BEDFORD PARK BLVD			O	1	S	4/24/2006	4.765	F	8418	$12,121,920.00	7
2242380	B	GRAND CONCOURSE	E 204TH ST			O	1	S	5/5/2005	5.391	G	9272	$13,351,680.00	7
2269030	B	MATTHEWSON ROAD	MAC CRACKEN AVE			O	15	S	12/12/2006	4.737	F	14880	$21,427,200.00	7
2229440	B	HHP	KAPPOCK ST			A	1	S	9/30/2005	5.069	G	3900	$5,616,000.00	8
2229450	B	232ND ST	HHP			A	2	S	10/3/2005	4.921	F	4900	$7,056,000.00	8
2229460	B	236TH ST PED BRDG	HHP			A-PED	3	C	6/26/2006	4.894	F	2500	$3,600,000.00	8
2229470	B	239TH ST	HHP			A	2	S	5/13/2005	4.263	F	6100	$8,784,000.00	8
2229480	B	MANHATTAN COLL PKWY	HHP			A	3	S	4/25/2005	5.368	G	6200	$8,928,000.00	8
2229490	B	246TH ST	HHP			A	2	S	4/21/2005	4.842	F	5600	$8,064,000.00	8
2229500	B	252ND ST	HHP			A	2	S	2/23/2006	3.947	F	4500	$6,480,000.00	8
2229510	B	RIVERDALE AVE	HHP			A	2	S	9/14/2005	4.000	F	5200	$7,488,000.00	8
2229520	B	FIELDSTON ROAD	HHP			A	1	S	9/26/2005	5.500	G	6600	$9,504,000.00	8
2229530	B	HHP	BROADWAY			A	1	S	9/27/2005	4.574	F	7500	$10,800,000.00	8
2241490	B	W 230TH ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	3/31/2005	5.844	G	5600	$8,064,000.00	8
2241509	B	W 231ST ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	10/30/2006	5.059	G	4723	$6,801,120.00	8
2241510	B	W 233RD ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	4/1/2005	5.275	G	3760	$5,414,400.00	8
2241520	B	W 234TH ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	4/4/2005	5.412	G	3770	$5,428,800.00	8
1066510	B	BRUCKNER EXP.(2066510)	WESTCHESTER CREEK			WMA	17	S	11/30/2005	3.701	F	39400	$56,736,000.00	9
2066720	B	E 174TH ST	SHERIDAN EXPWY/AMTRAK	A		A	13	S	10/17/2006	4.250	F	47430	$68,299,200.00	9
206672A	B	174TH ST-NTH PED BRDG	895I - SHERIDAN EXPWY			A-PED	4	C	12/28/2005	4.958	F	1800	$2,592,000.00	9
206672B	B	174TH ST-STH PED BRDG	895I - SHERIDAN EXPWY			A-PED	4	C	12/28/2005	5.292	G	1900	$2,736,000.00	9
2241269	B	E 177TH ST	AMTRAK - CSX	AC		O	3	S	8/11/2006	5.458	G	16606	$23,912,640.00	9
2241270	B	EAST TREMONT AVE	AMTRAK - CSX	AC		O	2	S	8/2/2004	5.556	G	22300	$32,112,000.00	9
2241329	B	WHITE PLAINS ROAD	AMTRAK - CSX	AC		O	1	S	8/17/2006	4.859	F	6900	$9,936,000.00	9
2241330	B	UNIONPORT ROAD	AMTRAK - CSX	AC		O	1	S	8/17/2006	4.875	F	4400	$6,336,000.00	9
2242120	B	FTBG N OF RTE 1	BRONX RIVER		P	WO-PED	1	C	6/27/2006	3.884	F	1904	$2,741,760.00	9
2075820	B	E TREMONT AVE	HUTCHINSON RVR PKWY			A	2	S	11/18/2005	4.472	F	10200	$14,688,000.00	10
2075837	B	WESTCHESTER AVE	HUTCHINSON RVR PKWY			A	2	S	3/28/2006	4.389	F	15858	$22,835,520.00	10
2075849	B	BRONX PELHAM PKWY	HUTCHINSON RVR PKWY			A	2	S	7/21/2006	3.974	F	17600	$25,344,000.00	10
2075859	B	HUTCHINSON RVR PKWY	HUTCHINSON RIVER			WMA	7	S	10/12/2006	4.859	F	60500	$87,120,000.00	10
2076109	B	BE NB SERVICE RD	HUTCHINSON RVR PKWY			A	2	S	11/4/2005	4.632	F	7800	$11,232,000.00	10
2076129	B	BE SB SERVICE RD	HUTCHINSON RVR PKWY			A	2	S	2/21/2006	5.105	G	7100	$10,224,000.00	10
2241390	B	SHORE RD CIRCLE	AMTRAK - CSX	AC		O	2	S	7/11/2006	3.254	F	4800	$6,912,000.00	10
2241959	B	HUTCHINSON RVR PKWY	AMTRAK - CSX	AC		O	1	S	8/3/2006	5.915	G	15444	$22,239,360.00	10
2229560	B	BRONX PELHAM PKWY	AMTRAK - CSX	AC		A	3	S	8/15/2006	4.972	F	24591	$35,411,040.00	11
2241369	B	WILLIAMSBRIDGE RD	AMTRAK - CSX	AC		O	2	S	7/27/2006	4.836	F	10400	$14,976,000.00	11
2241910	B	GUN HILL ROAD	NYCTA-DYRE AVE LN	T		O	1	S	9/8/2006	6.000	G	75000	$108,000,000.00	11
1067150	B	NEREID AVE (2241880)	BRONX RIVER PKWY	M		O	10	S	7/8/2005	4.211	F	57750	$83,160,000.00	12
2229579	B	BOSTON POST ROAD	HUTCHINSON RIVER			WO	14	S	6/24/2005	4.583	F	95700	$137,808,000.00	12
2241860	B	GUN HILL RD	METRO NORTH RR HAR	M		O	2	S	3/29/2006	4.127	F	9000	$12,960,000.00	12
2241870	B	E 233RD ST	METRO NORTH RR HAR	M		O	1	S	4/13/2006	4.941	F	7664	$11,036,160.00	12
2241890	B	E 241ST ST	BRP, METRO NORTH HAR	M		O	28	S	7/22/2005	4.444	F	49500	$71,280,000.00	12
2241900	B	EASTCHESTER ROAD	NYCTA-DYRE AVE LN	T		O	3	S	9/7/2006	4.417	F	13500	$19,440,000.00	12
2242071	B	BRONX BLVD S.B.	BRONX RIVER			WO	1	S	5/15/2006	4.700	F	1800	$2,592,000.00	12
2242072	B	BRONX BLVD N.B.	BRONX RIVER			WO	1	S	5/16/2006	4.833	F	1800	$2,592,000.00	12
2242081	B	BRONX BLVD S.B.	BRONX RIVER			WO	1	S	5/17/2006	4.467	F	2800	$4,032,000.00	12
2242082	B	BRONX BLVD N.B.	BRONX RIVER			WO	1	S	5/19/2006	4.467	F	2800	$4,032,000.00	12
2242430	B	GUN HILL ROAD	BRONX BLVD			O	4	S	5/31/2006	4.912	F	9400	$13,536,000.00	12
2242440	B	GUN HILL ROAD	BRONX RIVER			WO	1	S	3/22/2006	4.900	F	8700	$12,528,000.00	12

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2242459	B	E 233RD ST	BRONX RIVER			WO	1	S	5/25/2006	4.367	F	7000	$10,080,000.00	12
2242460	B	E 233RD ST	ENTR RD BNX RVR PKWY			O	1	S	2/10/2006	5.033	G	5300	$7,632,000.00	12
2229540	B	VAN CRTLDT PARK	HHP		P	A-PED	2	C	10/10/2006	4.875	F	3900	$5,616,000.00	26
2229550	B	VAN CRTLDT EQUES	HHP		P	A-PED	2	C	9/20/2006	5.000	G	2100	$3,024,000.00	26
2230290	B	MOSHOLU PARKWAY	EQUESTRIAN PATH			A	1	S	2/3/2006	4.448	F	4300	$6,192,000.00	26
2230300	B	MOSHOLU PARKWAY	CONRAIL (ABANDONED)	C		A	1	S	10/30/2006	4.229	F	5200	$7,488,000.00	26
2230310	B	MOSHOLU PARKWAY	SB RAMP TO HHP			A	2	S	12/1/2005	5.135	G	7400	$10,656,000.00	26
2065629	B	BRONX RVR PKWY	BOSTON RD BX ZOO			A	1	S	7/29/2005	5.000	G	6300	$9,072,000.00	27
2230250	B	MOSHOLU PARKWAY	BRONX RIVER			WA	5	S	3/20/2006	4.263	F	16300	$23,472,000.00	27
2230260	B	MOSHOLU PARKWAY	METRO NORTH	M		A	1	S	3/30/2006	5.516	G	8880	$12,787,200.00	27
2230270	B	MOSHOLU PARKWAY	WEBSTER AVE			A	1	S	4/20/2005	5.703	G	8480	$12,211,200.00	27
2241259	B	204TH ST PED BRDG	METRO NORTH RR HAR	M	P	O-PED	1	C	7/26/2004	4.121	F	4700	$6,768,000.00	27
2241840	B	BEDFORD PARK BLVD	METRO NORTH RR HAR	M		O	1	S	4/6/2006	4.594	F	6400	$9,216,000.00	27
2242010	B	BRONX PELHAM PKWY	BRONX RIVER			WA	1	S	5/23/2006	4.931	F	9200	$13,248,000.00	27
2242029	B	SOUTHERN BLVD	BRONX PELHAM PKWY			O	2	S	4/5/2006	4.684	F	12900	$18,576,000.00	27
2242099	B	PARK ROAD (204TH ST)	BRONX RIVER			WO	1	S	7/12/2006	4.793	F	4700	$6,768,000.00	27
2242100	B	BOTANICAL GARDEN ROAD	TWIN LAKES		P	WO-PED	1	S	5/22/2006	4.900	F	2200	$3,168,000.00	27
2242110	B	BOSTON ROAD	BRONX RIVER			WO	1	S	5/11/2006	4.273	F	6200	$8,928,000.00	27
2242210	B	S OF ALLERTON AVE	BRONX RIVER			WO	3	S	6/7/2006	4.763	F	6200	$8,928,000.00	27
2242220	B	SOUTHERN BLVD	BRONX RIVER			WO	2	S	3/13/2006	4.395	F	4800	$6,912,000.00	27
2240200	B	SHORE ROAD	HUTCHINSON RIVER			WMO	7	S	9/3/2004	4.597	F	4800	$6,912,000.00	28
2240210	B	CITY ISLAND ROAD	EASTCHESTER BAY			WO	7	S	12/6/2005	3.500	F	28900	$41,616,000.00	28
2241380	B	PELHAM BAY PK PED	AMTRAK - CSX	AC	P	O-PED	1	C	11/13/1978	5.109	G	4223	$6,081,120.00	28
1240090	BM	MACOMBS DAM BRIDGE	HARLEM RIVER			WMO	52	S	6/13/2005	4.169	F	211788	$304,974,720.00	10
2240089	BM	145TH ST BRIDGE	HARLEM RIVER			WMO	8	S	6/24/2006	3.083	F	56700	$81,648,000.00	10
2240059	BM	WILLIS AVENUE	HARLEM RIVER			WMO	26	S	10/16/2006	3.292	F	94700	$136,368,000.00	11
2240069	BM	THIRD AVE BRIDGE	HARLEM RIVER			WMO	14	S	11/2/2006	6.859	V	100232	$115,128,000.00	11
2240079	BM	MADISON AVE BRIDGE	HARLEM RIVER			WMO	21	S	11/6/2006	4.889	F	80000	$115,200,000.00	11
2066919	BM	WASHINGTON BRIDGE	HARLEM RIVER			WO	9	S	11/18/2006	4.821	F	128339	$184,808,160.00	12
2240120	BM	W 207TH/W FORDHAM RD	HARLEM RIVER			WMO	5	S	6/8/2006	5.528	G	31784	$45,768,960.00	12
2240137	BM	BROADWAY BRIDGE	HARLEM RIVER	T		WMO	3	S	10/3/2005	3.986	F	46848	$67,461,120.00	12
2240138	BM	NYCTA IRT	HARLEM RVR/BROADWAY	T		WMO	3	S	10/27/2005	4.882	F	19520	$28,108,800.00	12
2240290	K	METROPOLITAN AVE	ENGLISH KILLS			WMO	5	S	9/7/2005	6.458	V	15245	$21,952,800.00	1
2230410	K	278I (B.Q.E.)	WASHINGTON ST			A	1	S	4/11/2006	4.563	F	2500	$3,600,000.00	2
2230420	K	278I (B.Q.E.)	WASHINGTON ST			A	1	S	4/11/2006	4.750	F	2500	$3,600,000.00	2
2230430	K	278I (B.Q.E.)	PROSPECT ST			A	1	S	1/31/2006	5.533	G	1100	$1,584,000.00	2
2230440	K	278I (B.Q.E.)	ADAMS ST N.B.			A	1	S	1/18/2006	5.200	G	2700	$3,888,000.00	2
2230450	K	278I (B.Q.E.)	ADAMS ST S.B.			A	1	S	2/3/2006	4.933	F	2500	$3,600,000.00	2
2230460	K	278I (B.Q.E.)	PEARL ST			A	1	S	2/10/2006	5.333	G	4500	$6,480,000.00	2
2230470	K	278I (B.Q.E.)	JAY ST			A	1	S	4/11/2006	4.900	F	5100	$7,344,000.00	2
2230480	K	278I (B.Q.E.)	PROSPECT ST			A	1	S	3/10/2006	5.093	G	8400	$12,096,000.00	2
2230490	K	278I (B.Q.E.)	SANDS ST			A	1	S	3/13/2006	5.074	G	12600	$18,144,000.00	2
2230500	K	278I (B.Q.E.)	RAMP TO BQE EB			A	1	S	3/1/2006	5.100	G	1300	$1,872,000.00	2
2230510	K	278I (B.Q.E.)	NASSAU ST			A	6	S	3/26/2006	4.236	F	51200	$73,728,000.00	2
2230857	K	278I (B.Q.E.)	JORALEMON ST			A	1	S	4/26/2006	5.000	G	2100	$3,024,000.00	2
2230858	K	278I (B.Q.E.)	JORALEMON ST / BQE WB			A	2	S	4/28/2006	4.177	F	5900	$8,496,000.00	2
2230870	K	COLUMBIA HEIGHTS	278I (B.Q.E.)			A	1	S	4/28/2006	4.500	F	16500	$23,760,000.00	2
2230887	K	278I W.B. (B.Q.E.)	CADMAN PLAZA			A	2	S	5/1/2006	4.426	F	4500	$6,480,000.00	2
2230888	K	278I E.B. (B.Q.E.)	CADMAN PLAZA / 278I WB			A	2	S	5/1/2006	5.053	G	4500	$6,480,000.00	2
2244440	K	SOUTH OF TILLARY ST	NAVY ST			O-PED	1	C	12/7/2006	4.268	F	6200	$8,928,000.00	2
2267860	K	BROOKLYN BR APPROACH	SANDS STREET			O	1	S	5/5/2006	4.607	F	6490	$9,345,600.00	2
2268497	K	278I W.B. (B.Q.E.)	FURMAN ST			A	45	S	6/15/2005	4.214	F	78022	$112,351,680.00	2
2268498	K	278I E.B. (B.Q.E.)	278I W.B. (B.Q.E.)			A	69	S	8/29/2005	4.035	F	120734	$173,856,960.00	2
2268507	K	278I W.B. (B.Q.E.)	YORK ST			A	6	S	5/12/2005	4.167	F	9380	$13,507,200.00	2
2268508	K	278I E.B. (B.Q.E.)	278I W.B. (B.Q.E.)			A	11	S	5/4/2005	4.034	F	17956	$25,856,640.00	2
2268517	K	278I W.B. (B.Q.E.)	FURMAN ST			A	7	S	6/28/2005	4.059	F	10988	$15,822,720.00	2
2268518	K	278I E.B. (B.Q.E.)	278I W.B. (B.Q.E.)			A	5	S	10/25/2005	4.500	F	8375	$12,060,000.00	2
2230000	K	HIGHLAND BLVD E.B.	JACKIE ROBINSON PKWY			A	1	S	4/4/2006	4.600	F	4900	$7,056,000.00	5
2230010	K	HIGHLAND BLVD W.B.	JACKIE ROBINSON PKWY			A	1	S	4/4/2006	4.933	F	3500	$5,040,000.00	5
2230020	K	HIGHLAND BLVD W.B.	JACKIE ROBINSON PKWY			A	2	S	4/6/2006	4.842	F	4700	$6,768,000.00	5
2230220	K	HIGHLAND BLVD NB	VERMONT AVE			A	1	S	6/16/2005	6.127	V	3995	$5,752,800.00	5
2244170	K	ATLNTC AV SVC RD E.B.	EAST NEW YORK AVE			O	2	S	6/30/2005	5.632	G	5520	$7,948,800.00	5

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2244460	K	CONDUIT BLVD NB	ATLANTIC AVE EB			O	1	S	9/28/2006	4.833	F	3800	$5,472,000.00	5
2269600	K	ERSKINE STREET	BSHP			A	1	S	9/28/2006	6.234	V	8258	$11,891,520.00	5
2230350	K	SUMMIT ST PED BRDG	278I (B.Q.E.)			A-PED	2	S	2/28/2006	4.671	F	1400	$2,016,000.00	6
2230360	K	UNION ST	278I (B.Q.E.)			A	2	S	2/28/2006	4.375	F	5000	$7,200,000.00	6
2230370	K	SACKETT ST	278I (B.Q.E.)			A	2	S	2/28/2006	4.694	F	5000	$7,200,000.00	6
2230380	K	KANE ST	278I (B.Q.E.)			A	2	S	4/2/2006	4.153	F	5000	$7,200,000.00	6
2230390	K	CONGRESS ST	278I (B.Q.E.)			A	2	S	4/2/2006	6.382	V	5000	$7,200,000.00	6
2240232	K	HAMILTON AVE BRIDGE	GOWANUS CANAL			WMO	3	S	8/25/2006	4.125	F	7300	$10,512,000.00	6
2240240	K	NINTH ST BRIDGE	GOWANUS CANAL			WMO	3	S	6/14/2005	6.613	V	5772	$8,311,680.00	6
2240250	K	THIRD ST	GOWANUS CANAL			WMO	5	S	6/17/2005	4.931	F	4900	$7,056,000.00	6
2240260	K	CARROLL ST	GOWANUS CANAL			WMO	2	S	8/3/2006	4.803	F	3000	$4,320,000.00	6
2240270	K	UNION ST	GOWANUS CANAL			WMO	5	S	8/21/2006	4.014	F	4900	$7,056,000.00	6
2240310	K	THIRD AVE	GOWANUS CANAL			WO	1	S	6/5/2006	4.345	F	3200	$4,608,000.00	6
2268350	K	BROOKLYN PROMENADE	278I N.B. (B.Q.E.)		P	A-PED	35	C	8/6/2006	4.118	F	46184	$66,504,960.00	6
2066100	K	5TH AVE	27 X PROSPECT EXPWY			A	1	S	3/14/2006	5.208	G	8800	$12,672,000.00	7
2240231	K	HAMILTON AVE BRIDGE	GOWANUS CANAL			WMO	3	S	8/25/2006	4.028	F	7300	$10,512,000.00	7
2243839	K	4TH AVE	NYCTA BMT TRACKS	T		O	1	S	9/21/2005	6.600	V	5160	$7,430,400.00	7
2243920	K	7TH AVE	NYCTA BMT YARD	T		O	2	S	9/8/2006	6.211	V	4700	$6,768,000.00	7
2244470	K	SEELEY ST	PROSPECT AVE			O	1	S	6/3/2005	4.100	F	7700	$11,088,000.00	7
2244480	K	5TH AVE	GREENWOOD CEMETERY			O	1	S	7/29/2005	5.000	G	3600	$5,184,000.00	7
2243170	K	STERLING PLACE	FRANKLIN SHUTTLE	T		O	1	S	8/5/2005	6.500	V	2300	$3,312,000.00	8
2243280	K	6TH AVE	LIRR ATLANTIC AVE	L		O	9	S	11/19/2006	5.403	G	12276	$17,677,440.00	8
2243290	K	CARLTON AVE	LIRR ATLANTIC AVE	L		O	7	S	11/20/2004	4.931	F	10823	$15,585,120.00	8
2243180	K	ST JOHNS PLACE	FRANKLIN SHUTTLE	T		O	1	S	9/28/2005	6.781	V	2200	$3,168,000.00	9
2243190	K	LINCOLN PLACE	FRANKLIN SHUTTLE	T		O	1	S	8/24/2006	6.922	V	2460	$3,542,400.00	9
2243200	K	UNION ST	FRANKLIN SHUTTLE	T		O	2	S	8/21/2006	5.043	G	4100	$5,904,000.00	9
2243210	K	PRESIDENT ST	FRANKLIN SHUTTLE	T		O	2	S	8/15/2006	5.314	G	2500	$3,600,000.00	9
2243220	K	CARROLL ST PED BRDG	FRANKLIN SHUTTLE	T		O-PED	3	C	6/15/2005	5.500	G	600	$864,000.00	9
2243230	K	CROWN ST	FRANKLIN SHUTTLE	T		O	3	S	9/30/2005	5.264	G	4800	$6,912,000.00	9
2243240	K	MONTGOMERY ST	FRANKLIN SHUTTLE	T		O	1	S	9/26/2005	6.275	V	2030	$2,923,200.00	9
2243250	K	WASHINGTON AVE	FRANKLIN SHUTTLE	T		O	1	S	8/10/2006	6.281	V	3657	$5,266,080.00	9
2243260	K	FLATBUSH AVE	FRANKLIN SHUTTLE	T		O	2	S	8/17/2006	4.961	F	11300	$16,272,000.00	9
2243279	K	EASTERN PKWY	FRANKLIN SHUTTLE	T		O	1	S	8/25/2006	4.861	F	7700	$11,088,000.00	9
2231249	K	BSHP	BAY RIDGE AVE			A	1	S	3/8/2006	3.313	F	4900	$7,056,000.00	10
2231250	K	81ST ST PED BR	BSHP		P	A-PED	5	C	9/7/2006	5.056	G	3100	$4,464,000.00	10
2231260	K	92ND ST PED BR	BSHP		P	A-PED	6	C	7/28/2006	3.772	F	3000	$4,320,000.00	10
2231270	K	4TH AVE	BSHP			A	2	S	3/7/2006	4.842	F	6100	$8,784,000.00	10
2243310	K	2ND AVE	LIRR BAY RIDGE	N		O	2	S	9/21/2006	6.611	V	17751	$25,561,440.00	10
2243320	K	3RD AVE	LIRR BAY RIDGE	N		O	4	S	6/22/2005	5.542	G	17230	$24,811,200.00	10
2243330	K	4TH AVE	LIRR BAY RIDGE	NT		O	4	S	8/12/2005	5.819	G	13668	$19,681,920.00	10
2243580	K	5TH AVE	LIRR & SEA BEACH	NT		O	4	S	10/9/2006	4.353	F	12500	$18,000,000.00	10
2243590	K	6TH AVE	LIRR & SEA BEACH	NT		O	2	S	8/12/2005	6.528	V	14200	$20,448,000.00	10
2243600	K	7TH AVE	LIRR & SEA BEACH	NT		O	7	S	10/9/2006	5.361	G	18913	$27,234,720.00	10
2243610	K	8TH AVE	LIRR & SEA BEACH	NT		O	2	S	8/12/2005	6.319	V	10834	$15,600,960.00	10
2243620	K	FORT HAMILTON PKWY	LIRR & SEA BEACH	NT		O	3	S	9/6/2006	4.797	F	14800	$21,312,000.00	10
2243630	K	11TH AVE	LIRR & SEA BEACH	NT		O	5	S	9/7/2006	6.603	V	9700	$13,968,000.00	10
2243640	K	13TH AVE	LIRR & SEA BEACH	NT		O	5	S	8/29/2005	4.694	F	16000	$23,040,000.00	10
2244150	K	RIDGE BLVD	SHORE RD DRIVE			O	1	S	5/5/2005	6.800	V	4350	$6,264,000.00	10
2244160	K	3RD AVE	SHORE RD DRIVE			O	1	S	5/5/2005	6.727	V	4360	$6,278,400.00	10
2231290	K	BAY 8TH ST	BSHP			A	1	S	5/2/2005	5.984	G	4950	$7,128,000.00	11
2231300	K	17TH AVE PED BRDG	BSHP		P	A-PED	1	C	12/20/2006	3.886	F	2100	$3,024,000.00	11
2231319	K	BSHP	BAY PKWY			A	1	S	4/7/2006	4.395	F	7200	$10,368,000.00	11
2243340	K	15TH AVE	LIRR BAY RIDGE	N		O	1	S	9/28/2006	4.745	F	3614	$5,204,160.00	11
2243350	K	60TH ST	LIRR BAY RIDGE	N		O	1	S	6/20/2005	6.383	V	3900	$5,616,000.00	11
2243360	K	16TH AVE	LIRR BAY RIDGE	N		O	1	S	11/10/2006	5.483	G	4345	$6,256,800.00	11
2243650	K	14TH AVE	LIRR BAY RIDGE	N		O	1	S	9/22/2006	6.667	V	4720	$6,796,800.00	11
2243660	K	NEW UTRECHT AVE	LIRR BAY RIDGE	N		O	1	S	9/28/2006	6.400	V	2350	$3,384,000.00	11
2243670	K	15TH AVE	BMT SEA BEACH	T		O	6	S	9/29/2005	6.568	V	17300	$24,912,000.00	11
2243680	K	16TH AVE	BMT SEA BEACH	T		O	3	S	8/11/2006	5.519	G	6816	$9,815,040.00	11
2243690	K	17TH AVE	BMT SEA BEACH	T		O	4	S	8/18/2006	6.288	V	8500	$12,240,000.00	11
2243700	K	18TH AVE	BMT SEA BEACH	T		O	4	S	8/31/2005	6.842	V	8700	$12,528,000.00	11
2243710	K	19TH AVE	BMT SEA BEACH	T		O	4	S	8/8/2006	4.395	F	4800	$6,912,000.00	11
2243720	K	20TH AVE	BMT SEA BEACH	T		O	6	S	7/26/2006	4.897	F	12500	$18,000,000.00	11
2243730	K	65TH ST	BMT SEA BEACH	T		O	4	S	7/21/2006	5.947	G	12000	$17,280,000.00	11

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2243740	K	BAY PKWY	BMT SEA BEACH	T		O	4	S	7/19/2006	4.974	F	16800	$24,192,000.00	11
2243750	K	AVENUE O	BMT SEA BEACH	T		O	1	S	9/2/2005	5.863	G	4658	$6,707,520.00	11
2243760	K	AVENUE P	BMT SEA BEACH	T		O	1	S	9/16/2005	6.605	V	5544	$7,983,360.00	11
2243770	K	KINGS HIGHWAY	BMT SEA BEACH	T		O	1	S	8/24/2005	6.767	V	5032	$7,246,080.00	11
2243780	K	HIGHLAWN AVE	BMT SEA BEACH	T		O	1	S	9/9/2005	6.440	V	6960	$10,022,400.00	11
2243800	K	AVENUE T	BMT SEA BEACH	T		O	1	S	9/20/2005	6.033	V	5360	$7,718,400.00	11
2243820	K	21ST AVE	BMT SEA BEACH	T		O	4	S	8/11/2006	4.132	F	21400	$30,816,000.00	11
2243370	K	17TH AVE	LIRR BAY RIDGE	N		O	1	S	12/1/2004	4.784	F	3406	$4,904,640.00	12
2243380	K	18TH AVE	LIRR BAY RIDGE	N		O	1	S	11/21/2006	4.813	F	6006	$8,648,640.00	12
2243390	K	52ND ST	LIRR BAY RIDGE	N		O	1	S	11/21/2006	6.467	V	3293	$4,741,920.00	12
2243400	K	50TH ST	LIRR BAY RIDGE	N		O	2	S	6/17/2005	4.701	F	7100	$10,224,000.00	12
2243410	K	MCDONALD AVE	LIRR BAY RIDGE	N		O	1	S	11/2/2006	5.172	G	2760	$3,974,400.00	12
2243420	K	E 3RD ST	LIRR BAY RIDGE	N		O	1	S	6/15/2005	6.783	V	1840	$2,160,000.00	12
2243439	K	OCEAN PKWY	LIRR BAY RIDGE	N		O	1	S	11/18/2004	5.218	G	7000	$10,080,000.00	12
2243440	K	CONEY ISLAND AVE	LIRR BAY RIDGE	N		O	1	S	11/7/2006	5.234	G	3231	$4,652,640.00	12
2243840	K	9TH AVE	NYCTA BMT YARD	T		O	5	S	9/15/2005	6.458	V	12440	$17,913,600.00	12
2243940	K	9TH AVE	NYCTA IND SBWY	T		O	5	S	9/15/2005	4.737	F	11900	$17,136,000.00	12
2231329	K	BSHP	26TH AVE			A	1	S	3/17/2006	4.800	F	6700	$9,648,000.00	13
2231330	K	27TH AVE PED BRDG	BSHP		P	A-PED	1	C	12/20/2006	4.415	F	2100	$3,024,000.00	13
2231340	K	CROPSEY AVE	BSHP			A	2	S	3/30/2006	5.000	G	13100	$18,864,000.00	13
2231360	K	BSHP	OCEAN PKWY			A	3	S	11/3/2006	7.000	V	29637	$42,677,280.00	13
2231370	K	GUIDER AV RAMP TO BSHP	BSHP			A	4	S	5/10/2006	3.653	F	12800	$18,432,000.00	13
2231380	K	CONEY ISLAND AVE	BSHP			A	4	S	9/19/2005	6.292	V	19866	$28,607,040.00	13
2240301	K	CROPSEY AVE	CONEY ISLAND CREEK			WO	3	S	8/2/2005	5.225	G	9400	$13,536,000.00	13
2240302	K	CROPSEY AVE	CONEY ISLAND CREEK			WO	3	S	8/16/2006	5.028	G	9400	$13,536,000.00	13
2240540	K	STILLWELL AVE	CONEY ISLAND CRK			WO	2	S	6/7/2005	6.292	V	17000	$24,480,000.00	13
2243570	K	86TH ST	BMT SEA BEACH	T		O	1	S	7/17/2006	6.078	V	3840	$5,529,600.00	13
2269260	K	W. 8TH STREET	SURF AVE.		P	O-PED	39	C	6/13/2006	4.000	F	14742	$21,228,480.00	13
2243020	K	PARKSIDE AVE	BMT SUBWAY, BRIGHTON	T		O	6	S	9/1/2006	4.000	F	48700	$70,128,000.00	14
2243040	K	CROOKE AVE	BMT SUBWAY, BRIGHTON	T		O	4	S	7/15/2005	4.158	F	6000	$8,640,000.00	14
2243050	K	CATON AVE	BMT SUBWAY, BRIGHTON	T		O	4	S	7/19/2005	4.500	F	20800	$29,952,000.00	14
2243080	K	CHURCH AVE	BMT SUBWAY, BRIGHTON	T		O	4	S	7/22/2005	4.545	F	18200	$26,208,000.00	14
2243100	K	BEVERLY ROAD	BMT SUBWAY, BRIGHTON	T		O	3	S	8/2/2006	3.877	F	4200	$3,888,000.00	14
2243110	K	CORTELYOU ROAD	BMT SUBWAY, BRIGHTON	T		O	3	S	8/3/2005	6.306	V	4810	$4,176,000.00	14
2243120	K	DORCHESTER ROAD	BMT SUBWAY, BRIGHTON	T		O	1	S	9/11/2006	5.882	G	4825	$6,948,000.00	14
2243130	K	DITMAS AVE	BMT SUBWAY, BRIGHTON	T		O	1	S	8/4/2005	5.766	G	5150	$7,020,000.00	14
2243140	K	NEWKIRK AVE	BMT SUBWAY, BRIGHTON	T		O	3	S	8/4/2006	4.250	F	4100	$5,904,000.00	14
2243150	K	FOSTER AVE	BMT SUBWAY, BRIGHTON	T		O	1	S	8/23/2006	4.550	F	3000	$4,320,000.00	14
2243450	K	E 14TH ST	LIRR BAY RIDGE	N		O	1	S	10/25/2006	4.809	F	1775	$2,556,000.00	14
2243460	K	E 15TH ST - PED	LIRR BAY RIDGE	N		O-PED	3	C	5/5/2004	6.000	G	900	$1,296,000.00	14
2243480	K	OCEAN AVE	LIRR BAY RIDGE	N		O	2	S	10/12/2006	4.912	F	5000	$7,200,000.00	14
2243490	K	BEDFORD AVE	LIRR BAY RIDGE	N		O	6	S	10/31/2006	4.458	F	12000	$17,280,000.00	14
2243500	K	NOSTRAND AVE	LIRR BAY RIDGE	N		O	2	S	10/26/2006	5.085	G	4320	$6,220,800.00	14
2231390	K	E 12TH ST	BSHP			A	4	S	3/30/2006	4.764	F	17200	$24,768,000.00	15
2231409	K	BSHP	SHEEPSHEAD BAY ROAD			A	1	S	3/21/2006	4.967	F	6500	$9,360,000.00	15
2231419	K	BSHP	OCEAN AVE			A	3	S	3/15/2006	4.292	F	14000	$20,160,000.00	15
2231429	K	BSHP	BEDFORD AVE			A	3	S	3/10/2006	4.278	F	12000	$17,280,000.00	15
2231439	K	BSHP	NOSTRAND AVE			A	3	S	4/14/2006	4.097	F	13000	$18,720,000.00	15
2231449	K	KNAPP ST	BSHP			A	1	S	3/31/2006	4.469	F	9500	$13,680,000.00	15
2233080	K	E 14 ST PED BR	BSHP			A-PED	14	C	8/11/2006	4.600	F	4700	$6,768,000.00	15
2240320	K	OCEAN AVE PED BRDG	SHEEPSHEAD BAY			WO-PED	30	C	3/28/2006	4.328	F	4000	$5,760,000.00	15
2243790	K	AVENUE S	BMT SEA BEACH	T		O	1	S	9/19/2005	6.133	V	5360	$7,718,400.00	15
2243810	K	AVENUE U	BMT SEA BEACH	T		O	1	S	7/24/2006	5.824	G	5880	$8,467,200.00	15
2243569	K	ATLANTIC AVE	LIRR ATLANTIC AVE	L		O	75	S	7/8/2006	3.845	F	135100	$194,544,000.00	16
2243850	K	LIBERTY AVE	LIRR BAY RIDGE	N		O	4	S	6/16/2006	6.559	V	6400	$9,216,000.00	16
2243860	K	GLENMORE AVE	LIRR BAY RIDGE	N		O	2	S	10/10/2006	6.559	V	5616	$8,087,040.00	16
2243870	K	PITKIN AVE	LIRR BAY RIDGE	N		O	3	S	10/5/2006	6.662	V	5600	$8,064,000.00	16
2243890	K	SUTTER AVE	LIRR BAY RIDGE	N		O	3	S	10/5/2006	6.542	V	5497	$7,915,680.00	16
2243900	K	BLAKE AVE	LIRR BAY RIDGE LINE	N		O	3	S	10/10/2006	5.036	G	5020	$7,228,800.00	16
2243910	K	LIVONIA AVE PED BRDG	LIRR BAY RIDGE LINE	N		O-PED	6	C	7/6/2006	5.040	G	2500	$3,600,000.00	16
2244180	K	ATLNTC AV SVC RD W.B.	EAST NEW YORK AVE			O	2	S	6/29/2005	5.456	G	5600	$8,064,000.00	16
2231479	K	BSHP	MILL BASIN			WMA	14	S	8/1/2006	3.104	F	73500	$105,840,000.00	18
2231489	K	BSHP	PAERDEGAT BASIN			WA	15	S	8/12/2006	3.222	F	58300	$83,952,000.00	18
2243510	K	FLATBUSH AVE	LIRR BAY RIDGE	N		O	2	S	6/8/2005	4.667	F	5900	$8,208,000.00	18
2243520	K	BROOKLYN AVE	LIRR BAY RIDGE	N		O	3	S	6/10/2005	6.236	V	4500	$6,480,000.00	18

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2243530	K	AVENUE H	LIRR BAY RIDGE	N		O	2	S	6/14/2005	6.279	V	35100	$50,544,000.00	18
2243010	K	LINCOLN ROAD	BMT SUBWAY, BRIGHTON	T		O	4	S	7/7/2006	6.815	V	6100	$8,784,000.00	55
2244010	K	PROSPECT PK E DRIVE	ENDALE ARCH E DRIVE		P	O	1	C	6/1/2006	5.000	G	900	$1,296,000.00	55
2244020	K	W DR OV WK-MA.ENT	MEADOWPORT ARCH		P	O	1	S	4/5/2005	5.964	G	2500	$3,600,000.00	55
2244030	K	EAST DRIVE	BRIDLE PATH		P	O	1	S	4/11/2005	5.041	G	2000	$2,880,000.00	55
2244040	K	EAST DRIVE	EAST WOOD ARCH		P	O	1	C	8/3/2006	4.714	F	900	$1,296,000.00	55
2244050	K	CENTRAL DRIVE	PED PATH & STREAM		P	WO	3	S	4/15/2005	5.316	G	7400	$10,656,000.00	55
2244060	K	CLEFT RIDGE SPAN	PROSPECT PARK		P	O	1	C	5/9/2006	4.767	F	900	$1,296,000.00	55
2244100	K	WEST FOOTBRIDGE	PROSPCT PK STREAM		P	WO-PED	1	C	11/14/2006	5.000	G	308	$443,520.00	55
2244120	K	HILL DRIVE	PROSPECT PK LAKE		P	WO	3	S	4/20/2005	3.873	F	7800	$11,232,000.00	55
2244130	K	FTBRG NR BOATHSE	PROSPECT PK LAKE		P	WO-PED	1	C	11/15/2006	5.000	G	1260	$1,814,400.00	55
2231450	K	BSHP	GERRITSEN INLET			WA	11	S	7/25/2005	3.597	F	46400	$66,816,000.00	56
2231460	K	FLATBUSH AVE	BSHP			A	2	S	9/15/2005	6.441	V	14058	$20,243,520.00	56
2231499	K	BSHP	ROCKAWAY PKWY			A	4	S	8/11/2006	4.056	F	11500	$16,560,000.00	56
2231509	K	BSHP	FRESH CREEK			WA	5	S	8/8/2006	3.264	F	23000	$33,120,000.00	56
2231519	K	PENNSYLVANIA AVE	BSHP			A	2	S	4/28/2005	6.181	V	6640	$9,561,600.00	56
2240019	KM	BROOKLYN BRIDGE	278I (B.Q.E.)			WEO	75	S	11/17/2006	2.917	P	503788	$725,454,720.00	3
2240027	KM	MANHATTAN BRIDGE(LL)	EAST RIVER	T		WEO	23	S	11/30/2006	4.407	F	616390	$887,601,600.00	3
2240028	KM	MANHATTAN BRIDGE(UL)	NYCTA TRACKS-BMT	T		WEO	43	S	11/30/2006	4.357	F	587424	$845,890,560.00	3
2240039	KM	WILLIAMSBURG BRIDGE	EAST RIVER	T		WEO	53	S	10/28/2004	4.556	F	824000	$1,186,560,000.00	3
2240370	KQ	GREENPOINT AVE BRIDGE	NEWTOWN CREEK	L		WMO	12	S	10/21/2005	5.250	G	76106	$109,592,640.00	2
2240639	KQ	PULASKI BRIDGE	NEWTOWN CREEK			WMO	44	S	6/12/2006	4.817	F	205770	$296,308,800.00	2
2240390	KQ	GRAND ST BRIDGE	NEWTOWN CREEK			WMO	2	S	9/5/2006	4.292	F	5100	$7,344,000.00	5
2232000	M	BATTERY PLACE	FDR DRIVE			AT	2	C	9/30/2004	4.500	F	75000	$108,000,000.00	1
223201A	M	FDR DR N.B. OFF RMP	FDR DR & SOUTH ST			AR	17	S	3/30/2006	3.776	F	102225	$147,204,000.00	1
223201B	M	STH ST RMP TO FDR S.B.	SOUTH ST			AR	10	S	4/6/2006	3.821	F	44625	$64,260,000.00	1
223201C	M	STH ST RMP TO FDR	SOUTH ST			AR	8	S	3/27/2006	4.134	F	39150	$56,376,000.00	1
223201D	M	RAMP TO N.B. FDR DRIVE	FDR & SOUTH ST.			AR	22	S	4/4/2006	5.180	G	15825	$22,788,000.00	1
224001A	M	PARK ROW TO BKLN	WILLIAM ST N.B.			OE	4	S	4/28/2006	4.250	F	10167	$14,640,480.00	1
224001B	M	TO BKLN FRM FDR	FRANKFRT & CITY			OE	31	S	6/6/2006	4.148	F	51400	$74,016,000.00	1
224001D	M	TO FDR DR N.B.	PEARL STREET			OE	30	S	5/16/2005	5.208	G	49600	$71,424,000.00	1
224001F	M	PEARL ST TO FDR DR	LAND ADJ TO BRDG			OE	3	S	4/12/2006	5.254	G	5200	$7,488,000.00	1
224001G	M	TO PARK ROW	ROSE ST			OE	11	S	5/3/2005	4.681	F	16551	$23,833,440.00	1
2267380	M	WEST STREET	RECTOR ST			AT	1	S	11/4/2005	5.033	G	25760	$37,094,400.00	1
2268480	M	CHAMBERS ST PED BRDG	WEST SIDE HWY			O-PED	10	C	10/3/2005	5.660	G	3344	$4,815,360.00	1
2268930	M	MORRIS ST PED BRDG	BKLN-BATTERY TUNN PLZ			A-PED	3	C	10/10/2006	4.227	F	1200	$1,728,000.00	1
2232029	M	CORLEARS PARK ROAD	FDR DRIVE		P	A	4	S	3/16/2006	4.063	F	4100	$5,904,000.00	3
2232030	M	DELANCEY ST PED BRDG	FDR DRIVE		P	A-PED	12	C	9/10/2006	4.382	F	2900	$4,176,000.00	3
2232040	M	HOUSTON ST	FDR DRIVE			A	2	S	4/17/2006	3.318	F	11010	$15,854,400.00	3
223204A	M	FDR NB TO HOUSTON ST	RELIEF			AR	4	S	2/28/2006	4.700	F	6150	$8,856,000.00	3
223204B	M	HOUSTON ST RAMP TO FDR	RELIEF			AR	4	S	3/8/2006	4.625	F	7642	$11,004,480.00	3
2232050	M	E 6TH ST PED BRDG	FDR DRIVE		P	A-PED	22	C	4/30/2006	4.353	F	2200	$3,168,000.00	3
2233020	M	E 10TH ST PED BRDG	FDR DRIVE		P	A-PED	25	C	10/15/2006	5.843	G	1632	$2,350,080.00	3
224001C	M	PEARL ST TO BKLN	LAND ADJ TO BRDG			OE	9	S	4/24/2006	3.814	F	6489	$9,344,160.00	3
2245010	M	11TH AVE VIADUCT	LIRR WEST SIDE YARD	AL		O	39	S	12/15/2006	3.917	F	157500	$226,800,000.00	4
224501B	M	W 33RD ST	AMTRAK 30 ST BRANCH	A		O	8	S	4/18/2006	4.556	F	16500	$23,760,000.00	4
224501C	M	W 33RD ST	LAND ADJ TO AMTRAK	A		O	2	S	7/8/2005	4.750	F	4620	$6,652,800.00	4
224501D	M	W 34TH ST	AMTRAK 30 ST BRANCH	A		O	4	S	7/8/2005	4.653	F	11800	$16,992,000.00	4
224501E	M	W 35TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	10/12/2006	4.208	F	6500	$9,360,000.00	4
224501F	M	W 36TH ST	AMTRAK 30 ST BRANCH	A		O	7	S	8/30/2006	3.866	F	16400	$23,616,000.00	4
2245060	M	W 37TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	11/7/2005	6.270	V	7600	$10,944,000.00	4
2245070	M	W 38TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	9/27/2006	4.000	F	6200	$8,928,000.00	4
2245080	M	W 39TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	9/27/2006	4.196	F	6300	$9,072,000.00	4
2245090	M	W 43RD ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/5/2006	4.838	F	4100	$5,904,000.00	4
2245100	M	W 44TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/5/2006	4.662	F	4300	$6,192,000.00	4
2245110	M	W 45TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/5/2006	5.662	G	4100	$5,904,000.00	4
2245120	M	W 46TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/12/2006	4.441	F	4100	$5,904,000.00	4
2245130	M	W 47TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/12/2006	4.574	F	4100	$5,904,000.00	4
2245140	M	W 48TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/12/2006	4.618	F	4100	$5,904,000.00	4
2245150	M	W 49TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	12/8/2006	4.574	F	4100	$5,904,000.00	4
2245160	M	W 51ST ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/8/2006	4.853	F	4300	$6,192,000.00	4
2245170	M	W 52ND ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/8/2006	5.088	G	4300	$6,192,000.00	4
2245180	M	W 53RD ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/10/2006	5.074	G	5100	$7,344,000.00	4

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2245190	M	W 58TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/27/2006	4.647	F	4100	$5,904,000.00	4
2245209	M	11TH AVE	AMTRAK 30 ST BRANCH	A		O	2	S	11/3/2006	4.588	F	15400	$22,176,000.00	4
2245210	M	W 42ND ST	AMTRAK 30 ST BRANCH	A		O	4	S	9/21/2006	4.619	F	9155	$13,183,200.00	4
2245220	M	W 57TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	10/26/2006	4.809	F	9100	$13,104,000.00	4
2245330	M	W 41ST ST	AMTRAK 30 ST BRANCH	A		O	3	S	9/23/2006	4.388	F	6200	$8,928,000.00	4
2245340	M	W 50TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/4/2006	4.574	F	4100	$5,904,000.00	4
2245350	M	W 54TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/27/2006	5.540	G	4700	$6,768,000.00	4
2245360	M	W 55TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/7/2006	5.441	G	4300	$6,192,000.00	4
2245370	M	W 56TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/7/2006	5.529	G	4400	$6,336,000.00	4
2245440	M	W 40TH ST	AMTRAK 30 ST BRANCH	A		O	4	S	9/19/2006	3.986	F	9400	$13,536,000.00	4
226672A	M	W 31ST ST	AMTRAK LAYUP TRACKS	A		O	9	S	12/11/2006	3.619	F	8800	$12,672,000.00	4
2245460	M	PARK AVE S.B.	E 45TH ST			O	1	S	6/9/2006	4.514	F	2400	$3,456,000.00	5
2245470	M	PARK AVE N.B	E 45TH ST			O	1	S	6/7/2006	4.865	F	2400	$3,456,000.00	5
2246040	M	EAST DR AT CNTRL PARK	PEDESTRIAN WALK		P	O	1	C	6/23/2006	4.400	F	1200	$1,728,000.00	5
2246540	M	E 34TH ST	PARK AVE TUNNEL			OT	1	S	8/24/2006	4.117	F	36200	$52,128,000.00	5
2232070	M	25TH ST PED BRDG	FDR DRIVE			A-PED	4	C	2/5/2006	4.418	F	1700	$2,448,000.00	6
2232100	M	E 51ST ST PED BRDG	FDR DRIVE		P	A-PED	10	C	2/5/2006	4.080	F	2800	$4,032,000.00	6
2233040	M	E 60TH ST	FDR DRIVE			A	17	S	6/13/2006	4.746	F	24480	$35,251,200.00	6
224001E	M	TO PEARL ST	LAND ADJ TO BRDG			OE	3	S	5/2/2005	5.225	G	5300	$7,632,000.00	6
224004A	M	TO QNS FRM E 59TH ST	FIRST AVE			OE	13	S	6/26/2006	5.507	G	14800	$21,312,000.00	6
224004B	M	TO E 60TH ST FROM QNS	FIRST AVE			OE	13	S	6/17/2006	5.764	G	14800	$21,312,000.00	6
224004C	M	TO E 62ND ST FROM QNS	E 60TH ST			OE	10	S	7/26/2006	4.985	F	16720	$24,076,800.00	6
224004D	M	TO QNS FROM E 58TH ST	E 59TH ST			OE	12	S	8/24/2006	4.547	F	11781	$16,964,640.00	6
224004J	M	25X	NYC GARAGE			OE	14	S	7/24/2006	4.537	F	22058	$31,763,520.00	6
2246550	M	PARK AVE VIADUCT	E 42ND ST			O	10	S	12/12/2006	4.448	F	22150	$31,896,000.00	6
2246560	M	TUDOR CITY PLACE	E 42ND ST			O	1	S	4/10/2006	5.133	G	6600	$9,504,000.00	6
2246570	M	UNITED NATIONS PL	FIRST AVE TUNNEL			OT	2	S	8/4/2006	4.843	F	95000	$136,800,000.00	6
2268650	M	FDR NB 42ND TO 49ST	EAST RIVER			A	119	S	9/9/2005	4.264	F	30767	$44,304,480.00	6
2229289	M	HHP VIADUCT	W 72 ST TO W 79 ST	A		A	145	S	12/7/2004	3.478	F	236100	$339,984,000.00	7
222928C	M	PED BR AT 73RD ST	HHP - AMTRAK		P	A-PED	5	C	5/10/2004	4.618	F	3480	$5,011,200.00	7
2229290	M	W 79 ST	AMTRAK	A		A	1	S	9/7/2006	4.288	F	4500	$6,480,000.00	7
2229309	M	HHP	RIVERSIDE PARK			A	1	S	3/20/2006	5.267	G	2400	$3,456,000.00	7
2229311	M	HHP SB	RAMP TO 96 ST			A	1	S	3/27/2006	4.273	F	2000	$2,880,000.00	7
2229312	M	HHP NB	RAMP TO 96 ST			A	1	S	3/27/2006	4.364	F	2000	$2,880,000.00	7
2229321	M	HHP SB	RAMP TO 96 ST			A	1	S	5/9/2006	5.200	G	2000	$2,880,000.00	7
2229322	M	HHP NB	RAMP TO 96 ST			A	1	S	5/9/2006	5.300	G	2000	$2,880,000.00	7
2246970	M	RIVERSIDE DRIVE	W 96TH ST			O	3	S	6/21/2005	5.500	G	10600	$15,264,000.00	7
2257569	M	MILLER HIGHWAY	TERRAIN			A	64	S	8/20/2005	4.915	F	264190	$380,433,600.00	7
2267250	M	HHP	AMTRAK 30TH ST LINE	A		A	55	S	11/29/2006	3.710	F	40000	$57,600,000.00	7
2267717	M	79 ST PED PLAZA	79 ST BT BASIN GAR		P	A	10	S	4/18/2005	4.593	F	27400	$39,456,000.00	7
2267718	M	79 ST TRAFFIC CIRC	79 ST PED PLAZA		P	A	34	S	6/17/2005	3.934	F	24130	$34,747,200.00	7
226771A	M	79 ST RAMP TO HHP	79 ST BT BASIN GAR		P	AR	4	S	5/16/2005	4.242	F	3131	$4,508,640.00	7
226771B	M	79 ST RAMP TO GAR	79 ST BT BASIN GAR		P	AR	21	S	5/24/2005	4.452	F	7114	$10,244,160.00	7
226771C	M	GAR RAMP TO 79 ST	79 ST BT BASIN GAR		P	AR	21	S	6/16/2005	4.726	F	9095	$13,096,800.00	7
226771D	M	SB HHP RAMP TO 79 ST	79 ST BT BASIN GAR		P	AR	4	S	5/27/2005	4.645	F	2601	$3,745,440.00	7
2269190	M	W.70TH STREET	AMTRAK	A		O	3	S	10/14/2005	6.417	V	17258	$24,851,520.00	7
2269210	M	W.68TH STREET	AMTRAK	A		O	3	S	9/28/2005	6.780	V	5382	$7,750,080.00	7
M00003	M	HHP ON/OFF RMP-79 WB	PEDESTRIAN PATH			A	1	C	6/12/2006	5.030	G	900	$1,296,000.00	7
M00004	M	HHP ON/OFF RMP-79 EB	PEDESTRIAN PATH			A	1	C	7/12/2004	4.900	F	900	$1,296,000.00	7
2232110	M	E 64TH ST PED BRDG	FDR DRIVE		P	A-PED	24	C	5/21/2006	4.719	F	2100	$3,024,000.00	8
2232120	M	E 71ST ST PED BRDG	FDR DRIVE		P	A-PED	19	C	5/21/2006	5.820	G	1800	$2,592,000.00	8
2232140	M	E 78TH ST PED BRDG	FDR DRIVE		P	A-PED	9	C	6/4/2006	2.888	P	1700	$2,448,000.00	8
2232158	M	FDR DRIVE S.B.	FDR DRIVE N.B.			AT	32	S	5/26/2005	4.712	F	54302	$78,194,880.00	8
2232167	M	PROMENADE OVER FDR	FDR/E79TH ST-E91ST ST		P	A-PED	53	S	8/3/2005	3.571	F	93000	$133,920,000.00	8
2233038	M	FDR DRIVE SB	FDR NB / E 62ND ST			AT	34	S	10/23/2006	6.887	V	58700	$100,962,720.00	8
2245319	M	E 97TH ST	METRO NORTH MAIN LN	M		O	1	S	11/7/2006	4.627	F	3200	$4,608,000.00	8
2245380	M	E 66TH ST	PED WALK N. OF ZOO		P	O	1	S	3/6/2006	5.000	G	1500	$2,160,000.00	8
2246410	M	TRANSVERSE RD. #1	PED WALK NEAR 5 AV		P	O	1	S	3/31/2006	4.364	F	1739	$2,504,160.00	8
2269820	M	E 81 ST PED BRIDGE	FDR DRIVE N.B.		P	A-PED	3	C	7/9/2006	3.106	F	900	$1,296,000.00	8
2245230	M	W 148TH ST PED BRDG	AMTRAK 30 ST BRANCH	A	P	O-PED	5	C	3/22/2006	4.067	F	1100	$1,584,000.00	9
2245290	M	W 155TH ST PED BRDG	AMTRAK 30 ST BRANCH	A		O-PED	3	C	3/23/2006	4.262	F	800	$1,152,000.00	9
2246660	M	RIVERSIDE DRIVE	W 125TH ST & OTHERS			O	27	S	7/18/2005	4.389	F	148300	$213,552,000.00	9
2246670	M	W 134 ST VIADUCT	RIVERSIDE DRIVE			O	4	S	10/14/2005	4.944	F	7500	$10,800,000.00	9
2246720	M	RIVERSIDE DRIVE	W 158TH ST	A		O	77	S	11/18/2005	3.639	F	181400	$261,216,000.00	9
2246980	M	RIVERSIDE DRIVE	W 138TH ST			O	1	S	3/27/2006	4.900	F	6700	$9,648,000.00	9

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2266229	M	HHP	PED UNDERPASS @ 148 ST			A	1	S	4/7/2006	5.476	G	1800	$2,592,000.00	9
2267130	M	RIVERSIDE DRIVE	W 145TH ST			O	1	S	6/20/2005	5.000	G	5800	$8,352,000.00	9
2269240	M	RIVERSIDE DRIVE	W. 155TH ST			O	1	S	6/20/2005	4.640	F	4397	$6,331,680.00	9
2246490	M	A.C. POWELL BLVD N.B.	A.C. POWELL BLVD			O	1	S	3/28/2006	4.020	F	5600	$8,064,000.00	10
2246710	M	W 153 ST	A.C. POWELL BLVD			O	1	S	3/28/2006	4.093	F	3082	$4,438,080.00	10
2232180	M	E 103RD ST PED BRDG	FDR DRIVE			A-PED	20	C	6/4/2006	4.900	F	6000	$8,640,000.00	11
2232190	M	E 111TH ST PED BRDG	FDR DRIVE		P	A-PED	14	C	6/11/2006	4.040	F	2600	$3,744,000.00	11
2232200	M	E 120TH ST PED BRDG	FDR DRIVE		P	A-PED	21	C	6/11/2006	4.348	F	2500	$3,600,000.00	11
2233059	M	HARLEM RIVER DRIVE	RAMP TO HRD N.B.			A	11	S	5/30/2006	3.522	F	51000	$73,440,000.00	11
224005A	M	FROM FDR DRIVE	HARLEM RIVER DR			OR	19	S	6/8/2006	4.269	F	29900	$43,056,000.00	11
224007A	M	TO MADISON AVENUE	RELIEF			OR	7	S	5/15/2006	5.225	G	19880	$28,627,200.00	11
2240620	M	WARDS ISLAND PED BRDG	HARLEM RIVER			WMO-PED	10	C	6/28/2004	4.049	F	12600	$18,144,000.00	11
2246620	M	PEDESTRIAN BRIDGE	E 128TH ST			O-PED	18	C	9/8/2006	4.453	F	2300	$3,312,000.00	11
2246990	M	129 - 130 ST PED BRDG	RAMP OFF 3RD AVE			O-PED	1	C	11/17/2006	4.545	F	500	$720,000.00	11
2229349	M	HHP	W 158 ST	A		A	44	S	8/12/2004	4.268	F	140000	$201,600,000.00	12
222934A	M	RAMP TO N.B. HHP	AMTRAK WEST SIDE	A		AR	26	S	8/2/2006	3.875	F	10800	$15,552,000.00	12
2229400	M	W 181ST ST PED BRDG	HHP N.B.		P	A-PED	7	C	3/8/2006	4.358	F	1500	$2,160,000.00	12
2245040	M	FORT TRYON PARK	SOUTH OF CLOISTERS		P	O	1	C	6/21/2006	5.100	G	750	$1,080,000.00	12
2245050	M	FORT TRYON PARK	UNDERPASS		P	O	1	C	6/21/2006	4.867	F	750	$1,080,000.00	12
2245250	M	W 158TH ST	AMTRAK 30 ST BRANCH	A		O	7	S	9/29/2005	6.431	V	29170	$42,004,800.00	12
2245260	M	W 173RD ST PED BRDG	AMTRAK 30 ST BRANCH	A	P	O-PED	2	C	3/28/2006	4.400	F	1500	$2,160,000.00	12
2245300	M	INWOOD HILL PK FTBR	AMTRAK 30 ST BRANCH	A	P	O-PED	6	C	3/28/2006	4.174	F	700	$1,008,000.00	12
2245480	M	TO GWB OPP W 171ST ST	RIVERSIDE DRIVE			O	1	S	5/23/2006	5.143	G	10800	$15,552,000.00	12
2246489	M	W 181 ST	RAMP TO WASH BR			O	1	S	3/7/2006	4.633	F	8200	$11,808,000.00	12
2246500	M	FORT TRYON PLACE	ENTR FROM RIVERSIDE DR		P	O	1	S	4/6/2006	4.333	F	6600	$9,504,000.00	12
2246510	M	CORBIN PL OVERPASS	CORBIN PLACE		P	O	1	S	3/7/2006	5.000	G	2200	$3,168,000.00	12
2246580	M	HIGH BRIDGE PDOVP	87I - HARLEM RIVER		P	WA-PED	11	P	10/1/1985	5.651	G	34100	$49,125,600.00	12
2246600	M	W 176TH ST PED BRDG	APPROACH TO G.W.B.			O-PED	1	C	12/26/2006	4.517	F	1200	$1,728,000.00	12
2246690	M	ISHAM PK VEHICULR	HARLEM RIVER INLET		P	O	1	S	6/21/2006	6.261	V	911	$1,311,840.00	12
2246700	M	ISHM PK PEDESTRN	HARLEM RV INLET		P	WO-PED	1	C	11/20/2006	4.140	F	285	$410,400.00	12
2266230	M	HHP	PED UNDERPASS INWD PK			A	1	S	2/27/2006	5.684	G	800	$1,152,000.00	12
2266240	M	HHP	PED UNDERPASS INWD PK			A	1	S	3/3/2006	5.762	G	1100	$1,584,000.00	12
2267240	M	HRD NB RAMP	HARLEM RIVER DR			A	55	S	11/21/2006	3.083	F	122900	$176,976,000.00	12
2268760	M	PS-5 PEDESTRIAN BR.	TENTH AVENUE			O-PED	5	C	5/16/2005	5.510	G	1500	$2,160,000.00	12
M00001	M	PEDESTRIAN TUNNEL	BROADWAY TO			O-PED	1	C	3/9/2004	5.000	G	2000	$2,880,000.00	12
2245420	M	W 65TH ST E.B.	BRIDLE PATH W END			O	1	S	3/13/2006	4.900	F	1600	$2,304,000.00	64
2246000	M	WEST DRIVE	PED BET 61ST & 62ST		P	O	1	S	3/3/2006	5.267	G	2500	$3,600,000.00	64
2246010	M	FTBRG OPP 62ND ST	BRIDLE PATH		P	O-PED	1	C	9/18/2006	4.894	F	1026	$1,477,440.00	64
2246030	M	PEDESTRIAN BRIDGE	POND		P	O-PED	1	C	6/27/2006	4.172	F	1400	$2,016,000.00	64
2246050	M	CENTRAL DRIVE	PED OPP 63RD ST		P	O	1	S	3/8/2006	4.867	F	2000	$2,880,000.00	64
2246069	M	EAST DRIVE	PEDESTRIAN WALK		P	O	1	S	3/14/2006	4.500	F	2700	$3,888,000.00	64
2246070	M	CPK UNDER CENTR DR	OPP 65TH ST-IN E&W		P	O	1	C	7/6/2006	4.367	F	1200	$1,728,000.00	64
2246080	M	WEST DRIVE	BRIDLE PATH @ 64TH ST		P	O	1	S	2/27/2006	4.667	F	2000	$2,880,000.00	64
2246090	M	PED BRDG OPP 65 ST	TRANSVERSE RD #1		P	O-PED	1	C	4/8/2006	4.655	F	2300	$3,312,000.00	64
2246100	M	CENTRAL DRIVE	TRANSVERSE RD #1		P	O	1	S	4/21/2006	4.200	F	6000	$8,640,000.00	64
2246110	M	EAST DRIVE	TRANSVERSE RD #1		P	O	1	S	4/21/2006	4.633	F	6000	$8,640,000.00	64
2246120	M	WEST DRIVE	TRANSVERSE RD #1		P	O	1	S	4/21/2006	4.833	F	7900	$11,376,000.00	64
2246130	M	CENTRAL PARK	UNDER EAST DRIVE		P	O	1	C	6/15/2006	4.233	F	1200	$1,728,000.00	64
2246140	M	72ND ST ENT TO W DR	BRIDLE PATH		P	O	1	S	3/6/2006	4.500	F	3600	$5,184,000.00	64
2246150	M	72ND ST CROSS DR	NEAR CONCERT GRNDS		P	O	3	S	5/10/2006	5.088	G	7300	$10,512,000.00	64
2246160	M	PED BET 73ST&74ST	THE LAKE		P	WO-PED	1	C	11/30/2005	5.000	G	1655	$2,383,200.00	64
2246170	M	EAST DRIVE	PED WALK @ 73RD ST		P	O	1	S	3/23/2006	5.056	G	1900	$2,736,000.00	64
2246230	M	EAST DRIVE	TRANSVERSE RD #2		P	O	1	S	4/21/2006	4.600	F	6500	$9,360,000.00	64
2246240	M	WEST DRIVE	TRANSVERSE RD #2		P	O	1	S	4/21/2006	4.167	F	7200	$10,368,000.00	64
2246250	M	EAST DRIVE	TRANSVERSE RD #3		P	O	1	S	3/30/2006	4.433	F	5100	$7,344,000.00	64
2246260	M	WEST DRIVE	TRANSVERSE RD #3		P	O	1	S	3/22/2006	4.800	F	5100	$7,344,000.00	64
2246270	M	EAST DRIVE	TRANSVERSE RD #4		P	O	1	S	4/25/2006	3.967	F	7000	$10,080,000.00	64
2246280	M	WEST DRIVE	TRANSVERSE RD #4		P	O	1	S	4/25/2006	4.033	F	4700	$6,768,000.00	64
2246320	M	FTBRG OPP 77TH ST	THE LAKE		P	WO-PED	3	C	10/23/2006	4.231	F	1125	$1,620,000.00	64
2246330	M	WEST DRIVE	FEEDER TO LAKE		P	WO	1	S	3/15/2006	5.000	G	2019	$9,648,000.00	64
2246340	M	PED WALK OPP 77ST	STREAM TO LAKE		P	WO-PED	4	C	11/28/2006	4.548	F	455	$655,200.00	64

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2246350	M	CNTRL PK OVER E DRIVE	S OF CLEOPATRAS NDL		P	O	1	C	6/20/2006	4.400	F	750	$1,080,000.00	64
2246360	M	WEST DRIVE	PED WALK OPP 82 ST		P	O	1	S	3/15/2006	5.273	G	3100	$4,464,000.00	64
2246380	M	PED WALK OPP 86ST	BRIDLE PATH		P	O-PED	1	C	11/14/2006	4.224	F	714	$1,028,160.00	64
2246390	M	PED WALK OPP 86ST	BRIDLE PATH		P	O-PED	3	C	11/16/2006	4.192	F	1095	$1,576,800.00	64
2246400	M	E FOOTBRIDGE	TRANSVERSE RD #2		P	O-PED	1	C	4/1/2006	4.233	F	3700	$5,328,000.00	64
2246430	M	WEST DRIVE	PED OPP 109TH ST		P	O	1	S	3/24/2006	4.250	F	1200	$1,728,000.00	64
2246440	M	PED IN CTR OF PK	TRANSVERSE RD NO.2		P	O-PED	1	C	4/1/2006	4.110	F	5900	$8,496,000.00	64
2246450	M	79 ST ENTR TO E DR	PED PATH OPP 77TH ST		P	O-PED	1	C	2/15/2006	4.320	F	5000	$7,200,000.00	64
2246460	M	77 ST ENTR TO W DR	PED PATH OPP 77TH ST		P	O	2	S	3/7/2006	4.368	F	5800	$8,352,000.00	64
2246470	M	EAST DRIVE	THE LOCH		P	WO	1	S	3/23/2006	4.533	F	1100	$1,584,000.00	64
2240047	MQ	QUEENSBORO BRIDGE(LL)	EAST RIVER	L		WEO	53	S	11/23/2004	4.542	F	626900	$902,736,000.00	6
2240048	MQ	QUEENSBORO BRIDGE(UL)	EAST RIVER-LL			WEO	37	S	12/5/2004	4.623	F	322300	$464,112,000.00	6
2240640	MQ	ROOSEVELT ISLAND	E. RIVER E. CHANNEL			WMO	8	S	12/6/2006	4.208	F	36500	$52,560,000.00	8
2230600	Q	STEINWAY ST	278I W.B. (B.Q.E.)			A	1	S	11/9/2006	6.667	V	4200	$6,048,000.00	1
2230610	Q	STEINWAY ST	278I E.B. (B.Q.E.)			A	1	S	11/8/2006	6.667	V	4200	$6,048,000.00	1
2230620	Q	37TH ST	278I (B.Q.E.)			A	2	S	4/18/2006	4.583	F	5300	$7,632,000.00	1
2230630	Q	35TH ST	278I (B.Q.E.)			A	4	S	6/5/2006	4.819	F	9000	$12,960,000.00	1
2230640	Q	32ND ST	278I (B.Q.E.)			A	2	S	5/6/2005	4.986	F	8100	$11,664,000.00	1
2230657	Q	31ST ST	278I (B.Q.E.)			A	2	S	9/29/2006	4.847	F	9500	$13,680,000.00	1
2230690	Q	BQE EAST LEG NB	32ND AVE			A	1	S	8/2/2006	6.627	V	4080	$5,875,200.00	1
2230700	Q	BQE EAST LEG	TO BQE WEST LEG			A	8	S	12/1/2006	7.000	V	31600	$45,504,000.00	1
2230710	Q	278I S.B. (B.Q.E.)	32ND AVE			A	1	S	9/6/2005	6.695	V	5240	$7,545,600.00	1
2230720	Q	BQE EAST LEG	BQE NB WEST LEG			A	3	S	4/26/2005	6.515	V	20896	$30,090,240.00	1
2230730	Q	31ST AVE	278I (B.Q.E.)			A	1	S	8/15/2005	6.517	V	5845	$8,352,000.00	1
2230740	Q	BQE WEST LEG SB	31ST AVE			A	1	S	9/9/2005	6.545	V	5246	$7,554,240.00	1
2230750	Q	BQE EAST LEG SB	31ST AVE			A	1	S	9/9/2005	6.407	V	2900	$4,176,000.00	1
2230760	Q	BQE WEST LEG NB	31ST AVE			A	1	S	10/23/2006	6.610	V	4020	$5,788,800.00	1
2230770	Q	BQE WEST LEG	30TH AVE			A	1	S	5/24/2005	7.000	V	6199	$8,926,560.00	1
2230790	Q	BULOVA AVE	BQE WEST LEG			A	2	S	3/20/2006	5.667	G	3300	$4,752,000.00	1
2230800	Q	49TH ST	BQE WEST LEG			A	2	S	3/14/2006	5.333	G	4900	$7,056,000.00	1
2230810	Q	ASTORIA BLVD E.B.	BQE WEST LEG			A	4	S	1/16/2006	4.221	F	8200	$11,808,000.00	1
2230820	Q	47TH ST	GCP			A	2	S	4/7/2006	4.944	F	5700	$8,208,000.00	1
2230830	Q	BQE WEST LEG	GCP			A	2	S	8/16/2006	4.639	F	7600	$10,944,000.00	1
2230840	Q	44TH ST	GCP			A	2	S	3/24/2006	4.847	F	5000	$7,200,000.00	1
2230890	Q	49TH ST	GCP			A	2	S	6/14/2006	4.778	F	6350	$9,144,000.00	1
224004G	Q	TO NY FROM 11TH ST	TERRAIN (CHAMBER)			OE	36	S	11/10/2006	4.634	F	8360	$12,038,400.00	1
2240660	Q	RIKERS ISLAND BRIDGE	RIKERS ISL CHANNEL			WO	56	S	7/5/2005	4.282	F	183100	$263,664,000.00	1
1247280	Q	51 AVE PED BR.2247280	LIRR MAIN LINE	L		O-PED	5	C	12/1/2006	3.091	F	700	$1,008,000.00	2
2230520	Q	65TH PLACE	278I (B.Q.E.)			A	2	S	1/20/2006	4.191	F	11600	$16,704,000.00	2
2230530	Q	QUEENS BLVD	278I (B.Q.E.)			A	2	S	10/9/2006	6.083	V	23500	$33,840,000.00	2
2230540	Q	WOODSIDE AVE	278I (B.Q.E.)			A	1	S	1/18/2006	5.063	G	7500	$10,800,000.00	2
2230550	Q	69TH ST	278I (B.Q.E.)			A	2	S	1/26/2006	4.842	F	12600	$18,144,000.00	2
2230560	Q	70TH ST	278I (B.Q.E.)			A	2	S	1/20/2006	5.125	G	8500	$12,240,000.00	2
2230570	Q	41ST AVE	278I (B.Q.E.)			A	3	S	2/10/2006	4.931	F	8800	$12,672,000.00	2
2230587	Q	ROOSEVELT AVE	278I (B.Q.E.)			A	2	S	2/21/2006	4.559	F	6600	$9,504,000.00	2
2230590	Q	BROADWAY	278I (B.Q.E.)			O	2	S	11/21/2006	4.053	F	16000	$23,040,000.00	2
2230669	Q	278I (B.Q.E.)	35TH AVE			A	1	S	9/8/2005	6.831	V	13135	$18,914,400.00	2
2230679	Q	278I (B.Q.E.)	34TH AVE			A	1	S	5/20/2005	6.898	V	7793	$13,680,000.00	2
2230680	Q	278I (B.Q.E.)	NORTHERN BLVD			A	1	S	12/4/2006	6.492	V	27011	$38,895,840.00	2
2230869	Q	QUEENS BLVD	ACCESS RD BQE S.B.			A	1	S	11/26/2006	4.205	F	7900	$11,376,000.00	2
224004E	Q	TO NY FR THOMSON AVE	JACKSON AVE			OE	94	S	12/7/2006	4.792	F	104600	$150,624,000.00	2
224004F	Q	TO NY FROM 21ST ST	21ST ST (QUEENS)			OE	63	S	12/12/2006	4.833	F	63310	$91,166,400.00	2
224004H	Q	TO 21ST ST FROM NY	22ND ST			OE	43	S	12/14/2006	4.366	F	48100	$69,264,000.00	2
224004I	Q	TO THOMSON AVE FROM NY	JACKSON AVE			OE	39	S	10/18/2006	5.082	G	59100	$85,104,000.00	2
2240410	Q	BORDEN AVE	DUTCH KILLS			WMO	2	S	6/8/2005	3.833	F	8400	$12,096,000.00	2
2240450	Q	HUNTERS PT AVE BRIDGE	DUTCH KILLS			WMO	4	S	7/13/2006	5.083	G	12168	$17,521,920.00	2
2247120	Q	WOODSIDE AVE	LIRR MAIN LINE	L		O	3	S	7/27/2005	4.444	F	14900	$21,456,000.00	2
2247150	Q	65TH ST	LIRR N SIDE DIV	L		O	3	S	7/27/2005	6.375	V	6344	$9,135,360.00	2
2247160	Q	65TH PLACE	LIRR N SHR DIV	L		O	3	S	7/26/2005	6.471	V	8381	$12,068,640.00	2
2247260	Q	JACKSON AVE	LIRR,AMT,CON NE	L		O	1	S	11/20/2006	6.183	V	4517	$6,504,480.00	2
2247270	Q	21ST STREET	CONRAIL	C		O	6	S	8/10/2005	5.528	G	17590	$25,329,600.00	2
2247290	Q	49TH AVE	LIRR,AMT,CON NE	L		O	5	S	11/27/2006	4.097	F	20400	$29,376,000.00	2
2247300	Q	THOMPSON AVE	AMTRAK YARD	L		O	14	S	10/16/2006	5.264	G	61280	$88,243,200.00	2
2247310	Q	QUEENS BLVD	AMTRAK & LIRR YARD	L		O	19	S	10/11/2006	6.577	V	92400	$133,056,000.00	2

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2247320	Q	HONEYWELL ST	AMTRAK & LIRR YARD	AL		O	22	S	12/16/2005	6.236	V	99036	$142,611,840.00	2
2247330	Q	39TH ST (NORTH)	SUNNYSIDE YARDS	AL		O	14	S	12/12/2005	6.556	V	48200	$69,408,000.00	2
2247370	Q	37TH AVE	CONRAIL HELLGATE	C		O	1	S	8/4/2005	4.818	F	5300	$7,632,000.00	2
2247380	Q	ROOSEVELT AVE	CONRAIL HELLGATE	C		O	2	S	9/12/2006	4.958	F	5200	$7,488,000.00	2
2247390	Q	41ST AVE	CONRAIL HELLGATE	C		O	2	S	8/8/2005	4.942	F	4400	$6,336,000.00	2
2247400	Q	WOODSIDE AVE	CONRAIL	C		O	1	S	8/12/2005	5.067	G	8200	$11,808,000.00	2
2247410	Q	43RD AVE	CONRAIL	C		O	1	S	8/22/2005	5.033	G	4800	$6,912,000.00	2
2247420	Q	44TH AVE	CONRAIL	C		O	1	S	8/22/2005	5.033	G	5100	$7,344,000.00	2
2247430	Q	45TH AVE	CONRAIL	C		O	1	S	8/23/2005	5.510	G	2400	$3,456,000.00	2
2247640	Q	39 ST (SOUTH)	AMTRAK & LIRR YARD	AL		O	9	S	12/15/2005	6.125	V	34100	$49,104,000.00	2
2230780	Q	BQE EAST LEG	30TH AVE			A	1	S	5/25/2005	7.000	V	7071	$10,182,240.00	3
1247010	Q	91 PLACE (2247010)	LIRR PT WASH BRANCH	L		O	1	S	9/27/2005	6.833	V	2760	$3,974,400.00	4
2247020	Q	94TH ST PED BRDG	LIRR N SIDE DIV	L		O-PED	5	C	12/6/2006	4.030	F	500	$720,000.00	4
2247180	Q	GRAND AVE	LIRR MAIN LINE	L		O	3	S	10/6/2006	4.849	F	7415	$10,677,600.00	4
2247190	Q	55TH AVE PED BRDG	LIRR MAIN LINE	L		O-PED	3	C	11/30/2006	4.360	F	13000	$18,720,000.00	4
2247620	Q	MYRTLE AVE	ABANDONED LIRR	L		O	3	S	1/11/2006	5.111	G	6725	$9,684,000.00	4
1247560	Q	METROPOLITAN AVE	LIRR MONTAUK DIV	L		O	2	S	10/2/2006	3.762	F	20900	$30,096,000.00	5
2065930	Q	HAMILTON PLACE	495I (L.I.E.)			A	2	S	4/11/2006	6.069	V	11111	$15,999,840.00	5
2065940	Q	GRAND AVE	495I (L.I.E.)			A	2	S	10/23/2006	5.264	G	12850	$18,504,000.00	5
2065950	Q	69TH STREET	495I (L.I.E.)			A	2	S	5/24/2005	5.417	G	10336	$14,883,840.00	5
2230040	Q	CYPRESS HILLS ST	JACKIE ROBINSON PKWY			A	1	S	5/8/2006	5.278	G	5000	$7,200,000.00	5
2230099	Q	JACKIE ROBINSON PKWY	CYPRESS HILLS CEMETRY			A	1	S	1/31/2006	5.444	G	4200	$6,048,000.00	5
2247440	Q	GRAND AVE	CONRAIL	C		O	1	S	8/23/2005	6.483	V	3280	$4,723,200.00	5
2247450	Q	57TH AVE	CONRAIL	C		O	1	S	8/24/2005	6.195	V	2248	$3,237,120.00	5
2247460	Q	CALDWELL AVE	CONRAIL	C		O	1	S	9/6/2006	6.194	V	2243	$3,229,920.00	5
2247470	Q	ELIOT AVE	CONRAIL	C		O	1	S	8/24/2005	5.250	G	3600	$5,184,000.00	5
2247480	Q	JUNIPER BLVD SO	CONRAIL	C		O	1	S	8/30/2005	5.417	G	9000	$12,960,000.00	5
2247490	Q	69TH ST JUNPR BLVD	CONRAIL	C		O	1	S	9/6/2006	5.362	G	6175	$8,892,000.00	5
2247500	Q	METROPOLITAN AVE	CONRAIL	C		O	1	S	8/30/2005	4.167	F	18650	$26,856,000.00	5
2247530	Q	ANDREWS AVE	LIRR MONTAUK DIV	L		O	1	S	6/20/2005	7.000	V	1765	$4,608,000.00	5
2247540	Q	60TH ST	LIRR MONTAUK DIV	L		O	2	S	7/18/2005	5.264	G	5340	$7,689,600.00	5
2247550	Q	ELIOT AVE	LIRR MONTAUK DIV	L		O	2	S	6/21/2005	5.894	G	9550	$13,752,000.00	5
2247570	Q	80TH ST	71ST TO 77TH AVE	L		O	5	S	9/27/2006	5.169	G	11725	$16,884,000.00	5
2247630	Q	PED BRG NEAR UNION TPK	ABANDONED LIRR			O-PED	8	C	6/22/2006	5.422	G	900	$1,296,000.00	5
2247650	Q	60TH RD PED BRDG	LIRR MAIN LINE	L		O-PED	3	C	11/29/2006	4.934	F	2293	$3,301,920.00	5
2248200	Q	RUST ST	FLUSHING AVE			O	1	S	7/11/2005	5.078	G	2940	$4,233,600.00	5
2248220	Q	FLUSHING AV SERVICE	FLUSHING AVE			O	1	S	7/11/2005	5.125	G	2940	$4,233,600.00	5
2248240	Q	SERVICE RD TURNAROUND	OVER FLUSHING AVE			O	1	S	7/11/2005	5.250	G	2940	$4,233,600.00	5
2248280	Q	HIGHLAND PK PED.	PEDESTRIAN PATH		P	O-PED	1	C	11/29/2006	3.667	F	1856	$2,672,640.00	5
2248300	Q	71ST AVE	COOPER AVE			O	1	S	6/8/2005	4.458	F	2800	$4,032,000.00	5
1247200	Q	67 AVE PED BR 2247200	LIRR MAIN LINE	L		O-PED	3	C	12/7/2006	4.000	F	1300	$1,872,000.00	6
2066002	Q	495I (2066000)	WOODHAVEN BLVD			A	2	S	7/14/2005	6.197	V	25200	$36,288,000.00	6
2248159	Q	WOODHAVEN BLVD	QUEENS BLVD			O	2	S	8/9/2006	4.288	F	11500	$16,560,000.00	6
1065210	Q	WHITESTONE EXP NB	BCIP (2065210)			A	1	S	8/17/2006	4.683	F	2500	$3,600,000.00	7
2055801	Q	NORTHERN BLVD W.B.	FLUSHING RIVER			WO	40	S	9/20/2006	4.817	F	71900	$103,536,000.00	7
2055802	Q	NORTHERN BLVD E.B.	FLUSHING RIVER			WO	40	S	9/20/2006	4.366	F	78894	$113,607,360.00	7
205580A	Q	N.BLVD WB TO 678I SB	VACANT LAND			AR	16	S	9/1/2006	5.571	G	8600	$12,384,000.00	7
2231900	Q	BCIP	FORT TOTTEN ENTRANCE			A	1	S	6/29/2006	4.797	F	4900	$7,056,000.00	7
2231910	Q	UTOPIA PKWY	BCIP			A	2	S	2/10/2006	5.136	G	7200	$10,368,000.00	7
2231920	Q	160TH ST	BCIP			A	2	S	4/11/2005	5.861	G	5550	$7,992,000.00	7
2231930	Q	FRANCIS LEWIS BLVD	BCIP			A	3	S	2/6/2006	4.773	F	9100	$13,104,000.00	7
2231940	Q	CLINTONVILLE ST	BCIP			A	2	S	2/6/2006	4.705	F	7400	$10,656,000.00	7
2231950	Q	150TH ST	BCIP			A	2	S	2/6/2006	4.977	F	5900	$8,496,000.00	7
2231960	Q	149TH ST	BCIP			A	2	S	2/9/2006	4.841	F	6210	$8,942,400.00	7
2231970	Q	14TH AVE	BCIP			A	2	S	2/9/2006	4.705	F	8100	$11,664,000.00	7
2231980	Q	147TH ST	BCIP			A	2	S	2/9/2006	4.523	F	6300	$9,072,000.00	7
2247040	Q	UNION ST	LIRR N SIDE DIV	L		O	1	S	6/20/2005	6.391	V	3313	$4,770,720.00	7
2247050	Q	BOWNE AVE	LIRR N SIDE DIV	L		O	1	S	8/28/2006	5.490	G	4974	$7,162,560.00	7
2247060	Q	PARSONS BLVD	LIRR N SIDE DIV	L		O	1	S	8/29/2006	5.176	G	4200	$6,048,000.00	7
2247070	Q	147TH ST	LIRR N SIDE DIV	L		O	1	S	6/21/2005	5.627	G	2800	$4,032,000.00	7
2247080	Q	149TH ST	LIRR N SIDE DIV	L		O	1	S	6/21/2005	4.776	F	4100	$5,904,000.00	7
2247090	Q	149TH PLACE	LIRR N SIDE DIV	L		O	2	S	6/22/2005	5.316	G	4300	$6,192,000.00	7
2247100	Q	150TH ST	LIRR N SIDE DIV	L		O	2	S	6/23/2005	6.588	V	7830	$11,275,200.00	7
2247110	Q	MURRAY ST	LIRR N SIDE DIV	L		O	1	S	6/23/2005	5.556	G	4000	$5,760,000.00	7
2248090	Q	FLSHG MDW PK PED.	LAWRENCE STREET		P	O-PED	3	C	11/30/2006	4.736	F	8418	$12,121,920.00	7

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2266160	Q	678I SB TO BCIP EB	ACCESS RD FROM 678I			A	1	S	5/15/2006	4.078	F	2300	$3,312,000.00	7
7705510	Q	167TH ST PED BRDG	LIRR PORT WASH BRANCH	L		O-PED	3	C	11/28/2006	4.020	F	600	$864,000.00	7
2248059	Q	MOTOR PKWY (PED)	FRANCIS LEWIS BLD		P	O-PED	2	C	9/12/2006	4.708	F	2756	$3,968,640.00	8
2248080	Q	MOTOR PKWY (PED)	HOLLIS COURT BLVD		P	O-PED	3	C	11/17/2006	5.000	G	2670	$3,844,800.00	8
2248100	Q	MOTOR PKWY (PED)	73RD AVE		P	O-PED	3	C	3/18/2005	4.750	F	2640	$3,801,600.00	8
2267199	Q	FRANCIS LEWIS BLVD	PARK ROAD			O	1	S	4/11/2005	5.033	G	7085	$10,202,400.00	8
2230209	Q	QUEENS BLVD	JACKIE ROBINSON PKWY	T		A	5	S	7/18/2006	4.778	F	37700	$129,600,000.00	9
2247220	Q	80TH ROAD	LIRR MAIN LINE	L		O	3	S	7/28/2005	4.857	F	4100	$5,904,000.00	9
2247230	Q	82ND AVE	LIRR MAIN LINE	L		O	3	S	7/29/2005	5.377	G	4100	$5,904,000.00	9
2247240	Q	LEFFERTS BLVD	LIRR MAIN LINE	L		O	3	S	7/29/2005	5.917	G	5460	$7,862,400.00	9
2247590	Q	FOREST PARK DRIVE	LIRR MONTAUK DIV	L	P	O	5	S	10/2/2006	5.509	G	6000	$8,640,000.00	9
2247600	Q	PARK LANE SOUTH	LIRR MONTAUK DIV	AL		O	1	S	9/7/2006	6.983	V	3024	$4,354,560.00	9
2247660	Q	FOREST PARK DRIVE	ABANDONED LIRR	L	P	O	6	S	1/12/2006	5.381	G	10000	$14,400,000.00	9
2248019	Q	WOODHAVEN BLVD	ATLANTIC AVE			O	3	S	6/6/2006	4.417	F	19400	$27,936,000.00	9
2248299	Q	INTER PKWY-UNION TPK	AUSTIN ST			O	1	S	5/30/2006	4.250	F	5900	$8,496,000.00	9
2248340	Q	FOREST PARK DR	MYRTLE AVE		P	O	3	S	6/7/2005	4.984	F	5100	$7,344,000.00	9
2231559	Q	CROSS BAY BLVD	BSHP			A	4	S	5/19/2006	5.194	G	23205	$33,415,200.00	10
2231560	Q	S CONDUIT BLVD	BSOP			A	2	S	7/20/2006	5.465	G	15776	$22,717,440.00	10
2231570	Q	COHANCY ST	BSOP			A	2	S	4/19/2006	4.632	F	6400	$9,216,000.00	10
2231580	Q	AQUEDUCT RCTK RAMP	BSOP			A	4	S	6/23/2006	4.125	F	14000	$20,160,000.00	10
2231590	Q	130TH ST	BSOP			A	2	S	2/2/2006	4.750	F	6800	$9,792,000.00	10
2240650	Q	163RD ST PED BRDG	HAWTREE BASIN			WO-PED	13	C	4/6/2006	4.351	F	5000	$7,200,000.00	10
2248020	Q	WHITELAW PED BRDG	CONDUIT AVE			O-PED	7	C	12/26/2006	4.887	F	5500	$7,920,000.00	10
2248039	Q	CROSS BAY BLVD	CONDUIT BLVD			O	2	S	6/1/2005	6.444	V	16544	$23,823,360.00	10
2248040	Q	LINDEN BLVD	CONDUIT AVE			O	1	S	6/22/2006	5.233	G	3352	$4,826,880.00	10
2248250	Q	102ND ST	HAWTREE BASIN			WO	3	S	7/21/2005	6.456	V	4900	$7,056,000.00	10
2231860	Q	W ALLEY ROAD	BCIP			A	2	S	8/18/2005	5.579	G	7200	$10,368,000.00	11
2231870	Q	NORTHERN BLVD	BCIP			A	2	S	10/9/2006	6.458	V	9400	$13,536,000.00	11
2231880	Q	CROCHERON PK PED	BCIP		P	A-PED	11	C	8/4/2006	4.929	F	2300	$3,312,000.00	11
2231890	Q	28TH AVE PED BRDG	BCIP		P	A-PED	24	C	8/29/2005	5.150	G	7600	$10,944,000.00	11
2240440	Q	NORTHERN BLVD	ALLEY CREEK			WO	2	S	5/30/2006	4.750	F	8300	$11,952,000.00	11
2247130	Q	CORPORAL KENNEDY ST	LIRR N SIDE DIV	L		O	1	S	7/29/2005	6.235	V	3379	$4,865,760.00	11
2247140	Q	BELL BLVD	LIRR N SIDE DIV	L		O	1	S	6/24/2005	5.814	G	4320	$6,220,800.00	11
2247170	Q	DOUGLASTON PKWY	LIRR N SIDE DIV	L		O	3	S	8/30/2006	4.949	F	6300	$9,072,000.00	11
2247680	Q	221ST ST	LIRR N SIDE DIV	L		O	3	S	6/24/2005	6.000	G	6050	$8,712,000.00	11
2248060	Q	MOTOR PKWY (PED)	BELL BLVD		P	O-PED	2	C	9/18/2006	4.542	F	2648	$3,813,120.00	11
2248070	Q	MOTOR PKWY (PED)	SPRINGFIELD BLVD		P	O-PED	3	C	9/12/2006	4.597	F	2940	$4,233,600.00	11
2266129	Q	DOUGLASTON PKWY	BCIP			A	1	S	3/24/2006	4.429	F	4400	$6,336,000.00	11
2266139	Q	DOUGLASTON PKWY	BCIP			A	1	S	3/23/2006	4.633	F	6400	$9,216,000.00	11
7703720	Q	216TH ST PED BRDG	LIRR PORT WASH BRANCH	L		O-PED	6	C	8/2/2004	4.105	F	400	$576,000.00	11
2248160	Q	ELLIOT AVE	QUEENS BLVD			O	2	S	8/9/2006	4.922	F	13785	$19,850,400.00	12
2231610	Q	GUY R. BREWER BLVD	BSOP			A	4	S	4/22/2005	6.569	V	12342	$17,772,480.00	13
2231620	Q	FARMERS BLVD	BSOP			A	2	S	6/15/2006	4.568	F	6400	$9,216,000.00	13
2231630	Q	SPRINGFIELD BLVD	BSOP			A	2	S	4/27/2006	4.568	F	8500	$12,240,000.00	13
2231640	Q	225TH ST	BSOP			A	2	S	6/16/2006	4.727	F	7000	$10,080,000.00	13
2231650	Q	SUNRISE HWY W.B.	BLP E.B.			A	1	S	3/27/2006	4.623	F	4100	$5,904,000.00	13
2231660	Q	SUNRISE HWY W.B.	BLP W.B.			A	2	S	4/6/2006	4.565	F	5350	$7,704,000.00	13
2231670	Q	N CONDUIT AVE W.B.	BLP E.B.			A	1	S	1/16/2006	4.917	F	4000	$5,760,000.00	13
2231680	Q	N CONDUIT AVE WB	BLP W.B.			A	2	S	1/16/2006	4.932	F	6500	$9,360,000.00	13
2231690	Q	FRANCIS LEWIS BLVD	BLP E.B.			A	1	S	3/14/2006	5.167	G	6000	$8,640,000.00	13
2231700	Q	FRANCIS LEWIS BLVD	BLP W.B.			A	1	S	3/14/2006	4.833	F	6000	$8,640,000.00	13
2231710	Q	MERRICK BLVD	BLP N.B.			A	1	S	3/23/2006	4.467	F	6000	$8,640,000.00	13
2231720	Q	MERRICK BLVD	BLP S.B.			A	1	S	3/23/2006	4.200	F	6000	$8,640,000.00	13
2231730	Q	130TH AVE	BLP N.B.			A	1	S	1/16/2006	5.267	G	4400	$6,336,000.00	13
2231740	Q	130TH AVE	BLP S.B.			A	1	S	1/11/2006	4.767	F	4400	$6,336,000.00	13
2231750	Q	LINDEN BLVD	BCIP			A	2	S	2/16/2006	4.341	F	6700	$9,648,000.00	13
2231760	Q	BCIP	DUTCH BROADWAY-115 AVE			A	1	S	2/24/2006	4.442	F	7300	$10,512,000.00	13
2231770	Q	BELMONT PARK RAMP	BCIP		P	A	1	S	2/7/2006	4.688	F	3200	$4,608,000.00	13
2231780	Q	HEMPSTEAD AVE	BCIP			A	2	S	3/16/2006	4.161	F	14200	$20,448,000.00	13
2231790	Q	BELMONT PARK RAMP	BCIP		P	A	1	S	1/16/2006	4.656	F	3400	$4,896,000.00	13
2231800	Q	SUPERIOR ROAD	BCIP			A	2	S	3/13/2006	4.318	F	7000	$10,080,000.00	13
2231819	Q	JAMAICA AVE	BCIP			A	2	S	3/3/2006	4.773	F	11500	$16,560,000.00	13
2231829	Q	BRADDOCK AVE	BCIP			A	2	S	3/3/2006	4.591	F	10600	$15,264,000.00	13
2231840	Q	HILLSIDE AVE	BCIP			A	2	S	4/4/2006	4.079	F	9672	$13,927,680.00	13
2231850	Q	UNION TPKE	BCIP			A	2	S	5/23/2006	4.364	F	13600	$19,584,000.00	13
2248110	Q	MOTOR PKWY (PED)	ALLEY PK PED WALK		P	O-PED	1	C	7/14/2006	5.000	G	963	$1,386,720.00	13
2248129	Q	UNION TPKE	CREEDMO0RE HOSP RD			O	1	S	6/3/2005	4.867	F	3500	$5,040,000.00	13
2266149	Q	HEMPSTEAD AVE	CROSS ISLAND PKWY			A	2	S	3/20/2006	4.207	F	9500	$13,680,000.00	13
2266770	Q	CROSS ISLAND PKWY	LAURELTON PKWY			A	1	S	4/21/2006	5.250	G	9508	$13,691,520.00	13
2268770	Q	SPRINGFIELD BLVD	EQUES. PATH (ABAND.)			O	1	S	4/27/2005	4.667	F	1470	$2,116,800.00	13

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2300130	Q	HOOK CREEK	HOOK CREEK BRIDGE			WO	3	S	7/21/2005	6.339	V	18302	$26,354,880.00	13
Q00002	Q	BCIP	PATH OPPOSITE 88TH RD			A	1	C	6/21/2006	4.600	F	1200	$1,728,000.00	13
2240507	Q	ROOSEVELT AVE	678I - VAN WYCK EXPWY			WA	27	S	12/13/2006	3.535	F	84424	$121,570,560.00	81
2248130	Q	FLUSHING MEADW PK	WILLOW LK&76TH RD		P	WO-PED	4	C	4/20/2002	1.000	P	1891	$2,723,040.00	81
2248140	Q	FLUSHING MEADW PK	STREAM N OF LIE		P	WO-PED	5	C	10/2/2006	4.880	F	4102	$5,906,880.00	81
2248260	Q	FLUSHING MEADW PARK	MEADOW LAKE & 69TH RD		P	WO	5	S	5/26/2006	4.855	F	4200	$6,048,000.00	81
2248379	Q	FLUSHING MW PK RD	AQUACADE LAKE		P	WO-PED	5	C	3/7/2006	5.000	G	6321	$9,102,240.00	81
2230120	Q	MYRTLE AVE	JACKIE ROBINSON PKWY			A	1	S	2/16/2006	5.563	G	6400	$9,216,000.00	82
2230179	Q	JACKIE ROBINSON PKWY	METROPOLITAN AVE			A	2	S	4/19/2006	5.321	G	8673	$12,489,120.00	82
2230180	Q	UNION TPKE	JACKIE ROBINSON PKWY			A	1	S	2/7/2006	5.984	G	5359	$7,716,960.00	82
2230190	Q	MARKWOOD ROAD	JACKIE ROBINSON PKWY			A	1	S	4/13/2006	5.389	G	4400	$6,336,000.00	82
2248369	Q	ROCKAWAY BLVD	THURSTON BASIN			WO	2	S	7/19/2005	5.158	G	6000	$8,640,000.00	83
2248230	Q	BEACH CHANNEL DR WB	BEACH CHANNEL DR EB			O	1	S	7/7/2005	4.400	F	3600	$5,184,000.00	84
2267160	Q	ROOSEVELT AVE	FLUSHING MDW PK ROAD			O	4	S	9/13/2005	4.683	F	7280	$10,483,200.00	84
2249040	R	TOMPKINS AVE	B&O RR (ABANDONED)			O	1	S	4/4/2006	6.234	V	5096	$7,338,240.00	1
2249070	R	JOHN ST	B&O RAILROAD	O		O-PED	3	C	12/4/2006	5.648	G	5800	$8,352,000.00	1
2249090	R	MORNINGSTAR ROAD	B&O RAILROAD	O		O	4	S	4/20/2005	5.169	G	7900	$11,376,000.00	1
2249100	R	GRANITE AVE	B&O RAILROAD	O		O	4	S	3/21/2006	6.034	V	7300	$10,512,000.00	1
2249110	R	LAKE AVE	B&O RAILROAD	O		O	3	S	4/12/2005	5.370	G	5900	$8,496,000.00	1
2249120	R	SIMONSON AVE	B&O RAILROAD	O		O	3	S	4/22/2005	6.093	V	5819	$8,379,360.00	1
2249130	R	VAN NAME AVE	B&O RAILROAD	O		O	3	S	4/13/2006	5.254	G	5474	$7,882,560.00	1
2249140	R	VAN PELT AVE	B&O RAILROAD	O		O	3	S	4/15/2005	5.780	G	5000	$7,200,000.00	1
2249160	R	DE HART AVE	B&O RAILROAD	O		O	4	S	4/19/2005	6.500	V	6700	$9,648,000.00	1
2249170	R	UNION AVE	B&O RAILROAD	O		O	4	S	4/26/2005	5.426	G	6500	$9,360,000.00	1
2249180	R	HARBOR ROAD	B&O RAILROAD	O		O	4	S	5/9/2005	6.356	V	6615	$9,525,600.00	1
2249200	R	SOUTH AVE	B&O RAILROAD	O		O	3	S	10/3/2005	6.927	V	8322	$11,983,680.00	1
2249510	R	TOMPKINS AVE	WILLOW AVE, SIRT	S		O	2	S	10/20/2006	5.537	G	5378	$7,744,320.00	1
2249520	R	HANNAH ST	SIRT SOUTH SHORE	S		O	10	S	12/7/2005	4.983	F	10020	$14,428,800.00	1
2249530	R	MINTHORNE ST PED BRDG	SIRT SOUTH SHORE	S		O-PED	26	C	7/12/2006	4.851	F	1600	$2,304,000.00	1
2249710	R	WEST FOOTBRIDGE	CLOVE LAKE		P	WO-PED	2	C	11/21/2005	4.296	F	899	$1,294,560.00	1
2249720	R	EAST FOOTBRIDGE	CLOVE LAKE		P	WO-PED	2	C	11/21/2005	4.296	F	899	$1,294,560.00	1
2249730	R	BRIDGE OVER DAM	N.END CLOVE LAKE		P	WO-PED	1	C	11/30/2006	5.108	G	972	$1,399,680.00	1
2249760	R	MARTLINGS AVE	RICHMOND LAKE DAM			WO	2	S	5/12/2005	4.867	F	7000	$10,080,000.00	1
2249770	R	S OF BROOKS LAKE	STREAM IN PARK		P	WO-PED	3	C	12/22/2006	4.796	F	696	$1,002,240.00	1
2249780	R	FOOTBRIDGE	BROOKS LAKE DAM		P	WO-PED	1	C	10/31/2006	4.633	F	800	$1,152,000.00	1
2249790	R	FB S OF FOREST AV	STREAM IN PARK		P	WO-PED	3	C	12/6/2006	5.000	G	658	$947,520.00	1
2249800	R	FOREST AVE	CLOVE LAKES PK STREAM		P	WO	1	S	9/2/2005	4.633	F	1600	$2,304,000.00	1
2249840	R	TOMPKINS AVE	GREENFIELD AVE			O	1	S	2/15/2006	5.106	G	2562	$3,689,280.00	1
2269730	R	PARKING EXIT RAMP	SIRT		F	O	10	S	11/20/2006	4.222	F	20727	$29,846,880.00	1
2269740	R	BUS STATION NORTH	SIRT		F	O	12	S	11/16/2006	4.880	F	64605	$93,031,200.00	1
2269750	R	BUS STATION SOUTH	SIRT		F	O	12	S	11/15/2004	4.520	F	154688	$222,750,720.00	1
2269760	R	NORTH RAMP	SIRT		F	O	9	S	11/28/2006	4.181	F	17589	$25,328,160.00	1
2269770	R	BUS STA ENTR RAMP	SIRT		F	O	19	S	12/1/2004	4.431	F	39333	$56,639,520.00	1
2269780	R	PARKING ENTR RAMP	SIRT		F	O	3	S	10/6/2006	4.986	F	8589	$12,368,160.00	1
2269790	R	BUS STATION EXIT RAMP	SIRT		F	O	7	S	10/12/2006	4.667	F	28721	$41,358,240.00	1
2240350	R	RICHMOND AVE	RICHMOND CREEK			WO	3	S	6/16/2005	5.819	G	32589	$46,928,160.00	2
2249400	R	BEACH AVE	SIRT SOUTH SHORE	S		O	2	S	10/24/2005	5.697	G	3700	$5,328,000.00	2
2249410	R	ROSS AVE	SIRT SOUTH SHORE	S		O	2	S	10/26/2005	5.500	G	3800	$5,472,000.00	2
2249420	R	ROSE AVE	SIRT SOUTH SHORE	S		O	2	S	11/4/2005	5.712	G	3800	$5,472,000.00	2
2249430	R	NEW DORP LANE	SIRT SOUTH SHORE	S		O	2	S	10/21/2005	4.972	F	7600	$10,944,000.00	2
2249440	R	BANCROFT AVE	SIRT SOUTH SHORE	S		O	3	S	10/21/2005	5.492	G	5900	$8,496,000.00	2
2249450	R	FREMONT AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	3	C	5/14/2004	4.411	F	800	$1,152,000.00	2
2249460	R	LINCOLN AVE	SIRT SOUTH SHORE	S		O	1	S	10/27/2005	5.483	G	4500	$6,480,000.00	2
2249470	R	MIDLAND AVE	SIRT SOUTH SHORE	S		O	1	S	10/28/2005	5.603	G	3000	$4,320,000.00	2
2249480	R	FINGERBOARD ROAD	SIRT SOUTH SHORE	S		O	2	S	10/31/2005	6.708	V	5100	$7,344,000.00	2
2249490	R	CLOVE ROAD	SIRT SOUTH SHORE	S		O	3	S	10/31/2006	6.097	V	5270	$7,588,800.00	2
2249860	R	SLATER BLVD	NEW CREEK			WO	1	S	4/14/2005	5.673	G	2037	$2,933,280.00	2
2249870	R	TRAVIS AVE	MAIN CREEK			WO	1	S	8/3/2005	6.100	V	1700	$2,213,280.00	2
2249880	R	CHELSEA ROAD	SAWMILL CREEK			WO	1	S	4/20/2005	6.833	V	2205	$3,175,200.00	2
2249210	R	MAIN ST PED BRDG	SIRT SOUTH SHORE	S		O-PED	9	C	3/24/2006	4.481	F	400	$576,000.00	3
2249230	R	TRACY AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	9	C	4/19/2006	3.920	F	200	$288,000.00	3
2249240	R	ARTHUR KILL ROAD	SIRT SOUTH SHORE	S		O	1	S	11/1/2006	4.759	F	3700	$5,328,000.00	3
2249250	R	BETHEL AV PED BRDG	SIRT SOUTH SHORE	S		O-PED	12	C	3/21/2005	3.418	F	500	$720,000.00	3
2249269	R	PAGE AVE	SIRT SOUTH SHORE	S		O	4	S	10/7/2005	6.306	V	30420	$43,804,800.00	3
2249270	R	RICHMMD VALLY ROAD	SIRT SOUTH SHORE	S		O	4	S	10/5/2005	5.284	G	9300	$13,392,000.00	3
2249280	R	COZZINS BLVD PED BRDG	SIRT SOUTH SHORE	S		O-PED	7	C	4/19/2006	4.294	F	200	$288,000.00	3
2249290	R	SEGUINE AVE	SIRT SOUTH SHORE	S		O	1	S	10/10/2005	6.016	V	2200	$3,168,000.00	3
2249300	R	HUGUENOT AVE	SIRT SOUTH SHORE	S		O	2	S	10/4/2005	4.924	F	4900	$7,056,000.00	3

INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2249320	R	ALBEE AVE	SIRT SOUTH SHORE	S		O	3	S	10/11/2005	4.623	F	6500	$9,360,000.00	3
2249330	R	ANNADALE ROAD	SIRT SOUTH SHORE	S		O	2	S	10/14/2005	4.409	F	4500	$6,480,000.00	3
2249350	R	NELSON AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	3	C	4/13/2006	4.725	F	300	$432,000.00	3
2249360	R	GIFFORDS LANE	SIRT SOUTH SHORE	S		O	1	S	10/31/2006	5.781	G	3042	$4,380,480.00	3
2249370	R	GREAVES AVE	SIRT SOUTH SHORE	S		O	1	S	10/17/2005	6.750	V	3950	$5,688,000.00	3
2249380	R	GUYON AVE	SIRT SOUTH SHORE	S		O	3	S	10/18/2005	4.869	F	6900	$9,936,000.00	3
2249390	R	CEDARVIEW AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	5	C	3/21/2006	4.615	F	600	$864,000.00	3
2249580	R	BELFIELD AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	5	C	4/11/2006	5.110	G	400	$576,000.00	3
2249810	R	HYLAN BLVD	LEMON CREEK			WO	1	S	2/27/2006	6.406	V	11400	$16,416,000.00	3
2249820	R	ARTHUR KILL ROAD	ARTHUR KILL STREAM			WO	1	S	4/22/2005	4.122	F	2000	$2,880,000.00	3
2268920	R	AMBOY ROAD	LEMON CREEK			WO	1	S	2/27/2006	6.500	V	1310	$1,886,400.00	3
787	BRIDGES					4507			SPANS			14479072	$20,917,307,520.00	

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2248250	Q	102ND ST	HAWTREE BASIN			WO	3	S	7/21/2005	6.456	V	4900	$7,056,000.00	10
2245209	M	11TH AVE	AMTRAK 30 ST BRANCH	A		O	2	S	11/3/2006	4.588	F	15400	$22,176,000.00	4
2243630	K	11TH AVE	LIRR & SEA BEACH	NT		O	5	S	9/7/2006	6.603	V	9700	$13,968,000.00	10
2245010	M	11TH AVE VIADUCT	LIRR WEST SIDE YARD	AL		O	39	S	12/15/2006	3.917	F	157500	$226,800,000.00	4
2246990	M	129 - 130 ST PED BRDG	RAMP OFF 3RD AVE			O-PED	1	C	11/17/2006	4.545	F	500	$720,000.00	11
2231730	Q	130TH AVE	BLP N.B.			A	1	S	1/16/2006	5.267	G	4400	$6,336,000.00	13
2231740	Q	130TH AVE	BLP S.B.			A	1	S	1/11/2006	4.767	F	4400	$6,336,000.00	13
2231590	Q	130TH ST	BSOP			A	2	S	2/2/2006	4.750	F	6800	$9,792,000.00	10
2243640	K	13TH AVE	LIRR & SEA BEACH	NT		O	5	S	8/29/2005	4.694	F	16000	$23,040,000.00	10
2240089	BM	145TH ST BRIDGE	HARLEM RIVER			WMO	8	S	6/24/2006	3.083	F	56700	$81,648,000.00	10
2231980	Q	147TH ST	BCIP			A	2	S	2/9/2006	4.523	F	6300	$9,072,000.00	7
2247070	Q	147TH ST	LIRR N SIDE DIV	L		O	1	S	6/21/2005	5.627	G	2800	$4,032,000.00	7
2247090	Q	149TH PLACE	LIRR N SIDE DIV	L		O	2	S	6/22/2005	5.316	G	4300	$6,192,000.00	7
2231960	Q	149TH ST	BCIP			A	2	S	2/9/2006	4.841	F	6210	$8,942,400.00	7
2247080	Q	149TH ST	LIRR N SIDE DIV	L		O	1	S	6/21/2005	4.776	F	4100	$5,904,000.00	7
2231970	Q	14TH AVE	BCIP			A	2	S	2/9/2006	4.705	F	8100	$11,664,000.00	7
2243650	K	14TH AVE	LIRR BAY RIDGE	N		O	1	S	9/22/2006	6.667	V	4720	$6,796,800.00	11
2231950	Q	150TH ST	BCIP			A	2	S	2/6/2006	4.977	F	5900	$8,496,000.00	7
2247100	Q	150TH ST	LIRR N SIDE DIV	L		O	2	S	6/23/2005	6.588	V	7830	$11,275,200.00	7
2243670	K	15TH AVE	BMT SEA BEACH	T		O	6	S	9/29/2005	6.568	V	17300	$24,912,000.00	11
2243340	K	15TH AVE	LIRR BAY RIDGE	N		O	1	S	9/28/2006	4.745	F	3614	$5,204,160.00	11
2231920	Q	160TH ST	BCIP			A	2	S	4/11/2005	5.861	G	5550	$7,992,000.00	7
2240650	Q	163RD ST PED BRDG	HAWTREE BASIN			WO-PED	13	C	4/6/2006	4.351	F	5000	$7,200,000.00	10
7705510	Q	167TH ST PED BRDG	LIRR PORT WASH BRANCH	L		O-PED	3	C	11/28/2006	4.020	F	600	$864,000.00	7
2243680	K	16TH AVE	BMT SEA BEACH	T		O	3	S	8/11/2006	5.519	G	6816	$9,815,040.00	11
2243360	K	16TH AVE	LIRR BAY RIDGE	N		O	1	S	11/10/2006	5.483	G	4345	$6,256,800.00	11
206672A	B	174TH ST-NTH PED BRDG	895I - SHERIDAN EXPWY			A-PED	4	C	12/28/2005	4.958	F	1800	$2,592,000.00	9
206672B	B	174TH ST-STH PED BRDG	895I - SHERIDAN EXPWY			A-PED	4	C	12/28/2005	5.292	G	1900	$2,736,000.00	9
2243690	K	17TH AVE	BMT SEA BEACH	T		O	4	S	8/18/2006	6.288	V	8500	$12,240,000.00	11
2243370	K	17TH AVE	LIRR BAY RIDGE	N		O	1	S	12/1/2004	4.784	F	3406	$4,904,640.00	12
2231300	K	17TH AVE PED BRDG	BSHP		P	A-PED	1	C	12/20/2006	3.886	F	2100	$3,024,000.00	11
2243700	K	18TH AVE	BMT SEA BEACH	T		O	4	S	8/31/2005	6.842	V	8700	$12,528,000.00	11
2243380	K	18TH AVE	LIRR BAY RIDGE	N		O	1	S	11/21/2006	4.813	F	6006	$8,648,640.00	12
2243710	K	19TH AVE	BMT SEA BEACH	T		O	4	S	8/8/2006	4.395	F	4800	$6,912,000.00	11
2241259	B	204TH ST PED BRDG	METRO NORTH RR HAR	M	P	O-PED	1	C	7/26/2004	4.121	F	4700	$6,768,000.00	27
2243720	K	20TH AVE	BMT SEA BEACH	T		O	6	S	7/26/2006	4.897	F	12500	$18,000,000.00	11
7703720	Q	216TH ST PED BRDG	LIRR PORT WASH BRANCH	L		O-PED	6	C	8/2/2004	4.105	F	400	$576,000.00	11
2243820	K	21ST AVE	BMT SEA BEACH	T		O	4	S	8/11/2006	4.132	F	21400	$30,816,000.00	11
2247270	Q	21ST STREET	CONRAIL	C		O	6	S	8/10/2005	5.528	G	17590	$25,329,600.00	2
2247680	Q	221ST ST	LIRR N SIDE DIV	L		O	3	S	6/24/2005	6.000	G	6050	$8,712,000.00	11
2231640	Q	225TH ST	BSOP			A	2	S	6/16/2006	4.727	F	7000	$10,080,000.00	13
2229450	B	232ND ST	HHP			A	2	S	10/3/2005	4.921	F	4900	$7,056,000.00	8
2229460	B	236TH ST PED BRDG	HHP			A-PED	3	C	6/26/2006	4.894	F	2500	$3,600,000.00	8
2229470	B	239TH ST	HHP			A	2	S	5/13/2005	4.263	F	6100	$8,784,000.00	8
2229490	B	246TH ST	HHP			A	2	S	4/21/2005	4.842	F	5600	$8,064,000.00	8
2229500	B	252ND ST	HHP			A	2	S	2/23/2006	3.947	F	4500	$6,480,000.00	8
2232070	M	25TH ST PED BRDG	FDR DRIVE			A-PED	4	C	2/5/2006	4.418	F	1700	$2,448,000.00	6
224004J	M	25X	NYC GARAGE			OE	14	S	7/24/2006	4.537	F	22058	$31,763,520.00	6
2230679	Q	278I (B.Q.E.)	34TH AVE			A	1	S	5/20/2005	6.898	V	7793	$13,680,000.00	2
2230669	Q	278I (B.Q.E.)	35TH AVE			A	1	S	9/8/2005	6.831	V	13135	$18,914,400.00	2
2230440	K	278I (B.Q.E.)	ADAMS ST N.B.			A	1	S	1/18/2006	5.200	G	2700	$3,888,000.00	2
2230450	K	278I (B.Q.E.)	ADAMS ST S.B.			A	1	S	2/3/2006	4.933	F	2500	$3,600,000.00	2
2230470	K	278I (B.Q.E.)	JAY ST			A	1	S	4/11/2006	4.900	F	5100	$7,344,000.00	2
2230857	K	278I (B.Q.E.)	JORALEMON ST			A	1	S	4/26/2006	5.000	G	2100	$3,024,000.00	2
2230858	K	278I (B.Q.E.)	JORALEMON ST / BQE WB			A	2	S	4/28/2006	4.177	F	5900	$8,496,000.00	2
2230510	K	278I (B.Q.E.)	NASSAU ST			A	6	S	3/26/2006	4.236	F	51200	$73,728,000.00	2
2230680	Q	278I (B.Q.E.)	NORTHERN BLVD			A	1	S	12/4/2006	6.492	V	27011	$38,895,840.00	2
2230460	K	278I (B.Q.E.)	PEARL ST			A	1	S	2/10/2006	5.333	G	4500	$6,480,000.00	2
2230430	K	278I (B.Q.E.)	PROSPECT ST			A	1	S	1/31/2006	5.533	G	1100	$1,584,000.00	2
2230480	K	278I (B.Q.E.)	PROSPECT ST			A	1	S	3/10/2006	5.093	G	8400	$12,096,000.00	2
2230500	K	278I (B.Q.E.)	RAMP TO BQE EB			A	1	S	3/1/2006	5.100	G	1300	$1,872,000.00	2
2230490	K	278I (B.Q.E.)	SANDS ST			A	1	S	3/13/2006	5.074	G	12600	$18,144,000.00	2
2230410	K	278I (B.Q.E.)	WASHINGTON ST			A	1	S	4/11/2006	4.563	F	2500	$3,600,000.00	2
2230420	K	278I (B.Q.E.)	WASHINGTON ST			A	1	S	4/11/2006	4.750	F	2500	$3,600,000.00	2
2268498	K	278I E.B. (B.Q.E.)	278I W.B. (B.Q.E.)			A	69	S	8/29/2005	4.035	F	120734	$173,856,960.00	2
2268508	K	278I E.B. (B.Q.E.)	278I W.B. (B.Q.E.)			A	11	S	5/4/2005	4.034	F	17956	$25,856,640.00	2
2268518	K	278I E.B. (B.Q.E.)	278I W.B. (B.Q.E.)			A	5	S	10/25/2005	4.500	F	8375	$12,060,000.00	2
2230888	K	278I E.B. (B.Q.E.)	CADMAN PLAZA / 278I WB			A	2	S	5/1/2006	5.053	G	4500	$6,480,000.00	2
2230710	Q	278I S.B. (B.Q.E.)	32ND AVE			A	1	S	9/6/2005	6.695	V	5240	$7,545,600.00	1

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2230887	K	278I W.B. (B.Q.E.)	CADMAN PLAZA			A	2	S	5/1/2006	4.426	F	4500	$6,480,000.00	2
2268497	K	278I W.B. (B.Q.E.)	FURMAN ST			A	45	S	6/15/2005	4.214	F	78022	$112,351,680.00	2
2268517	K	278I W.B. (B.Q.E.)	FURMAN ST			A	7	S	6/28/2005	4.059	F	10988	$15,822,720.00	2
2268507	K	278I W.B. (B.Q.E.)	YORK ST			A	6	S	5/12/2005	4.167	F	9380	$13,507,200.00	2
2231330	K	27TH AVE PED BRDG	BSHP		P	A-PED	1	C	12/20/2006	4.415	F	2100	$3,024,000.00	13
2231890	Q	28TH AVE PED BRDG	BCIP		P	A-PED	24	C	8/29/2005	5.150	G	7600	$10,944,000.00	11
2243310	K	2ND AVE	LIRR BAY RIDGE	N		O	2	S	9/21/2006	6.611	V	17751	$25,561,440.00	10
2230730	Q	31ST AVE	278I (B.Q.E.)			A	1	S	8/15/2005	6.517	V	5845	$8,352,000.00	1
2230657	Q	31ST ST	278I (B.Q.E.)			A	2	S	9/29/2006	4.847	F	9500	$13,680,000.00	1
2230640	Q	32ND ST	278I (B.Q.E.)			A	2	S	5/6/2005	4.986	F	8100	$11,664,000.00	1
2230630	Q	35TH ST	278I (B.Q.E.)			A	4	S	6/5/2006	4.819	F	9000	$12,960,000.00	1
2247370	Q	37TH AVE	CONRAIL HELLGATE	C		O	1	S	8/4/2005	4.818	F	5300	$7,632,000.00	2
2230620	Q	37TH ST	278I (B.Q.E.)			A	2	S	4/18/2006	4.583	F	5300	$7,632,000.00	1
2247640	Q	39 ST (SOUTH)	AMTRAK & LIRR YARD	AL		O	9	S	12/15/2005	6.125	V	34100	$49,104,000.00	2
2247330	Q	39TH ST (NORTH)	SUNNYSIDE YARDS	AL		O	14	S	12/12/2005	6.556	V	48200	$69,408,000.00	2
2243320	K	3RD AVE	LIRR BAY RIDGE	N		O	4	S	6/22/2005	5.542	G	17230	$24,811,200.00	10
2244160	K	3RD AVE	SHORE RD DRIVE			O	1	S	5/5/2005	6.727	V	4360	$6,278,400.00	10
2230570	Q	41ST AVE	278I (B.Q.E.)			A	3	S	2/10/2006	4.931	F	8800	$12,672,000.00	2
2247390	Q	41ST AVE	CONRAIL HELLGATE	C		O	2	S	8/8/2005	4.942	F	4400	$6,336,000.00	2
2247410	Q	43RD AVE	CONRAIL	C		O	1	S	8/22/2005	5.033	G	4800	$6,912,000.00	2
2247420	Q	44TH AVE	CONRAIL	C		O	1	S	8/22/2005	5.033	G	5100	$7,344,000.00	2
2230840	Q	44TH ST	GCP			A	2	S	3/24/2006	4.847	F	5000	$7,200,000.00	1
2247430	Q	45TH AVE	CONRAIL	C		O	1	S	8/23/2005	5.510	G	2400	$3,456,000.00	2
2230820	Q	47TH ST	GCP			A	2	S	4/7/2006	4.944	F	5700	$8,208,000.00	1
2066002	Q	495I (2066000)	WOODHAVEN BLVD			A	2	S	7/14/2005	6.197	V	25200	$36,288,000.00	6
2247290	Q	49TH AVE	LIRR,AMT,CON NE	L		O	5	S	11/27/2006	4.097	F	20400	$29,376,000.00	2
2230800	Q	49TH ST	BQE WEST LEG			A	2	S	3/14/2006	5.333	G	4900	$7,056,000.00	1
2230890	Q	49TH ST	GCP			A	2	S	6/14/2006	4.778	F	6350	$9,144,000.00	1
2231270	K	4TH AVE	BSHP			A	2	S	3/7/2006	4.842	F	6100	$8,784,000.00	10
2243330	K	4TH AVE	LIRR BAY RIDGE	NT		O	4	S	8/12/2005	5.819	G	13668	$19,681,920.00	10
2243839	K	4TH AVE	NYCTA BMT TRACKS	T		O	1	S	9/21/2005	6.600	V	5160	$7,430,400.00	7
2243400	K	50TH ST	LIRR BAY RIDGE	N		O	2	S	6/17/2005	4.701	F	7100	$10,224,000.00	12
1247280	Q	51 AVE PED BR.2247280	LIRR MAIN LINE	L		O-PED	5	C	12/1/2006	3.091	F	700	$1,008,000.00	2
2243390	K	52ND ST	LIRR BAY RIDGE	N		O	1	S	11/21/2006	6.467	V	3293	$4,741,920.00	12
2247190	Q	55TH AVE PED BRDG	LIRR MAIN LINE	L		O-PED	3	C	11/30/2006	4.360	F	13000	$18,720,000.00	4
2247450	Q	57TH AVE	CONRAIL	C		O	1	S	8/24/2005	6.195	V	2248	$3,237,120.00	5
2066100	K	5TH AVE	27 X PROSPECT EXPWY			A	1	S	3/14/2006	5.208	G	8800	$12,672,000.00	7
2244480	K	5TH AVE	GREENWOOD CEMETERY			O	1	S	7/29/2005	5.000	G	3600	$5,184,000.00	7
2243580	K	5TH AVE	LIRR & SEA BEACH	NT		O	4	S	10/9/2006	4.353	F	12500	$18,000,000.00	10
2247650	Q	60TH RD PED BRDG	LIRR MAIN LINE	L		O-PED	3	C	11/29/2006	4.934	F	2293	$3,301,920.00	5
2243350	K	60TH ST	LIRR BAY RIDGE	N		O	1	S	6/20/2005	6.383	V	3900	$5,616,000.00	11
2247540	Q	60TH ST	LIRR MONTAUK DIV	L		O	2	S	7/18/2005	5.264	G	5340	$7,689,600.00	5
2230520	Q	65TH PLACE	278I (B.Q.E.)			A	2	S	1/20/2006	4.191	F	11600	$16,704,000.00	2
2247160	Q	65TH PLACE	LIRR N SHR DIV	L		O	3	S	7/26/2005	6.471	V	8381	$12,068,640.00	2
2243730	K	65TH ST	BMT SEA BEACH	T		O	4	S	7/21/2006	5.947	G	12000	$17,280,000.00	11
2247150	Q	65TH ST	LIRR N SIDE DIV	L		O	3	S	7/27/2005	6.375	V	6344	$9,135,360.00	2
1247200	Q	67 AVE PED BR 2247200	LIRR MAIN LINE	L		O-PED	3	C	12/7/2006	4.000	F	1300	$1,872,000.00	6
2266160	Q	678I SB TO BCIP EB	ACCESS RD FROM 678I			A	1	S	5/15/2006	4.078	F	2300	$3,312,000.00	7
2230550	Q	69TH ST	278I (B.Q.E.)			A	2	S	1/26/2006	4.842	F	12600	$18,144,000.00	2
2247490	Q	69TH ST JUNPR BLVD	CONRAIL	C		O	1	S	9/6/2006	5.362	G	6175	$8,892,000.00	5
2065950	Q	69TH STREET	495I (L.I.E.)			A	2	S	5/24/2005	5.417	G	10336	$14,883,840.00	5
2243590	K	6TH AVE	LIRR & SEA BEACH	NT		O	2	S	8/12/2005	6.528	V	14200	$20,448,000.00	10
2243280	K	6TH AVE	LIRR ATLANTIC AVE	L		O	9	S	11/19/2006	5.403	G	12276	$17,677,440.00	8
2230560	Q	70TH ST	278I (B.Q.E.)			A	2	S	1/20/2006	5.125	G	8500	$12,240,000.00	2
2248300	Q	71ST AVE	COOPER AVE			O	1	S	6/8/2005	4.458	F	2800	$4,032,000.00	5
2246150	M	72ND ST CROSS DR	NEAR CONCERT GRNDS		P	O	3	S	5/10/2006	5.088	G	7300	$10,512,000.00	64
2246140	M	72ND ST ENT TO W DR	BRIDLE PATH		P	O	1	S	3/6/2006	4.500	F	3600	$5,184,000.00	64
2246460	M	77 ST ENTR TO W DR	PED PATH OPP 77TH ST		P	O	2	S	3/7/2006	4.368	F	5800	$8,352,000.00	64
2246450	M	79 ST ENTR TO E DR	PED PATH OPP 77TH ST		P	O-PED	1	C	2/15/2006	4.320	F	5000	$7,200,000.00	64
2267717	M	79 ST PED PLAZA	79 ST BT BASIN GAR		P	A	10	S	4/18/2005	4.593	F	27400	$39,456,000.00	7
226771B	M	79 ST RAMP TO GAR	79 ST BT BASIN GAR		P	AR	21	S	5/24/2005	4.452	F	7114	$10,244,160.00	7
226771A	M	79 ST RAMP TO HHP	79 ST BT BASIN GAR		P	AR	4	S	5/16/2005	4.242	F	3131	$4,508,640.00	7
2267718	M	79 ST TRAFFIC CIRC	79 ST PED PLAZA		P	A	34	S	6/17/2005	3.934	F	24130	$34,747,200.00	7
2243600	K	7TH AVE	LIRR & SEA BEACH	NT		O	7	S	10/9/2006	5.361	G	18913	$27,234,720.00	10
2243920	K	7TH AVE	NYCTA BMT YARD	T		O	2	S	9/8/2006	6.211	V	4700	$6,768,000.00	7
2247220	Q	80TH ROAD	LIRR MAIN LINE	L		O	3	S	7/28/2005	4.857	F	4100	$5,904,000.00	9

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2247570	Q	80TH ST	71ST TO 77TH AVE	L		O	5	S	9/27/2006	5.169	G	11725	$16,884,000.00	5
2231250	K	81ST ST PED BR	BSHP		P	A-PED	5	C	9/7/2006	5.056	G	3100	$4,464,000.00	10
2247230	Q	82ND AVE	LIRR MAIN LINE	L		O	3	S	7/29/2005	5.377	G	4100	$5,904,000.00	9
2243570	K	86TH ST	BMT SEA BEACH	T		O	1	S	7/17/2006	6.078	V	3840	$5,529,600.00	13
2243610	K	8TH AVE	LIRR & SEA BEACH	NT		O	2	S	8/12/2005	6.319	V	10834	$15,600,960.00	10
1247010	Q	91 PLACE (2247010)	LIRR PT WASH BRANCH	L		O	1	S	9/27/2005	6.833	V	2760	$3,974,400.00	4
2231260	K	92ND ST PED BR	BSHP		P	A-PED	6	C	7/28/2006	3.772	F	3000	$4,320,000.00	10
2247020	Q	94TH ST PED BRDG	LIRR N SIDE DIV	L		O-PED	5	C	12/6/2006	4.030	F	500	$720,000.00	4
2243840	K	9TH AVE	NYCTA BMT YARD	T		O	5	S	9/15/2005	6.458	V	12440	$17,913,600.00	12
2243940	K	9TH AVE	NYCTA IND SBWY	T		O	5	S	9/15/2005	4.737	F	11900	$17,136,000.00	12
2246490	M	A.C. POWELL BLVD N.B.	A.C. POWELL BLVD			O	1	S	3/28/2006	4.020	F	5600	$8,064,000.00	10
2249320	R	ALBEE AVE	SIRT SOUTH SHORE	S		O	3	S	10/11/2005	4.623	F	6500	$9,360,000.00	3
2268920	R	AMBOY ROAD	LEMON CREEK			WO	1	S	2/27/2006	6.500	V	1310	$1,886,400.00	3
2247530	Q	ANDREWS AVE	LIRR MONTAUK DIV	L		O	1	S	6/20/2005	7.000	V	1765	$4,608,000.00	5
2249330	R	ANNADALE ROAD	SIRT SOUTH SHORE	S		O	2	S	10/14/2005	4.409	F	4500	$6,480,000.00	3
2231580	Q	AQUEDUCT RCTK RAMP	BSOP			A	4	S	6/23/2006	4.125	F	14000	$20,160,000.00	10
2249820	R	ARTHUR KILL ROAD	ARTHUR KILL STREAM			WO	1	S	4/22/2005	4.122	F	2000	$2,880,000.00	3
2249240	R	ARTHUR KILL ROAD	SIRT SOUTH SHORE	S		O	1	S	11/1/2006	4.759	F	3700	$5,328,000.00	3
2230810	Q	ASTORIA BLVD E.B.	BQE WEST LEG			A	4	S	1/16/2006	4.221	F	8200	$11,808,000.00	1
2243569	K	ATLANTIC AVE	LIRR ATLANTIC AVE	L		O	75	S	7/8/2006	3.845	F	135100	$194,544,000.00	16
2244170	K	ATLNTC AV SVC RD E.B.	EAST NEW YORK AVE			O	2	S	6/30/2005	5.632	G	5520	$7,948,800.00	5
2244180	K	ATLNTC AV SVC RD W.B.	EAST NEW YORK AVE			O	2	S	6/29/2005	5.456	G	5600	$8,064,000.00	16
2243530	K	AVENUE H	LIRR BAY RIDGE	N		O	2	S	6/14/2005	6.279	V	35100	$50,544,000.00	18
2243750	K	AVENUE O	BMT SEA BEACH	T		O	1	S	9/2/2005	5.863	G	4658	$6,707,520.00	11
2243760	K	AVENUE P	BMT SEA BEACH	T		O	1	S	9/16/2005	6.605	V	5544	$7,983,360.00	11
2243790	K	AVENUE S	BMT SEA BEACH	T		O	1	S	9/19/2005	6.133	V	5360	$7,718,400.00	15
2243800	K	AVENUE T	BMT SEA BEACH	T		O	1	S	9/20/2005	6.033	V	5360	$7,718,400.00	11
2243810	K	AVENUE U	BMT SEA BEACH	T		O	1	S	7/24/2006	5.824	G	5880	$8,467,200.00	15
2249440	R	BANCROFT AVE	SIRT SOUTH SHORE	S		O	3	S	10/21/2005	5.492	G	5900	$8,496,000.00	2
2241180	B	BARRETTO ST	AMTRAK - CSX	AC		O	1	S	7/10/2006	6.031	V	5313	$7,650,720.00	2
2232000	M	BATTERY PLACE	FDR DRIVE			AT	2	C	9/30/2004	4.500	F	75000	$108,000,000.00	1
2231290	K	BAY 8TH ST	BSHP			A	1	S	5/2/2005	5.984	G	4950	$7,128,000.00	11
2243740	K	BAY PKWY	BMT SEA BEACH	T		O	4	S	7/19/2006	4.974	F	16800	$24,192,000.00	11
2231760	Q	BCIP	DUTCH BROADWAY-115 AVE			A	1	S	2/24/2006	4.442	F	7300	$10,512,000.00	13
2231900	Q	BCIP	FORT TOTTEN ENTRANCE			A	1	S	6/29/2006	4.797	F	4900	$7,056,000.00	7
Q00002	Q	BCIP	PATH OPPOSITE 88TH RD			A	1	C	6/21/2006	4.600	F	1200	$1,728,000.00	13
2076109	B	BE NB SERVICE RD	HUTCHINSON RVR PKWY			A	2	S	11/4/2005	4.632	F	7800	$11,232,000.00	10
2076129	B	BE SB SERVICE RD	HUTCHINSON RVR PKWY			A	2	S	2/21/2006	5.105	G	7100	$10,224,000.00	10
2249400	R	BEACH AVE	SIRT SOUTH SHORE	S		O	2	S	10/24/2005	5.697	G	3700	$5,328,000.00	2
2248230	Q	BEACH CHANNEL DR WB	BEACH CHANNEL DR EB			O	1	S	7/7/2005	4.400	F	3600	$5,184,000.00	84
2243490	K	BEDFORD AVE	LIRR BAY RIDGE	N		O	6	S	10/31/2006	4.458	F	12000	$17,280,000.00	14
2241840	B	BEDFORD PARK BLVD	METRO NORTH RR HAR	M		O	1	S	4/6/2006	4.594	F	6400	$9,216,000.00	27
2241930	B	BEDFORD PARK BLVD	NYCTA IND YARDS	T		O	4	S	9/5/2006	5.708	G	46300	$66,672,000.00	7
2249580	R	BELFIELD AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	5	C	4/11/2006	5.110	G	400	$576,000.00	3
2247140	Q	BELL BLVD	LIRR N SIDE DIV	L		O	1	S	6/24/2005	5.814	G	4320	$6,220,800.00	11
2231770	Q	BELMONT PARK RAMP	BCIP		P	A	1	S	2/7/2006	4.688	F	3200	$4,608,000.00	13
2231790	Q	BELMONT PARK RAMP	BCIP		P	A	1	S	1/16/2006	4.656	F	3400	$4,896,000.00	13
2249250	R	BETHEL AV PED BRDG	SIRT SOUTH SHORE	S		O-PED	12	C	3/21/2005	3.418	F	500	$720,000.00	3
2243100	K	BEVERLY ROAD	BMT SUBWAY, BRIGHTON	T		O	3	S	8/2/2006	3.877	F	4200	$3,888,000.00	14
2243900	K	BLAKE AVE	LIRR BAY RIDGE LINE	N		O	3	S	10/10/2006	5.036	G	5020	$7,228,800.00	16
2240410	Q	BORDEN AVE	DUTCH KILLS			WMO	2	S	6/8/2005	3.833	F	8400	$12,096,000.00	2
2229579	B	BOSTON POST ROAD	HUTCHINSON RIVER			WO	14	S	6/24/2005	4.583	F	95700	$137,808,000.00	12
2242110	B	BOSTON ROAD	BRONX RIVER			WO	1	S	5/11/2006	4.273	F	6200	$8,928,000.00	27
2242100	B	BOTANICAL GARDEN ROAD	TWIN LAKES		P	WO-PED	1	S	5/22/2006	4.900	F	2200	$3,168,000.00	27
2247050	Q	BOWNE AVE	LIRR N SIDE DIV	L		O	1	S	8/28/2006	5.490	G	4974	$7,162,560.00	7
2230780	Q	BQE EAST LEG	30TH AVE			A	1	S	5/25/2005	7.000	V	7071	$10,182,240.00	3
2230720	Q	BQE EAST LEG	BQE NB WEST LEG			A	3	S	4/26/2005	6.515	V	20896	$30,090,240.00	1
2230700	Q	BQE EAST LEG	TO BQE WEST LEG			A	8	S	12/1/2006	7.000	V	31600	$45,504,000.00	1
2230690	Q	BQE EAST LEG NB	32ND AVE			A	1	S	8/2/2006	6.627	V	4080	$5,875,200.00	1
2230750	Q	BQE EAST LEG SB	31ST AVE			A	1	S	9/9/2005	6.407	V	2900	$4,176,000.00	1
2230770	Q	BQE WEST LEG	30TH AVE			A	1	S	5/24/2005	7.000	V	6199	$8,926,560.00	1
2230830	Q	BQE WEST LEG	GCP			A	2	S	8/16/2006	4.639	F	7600	$10,944,000.00	1
2230760	Q	BQE WEST LEG NB	31ST AVE			A	1	S	10/23/2006	6.610	V	4020	$5,788,800.00	1
2230740	Q	BQE WEST LEG SB	31ST AVE			A	1	S	9/9/2005	6.545	V	5246	$7,554,240.00	1
2231829	Q	BRADDOCK AVE	BCIP			A	2	S	3/3/2006	4.591	F	10600	$15,264,000.00	13
2249730	R	BRIDGE OVER DAM	N.END CLOVE LAKE		P	WO-PED	1	C	11/30/2006	5.108	G	972	$1,399,680.00	1
2230590	Q	BROADWAY	278I (B.Q.E.)			O	2	S	11/21/2006	4.053	F	16000	$23,040,000.00	2
2240137	BM	BROADWAY BRIDGE	HARLEM RIVER	T		WMO	3	S	10/3/2005	3.986	F	46848	$67,461,120.00	12
2242072	B	BRONX BLVD N.B.	BRONX RIVER			WO	1	S	5/16/2006	4.833	F	1800	$2,592,000.00	12
2242082	B	BRONX BLVD N.B.	BRONX RIVER			WO	1	S	5/19/2006	4.467	F	2800	$4,032,000.00	12

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2242071	B	BRONX BLVD S.B.	BRONX RIVER			WO	1	S	5/15/2006	4.700	F	1800	$2,592,000.00	12
2242081	B	BRONX BLVD S.B.	BRONX RIVER			WO	1	S	5/17/2006	4.467	F	2800	$4,032,000.00	12
2229560	B	BRONX PELHAM PKWY	AMTRAK - CSX	AC		A	3	S	8/15/2006	4.972	F	24591	$35,411,040.00	11
2242010	B	BRONX PELHAM PKWY	BRONX RIVER			WA	1	S	5/23/2006	4.931	F	9200	$13,248,000.00	27
2075849	B	BRONX PELHAM PKWY	HUTCHINSON RVR PKWY			A	2	S	7/21/2006	3.974	F	17600	$25,344,000.00	10
2065629	B	BRONX RVR PKWY	BOSTON RD BX ZOO			A	1	S	7/29/2005	5.000	G	6300	$9,072,000.00	27
2243520	K	BROOKLYN AVE	LIRR BAY RIDGE	N		O	3	S	6/10/2005	6.236	V	4500	$6,480,000.00	18
2267860	K	BROOKLYN BR APPROACH	SANDS STREET			O	1	S	5/5/2006	4.607	F	6490	$9,345,600.00	2
2240019	K M	BROOKLYN BRIDGE	278I (B.Q.E.)			WEO	75	S	11/17/2006	2.917	P	503788	$725,454,720.00	3
2268350	K	BROOKLYN PROMENADE	278I N.B. (B.Q.E.)		P	A-PED	35	C	8/6/2006	4.118	F	46184	$66,504,960.00	6
2241099	B	BRUCKNER BLVD	CSX TRANS - PT MORRIS	C		O	1	S	10/19/2006	6.383	V	6700	$9,648,000.00	1
2266540	B	BRUCKNER BLVD OVRPAS	133RD - 135TH ST			A	2	S	5/10/2005	4.565	F	32900	$47,376,000.00	1
1066510	B	BRUCKNER EXP.(2066510)	WESTCHESTER CREEK			WMA	17	S	11/30/2005	3.701	F	39400	$56,736,000.00	9
2076929	B	BRUCKNER EXPWY	CSX - HUNTS POINT	C		A	1	S	6/6/2005	4.833	F	3800	$5,472,000.00	2
2075352	B	BRUCKNER EXPWY NB	AMTRAK - CSX	AC		A	1	S	9/20/2006	3.266	F	10900	$15,696,000.00	2
2066672	B	BRUCKNER EXPWY NB	BRONX RIVER			WMA	8	S	7/13/2005	4.716	F	22300	$32,112,000.00	2
2075351	B	BRUCKNER EXPWY SB	AMTRAK - CSX	AC		A	1	S	8/8/2006	3.625	F	11600	$16,704,000.00	2
2066671	B	BRUCKNER EXPWY SB	BRONX RIVER			WMA	3	S	7/7/2005	5.222	G	12400	$17,856,000.00	2
2241210	B	BRYANT AVE	AMTRAK - CSX	AC		O	1	S	8/9/2006	3.203	F	5300	$7,632,000.00	2
2231329	K	BSHP	26TH AVE			A	1	S	3/17/2006	4.800	F	6700	$9,648,000.00	13
2231319	K	BSHP	BAY PKWY			A	1	S	4/7/2006	4.395	F	7200	$10,368,000.00	11
2231249	K	BSHP	BAY RIDGE AVE			A	1	S	3/8/2006	3.313	F	4900	$7,056,000.00	10
2231429	K	BSHP	BEDFORD AVE			A	3	S	3/10/2006	4.278	F	12000	$17,280,000.00	15
2231509	K	BSHP	FRESH CREEK			WA	5	S	8/8/2006	3.264	F	23000	$33,120,000.00	56
2231450	K	BSHP	GERRITSEN INLET			WA	11	S	7/25/2005	3.597	F	46400	$66,816,000.00	56
2231479	K	BSHP	MILL BASIN			WMA	14	S	8/1/2006	3.104	F	73500	$105,840,000.00	18
2231439	K	BSHP	NOSTRAND AVE			A	3	S	4/14/2006	4.097	F	13000	$18,720,000.00	15
2231419	K	BSHP	OCEAN AVE			A	3	S	3/15/2006	4.292	F	14000	$20,160,000.00	15
2231360	K	BSHP	OCEAN PKWY			A	3	S	11/3/2006	7.000	V	29637	$42,677,280.00	13
2231489	K	BSHP	PAERDEGAT BASIN			WA	15	S	8/12/2006	3.222	F	58300	$83,952,000.00	18
2231499	K	BSHP	ROCKAWAY PKWY			A	4	S	8/11/2006	4.056	F	11500	$16,560,000.00	56
2231409	K	BSHP	SHEEPSHEAD BAY ROAD			A	1	S	3/21/2006	4.967	F	6500	$9,360,000.00	15
2230790	Q	BULOVA AVE	BQE WEST LEG			A	2	S	3/20/2006	5.667	G	3300	$4,752,000.00	1
2269770	R	BUS STA ENTR RAMP	SIRT		F	O	19	S	12/1/2004	4.431	F	39333	$56,639,520.00	1
2269790	R	BUS STATION EXIT RAMP	SIRT		F	O	7	S	10/12/2006	4.667	F	28721	$41,358,240.00	1
2269740	R	BUS STATION NORTH	SIRT		F	O	12	S	11/16/2006	4.880	F	64605	$93,031,200.00	1
2269750	R	BUS STATION SOUTH	SIRT		F	O	12	S	11/15/2004	4.520	F	154688	$222,750,720.00	1
2247460	Q	CALDWELL AVE	CONRAIL	C		O	1	S	9/6/2006	6.194	V	2243	$3,229,920.00	5
2243290	K	CARLTON AVE	LIRR ATLANTIC AVE	L		O	7	S	11/20/2004	4.931	F	10823	$15,585,120.00	8
2240260	K	CARROLL ST	GOWANUS CANAL			WMO	2	S	8/3/2006	4.803	F	3000	$4,320,000.00	6
2243220	K	CARROLL ST PED BRDG	FRANKLIN SHUTTLE	T		O-PED	3	C	6/15/2005	5.500	G	600	$864,000.00	9
2243050	K	CATON AVE	BMT SUBWAY, BRIGHTON	T		O	4	S	7/19/2005	4.500	F	20800	$29,952,000.00	14
2249390	R	CEDARVIEW AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	5	C	3/21/2006	4.615	F	600	$864,000.00	3
2246050	M	CENTRAL DRIVE	PED OPP 63RD ST		P	O	1	S	3/8/2006	4.867	F	2000	$2,880,000.00	64
2244050	K	CENTRAL DRIVE	PED PATH & STREAM		P	WO	3	S	4/15/2005	5.316	G	7400	$10,656,000.00	55
2246100	M	CENTRAL DRIVE	TRANSVERSE RD #1		P	O	1	S	4/21/2006	4.200	F	6000	$8,640,000.00	64
2246130	M	CENTRAL PARK	UNDER EAST DRIVE		P	O	1	C	6/15/2006	4.233	F	1200	$1,728,000.00	64
2268480	M	CHAMBERS ST PED BRDG	WEST SIDE HWY			O-PED	10	C	10/3/2005	5.660	G	3344	$4,815,360.00	1
2249880	R	CHELSEA ROAD	SAWMILL CREEK			WO	1	S	4/20/2005	6.833	V	2205	$3,175,200.00	2
2243080	K	CHURCH AVE	BMT SUBWAY, BRIGHTON	T		O	4	S	7/22/2005	4.545	F	18200	$26,208,000.00	14
2240210	B	CITY ISLAND ROAD	EASTCHESTER BAY			WO	7	S	12/6/2005	3.500	F	28900	$41,616,000.00	28
2241710	B	CLAREMONT PKWY	METRO NORTH RR HAR	M		O	1	S	3/17/2006	4.422	F	6300	$9,072,000.00	3
2244060	K	CLEFT RIDGE SPAN	PROSPECT PARK		P	O	1	C	5/9/2006	4.767	F	900	$1,296,000.00	55
2231940	Q	CLINTONVILLE ST	BCIP			A	2	S	2/6/2006	4.705	F	7400	$10,656,000.00	7
2249490	R	CLOVE ROAD	SIRT SOUTH SHORE	S		O	3	S	10/31/2006	6.097	V	5270	$7,588,800.00	2
2246350	M	CNTRL PK OVER E DRIVE	S OF CLEOPATRAS NDL		P	O	1	C	6/20/2006	4.400	F	750	$1,080,000.00	64
2231570	Q	COHANCY ST	BSOP			A	2	S	4/19/2006	4.632	F	6400	$9,216,000.00	10
2230870	K	COLUMBIA HEIGHTS	278I (B.Q.E.)			A	1	S	4/28/2006	4.500	F	16500	$23,760,000.00	2
2241590	B	CONCOURSE VILL AVE	METRO NORTH RR HAR	M		O	1	S	4/11/2006	4.125	F	17800	$25,632,000.00	1
2244460	K	CONDUIT BLVD NB	ATLANTIC AVE EB			O	1	S	9/28/2006	4.833	F	3800	$5,472,000.00	5
2231380	K	CONEY ISLAND AVE	BSHP			A	4	S	9/19/2005	6.292	V	19866	$28,607,040.00	13
2243440	K	CONEY ISLAND AVE	LIRR BAY RIDGE	N		O	1	S	11/7/2006	5.234	G	3231	$4,652,640.00	12
2230390	K	CONGRESS ST	278I (B.Q.E.)			A	2	S	4/2/2006	6.382	V	5000	$7,200,000.00	6
2246510	M	CORBIN PL OVERPASS	CORBIN PLACE		P	O	1	S	3/7/2006	5.000	G	2200	$3,168,000.00	12
2232029	M	CORLEARS PARK ROAD	FDR DRIVE		P	A	4	S	3/16/2006	4.063	F	4100	$5,904,000.00	3
2247130	Q	CORPORAL KENNEDY ST	LIRR N SIDE DIV	L		O	1	S	7/29/2005	6.235	V	3379	$4,865,760.00	11
2243110	K	CORTELYOU ROAD	BMT SUBWAY, BRIGHTON	T		O	3	S	8/3/2005	6.306	V	4810	$4,176,000.00	14

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2249280	R	COZZINS BLVD PED BRDG	SIRT SOUTH SHORE	S		O-PED	7	C	4/19/2006	4.294	F	200	$288,000.00	3
2246070	M	CPK UNDER CENTR DR	OPP 65TH ST-IN E&W		P	O	1	C	7/6/2006	4.367	F	1200	$1,728,000.00	64
2231880	Q	CROCHERON PK PED	BCIP		P	A-PED	11	C	8/4/2006	4.929	F	2300	$3,312,000.00	11
2243040	K	CROOKE AVE	BMT SUBWAY, BRIGHTON	T		O	4	S	7/15/2005	4.158	F	6000	$8,640,000.00	14
2231340	K	CROPSEY AVE	BSHP			A	2	S	3/30/2006	5.000	G	13100	$18,864,000.00	13
2240301	K	CROPSEY AVE	CONEY ISLAND CREEK			WO	3	S	8/2/2005	5.225	G	9400	$13,536,000.00	13
2240302	K	CROPSEY AVE	CONEY ISLAND CREEK			WO	3	S	8/16/2006	5.028	G	9400	$13,536,000.00	13
2231559	Q	CROSS BAY BLVD	BSHP			A	4	S	5/19/2006	5.194	G	23205	$33,415,200.00	10
2248039	Q	CROSS BAY BLVD	CONDUIT BLVD			O	2	S	6/1/2005	6.444	V	16544	$23,823,360.00	10
2266770	Q	CROSS ISLAND PKWY	LAURELTON PKWY			A	1	S	4/21/2006	5.250	G	9508	$13,691,520.00	13
2242030	B	CROTONA AVE	BRONX PELHAM PKWY			O	2	S	4/5/2006	5.447	G	7600	$10,944,000.00	6
2243230	K	CROWN ST	FRANKLIN SHUTTLE	T		O	3	S	9/30/2005	5.264	G	4800	$6,912,000.00	9
2230040	Q	CYPRESS HILLS ST	JACKIE ROBINSON PKWY			A	1	S	5/8/2006	5.278	G	5000	$7,200,000.00	5
2249160	R	DE HART AVE	B&O RAILROAD	O		O	4	S	4/19/2005	6.500	V	6700	$9,648,000.00	1
2232030	M	DELANCEY ST PED BRDG	FDR DRIVE		P	A-PED	12	C	9/10/2006	4.382	F	2900	$4,176,000.00	3
2076640	B	DEPOT PLACE	CONRAIL HUDSON DIV	C		O	11	S	5/30/2006	4.972	F	30192	$43,476,480.00	4
2243130	K	DITMAS AVE	BMT SUBWAY, BRIGHTON	T		O	1	S	8/4/2005	5.766	G	5150	$7,020,000.00	14
2243120	K	DORCHESTER ROAD	BMT SUBWAY, BRIGHTON	T		O	1	S	9/11/2006	5.882	G	4825	$6,948,000.00	14
2266129	Q	DOUGLASTON PKWY	BCIP			A	1	S	3/24/2006	4.429	F	4400	$6,336,000.00	11
2266139	Q	DOUGLASTON PKWY	BCIP			A	1	S	3/23/2006	4.633	F	6400	$9,216,000.00	11
2247170	Q	DOUGLASTON PKWY	LIRR N SIDE DIV	L		O	3	S	8/30/2006	4.949	F	6300	$9,072,000.00	11
2232180	M	E 103RD ST PED BRDG	FDR DRIVE			A-PED	20	C	6/4/2006	4.900	F	6000	$8,640,000.00	11
2233020	M	E 10TH ST PED BRDG	FDR DRIVE		P	A-PED	25	C	10/15/2006	5.843	G	1632	$2,350,080.00	3
2232190	M	E 111TH ST PED BRDG	FDR DRIVE		P	A-PED	14	C	6/11/2006	4.040	F	2600	$3,744,000.00	11
2232200	M	E 120TH ST PED BRDG	FDR DRIVE		P	A-PED	21	C	6/11/2006	4.348	F	2500	$3,600,000.00	11
2231390	K	E 12TH ST	BSHP			A	4	S	3/30/2006	4.764	F	17200	$24,768,000.00	15
2233080	K	E 14 ST PED BR	BSHP			A-PED	14	C	8/11/2006	4.600	F	4700	$6,768,000.00	15
2241550	B	E 144TH ST	METRO NORTH RR HAR	M		O	2	S	6/20/2005	6.528	V	8290	$11,937,600.00	1
2241129	B	E 149TH ST	AMTRAK - CSX	AC		O	2	S	8/7/2006	4.620	F	12575	$18,108,000.00	1
2241560	B	E 149TH ST	METRO NORTH RR HAR	M		O	8	S	4/10/2006	4.875	F	27900	$40,176,000.00	1
2241050	B	E 149TH ST/JACKSON AVE	CSX TRANS - PT MORRIS	C		O	1	S	7/19/2006	4.850	F	65000	$93,600,000.00	1
2243450	K	E 14TH ST	LIRR BAY RIDGE	N		O	1	S	10/25/2006	4.809	F	1775	$2,556,000.00	14
2270030	B	E 156TH ST	ACCESS TO HOUSING		ED	O	16	S	12/17/2004	3.537	F	49696	$71,562,240.00	1
2241010	B	E 156TH STREET	CSX TRANS - PT MORRIS	C		O	1	S	7/18/2006	4.556	F	2400	$3,456,000.00	1
2241600	B	E 158TH ST	METRO NORTH RR HAR	M		O	1	S	6/14/2005	5.167	G	3400	$4,896,000.00	1
2243460	K	E 15TH ST - PED	LIRR BAY RIDGE	N		O-PED	3	C	5/5/2004	6.000	G	900	$1,296,000.00	14
2241610	B	E 161ST ST	METRO NORTH RR HAR	M		O	1	S	6/15/2005	5.283	G	6600	$9,504,000.00	1
2241020	B	E 161ST STREET	CSX TRANS - PT MORRIS	C		O	1	S	6/28/2006	6.717	V	12800	$18,432,000.00	1
2241620	B	E 162ND ST	METRO NORTH RR HAR	M		O	1	S	4/5/2006	4.984	F	4700	$6,768,000.00	3
2241030	B	E 163RD STREET	CSX TRANS - PT MORRIS	C		O	1	S	5/19/2006	4.778	F	3200	$4,608,000.00	3
2241630	B	E 165TH ST	METRO NORTH RR HAR	M		O	1	S	4/3/2006	4.333	F	16400	$23,616,000.00	3
2241650	B	E 167TH ST	METRO NORTH RR HAR	M		O	1	S	3/13/2006	5.627	G	3363	$4,842,720.00	3
2241660	B	E 168TH ST	METRO NORTH RR HAR	M		O	1	S	3/14/2006	4.922	F	7700	$11,088,000.00	3
2241670	B	E 169TH ST	METRO NORTH RR HAR	M		O	1	S	3/15/2006	4.438	F	3300	$4,752,000.00	3
2241680	B	E 170TH ST	METRO NORTH RR HAR	M		O	1	S	3/16/2006	6.333	V	3150	$4,536,000.00	3
2241720	B	E 173RD ST	METRO NORTH RR HAR	M		O	1	S	3/20/2006	4.938	F	3000	$4,320,000.00	3
2066720	B	E 174TH ST	SHERIDAN EXPWY/AMTRAK	A		A	13	S	10/17/2006	4.250	F	47430	$68,299,200.00	9
2241740	B	E 175TH ST	METRO NORTH RR HAR	M		O	1	S	3/21/2006	4.031	F	3600	$5,184,000.00	3
2241269	B	E 177TH ST	AMTRAK - CSX	AC		O	3	S	8/11/2006	5.458	G	16606	$23,912,640.00	9
2241770	B	E 178TH ST PED BRDG	METRO NORTH RR HAR	M		O-PED	1	C	10/31/2005	4.918	F	700	$1,008,000.00	6
2241780	B	E 179TH ST PED BRDG	METRO NORTH RR HAR	M		O-PED	6	C	11/1/2005	5.695	G	700	$1,008,000.00	6
2242400	B	E 180TH ST	BRONX RIVER			WO	1	S	10/18/2006	4.810	F	4500	$6,480,000.00	6
2241790	B	E 180TH ST	METRO NORTH RR HAR	M		O	1	S	3/22/2006	4.000	F	5000	$7,200,000.00	6
2241800	B	E 183TH ST	METRO NORTH RR HAR	M		O	1	S	3/23/2006	4.109	F	3600	$5,184,000.00	6
2241820	B	E 187TH ST	METRO NORTH RR HAR	M		O	1	S	3/24/2006	4.656	F	3800	$5,472,000.00	6
2241810	B	E 188TH ST	METRO NORTH RR HAR	M		O	1	S	3/28/2006	4.188	F	5300	$7,632,000.00	6
2241839	B	E 189TH ST	METRO NORTH RR HAR	M		O	1	S	6/13/2005	6.533	V	43157	$62,146,080.00	6
2242459	B	E 233RD ST	BRONX RIVER			WO	1	S	5/25/2006	4.367	F	7000	$10,080,000.00	12
2242460	B	E 233RD ST	ENTR RD BNX RVR PKWY			O	1	S	2/10/2006	5.033	G	5300	$7,632,000.00	12
2241870	B	E 233RD ST	METRO NORTH RR HAR	M		O	1	S	4/13/2006	4.941	F	7664	$11,036,160.00	12
2241890	B	E 241ST ST	BRP, METRO NORTH HAR	M		O	28	S	7/22/2005	4.444	F	49500	$71,280,000.00	12
2246540	M	E 34TH ST	PARK AVE TUNNEL			OT	1	S	8/24/2006	4.117	F	36200	$52,128,000.00	5
2243420	K	E 3RD ST	LIRR BAY RIDGE	N		O	1	S	6/15/2005	6.783	V	1840	$2,160,000.00	12
2232100	M	E 51ST ST PED BRDG	FDR DRIVE		P	A-PED	10	C	2/5/2006	4.080	F	2800	$4,032,000.00	6
2233040	M	E 60TH ST	FDR DRIVE			A	17	S	6/13/2006	4.746	F	24480	$35,251,200.00	6
2232110	M	E 64TH ST PED BRDG	FDR DRIVE		P	A-PED	24	C	5/21/2006	4.719	F	2100	$3,024,000.00	8
2245380	M	E 66TH ST	PED WALK N. OF ZOO		P	O	1	S	3/6/2006	5.000	G	1500	$2,160,000.00	8

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2232050	M	E 6TH ST PED BRDG	FDR DRIVE		P	A-PED	22	C	4/30/2006	4.353	F	2200	$3,168,000.00	3
2232120	M	E 71ST ST PED BRDG	FDR DRIVE		P	A-PED	19	C	5/21/2006	5.820	G	1800	$2,592,000.00	8
2232140	M	E 78TH ST PED BRDG	FDR DRIVE		P	A-PED	9	C	6/4/2006	2.888	P	1700	$2,448,000.00	8
2269820	M	E 81 ST PED BRIDGE	FDR DRIVE N.B.		P	A-PED	3	C	7/9/2006	3.106	F	900	$1,296,000.00	8
2245319	M	E 97TH ST	METRO NORTH MAIN LN	M		O	1	S	11/7/2006	4.627	F	3200	$4,608,000.00	8
2246400	M	E FOOTBRIDGE	TRANSVERSE RD #2		P	O-PED	1	C	4/1/2006	4.233	F	3700	$5,328,000.00	64
2242149	B	E TREMONT AVE	BRONX RIVER			WO	2	S	5/24/2006	4.722	F	12900	$18,576,000.00	6
2075820	B	E TREMONT AVE	HUTCHINSON RVR PKWY			A	2	S	11/18/2005	4.472	F	10200	$14,688,000.00	10
2241760	B	E TREMONT AVE	METRO NORTH RR HAR	M		O	1	S	6/16/2005	6.517	V	7300	$10,512,000.00	6
2242260	B	EAGLE AVE	E 161ST ST			O	1	S	3/29/2006	5.150	G	2800	$4,032,000.00	1
2246040	M	EAST DR AT CNTRL PARK	PEDESTRIAN WALK		P	O	1	C	6/23/2006	4.400	F	1200	$1,728,000.00	5
2244030	K	EAST DRIVE	BRIDLE PATH		P	O	1	S	4/11/2005	5.041	G	2000	$2,880,000.00	55
2244040	K	EAST DRIVE	EAST WOOD ARCH		P	O	1	C	8/3/2006	4.714	F	900	$1,296,000.00	55
2246170	M	EAST DRIVE	PED WALK @ 73RD ST		P	O	1	S	3/23/2006	5.056	G	1900	$2,736,000.00	64
2246069	M	EAST DRIVE	PEDESTRIAN WALK		P	O	1	S	3/14/2006	4.500	F	2700	$3,888,000.00	64
2246470	M	EAST DRIVE	THE LOCH		P	WO	1	S	3/23/2006	4.533	F	1100	$1,584,000.00	64
2246110	M	EAST DRIVE	TRANSVERSE RD #1		P	O	1	S	4/21/2006	4.633	F	6000	$8,640,000.00	64
2246230	M	EAST DRIVE	TRANSVERSE RD #2		P	O	1	S	4/21/2006	4.600	F	6500	$9,360,000.00	64
2246250	M	EAST DRIVE	TRANSVERSE RD #3		P	O	1	S	3/30/2006	4.433	F	5100	$7,344,000.00	64
2246270	M	EAST DRIVE	TRANSVERSE RD #4		P	O	1	S	4/25/2006	3.967	F	7000	$10,080,000.00	64
2249720	R	EAST FOOTBRIDGE	CLOVE LAKE		P	WO-PED	2	C	11/21/2005	4.296	F	899	$1,294,560.00	1
2242350	B	EAST FORDHAM RD	GRAND CONCOURSE			O	1	S	4/21/2006	4.567	F	10300	$14,832,000.00	5
2241270	B	EAST TREMONT AVE	AMTRAK - CSX	AC		O	2	S	8/2/2004	5.556	G	22300	$32,112,000.00	9
2241900	B	EASTCHESTER ROAD	NYCTA-DYRE AVE LN	T		O	3	S	9/7/2006	4.417	F	13500	$19,440,000.00	12
2243279	K	EASTERN PKWY	FRANKLIN SHUTTLE	T		O	1	S	8/25/2006	4.861	F	7700	$11,088,000.00	9
2247470	Q	ELIOT AVE	CONRAIL	C		O	1	S	8/24/2005	5.250	G	3600	$5,184,000.00	5
2247550	Q	ELIOT AVE	LIRR MONTAUK DIV	L		O	2	S	6/21/2005	5.894	G	9550	$13,752,000.00	5
2248160	Q	ELLIOT AVE	QUEENS BLVD			O	2	S	8/9/2006	4.922	F	13785	$19,850,400.00	12
2269600	K	ERSKINE STREET	BSHP			A	1	S	9/28/2006	6.234	V	8258	$11,891,520.00	5
2241200	B	FAILE ST	AMTRAK - CSX	AC		O	1	S	7/28/2006	5.703	G	6208	$8,939,520.00	2
2231620	Q	FARMERS BLVD	BSOP			A	2	S	6/15/2006	4.568	F	6400	$9,216,000.00	13
2249790	R	FB S OF FOREST AV	STREAM IN PARK		P	WO-PED	3	C	12/6/2006	5.000	G	658	$947,520.00	1
223201A	M	FDR DR N.B. OFF RMP	FDR DR & SOUTH ST			AR	17	S	3/30/2006	3.776	F	102225	$147,204,000.00	1
2232158	M	FDR DRIVE S.B.	FDR DRIVE N.B.			AT	32	S	5/26/2005	4.712	F	54302	$78,194,880.00	8
2233038	M	FDR DRIVE SB	FDR NB / E 62ND ST			AT	34	S	10/23/2006	6.887	V	58700	$100,962,720.00	8
2268650	M	FDR NB 42ND TO 49ST	EAST RIVER			A	119	S	9/9/2005	4.264	F	30767	$44,304,480.00	6
223204A	M	FDR NB TO HOUSTON ST	RELIEF			AR	4	S	2/28/2006	4.700	F	6150	$8,856,000.00	3
2229520	B	FIELDSTON ROAD	HHP			A	1	S	9/26/2005	5.500	G	6600	$9,504,000.00	8
2249480	R	FINGERBOARD ROAD	SIRT SOUTH SHORE	S		O	2	S	10/31/2005	6.708	V	5100	$7,344,000.00	2
2231460	K	FLATBUSH AVE	BSHP			A	2	S	9/15/2005	6.441	V	14058	$20,243,520.00	56
2243260	K	FLATBUSH AVE	FRANKLIN SHUTTLE	T		O	2	S	8/17/2006	4.961	F	11300	$16,272,000.00	9
2243510	K	FLATBUSH AVE	LIRR BAY RIDGE	N		O	2	S	6/8/2005	4.667	F	5900	$8,208,000.00	18
2248090	Q	FLSHG MDW PK PED.	LAWRENCE STREET		P	O-PED	3	C	11/30/2006	4.736	F	8418	$12,121,920.00	7
2248220	Q	FLUSHING AV SERVICE	FLUSHING AVE			O	1	S	7/11/2005	5.125	G	2940	$4,233,600.00	5
2248260	Q	FLUSHING MEADW PARK	MEADOW LAKE & 69TH RD		P	WO	5	S	5/26/2006	4.855	F	4200	$6,048,000.00	81
2248140	Q	FLUSHING MEADW PK	STREAM N OF LIE		P	WO-PED	5	C	10/2/2006	4.880	F	4102	$5,906,880.00	81
2248130	Q	FLUSHING MEADW PK	WILLOW LK&76TH RD		P	WO-PED	4	C	4/20/2002	1.000	P	1891	$2,723,040.00	81
2248379	Q	FLUSHING MW PK RD	AQUACADE LAKE		P	WO-PED	5	C	3/7/2006	5.000	G	6321	$9,102,240.00	81
2249780	R	FOOTBRIDGE	BROOKS LAKE DAM		P	WO-PED	1	C	10/31/2006	4.633	F	800	$1,152,000.00	1
2249800	R	FOREST AVE	CLOVE LAKES PK STREAM		P	WO	1	S	9/2/2005	4.633	F	1600	$2,304,000.00	1
2248340	Q	FOREST PARK DR	MYRTLE AVE		P	O	3	S	6/7/2005	4.984	F	5100	$7,344,000.00	9
2247660	Q	FOREST PARK DRIVE	ABANDONED LIRR	L	P	O	6	S	1/12/2006	5.381	G	10000	$14,400,000.00	9
2247590	Q	FOREST PARK DRIVE	LIRR MONTAUK DIV	L	P	O	5	S	10/2/2006	5.509	G	6000	$8,640,000.00	9
2243620	K	FORT HAMILTON PKWY	LIRR & SEA BEACH	NT		O	3	S	9/6/2006	4.797	F	14800	$21,312,000.00	10
2245040	M	FORT TRYON PARK	SOUTH OF CLOISTERS		P	O	1	C	6/21/2006	5.100	G	750	$1,080,000.00	12
2245050	M	FORT TRYON PARK	UNDERPASS		P	O	1	C	6/21/2006	4.867	F	750	$1,080,000.00	12
2246500	M	FORT TRYON PLACE	ENTR FROM RIVERSIDE DR		P	O	1	S	4/6/2006	4.333	F	6600	$9,504,000.00	12
2243150	K	FOSTER AVE	BMT SUBWAY, BRIGHTON	T		O	1	S	8/23/2006	4.550	F	3000	$4,320,000.00	14
2231930	Q	FRANCIS LEWIS BLVD	BCIP			A	3	S	2/6/2006	4.773	F	9100	$13,104,000.00	7
2231690	Q	FRANCIS LEWIS BLVD	BLP E.B.			A	1	S	3/14/2006	5.167	G	6000	$8,640,000.00	13
2231700	Q	FRANCIS LEWIS BLVD	BLP W.B.			A	1	S	3/14/2006	4.833	F	6000	$8,640,000.00	13
2267199	Q	FRANCIS LEWIS BLVD	PARK ROAD			O	1	S	4/11/2005	5.033	G	7085	$10,202,400.00	8
2249450	R	FREMONT AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	3	C	5/14/2004	4.411	F	800	$1,152,000.00	2
224005A	M	FROM FDR DRIVE	HARLEM RIVER DR			OR	19	S	6/8/2006	4.269	F	29900	$43,056,000.00	11
2242120	B	FTBG N OF RTE 1	BRONX RIVER		P	WO-PED	1	C	6/27/2006	3.884	F	1904	$2,741,760.00	9
2244130	K	FTBRG NR BOATHSE	PROSPECT PK LAKE		P	WO-PED	1	C	11/15/2006	5.000	G	1260	$1,814,400.00	55
2246010	M	FTBRG OPP 62ND ST	BRIDLE PATH		P	O-PED	1	C	9/18/2006	4.894	F	1026	$1,477,440.00	64
2246320	M	FTBRG OPP 77TH ST	THE LAKE		P	WO-PED	3	C	10/23/2006	4.231	F	1125	$1,620,000.00	64
226771C	M	GAR RAMP TO 79 ST	79 ST BT BASIN GAR		P	AR	21	S	6/16/2005	4.726	F	9095	$13,096,800.00	7
2241420	B	GERARD AVE	METRO NORTH RR HUD	M		O	1	S	4/28/2006	5.922	G	5063	$7,290,720.00	4

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2249360	R	GIFFORDS LANE	SIRT SOUTH SHORE	S		O	1	S	10/31/2006	5.781	G	3042	$4,380,480.00	3
2243860	K	GLENMORE AVE	LIRR BAY RIDGE	N		O	2	S	10/10/2006	6.559	V	5616	$8,087,040.00	16
2065940	Q	GRAND AVE	495I (L.I.E.)			A	2	S	10/23/2006	5.264	G	12850	$18,504,000.00	5
2247440	Q	GRAND AVE	CONRAIL	C		O	1	S	8/23/2005	6.483	V	3280	$4,723,200.00	5
2247180	Q	GRAND AVE	LIRR MAIN LINE	L		O	3	S	10/6/2006	4.849	F	7415	$10,677,600.00	4
2242370	B	GRAND CONCOURSE	BEDFORD PARK BLVD			O	1	S	4/24/2006	4.765	F	8418	$12,121,920.00	7
2242360	B	GRAND CONCOURSE	BURNSIDE AVE			O	2	S	10/21/2004	4.441	F	8400	$12,096,000.00	5
2242299	B	GRAND CONCOURSE	E 138TH ST			O	1	S	5/9/2005	4.933	F	9500	$13,680,000.00	1
2242259	B	GRAND CONCOURSE	E 161ST ST			O	1	S	9/25/2006	3.667	F	24100	$34,704,000.00	4
2242280	B	GRAND CONCOURSE	E 167TH ST			O	2	S	7/21/2006	4.789	F	42900	$61,776,000.00	4
2242300	B	GRAND CONCOURSE	E 170TH ST			O	2	S	5/26/2006	4.789	F	39300	$56,592,000.00	4
2242319	B	GRAND CONCOURSE	E 174TH ST	T		O	1	S	4/4/2006	4.067	F	14900	$21,456,000.00	4
2242329	B	GRAND CONCOURSE	E 175TH ST	T		O	1	S	8/16/2006	5.067	G	11900	$17,136,000.00	4
2242380	B	GRAND CONCOURSE	E 204TH ST			O	1	S	5/5/2005	5.391	G	9272	$13,351,680.00	7
2242330	B	GRAND CONCOURSE	E TREMONT AVE			O	1	S	10/20/2005	5.983	G	11700	$16,848,000.00	5
2242340	B	GRAND CONCOURSE	EAST KINGSBRIDGE			O	2	S	10/3/2006	4.714	F	16500	$23,760,000.00	7
2241409	B	GRAND CONCOURSE	METRO NORTH RR HUD	MT		O	1	S	4/14/2006	3.828	F	16100	$23,184,000.00	4
2240390	K Q	GRAND ST BRIDGE	NEWTOWN CREEK			WMO	2	S	9/5/2006	4.292	F	5100	$7,344,000.00	5
2249100	R	GRANITE AVE	B&O RAILROAD	O		O	4	S	3/21/2006	6.034	V	7300	$10,512,000.00	1
2249370	R	GREAVES AVE	SIRT SOUTH SHORE	S		O	1	S	10/17/2005	6.750	V	3950	$5,688,000.00	3
2240370	K Q	GREENPOINT AVE BRIDGE	NEWTOWN CREEK	L		WMO	12	S	10/21/2005	5.250	G	76106	$109,592,640.00	2
2231370	K	GUIDER AV RAMP TO BSHP	BSHP			A	4	S	5/10/2006	3.653	F	12800	$18,432,000.00	13
2241860	B	GUN HILL RD	METRO NORTH RR HAR	M		O	2	S	3/29/2006	4.127	F	9000	$12,960,000.00	12
2242430	B	GUN HILL ROAD	BRONX BLVD			O	4	S	5/31/2006	4.912	F	9400	$13,536,000.00	12
2242440	B	GUN HILL ROAD	BRONX RIVER			WO	1	S	3/22/2006	4.900	F	8700	$12,528,000.00	12
2241910	B	GUN HILL ROAD	NYCTA-DYRE AVE LN	T		O	1	S	9/8/2006	6.000	G	75000	$108,000,000.00	11
2231610	Q	GUY R. BREWER BLVD	BSOP			A	4	S	4/22/2005	6.569	V	12342	$17,772,480.00	13
2249380	R	GUYON AVE	SIRT SOUTH SHORE	S		O	3	S	10/18/2005	4.869	F	6900	$9,936,000.00	3
2240231	K	HAMILTON AVE BRIDGE	GOWANUS CANAL			WMO	3	S	8/25/2006	4.028	F	7300	$10,512,000.00	7
2240232	K	HAMILTON AVE BRIDGE	GOWANUS CANAL			WMO	3	S	8/25/2006	4.125	F	7300	$10,512,000.00	6
2065930	Q	HAMILTON PLACE	495I (L.I.E.)			A	2	S	4/11/2006	6.069	V	11111	$15,999,840.00	5
2249520	R	HANNAH ST	SIRT SOUTH SHORE	S		O	10	S	12/7/2005	4.983	F	10020	$14,428,800.00	1
2249180	R	HARBOR ROAD	B&O RAILROAD	O		O	4	S	5/9/2005	6.356	V	6615	$9,525,600.00	1
2233059	M	HARLEM RIVER DRIVE	RAMP TO HRD N.B.			A	11	S	5/30/2006	3.522	F	51000	$73,440,000.00	11
2231780	Q	HEMPSTEAD AVE	BCIP			A	2	S	3/16/2006	4.161	F	14200	$20,448,000.00	13
2266149	Q	HEMPSTEAD AVE	CROSS ISLAND PKWY			A	2	S	3/20/2006	4.207	F	9500	$13,680,000.00	13
2267250	M	HHP	AMTRAK 30TH ST LINE	A		A	55	S	11/29/2006	3.710	F	40000	$57,600,000.00	7
2229530	B	HHP	BROADWAY			A	1	S	9/27/2005	4.574	F	7500	$10,800,000.00	8
2229440	B	HHP	KAPPOCK ST			A	1	S	9/30/2005	5.069	G	3900	$5,616,000.00	8
2266229	M	HHP	PED UNDERPASS @ 148 ST			A	1	S	4/7/2006	5.476	G	1800	$2,592,000.00	9
2266230	M	HHP	PED UNDERPASS INWD PK			A	1	S	2/27/2006	5.684	G	800	$1,152,000.00	12
2266240	M	HHP	PED UNDERPASS INWD PK			A	1	S	3/3/2006	5.762	G	1100	$1,584,000.00	12
2229309	M	HHP	RIVERSIDE PARK			A	1	S	3/20/2006	5.267	G	2400	$3,456,000.00	7
2229349	M	HHP	W 158 ST	A		A	44	S	8/12/2004	4.268	F	140000	$201,600,000.00	12
2229312	M	HHP NB	RAMP TO 96 ST			A	1	S	3/27/2006	4.364	F	2000	$2,880,000.00	7
2229322	M	HHP NB	RAMP TO 96 ST			A	1	S	5/9/2006	5.300	G	2000	$2,880,000.00	7
M00004	M	HHP ON/OFF RMP-79 EB	PEDESTRIAN PATH			A	1	C	7/12/2004	4.900	F	900	$1,296,000.00	7
M00003	M	HHP ON/OFF RMP-79 WB	PEDESTRIAN PATH			A	1	C	6/12/2006	5.030	G	900	$1,296,000.00	7
2229311	M	HHP SB	RAMP TO 96 ST			A	1	S	3/27/2006	4.273	F	2000	$2,880,000.00	7
2229321	M	HHP SB	RAMP TO 96 ST			A	1	S	5/9/2006	5.200	G	2000	$2,880,000.00	7
2229289	M	HHP VIADUCT	W 72 ST TO W 79 ST	A		A	145	S	12/7/2004	3.478	F	236100	$339,984,000.00	7
2246580	M	HIGH BRIDGE PDOVP	87I - HARLEM RIVER		P	WA-PED	11	P	10/1/1985	5.651	G	34100	$49,125,600.00	12
2230000	K	HIGHLAND BLVD E.B.	JACKIE ROBINSON PKWY			A	1	S	4/4/2006	4.600	F	4900	$7,056,000.00	5
2230220	K	HIGHLAND BLVD NB	VERMONT AVE			A	1	S	6/16/2005	6.127	V	3995	$5,752,800.00	5
2230010	K	HIGHLAND BLVD W.B.	JACKIE ROBINSON PKWY			A	1	S	4/4/2006	4.933	F	3500	$5,040,000.00	5
2230020	K	HIGHLAND BLVD W.B.	JACKIE ROBINSON PKWY			A	2	S	4/6/2006	4.842	F	4700	$6,768,000.00	5
2248280	Q	HIGHLAND PK PED.	PEDESTRIAN PATH		P	O-PED	1	C	11/29/2006	3.667	F	1856	$2,672,640.00	5
2243780	K	HIGHLAWN AVE	BMT SEA BEACH	T		O	1	S	9/9/2005	6.440	V	6960	$10,022,400.00	11
2244120	K	HILL DRIVE	PROSPECT PK LAKE		P	WO	3	S	4/20/2005	3.873	F	7800	$11,232,000.00	55
2231840	Q	HILLSIDE AVE	BCIP			A	2	S	4/4/2006	4.079	F	9672	$13,927,680.00	13
2247320	Q	HONEYWELL ST	AMTRAK & LIRR YARD	AL		O	22	S	12/16/2005	6.236	V	99036	$142,611,840.00	2
2300130	Q	HOOK CREEK	HOOK CREEK BRIDGE			WO	3	S	7/21/2005	6.339	V	18302	$26,354,880.00	13
2232040	M	HOUSTON ST	FDR DRIVE			A	2	S	4/17/2006	3.318	F	11010	$15,854,400.00	3
223204B	M	HOUSTON ST RAMP TO FDR	RELIEF			AR	4	S	3/8/2006	4.625	F	7642	$11,004,480.00	3
2267240	M	HRD NB RAMP	HARLEM RIVER DR			A	55	S	11/21/2006	3.083	F	122900	$176,976,000.00	12
2249300	R	HUGUENOT AVE	SIRT SOUTH SHORE	S		O	2	S	10/4/2005	4.924	F	4900	$7,056,000.00	3
2240450	Q	HUNTERS PT AVE BRIDGE	DUTCH KILLS			WMO	4	S	7/13/2006	5.083	G	12168	$17,521,920.00	2
2241190	B	HUNTS POINT AVE	AMTRAK - CSX	AC		O	1	S	7/24/2006	4.984	F	13700	$19,728,000.00	2
2241959	B	HUTCHINSON RVR PKWY	AMTRAK - CSX	AC		O	1	S	8/3/2006	5.915	G	15444	$22,239,360.00	10
2075859	B	HUTCHINSON RVR PKWY	HUTCHINSON RIVER			WMA	7	S	10/12/2006	4.859	F	60500	$87,120,000.00	10

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2249810	R	HYLAN BLVD	LEMON CREEK			WO	1	S	2/27/2006	6.406	V	11400	$16,416,000.00	3
2248299	Q	INTER PKWY-UNION TPK	AUSTIN ST			O	1	S	5/30/2006	4.250	F	5900	$8,496,000.00	9
2245300	M	INWOOD HILL PK FTBR	AMTRAK 30 ST BRANCH	A	P	O-PED	6	C	3/28/2006	4.174	F	700	$1,008,000.00	12
2246690	M	ISHAM PK VEHICULR	HARLEM RIVER INLET		P	O	1	S	6/21/2006	6.261	V	911	$1,311,840.00	12
2246700	M	ISHM PK PEDESTRN	HARLEM RV INLET		P	WO-PED	1	C	11/20/2006	4.140	F	285	$410,400.00	12
2230099	Q	JACKIE ROBINSON PKWY	CYPRESS HILLS CEMETRY			A	1	S	1/31/2006	5.444	G	4200	$6,048,000.00	5
2230179	Q	JACKIE ROBINSON PKWY	METROPOLITAN AVE			A	2	S	4/19/2006	5.321	G	8673	$12,489,120.00	82
2247260	Q	JACKSON AVE	LIRR,AMT,CON NE	L		O	1	S	11/20/2006	6.183	V	4517	$6,504,480.00	2
2231819	Q	JAMAICA AVE	BCIP			A	2	S	3/3/2006	4.773	F	11500	$16,560,000.00	13
2230287	B	JEROME AVE	MOSHOLU PARKWAY	T		A	3	S	4/28/2005	4.921	F	11800	$16,992,000.00	7
2249070	R	JOHN ST	B&O RAILROAD	O		O-PED	3	C	12/4/2006	5.648	G	5800	$8,352,000.00	1
2247480	Q	JUNIPER BLVD SO	CONRAIL	C		O	1	S	8/30/2005	5.417	G	9000	$12,960,000.00	5
2230380	K	KANE ST	278I (B.Q.E.)			A	2	S	4/2/2006	4.153	F	5000	$7,200,000.00	6
2243770	K	KINGS HIGHWAY	BMT SEA BEACH	T		O	1	S	8/24/2005	6.767	V	5032	$7,246,080.00	11
2231449	K	KNAPP ST	BSHP			A	1	S	3/31/2006	4.469	F	9500	$13,680,000.00	15
2241169	B	LAFAYETTE AVE	AMTRAK - CSX	AC		O	1	S	8/8/2006	5.794	G	12000	$17,280,000.00	2
2249110	R	LAKE AVE	B&O RAILROAD	O		O	3	S	4/12/2005	5.370	G	5900	$8,496,000.00	1
2247240	Q	LEFFERTS BLVD	LIRR MAIN LINE	L		O	3	S	7/29/2005	5.917	G	5460	$7,862,400.00	9
2241139	B	LEGGETT AVE	AMTRAK - CSX	AC		O	3	S	8/7/2006	4.690	F	28300	$40,752,000.00	2
2243850	K	LIBERTY AVE	LIRR BAY RIDGE	N		O	4	S	6/16/2006	6.559	V	6400	$9,216,000.00	16
2249460	R	LINCOLN AVE	SIRT SOUTH SHORE	S		O	1	S	10/27/2005	5.483	G	4500	$6,480,000.00	2
2243190	K	LINCOLN PLACE	FRANKLIN SHUTTLE	T		O	1	S	8/24/2006	6.922	V	2460	$3,542,400.00	9
2243010	K	LINCOLN ROAD	BMT SUBWAY, BRIGHTON	T		O	4	S	7/7/2006	6.815	V	6100	$8,784,000.00	55
2231750	Q	LINDEN BLVD	BCIP			A	2	S	2/16/2006	4.341	F	6700	$9,648,000.00	13
2248040	Q	LINDEN BLVD	CONDUIT AVE			O	1	S	6/22/2006	5.233	G	3352	$4,826,880.00	10
2243910	K	LIVONIA AVE PED BRDG	LIRR BAY RIDGE LINE	N		O-PED	6	C	7/6/2006	5.040	G	2500	$3,600,000.00	16
2241159	B	LONGWOOD AVE	AMTRAK - CSX	AC		O	2	S	7/25/2006	5.306	G	10625	$15,300,000.00	2
1240090	BM	MACOMBS DAM BRIDGE	HARLEM RIVER			WMO	52	S	6/13/2005	4.169	F	211788	$304,974,720.00	10
2240079	BM	MADISON AVE BRIDGE	HARLEM RIVER			WMO	21	S	11/6/2006	4.889	F	80000	$115,200,000.00	11
2249210	R	MAIN ST PED BRDG	SIRT SOUTH SHORE	S		O-PED	9	C	3/24/2006	4.481	F	400	$576,000.00	3
2240027	KM	MANHATTAN BRIDGE(LL)	EAST RIVER	T		WEO	23	S	11/30/2006	4.407	F	616390	$887,601,600.00	3
2240028	KM	MANHATTAN BRIDGE(UL)	NYCTA TRACKS-BMT	T		WEO	43	S	11/30/2006	4.357	F	587424	$845,890,560.00	3
2229480	B	MANHATTAN COLL PKWY	HHP			A	3	S	4/25/2005	5.368	G	6200	$8,928,000.00	8
2230190	Q	MARKWOOD ROAD	JACKIE ROBINSON PKWY			A	1	S	4/13/2006	5.389	G	4400	$6,336,000.00	82
2249760	R	MARTLINGS AVE	RICHMOND LAKE DAM			WO	2	S	5/12/2005	4.867	F	7000	$10,080,000.00	1
2269030	B	MATTHEWSON ROAD	MAC CRACKEN AVE			O	15	S	12/12/2006	4.737	F	14880	$21,427,200.00	7
2243410	K	MCDONALD AVE	LIRR BAY RIDGE	N		O	1	S	11/2/2006	5.172	G	2760	$3,974,400.00	12
2241110	B	MELROSE AVE	CSX TRANS - PT MORRIS	C		O	8	S	5/23/2005	5.889	G	37854	$54,509,760.00	3
2231710	Q	MERRICK BLVD	BLP N.B.			A	1	S	3/23/2006	4.467	F	6000	$8,640,000.00	13
2231720	Q	MERRICK BLVD	BLP S.B.			A	1	S	3/23/2006	4.200	F	6000	$8,640,000.00	13
2247500	Q	METROPOLITAN AVE	CONRAIL	C		O	1	S	8/30/2005	4.167	F	18650	$26,856,000.00	5
2240290	K	METROPOLITAN AVE	ENGLISH KILLS			WMO	5	S	9/7/2005	6.458	V	15245	$21,952,800.00	1
1247560	Q	METROPOLITAN AVE	LIRR MONTAUK DIV	L		O	2	S	10/2/2006	3.762	F	20900	$30,096,000.00	5
2249470	R	MIDLAND AVE	SIRT SOUTH SHORE	S		O	1	S	10/28/2005	5.603	G	3000	$4,320,000.00	2
2257569	M	MILLER HIGHWAY	TERRAIN			A	64	S	8/20/2005	4.915	F	264190	$380,433,600.00	7
2249530	R	MINTHORNE ST PED BRDG	SIRT SOUTH SHORE	S		O-PED	26	C	7/12/2006	4.851	F	1600	$2,304,000.00	1
2243240	K	MONTGOMERY ST	FRANKLIN SHUTTLE	T		O	1	S	9/26/2005	6.275	V	2030	$2,923,200.00	9
2249090	R	MORNINGSTAR ROAD	B&O RAILROAD	O		O	4	S	4/20/2005	5.169	G	7900	$11,376,000.00	1
2268930	M	MORRIS ST PED BRDG	BKLN-BATTERY TUNN PLZ			A-PED	3	C	10/10/2006	4.227	F	1200	$1,728,000.00	1
2230250	B	MOSHOLU PARKWAY	BRONX RIVER			WA	5	S	3/20/2006	4.263	F	16300	$23,472,000.00	27
2230300	B	MOSHOLU PARKWAY	CONRAIL (ABANDONED)	C		A	1	S	10/30/2006	4.229	F	5200	$7,488,000.00	26
2230290	B	MOSHOLU PARKWAY	EQUESTRIAN PATH			A	1	S	2/3/2006	4.448	F	4300	$6,192,000.00	26
2230260	B	MOSHOLU PARKWAY	METRO NORTH	M		A	1	S	3/30/2006	5.516	G	8880	$12,787,200.00	27
2230310	B	MOSHOLU PARKWAY	SB RAMP TO HHP			A	2	S	12/1/2005	5.135	G	7400	$10,656,000.00	26
2230270	B	MOSHOLU PARKWAY	WEBSTER AVE			A	1	S	4/20/2005	5.703	G	8480	$12,211,200.00	27
2248100	Q	MOTOR PKWY (PED)	73RD AVE		P	O-PED	3	C	3/18/2005	4.750	F	2640	$3,801,600.00	8
2248110	Q	MOTOR PKWY (PED)	ALLEY PK PED WALK		P	O-PED	1	C	7/14/2006	5.000	G	963	$1,386,720.00	13
2248060	Q	MOTOR PKWY (PED)	BELL BLVD		P	O-PED	2	C	9/18/2006	4.542	F	2648	$3,813,120.00	11
2248059	Q	MOTOR PKWY (PED)	FRANCIS LEWIS BLD		P	O-PED	2	C	9/12/2006	4.708	F	2756	$3,968,640.00	8
2248080	Q	MOTOR PKWY (PED)	HOLLIS COURT BLVD		P	O-PED	3	C	11/17/2006	5.000	G	2670	$3,844,800.00	8
2248070	Q	MOTOR PKWY (PED)	SPRINGFIELD BLVD		P	O-PED	3	C	9/12/2006	4.597	F	2940	$4,233,600.00	11
2247110	Q	MURRAY ST	LIRR N SIDE DIV	L		O	1	S	6/23/2005	5.556	G	4000	$5,760,000.00	7
2247620	Q	MYRTLE AVE	ABANDONED LIRR	L		O	3	S	1/11/2006	5.111	G	6725	$9,684,000.00	4
2230120	Q	MYRTLE AVE	JACKIE ROBINSON PKWY			A	1	S	2/16/2006	5.563	G	6400	$9,216,000.00	82
2231670	Q	N CONDUIT AVE W.B.	BLP E.B.			A	1	S	1/16/2006	4.917	F	4000	$5,760,000.00	13
2231680	Q	N CONDUIT AVE WB	BLP W.B.			A	2	S	1/16/2006	4.932	F	6500	$9,360,000.00	13
205580A	Q	N.BLVD WB TO 678I SB	VACANT LAND			AR	16	S	9/1/2006	5.571	G	8600	$12,384,000.00	7
2249350	R	NELSON AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	3	C	4/13/2006	4.725	F	300	$432,000.00	3
1067150	B	NEREID AVE (2241880)	BRONX RIVER PKWY	M		O	10	S	7/8/2005	4.211	F	57750	$83,160,000.00	12
2249430	R	NEW DORP LANE	SIRT SOUTH SHORE	S		O	2	S	10/21/2005	4.972	F	7600	$10,944,000.00	2
2243660	K	NEW UTRECHT AVE	LIRR BAY RIDGE	N		O	1	S	9/28/2006	6.400	V	2350	$3,384,000.00	11

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2243140	K	NEWKIRK AVE	BMT SUBWAY, BRIGHTON	T		O	3	S	8/4/2006	4.250	F	4100	$5,904,000.00	14
2240240	K	NINTH ST BRIDGE	GOWANUS CANAL			WMO	3	S	6/14/2005	6.613	V	5772	$8,311,680.00	6
2269760	R	NORTH RAMP	SIRT		F	O	9	S	11/28/2006	4.181	F	17589	$25,328,160.00	1
2240440	Q	NORTHERN BLVD	ALLEY CREEK			WO	2	S	5/30/2006	4.750	F	8300	$11,952,000.00	11
2231870	Q	NORTHERN BLVD	BCIP			A	2	S	10/9/2006	6.458	V	9400	$13,536,000.00	11
2055802	Q	NORTHERN BLVD E.B.	FLUSHING RIVER			WO	40	S	9/20/2006	4.366	F	78894	$113,607,360.00	7
2055801	Q	NORTHERN BLVD W.B.	FLUSHING RIVER			WO	40	S	9/20/2006	4.817	F	71900	$103,536,000.00	7
2243500	K	NOSTRAND AVE	LIRR BAY RIDGE	N		O	2	S	10/26/2006	5.085	G	4320	$6,220,800.00	14
2240138	BM	NYCTA IRT	HARLEM RVR/BROADWAY	T		WMO	3	S	10/27/2005	4.882	F	19520	$28,108,800.00	12
2243480	K	OCEAN AVE	LIRR BAY RIDGE	N		O	2	S	10/12/2006	4.912	F	5000	$7,200,000.00	14
2240320	K	OCEAN AVE PED BRDG	SHEEPSHEAD BAY			WO-PED	30	C	3/28/2006	4.328	F	4000	$5,760,000.00	15
2243439	K	OCEAN PKWY	LIRR BAY RIDGE	N		O	1	S	11/18/2004	5.218	G	7000	$10,080,000.00	12
2249269	R	PAGE AVE	SIRT SOUTH SHORE	S		O	4	S	10/7/2005	6.306	V	30420	$43,804,800.00	3
2245470	M	PARK AVE N.B	E 45TH ST			O	1	S	6/7/2006	4.865	F	2400	$3,456,000.00	5
2245460	M	PARK AVE S.B.	E 45TH ST			O	1	S	6/9/2006	4.514	F	2400	$3,456,000.00	5
2246550	M	PARK AVE VIADUCT	E 42ND ST			O	10	S	12/12/2006	4.448	F	22150	$31,896,000.00	6
2247600	Q	PARK LANE SOUTH	LIRR MONTAUK DIV	AL		O	1	S	9/7/2006	6.983	V	3024	$4,354,560.00	9
2242099	B	PARK ROAD (204TH ST)	BRONX RIVER			WO	1	S	7/12/2006	4.793	F	4700	$6,768,000.00	27
224001A	M	PARK ROW TO BKLN	WILLIAM ST N.B.			OE	4	S	4/28/2006	4.250	F	10167	$14,640,480.00	1
2269780	R	PARKING ENTR RAMP	SIRT		F	O	3	S	10/6/2006	4.986	F	8589	$12,368,160.00	1
2269730	R	PARKING EXIT RAMP	SIRT		F	O	10	S	11/20/2006	4.222	F	20727	$29,846,880.00	1
2243020	K	PARKSIDE AVE	BMT SUBWAY, BRIGHTON	T		O	6	S	9/1/2006	4.000	F	48700	$70,128,000.00	14
2247060	Q	PARSONS BLVD	LIRR N SIDE DIV	L		O	1	S	8/29/2006	5.176	G	4200	$6,048,000.00	7
224001C	M	PEARL ST TO BKLN	LAND ADJ TO BRDG			OE	9	S	4/24/2006	3.814	F	6489	$9,344,160.00	3
224001F	M	PEARL ST TO FDR DR	LAND ADJ TO BRDG			OE	3	S	4/12/2006	5.254	G	5200	$7,488,000.00	1
2246160	M	PED BET 73ST&74ST	THE LAKE		P	WO-PED	1	C	11/30/2005	5.000	G	1655	$2,383,200.00	64
222928C	M	PED BR AT 73RD ST	HHP - AMTRAK		P	A-PED	5	C	5/10/2004	4.618	F	3480	$5,011,200.00	7
2246090	M	PED BRDG OPP 65 ST	TRANSVERSE RD #1		P	O-PED	1	C	4/8/2006	4.655	F	2300	$3,312,000.00	64
2247630	Q	PED BRG NEAR UNION TPK	ABANDONED LIRR			O-PED	8	C	6/22/2006	5.422	G	900	$1,296,000.00	5
2246440	M	PED IN CTR OF PK	TRANSVERSE RD NO.2		P	O-PED	1	C	4/1/2006	4.110	F	5900	$8,496,000.00	64
2246340	M	PED WALK OPP 77ST	STREAM TO LAKE		P	WO-PED	4	C	11/28/2006	4.548	F	455	$655,200.00	64
2246380	M	PED WALK OPP 86ST	BRIDLE PATH		P	O-PED	1	C	11/14/2006	4.224	F	714	$1,028,160.00	64
2246390	M	PED WALK OPP 86ST	BRIDLE PATH		P	O-PED	3	C	11/16/2006	4.192	F	1095	$1,576,800.00	64
2246620	M	PEDESTRIAN BRIDGE	E 128TH ST			O-PED	18	C	9/8/2006	4.453	F	2300	$3,312,000.00	11
2246030	M	PEDESTRIAN BRIDGE	POND		P	O-PED	1	C	6/27/2006	4.172	F	1400	$2,016,000.00	64
M00001	M	PEDESTRIAN TUNNEL	BROADWAY TO			O-PED	1	C	3/9/2004	5.000	G	2000	$2,880,000.00	12
2241380	B	PELHAM BAY PK PED	AMTRAK - CSX	AC	P	O-PED	1	C	11/13/1978	5.109	G	4223	$6,081,120.00	28
2231519	K	PENNSYLVANIA AVE	BSHP			A	2	S	4/28/2005	6.181	V	6640	$9,561,600.00	56
2243870	K	PITKIN AVE	LIRR BAY RIDGE	N		O	3	S	10/5/2006	6.662	V	5600	$8,064,000.00	16
2243210	K	PRESIDENT ST	FRANKLIN SHUTTLE	T		O	2	S	8/15/2006	5.314	G	2500	$3,600,000.00	9
2232167	M	PROMENADE OVER FDR	FDR/E79TH ST-E91ST ST		P	A-PED	53	S	8/3/2005	3.571	F	93000	$133,920,000.00	8
2244010	K	PROSPECT PK E DRIVE	ENDALE ARCH E DRIVE		P	O	1	C	6/1/2006	5.000	G	900	$1,296,000.00	55
2268760	M	PS-5 PEDESTRIAN BR.	TENTH AVENUE			O-PED	5	C	5/16/2005	5.510	G	1500	$2,160,000.00	12
2240639	KQ	PULASKI BRIDGE	NEWTOWN CREEK			WMO	44	S	6/12/2006	4.817	F	205770	$296,308,800.00	2
2230530	Q	QUEENS BLVD	278I (B.Q.E.)			A	2	S	10/9/2006	6.083	V	23500	$33,840,000.00	2
2230869	Q	QUEENS BLVD	ACCESS RD BQE S.B.			A	1	S	11/26/2006	4.205	F	7900	$11,376,000.00	2
2247310	Q	QUEENS BLVD	AMTRAK & LIRR YARD	L		O	19	S	10/11/2006	6.577	V	92400	$133,056,000.00	2
2230209	Q	QUEENS BLVD	JACKIE ROBINSON PKWY	T		A	5	S	7/18/2006	4.778	F	37700	$129,600,000.00	9
2240047	MQ	QUEENSBORO BRIDGE(LL)	EAST RIVER	L		WEO	53	S	11/23/2004	4.542	F	626900	$902,736,000.00	6
2240048	MQ	QUEENSBORO BRIDGE(UL)	EAST RIVER-LL			WEO	37	S	12/5/2004	4.623	F	322300	$464,112,000.00	6
223201D	M	RAMP TO N.B. FDR DRIVE	FDR & SOUTH ST.			AR	22	S	4/4/2006	5.180	G	15825	$22,788,000.00	1
222934A	M	RAMP TO N.B. HHP	AMTRAK WEST SIDE	A		AR	26	S	8/2/2006	3.875	F	10800	$15,552,000.00	12
2249270	R	RICHMMD VALLY ROAD	SIRT SOUTH SHORE	S		O	4	S	10/5/2005	5.284	G	9300	$13,392,000.00	3
2240350	R	RICHMOND AVE	RICHMOND CREEK			WO	3	S	6/16/2005	5.819	G	32589	$46,928,160.00	2
2244150	K	RIDGE BLVD	SHORE RD DRIVE			O	1	S	5/5/2005	6.800	V	4350	$6,264,000.00	10
2240660	Q	RIKERS ISLAND BRIDGE	RIKERS ISL CHANNEL			WO	56	S	7/5/2005	4.282	F	183100	$263,664,000.00	1
2241430	B	RIVER AVE	METRO NORTH RR HUD	M		O	1	S	6/22/2005	6.281	V	5040	$7,257,600.00	4
2229510	B	RIVERDALE AVE	HHP			A	2	S	9/14/2005	4.000	F	5200	$7,488,000.00	8
2246660	M	RIVERSIDE DRIVE	W 125TH ST & OTHERS			O	27	S	7/18/2005	4.389	F	148300	$213,552,000.00	9
2246980	M	RIVERSIDE DRIVE	W 138TH ST			O	1	S	3/27/2006	4.900	F	6700	$9,648,000.00	9
2267130	M	RIVERSIDE DRIVE	W 145TH ST			O	1	S	6/20/2005	5.000	G	5800	$8,352,000.00	9
2246720	M	RIVERSIDE DRIVE	W 158TH ST	A		O	77	S	11/18/2005	3.639	F	181400	$261,216,000.00	9
2246970	M	RIVERSIDE DRIVE	W 96TH ST			O	3	S	6/21/2005	5.500	G	10600	$15,264,000.00	7
2269240	M	RIVERSIDE DRIVE	W. 155TH ST			O	1	S	6/20/2005	4.640	F	4397	$6,331,680.00	9
2248369	Q	ROCKAWAY BLVD	THURSTON BASIN			WO	2	S	7/19/2005	5.158	G	6000	$8,640,000.00	83
2230587	Q	ROOSEVELT AVE	278I (B.Q.E.)			A	2	S	2/21/2006	4.559	F	6600	$9,504,000.00	2
2240507	Q	ROOSEVELT AVE	678I - VAN WYCK EXPWY			WA	27	S	12/13/2006	3.535	F	84424	$121,570,560.00	81
2247380	Q	ROOSEVELT AVE	CONRAIL HELLGATE	C		O	2	S	9/12/2006	4.958	F	5200	$7,488,000.00	2
2267160	Q	ROOSEVELT AVE	FLUSHING MDW PK ROAD			O	4	S	9/13/2005	4.683	F	7280	$10,483,200.00	84

INVENTORY SORTED BY FEATURE CARRIED

BIN	BO RO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBL RTNG	DECK AREA	REPLACEMENT COST	CD
2240640	MQ	ROOSEVELT ISLAND	E. RIVER E. CHANNEL			WMO	8	S	12/6/2006	4.208	F	36500	$52,560,000.00	8
2249420	R	ROSE AVE	SIRT SOUTH SHORE	S		O	2	S	11/4/2005	5.712	G	3800	$5,472,000.00	2
2249410	R	ROSS AVE	SIRT SOUTH SHORE	S		O	2	S	10/26/2005	5.500	G	3800	$5,472,000.00	2
2248200	Q	RUST ST	FLUSHING AVE			O	1	S	7/11/2005	5.078	G	2940	$4,233,600.00	5
2231560	Q	S CONDUIT BLVD	BSOP			A	2	S	7/20/2006	5.465	G	15776	$22,717,440.00	10
2242210	B	S OF ALLERTON AVE	BRONX RIVER			WO	3	S	6/7/2006	4.763	F	6200	$8,928,000.00	27
2249770	R	S OF BROOKS LAKE	STREAM IN PARK		P	WO-PED	3	C	12/22/2006	4.796	F	696	$1,002,240.00	1
2230370	K	SACKETT ST	278I (B.Q.E.)			A	2	S	2/28/2006	4.694	F	5000	$7,200,000.00	6
226771D	M	SB HHP RAMP TO 79 ST	79 ST BT BASIN GAR		P	AR	4	S	5/27/2005	4.645	F	2601	$3,745,440.00	7
2244470	K	SEELEY ST	PROSPECT AVE			O	1	S	6/3/2005	4.100	F	7700	$11,088,000.00	7
2249290	R	SEGUINE AVE	SIRT SOUTH SHORE	S		O	1	S	10/10/2005	6.016	V	2200	$3,168,000.00	3
2248240	Q	SERVICE RD TURNAROUND	OVER FLUSHING AVE			O	1	S	7/11/2005	5.250	G	2940	$4,233,600.00	5
2241390	B	SHORE RD CIRCLE	AMTRAK - CSX	AC		O	2	S	7/11/2006	3.254	F	4800	$6,912,000.00	10
2240200	B	SHORE ROAD	HUTCHINSON RIVER			WMO	7	S	9/3/2004	4.597	F	4800	$6,912,000.00	28
2249120	R	SIMONSON AVE	B&O RAILROAD	O		O	3	S	4/22/2005	6.093	V	5819	$8,379,360.00	1
2249860	R	SLATER BLVD	NEW CREEK			WO	1	S	4/14/2005	5.673	G	2037	$2,933,280.00	2
2249200	R	SOUTH AVE	B&O RAILROAD	O		O	3	S	10/3/2005	6.927	V	8322	$11,983,680.00	1
2244440	K	SOUTH OF TILLARY ST	NAVY ST			O-PED	1	C	12/7/2006	4.268	F	6200	$8,928,000.00	2
2242029	B	SOUTHERN BLVD	BRONX PELHAM PKWY			O	2	S	4/5/2006	4.684	F	12900	$18,576,000.00	27
2242220	B	SOUTHERN BLVD	BRONX RIVER			WO	2	S	3/13/2006	4.395	F	4800	$6,912,000.00	27
2241080	B	SOUTHERN BLVD	CSX TRANS - PT MORRIS	C		O	1	S	11/5/2004	4.185	F	3900	$5,616,000.00	1
2231630	Q	SPRINGFIELD BLVD	BSOP			A	2	S	4/27/2006	4.568	F	8500	$12,240,000.00	13
2268770	Q	SPRINGFIELD BLVD	EQUES. PATH (ABAND.)			O	1	S	4/27/2005	4.667	F	1470	$2,116,800.00	13
2243180	K	ST JOHNS PLACE	FRANKLIN SHUTTLE	T		O	1	S	9/28/2005	6.781	V	2200	$3,168,000.00	9
2241700	B	ST PAULS PL PED BRDG	METRO NORTH RR HAR	M		O-PED	2	C	11/2/2005	5.000	G	600	$864,000.00	3
2241060	B	ST. MARYS & CONCORD	CSX TRANS - PT MORRIS	C		O	1	S	8/18/2006	5.333	G	4500	$6,480,000.00	1
2230610	Q	STEINWAY ST	278I E.B. (B.Q.E.)			A	1	S	11/8/2006	6.667	V	4200	$6,048,000.00	1
2230600	Q	STEINWAY ST	278I W.B. (B.Q.E.)			A	1	S	11/9/2006	6.667	V	4200	$6,048,000.00	1
2243170	K	STERLING PLACE	FRANKLIN SHUTTLE	T		O	1	S	8/5/2005	6.500	V	2300	$3,312,000.00	8
223201C	M	STH ST RMP TO FDR	SOUTH ST			AR	8	S	3/27/2006	4.134	F	39150	$56,376,000.00	1
223201B	M	STH ST RMP TO FDR S.B.	SOUTH ST			AR	10	S	4/6/2006	3.821	F	44625	$64,260,000.00	1
2240540	K	STILLWELL AVE	CONEY ISLAND CRK			WO	2	S	6/7/2005	6.292	V	17000	$24,480,000.00	13
2230350	K	SUMMIT ST PED BRDG	278I (B.Q.E.)			A-PED	2	S	2/28/2006	4.671	F	1400	$2,016,000.00	6
2231650	Q	SUNRISE HWY W.B.	BLP E.B.			A	1	S	3/27/2006	4.623	F	4100	$5,904,000.00	13
2231660	Q	SUNRISE HWY W.B.	BLP W.B.			A	2	S	4/6/2006	4.565	F	5350	$7,704,000.00	13
2231800	Q	SUPERIOR ROAD	BCIP			A	2	S	3/13/2006	4.318	F	7000	$10,080,000.00	13
2243890	K	SUTTER AVE	LIRR BAY RIDGE	N		O	3	S	10/5/2006	6.542	V	5497	$7,915,680.00	16
2241040	B	THIRD AVE	CSX TRANS - PT MORRIS	C		O	1	S	10/18/2006	4.563	F	2700	$3,888,000.00	1
2240310	K	THIRD AVE	GOWANUS CANAL			WO	1	S	6/5/2006	4.345	F	3200	$4,608,000.00	6
2240069	BM	THIRD AVE BRIDGE	HARLEM RIVER			WMO	14	S	11/2/2006	6.859	V	100232	$115,128,000.00	11
2240250	K	THIRD ST	GOWANUS CANAL			WMO	5	S	6/17/2005	4.931	F	4900	$7,056,000.00	6
2247300	Q	THOMPSON AVE	AMTRAK YARD	L		O	14	S	10/16/2006	5.264	G	61280	$88,243,200.00	2
2241170	B	TIFFANY ST	AMTRAK - CSX	AC		O	1	S	7/6/2005	5.627	G	7267	$10,464,480.00	2
224004H	Q	TO 21ST ST FROM NY	22ND ST			OE	43	S	12/14/2006	4.366	F	48100	$69,264,000.00	2
224001B	M	TO BKLN FRM FDR	FRANKFRT & CITY			OE	31	S	6/6/2006	4.148	F	51400	$74,016,000.00	1
224005B	B	TO BRUCKNER BLVD	RELIEF			OR	5	S	8/3/2005	3.833	F	12100	$17,424,000.00	1
224006A	B	TO BRUCKNER BLVD	RELIEF			OR	11	S	12/8/2005	6.732	V	11100	$15,984,000.00	1
224004B	M	TO E 60TH ST FROM QNS	FIRST AVE			OE	13	S	6/17/2006	5.764	G	14800	$21,312,000.00	6
224004C	M	TO E 62ND ST FROM QNS	E 60TH ST			OE	10	S	7/26/2006	4.985	F	16720	$24,076,800.00	6
224001D	M	TO FDR DR N.B.	PEARL STREET			OE	30	S	5/16/2005	5.208	G	49600	$71,424,000.00	1
2245480	M	TO GWB OPP W 171ST ST	RIVERSIDE DRIVE			O	1	S	5/23/2006	5.143	G	10800	$15,552,000.00	12
224007A	M	TO MADISON AVENUE	RELIEF			OR	7	S	5/15/2006	5.225	G	19880	$28,627,200.00	11
224004E	Q	TO NY FR THOMSON AVE	JACKSON AVE			OE	94	S	12/7/2006	4.792	F	104600	$150,624,000.00	2
224004G	Q	TO NY FROM 11TH ST	TERRAIN (CHAMBER)			OE	36	S	11/10/2006	4.634	F	8360	$12,038,400.00	1
224004F	Q	TO NY FROM 21ST ST	21ST ST (QUEENS)			OE	63	S	12/12/2006	4.833	F	63310	$91,166,400.00	2
224001G	M	TO PARK ROW	ROSE ST			OE	11	S	5/3/2005	4.681	F	16551	$23,833,440.00	1
224001E	M	TO PEARL ST	LAND ADJ TO BRDG			OE	3	S	5/2/2005	5.225	G	5300	$7,632,000.00	6
224004A	M	TO QNS FRM E 59TH ST	FIRST AVE			OE	13	S	6/26/2006	5.507	G	14800	$21,312,000.00	6
224004D	M	TO QNS FROM E 58TH ST	E 59TH ST			OE	12	S	8/24/2006	4.547	F	11781	$16,964,640.00	6
224004I	Q	TO THOMSON AVE FROM NY	JACKSON AVE			OE	39	S	10/18/2006	5.082	G	59100	$85,104,000.00	2
2249040	R	TOMPKINS AVE	B&O RR (ABANDONED)			O	1	S	4/4/2006	6.234	V	5096	$7,338,240.00	1
2249840	R	TOMPKINS AVE	GREENFIELD AVE			O	1	S	2/15/2006	5.106	G	2562	$3,689,280.00	1
2249510	R	TOMPKINS AVE	WILLOW AVE, SIRT	S		O	2	S	10/20/2006	5.537	G	5378	$7,744,320.00	1
2249230	R	TRACY AVE PED BRDG	SIRT SOUTH SHORE	S		O-PED	9	C	4/19/2006	3.920	F	200	$288,000.00	3
2246410	M	TRANSVERSE RD. #1	PED WALK NEAR 5 AV		P	O	1	S	3/31/2006	4.364	F	1739	$2,504,160.00	8
2249870	R	TRAVIS AVE	MAIN CREEK			WO	1	S	8/3/2005	6.100	V	1700	$2,213,280.00	2
2246560	M	TUDOR CITY PLACE	E 42ND ST			O	1	S	4/10/2006	5.133	G	6600	$9,504,000.00	6
2249170	R	UNION AVE	B&O RAILROAD	O		O	4	S	4/26/2005	5.426	G	6500	$9,360,000.00	1
2230360	K	UNION ST	278I (B.Q.E.)			A	2	S	2/28/2006	4.375	F	5000	$7,200,000.00	6
2243200	K	UNION ST	FRANKLIN SHUTTLE	T		O	2	S	8/21/2006	5.043	G	4100	$5,904,000.00	9
2240270	K	UNION ST	GOWANUS CANAL			WMO	5	S	8/21/2006	4.014	F	4900	$7,056,000.00	6
2247040	Q	UNION ST	LIRR N SIDE DIV	L		O	1	S	6/20/2005	6.391	V	3313	$4,770,720.00	7
2231850	Q	UNION TPKE	BCIP			A	2	S	5/23/2006	4.364	F	13600	$19,584,000.00	13
2248129	Q	UNION TPKE	CREEDMO0RE HOSP RD			O	1	S	6/3/2005	4.867	F	3500	$5,040,000.00	13
2230180	Q	UNION TPKE	JACKIE ROBINSON PKWY			A	1	S	2/7/2006	5.984	G	5359	$7,716,960.00	82

INVENTORY SORTED BY FEATURE CARRIED

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBLRTNG	DECK AREA	REPLACEMENT COST	CD
2241330	B	UNIONPORT ROAD	AMTRAK - CSX	AC		O	1	S	8/17/2006	4.875	F	4400	$6,336,000.00	9
2246570	M	UNITED NATIONS PL	FIRST AVE TUNNEL			OT	2	S	8/4/2006	4.843	F	95000	$136,800,000.00	6
2231910	Q	UTOPIA PKWY	BCIP			A	2	S	2/10/2006	5.136	G	7200	$10,368,000.00	7
2229550	B	VAN CRTLDT EQUES	HHP		P	A-PED	2	C	9/20/2006	5.000	G	2100	$3,024,000.00	26
2229540	B	VAN CRTLDT PARK	HHP		P	A-PED	2	C	10/10/2006	4.875	F	3900	$5,616,000.00	26
2249130	R	VAN NAME AVE	B&O RAILROAD	O		O	3	S	4/13/2006	5.254	G	5474	$7,882,560.00	1
2249140	R	VAN PELT AVE	B&O RAILROAD	O		O	3	S	4/15/2005	5.780	G	5000	$7,200,000.00	1
2246670	M	W 134 ST VIADUCT	RIVERSIDE DRIVE			O	4	S	10/14/2005	4.944	F	7500	$10,800,000.00	9
2245230	M	W 148TH ST PED BRDG	AMTRAK 30 ST BRANCH	A	P	O-PED	5	C	3/22/2006	4.067	F	1100	$1,584,000.00	9
2246710	M	W 153 ST	A.C. POWELL BLVD			O	1	S	3/28/2006	4.093	F	3082	$4,438,080.00	10
2245290	M	W 155TH ST PED BRDG	AMTRAK 30 ST BRANCH	A		O-PED	3	C	3/23/2006	4.262	F	800	$1,152,000.00	9
2245250	M	W 158TH ST	AMTRAK 30 ST BRANCH	A		O	7	S	9/29/2005	6.431	V	29170	$42,004,800.00	12
2245260	M	W 173RD ST PED BRDG	AMTRAK 30 ST BRANCH	A	P	O-PED	2	C	3/28/2006	4.400	F	1500	$2,160,000.00	12
2246600	M	W 176TH ST PED BRDG	APPROACH TO G.W.B.			O-PED	1	C	12/26/2006	4.517	F	1200	$1,728,000.00	12
2246489	M	W 181 ST	RAMP TO WASH BR			O	1	S	3/7/2006	4.633	F	8200	$11,808,000.00	12
2229400	M	W 181ST ST PED BRDG	HHP N.B.		P	A-PED	7	C	3/8/2006	4.358	F	1500	$2,160,000.00	12
2241940	B	W 205TH ST	NYCTA IND YARDS	T		O	4	S	9/6/2006	5.625	G	32508	$46,811,520.00	7
2240120	BM	W 207TH/W FORDHAM RD	HARLEM RIVER			WMO	5	S	6/8/2006	5.528	G	31784	$45,768,960.00	12
2241489	B	W 225TH ST	CSX TRASP - PUTNAM	C		O	2	S	5/26/2006	5.299	G	10900	$15,696,000.00	7
2241490	B	W 230TH ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	3/31/2005	5.844	G	5600	$8,064,000.00	8
2241509	B	W 231ST ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	10/30/2006	5.059	G	4723	$6,801,120.00	8
2241510	B	W 233RD ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	4/1/2005	5.275	G	3760	$5,414,400.00	8
2241520	B	W 234TH ST	CONRAIL (ABANDONED) PUTNAM			O	1	S	4/4/2005	5.412	G	3770	$5,428,800.00	8
226672A	M	W 31ST ST	AMTRAK LAYUP TRACKS	A		O	9	S	12/11/2006	3.619	F	8800	$12,672,000.00	4
224501B	M	W 33RD ST	AMTRAK 30 ST BRANCH	A		O	8	S	4/18/2006	4.556	F	16500	$23,760,000.00	4
224501C	M	W 33RD ST	LAND ADJ TO AMTRAK	A		O	2	S	7/8/2005	4.750	F	4620	$6,652,800.00	4
224501D	M	W 34TH ST	AMTRAK 30 ST BRANCH	A		O	4	S	7/8/2005	4.653	F	11800	$16,992,000.00	4
224501E	M	W 35TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	10/12/2006	4.208	F	6500	$9,360,000.00	4
224501F	M	W 36TH ST	AMTRAK 30 ST BRANCH	A		O	7	S	8/30/2006	3.866	F	16400	$23,616,000.00	4
2245060	M	W 37TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	11/7/2005	6.270	V	7600	$10,944,000.00	4
2245070	M	W 38TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	9/27/2006	4.000	F	6200	$8,928,000.00	4
2245080	M	W 39TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	9/27/2006	4.196	F	6300	$9,072,000.00	4
2245440	M	W 40TH ST	AMTRAK 30 ST BRANCH	A		O	4	S	9/19/2006	3.986	F	9400	$13,536,000.00	4
2245330	M	W 41ST ST	AMTRAK 30 ST BRANCH	A		O	3	S	9/23/2006	4.388	F	6200	$8,928,000.00	4
2245210	M	W 42ND ST	AMTRAK 30 ST BRANCH	A		O	4	S	9/21/2006	4.619	F	9155	$13,183,200.00	4
2245090	M	W 43RD ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/5/2006	4.838	F	4100	$5,904,000.00	4
2245100	M	W 44TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/5/2006	4.662	F	4300	$6,192,000.00	4
2245110	M	W 45TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/5/2006	5.662	G	4100	$5,904,000.00	4
2245120	M	W 46TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/12/2006	4.441	F	4100	$5,904,000.00	4
2245130	M	W 47TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/12/2006	4.574	F	4100	$5,904,000.00	4
2245140	M	W 48TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	5/12/2006	4.618	F	4100	$5,904,000.00	4
2245150	M	W 49TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	12/8/2006	4.574	F	4100	$5,904,000.00	4
2245340	M	W 50TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/4/2006	4.574	F	4100	$5,904,000.00	4
2245160	M	W 51ST ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/8/2006	4.853	F	4300	$6,192,000.00	4
2245170	M	W 52ND ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/8/2006	5.088	G	4300	$6,192,000.00	4
2245180	M	W 53RD ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/10/2006	5.074	G	5100	$7,344,000.00	4
2245350	M	W 54TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/27/2006	5.540	G	4700	$6,768,000.00	4
2245360	M	W 55TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/7/2006	5.441	G	4300	$6,192,000.00	4
2245370	M	W 56TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	12/7/2006	5.529	G	4400	$6,336,000.00	4
2245220	M	W 57TH ST	AMTRAK 30 ST BRANCH	A		O	3	S	10/26/2006	4.809	F	9100	$13,104,000.00	4
2245190	M	W 58TH ST	AMTRAK 30 ST BRANCH	A		O	2	S	10/27/2006	4.647	F	4100	$5,904,000.00	4
2245420	M	W 65TH ST E.B.	BRIDLE PATH W END			O	1	S	3/13/2006	4.900	F	1600	$2,304,000.00	64
2229290	M	W 79 ST	AMTRAK	A		A	1	S	9/7/2006	4.288	F	4500	$6,480,000.00	7
2231860	Q	W ALLEY ROAD	BCIP			A	2	S	8/18/2005	5.579	G	7200	$10,368,000.00	11
2244020	K	W DR OV WK-MA.ENT	MEADOWPORT ARCH		P	O	1	S	4/5/2005	5.964	G	2500	$3,600,000.00	55
2241470	B	W FORDHAM RD	METRO NORTH RR HUD	M		O	4	S	6/27/2005	5.806	G	16052	$23,114,880.00	7
2241460	B	W TREMONT AVE	METRO NORTH RR HUD	M		O	8	S	5/11/2006	4.254	F	12900	$18,576,000.00	5
2269260	K	W. 8TH STREET	SURF AVE.		P	O-PED	39	C	6/13/2006	4.000	F	14742	$21,228,480.00	13
2269210	M	W.68TH STREET	AMTRAK	A		O	3	S	9/28/2005	6.780	V	5382	$7,750,080.00	7
2269190	M	W.70TH STREET	AMTRAK	A		O	3	S	10/14/2005	6.417	V	17258	$24,851,520.00	7
2241070	B	WALES AVE	CSX TRANS - PT MORRIS	C		O	1	S	10/20/2006	6.567	V	2535	$3,650,400.00	1
2241410	B	WALTON AVE	METRO NORTH RR HUD	M		O	1	S	4/17/2006	5.328	G	3600	$5,184,000.00	4
2240620	M	WARDS ISLAND PED BRDG	HARLEM RIVER			WMO-PED	10	C	6/28/2004	4.049	F	12600	$18,144,000.00	11
2243250	K	WASHINGTON AVE	FRANKLIN SHUTTLE	T		O	1	S	8/10/2006	6.281	V	3657	$5,266,080.00	9
2066919	BM	WASHINGTON BRIDGE	HARLEM RIVER			WO	9	S	11/18/2006	4.821	F	128339	$184,808,160.00	12
2246080	M	WEST DRIVE	BRIDLE PATH @ 64TH ST		P	O	1	S	2/27/2006	4.667	F	2000	$2,880,000.00	64
2246330	M	WEST DRIVE	FEEDER TO LAKE		P	WO	1	S	3/15/2006	5.000	G	2019	$9,648,000.00	64
2246000	M	WEST DRIVE	PED BET 61ST & 62ST		P	O	1	S	3/3/2006	5.267	G	2500	$3,600,000.00	64
2246430	M	WEST DRIVE	PED OPP 109TH ST		P	O	1	S	3/24/2006	4.250	F	1200	$1,728,000.00	64
2246360	M	WEST DRIVE	PED WALK OPP 82 ST		P	O	1	S	3/15/2006	5.273	G	3100	$4,464,000.00	64
2246120	M	WEST DRIVE	TRANSVERSE RD #1		P	O	1	S	4/21/2006	4.833	F	7900	$11,376,000.00	64
2246240	M	WEST DRIVE	TRANSVERSE RD #2		P	O	1	S	4/21/2006	4.167	F	7200	$10,368,000.00	64
2246260	M	WEST DRIVE	TRANSVERSE RD #3		P	O	1	S	3/22/2006	4.800	F	5100	$7,344,000.00	64

INVENTORY SORTED BY FEATURE CARRIED

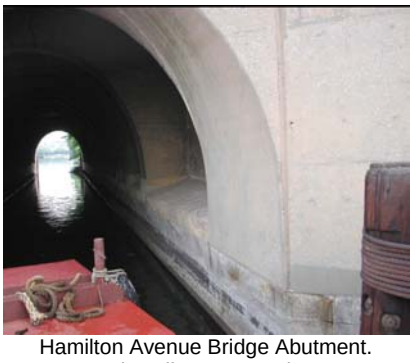
BIN	BORO	FEATURE CARRIED	FEATURE CROSSED	RAIL ROAD	OTHR OWNR	TYPE	SPANS	RTNGSRC	INSPECTION DATE	RATING	VRBLRTNG	DECK AREA	REPLACEMENT COST	CD
2246280	M	WEST DRIVE	TRANSVERSE RD #4		P	O	1	S	4/25/2006	4.033	F	4700	$6,768,000.00	64
2249710	R	WEST FOOTBRIDGE	CLOVE LAKE		P	WO-PED	2	C	11/21/2005	4.296	F	899	$1,294,560.00	1
2244100	K	WEST FOOTBRIDGE	PROSPCT PK STREAM		P	WO-PED	1	C	11/14/2006	5.000	G	308	$443,520.00	55
2267380	M	WEST STREET	RECTOR ST			AT	1	S	11/4/2005	5.033	G	25760	$37,094,400.00	1
2241230	B	WESTCHESTER AVE	AMTRAK - CSX	AC		O	3	S	8/10/2006	6.125	V	15600	$22,464,000.00	2
2240180	B	WESTCHESTER AVE	BRONX RIVER			WO	1	S	7/1/2005	4.932	F	5476	$7,885,440.00	2
2241000	B	WESTCHESTER AVE	CSX TRANS - PT MORRIS	C		O	1	S	7/17/2006	5.128	G	1740	$2,505,600.00	1
2075837	B	WESTCHESTER AVE	HUTCHINSON RVR PKWY			A	2	S	3/28/2006	4.389	F	15858	$22,835,520.00	10
2241329	B	WHITE PLAINS ROAD	AMTRAK - CSX	AC		O	1	S	8/17/2006	4.859	F	6900	$9,936,000.00	9
2248020	Q	WHITELAW PED BRDG	CONDUIT AVE			O-PED	7	C	12/26/2006	4.887	F	5500	$7,920,000.00	10
1065210	Q	WHITESTONE EXP NB	BCIP (2065210)			A	1	S	8/17/2006	4.683	F	2500	$3,600,000.00	7
2241369	B	WILLIAMSBRIDGE RD	AMTRAK - CSX	AC		O	2	S	7/27/2006	4.836	F	10400	$14,976,000.00	11
2240039	KM	WILLIAMSBURG BRIDGE	EAST RIVER	T		WEO	53	S	10/28/2004	4.556	F	824000	$1,186,560,000.00	3
2240059	BM	WILLIS AVENUE	HARLEM RIVER			WMO	26	S	10/16/2006	3.292	F	94700	$136,368,000.00	11
2248019	Q	WOODHAVEN BLVD	ATLANTIC AVE			O	3	S	6/6/2006	4.417	F	19400	$27,936,000.00	9
2248159	Q	WOODHAVEN BLVD	QUEENS BLVD			O	2	S	8/9/2006	4.288	F	11500	$16,560,000.00	6
2230540	Q	WOODSIDE AVE	278I (B.Q.E.)			A	1	S	1/18/2006	5.063	G	7500	$10,800,000.00	2
2247400	Q	WOODSIDE AVE	CONRAIL	C		O	1	S	8/12/2005	5.067	G	8200	$11,808,000.00	2
2247120	Q	WOODSIDE AVE	LIRR MAIN LINE	L		O	3	S	7/27/2005	4.444	F	14900	$21,456,000.00	2
2242200	B	YANKEE STDM PED BRDG	E 153 ST, METRO NORTH	M	P	O-PED	5	C	7/29/2004	4.556	F	4200	$6,048,000.00	4
787	BRIDGES					4507			SPANS			14479072	$20,917,307,520.00	

STATEN ISLAND CULVERTS

BIN	BORO	FEATURE CARRIED	FEATURE CROSSED		BRIDGE TYPE	SPANS	SOURCE
R00003	R	DELAFIELD AVE	RAYMOND PLACE		O	1	CITY
R00004	R	DICKIE AVE	NEAR COLUMBUS PLACE		O	1	CITY
R00005	R	BIDWELL AVE	COLUMBUS PLACE		O	1	CITY
R00006	R	LIVERMORE AVE	WATCHOGUE ROAD		O	1	CITY
R00010	R	GALLOWAY AVE	MARIANNE ST		O	1	CITY
R00011	R	FOREST AVE	CRYSTAL AVE		O	1	CITY
R00013	R	NAUGHTON AVE	PATTERSON AVE		O	3	CITY
R00015	R	OLYMPIA BLVD	SLATER AVE		O	1	CITY
R00016	R	GRAHAM BLVD	JAY ST		O	2	CITY
R00021	R	HUNTER AVE	IDLEASE PLACE		O	1	CITY
R00022	R	IDLEASE PLACE	HUNTER AVE		O	1	CITY
R00023	R	MIDLAND AVE	HYLAN BLVD		O	1	CITY
R00024	R	LINCOLN AVE	SANILAC ST		O	1	CITY
R00025	R	GREELEY AVE	SANILAC ST		O	1	CITY
R00027	R	ELEANOR ST	ROCKLAND AVE		O	1	CITY
R00031	R	TARLTON ST	GREAT KILLS LANE		O	1	CITY
R00032	R	SEGUINE AVE	PURDY PLACE		O	1	CITY
R00034	R	ROCKLAND AVE	BRIELLE AVE		O	1	CITY
R00035	R	BRADLEY AVE	WILLOWBROOK ROAD		O	1	CITY
R00036	R	AMBOY ROAD	ARBUTUS AVE		O	1	CITY
R00038	R	MAGUIRE AVE	DEPEW PLACE		O	1	CITY
R00039	R	MAGUIRE AVE	DEPEW PLACE		O	1	CITY
R00040	R	113 MAGUIRE AVE	DEPEW PLACE		O	1	CITY
R00041	R	93 FOSTER ROAD	AMBOY ROAD		O	1	CITY
R00042	R	LEDYARD PLACE	LACONIA AVE		O	1	CITY
R00044	R	REID AVE	HURBERT ST		O	1	CITY
R00046	R	RICHMOND TERRACE	SNUG HARBOUR		O	2	CITY
R00047	R	SIMONSON AVE	WALKER ST		O	1	CITY
R00048	R	VAN NAME AVE	WALKER AVE		O	1	CITY
R00049	R	VAN PELT AVE	WALKER ST		O	1	CITY
R00050	R	UNION AVE	NETHERLAND AVE		O	1	CITY
R00051	R	HARBOR ROAD	DUBLIN PLACE		O	1	CITY
R00055	R	TRAVIS AVE	VICTORY BLVD		O	1	CITY
R00056	R	RICHMOND TERR	WESTERN AVE		WO	1	CITY
R00059	R	WESTERN AVE	RR BRIDGE		WO	1	CITY
R00060	R	SIGNS ROAD	VICTORY BLVD		O	1	CITY
R00062	R	KISSEL AVE	SNUG HARBOR ROAD		O	1	CITY
R00065	R	HENDERSON AVE	WESTBURY AVE		O	1	CITY
R00068	R	FOREST AVE	RANDALL AVE		O	1	CITY
R00069	R	GREGG PLACE	RANDALL AVE		O	1	CITY
R00076	R	ROOSEVELT AVE	HAROLD ST		O	1	CITY
R00077	R	BUCHANAN AVE	HAROLD ST		O	1	CITY
R00078	R	WILLOW BROOK ROAD	FILLMORE AVE		O	1	CITY
R00079	R	FILLMORE AVE	WILLOW BROOK ROAD		O	1	CITY
R00084	R	ARTHUR KILL ROAD	MULDOON AVE		O	1	CITY
R00085	R	ARTHUR KILL ROAD	150' N.W. ELLIS ROAD		O	1	CITY
R00086	R	ARTHUR KILL ROAD	ENGLEWOOD ST		O	1	CITY
R00095	R	MEISNER AVE	ROCKLAND AVE		O	1	CITY
R00096	R	ROCKLAND AVE	MANOR ROAD		O	1	CITY
R00097	R	RICHMOND HILL ROAD	RICHMOND ROAD		O	1	CITY
R00101	R	ST ANDREWS ROAD	LIGHTHOUSE AVE		O	1	CITY
R00103	R	AULTMAN AVE	ST GEORGE ROAD		O	2	CITY
R00104	R	ST. GEORGE ROAD	ASCOTT AVE		O	1	CITY
R00106	R	ARTHUR KILL ROAD	RICHMONDTOWN ROAD		O	1	CITY
R00111	R	ELTINGVILLE BLVD	KATAN AVE		O	2	CITY
R00114	R	SWEET BROOK ROAD	RIDGEWOOD ROAD		O	1	CITY
R00115	R	VICTORY BLVD	CLOVES LAKE PARK		O	3	CITY
R00122	R	ARTHUR KILL ROAD	RIDGEWOOD AVE		O	1	CITY
R00129	R	LAMOKA AVE	DEMOPOLIS AVE		O	1	CITY
R00130	R	DEMOPOLIS AVE	LAMOKA AVE		O	2	CITY
R00133	R	ARDEN AVE	HALPIN AVE		O	1	CITY
R00135	R	HYLAN BLVD	CORNELIA AVE		O	1	CITY
R00136	R	SNUG HARBOR ROAD	KISSEL AVE		O	1	CITY
R00137	R	RICHMOND TERRACE	WESTERN AVE		O	2	CITY
R00138	R	HOLLAND AVE	BENJAMIN PLACE		O	1	CITY
R00139	R	DE PEW PL	MAGUIRE AVE		O	1	CITY
R00141	R	ALTER AVE	STORM&GRND FED STREAM		O	1	CITY

A brief glossary of the terms most commonly used in bridge design, construction and maintenance is presented below. Cross-references are indicated through the use of BLOCK LETTERING.

ABUTMENT
Walls of reinforced concrete or masonry. Abutments support a bridge's SUPERSTRUCTURE and APPROACHES, as well as retain the embankments that are positioned at the extreme ends of a multi-span bridge.


Hamilton Avenue Bridge Abutment.
(Credit: NYSDOT)

AGGREGATE
Inert material such as sand or stone that is mixed with cement, lime and water to produce grout or mortar.

ALIGNMENT
The relative horizontal and vertical positioning between the bridge and APPROACHES.

ANCHORAGE
A solid mass, usually comprised of concrete, that encases a grillage of heavy steel bars into which the ends of a suspension bridge's main CABLES are anchored. Anchorages are designed to resist the pull of the cables.

APPROACH
Roadway at each end of a bridge, beyond the ABUTMENT, providing access to the bridge.

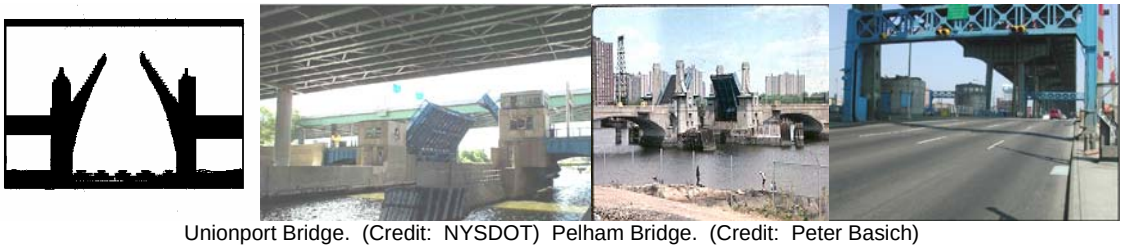
ARTERIAL BRIDGE
Any bridge upon which an arterial highway runs as it crosses streets, water, railroads, etc.

AS-BUILT DRAWINGS
Drawings that are prepared from measurements taken on-site to accurately depict the actual sizes and location of elements of the construction project. The as-built drawings indicate variations from the construction documents that occurred during construction.

ASPHALT
Black bituminous surface material made from aggregate and processed petroleum.

BACKFILL
Material used to refill an excavated area.

BASCULE BRIDGES
Bascule bridges are movable bridges, typically referred to as "draw bridges" which rotate the superstructure vertically. The movable leaf of the structure - known as a *bascule* - is counterbalanced by weights of such size that minimal power is required for operation - just enough to overcome inertia, frictional resistance, wind and snow loads. Such bridges are relatively speedy to operate and provide unlimited vertical clearance. Examples of bascule bridges currently under the jurisdiction of the New York City Department of Transportation include the ***Unionport***, ***Pelham***, ***Hamilton Avenue***, Third Street, ***Union Street***, and ***Greenpoint Avenue*** Bridges.



Unionport Bridge. (Credit: NYSDOT) Pelham Bridge. (Credit: Peter Basich)
Hamilton Avenue Bridge. (Credit: NYSDOT)

Union Street Bridge. Greenpoint Avenue Bridge.
(Greenpoint Credit: Michele N. Vulcan)

BASE COURSE
The layer of compacted ASPHALT directly under the WEARING SURFACE.

BEAM
A linear structural member designed to span from one support to another.

BEARINGS
Designed to transmit the load from the SUPERSTRUCTURE to the SUBSTRUCTURE. Divided into two types, expansion and fixed, bearings are needed to ensure that certain elements are not forced to take more load than that for which they were designed and that the bridge can move slightly under load and temperature changes as needed.

Truss Bearing on Manhattan Bridge.
(Credit: NYSDOT)

BID
A contractor's formal proposal, including prices, to perform the work set out in the project SPECIFICATIONS.

BOX BEAM
A hollow structural beam with a square, rectangular, or trapezoidal cross-section.

BRIDGE
A structure connecting two points, greater than 20 feet in distance, which carries vehicular and/or pedestrian traffic over water, a descending slope, or another road.

BULKHEAD
A RETAINING WALL-like structure commonly composed of driven piles supporting a wall or a barrier of wooden timbers or reinforced concrete members.

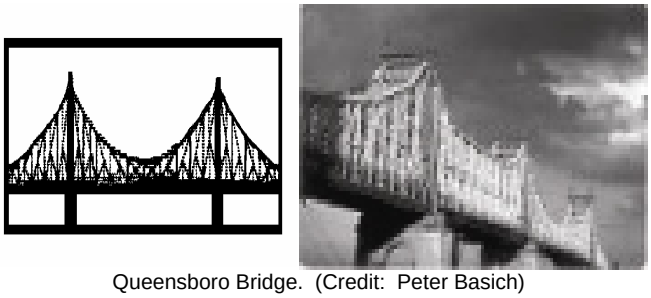
CABLE
A steel rope, composed of parallel or twisted wires, used to support the road deck of SUSPENSION BRIDGES or CABLE STAYED BRIDGES.

Inspector on Manhattan Bridge Cable.
(Credit: NYSDOT)

CABLE STAYED BRIDGES
Bridges in which the superstructure is directly supported by cables, or stays, passing over or attached to towers located at the main piers.

CAMELBACK TRUSS
A TRUSS having a curved top chord and straight bottom chord meeting at each end. There is a camelback truss on the Macombs Dam Bridge.

CANTILEVER BRIDGES
A cantilever is a BEAM that is supported only on one end. In a cantilever bridge, the tree branch-like beams project toward each other, forming a span of the bridge when connected in the center. Bridges of this type are economical to build because they require less material in construction and less condemnation of property is necessary for the narrow piers which are sufficient for support. Typically, no falsework is required during construction and the bridge does not exceed 1,800 feet in length. NYCDOT's ***Queensboro Bridge*** is a notable example of this type of structure.



Queensboro Bridge. (Credit: Peter Basich)

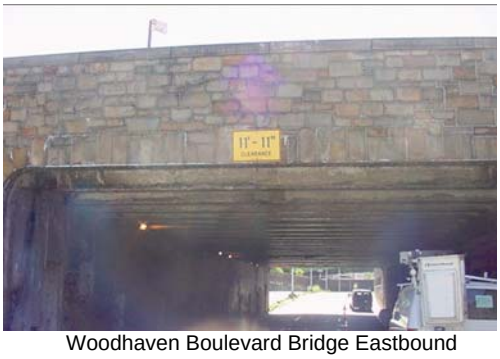
CATCH BASIN
A receptacle, commonly box shaped and fitted with a grilled inlet and a pipe outlet drain, designed to collect the rain water and floating debris from the roadway surface and retain the solid material so that it may be periodically removed.

CATWALK
A narrow walkway for access to some part of a structure.

CHANGE ORDER
An approved modification of the SPECIFICATIONS or the costs in a construction contract.

CHIPPING HAMMER
A welder's compressed-air tool for cleaning steel after welding. It is also used by bridge inspectors.

CLEARANCE
The unobstructed vertical and horizontal space provided between two objects.



Woodhaven Boulevard Bridge Eastbound
Vertical Clearance Posting. (Credit: NYSDOT)

COLONNADE
A series of regularly spaced columns.


Manhattan Bridge Colonnade.
(Credit: Peter Basich)

COMPRESSION
The stress resulting from a pushing force on a structure.

CONDITION RATING
A judgment of a structure's condition in comparison to its original as-built condition.

COPING
The material forming the top layer of a masonry unit which protects the masonry below from penetrating water.

CORE
A cylindrical sample of concrete removed from a bridge component for the purpose of destructive testing.

CORROSION
The general disintegration of surface metal through oxidation.

CRITICAL PATH
The set of activities that must be completed on time for the contract completion date to be met. Activities on the critical path have no slack time.

CULVERT
Any structure under the roadway with a clear opening of twenty feet or less, measured along the center of the roadway.

DEAD LOAD
The weight of the bridge itself without any traffic or external loads.

DECK
The supporting slab and wearing surface of a bridge.

DELAMINATION
The subsurface separation of concrete into layers.

DESIGN-BUILD CONTRACTS
A delivery procedure where one company is retained to perform both design and construction, thus expediting the capital bridge rehabilitation program.

DOLPHIN
A group of PILES driven close together and placed to protect portions of a bridge or other structure exposed to possible damage by collision with marine traffic.

Greenpoint Avenue Dolphin & Fender System.
(Credit: Peter Basich) Hunters Point Avenue Dolphins.
(Credit: Michele N. Vulcan)

DRAINAGE SYSTEM
A collection of surface and/or subsurface drains and pumps that are used to remove surface or ground water.

EFFLORESCENCE
White salts that water movement brings to the surface of porous construction materials.

Moderate Efflorescence on the Brooklyn Bridge
Brooklyn Tower North Gothic Arch in 2004.
(Credit: NYSDOT)

ELECTRICAL MAINTENANCE
Preventive maintenance to electrical systems on the East River bridges (e.g., travelers, lighting systems) and the movable bridges (e.g., contacts, relays, switches, controls, limit switches, and lighting systems).

EXPANSION JOINTS
Located throughout a bridge, expansion joints are located in the deck, directly above the BEARINGS. Expansion joints allow parts of the structure to expand independently and therefore relieve stresses that may otherwise cause damage.

EYEBARS
Steel bars with each end shaped like the eyes of giant needles. They provide total anchorage of the suspension cable and are buried deep within the ANCHORAGE structure.

FACE
The outer, exposed surface of a MASONRY unit.

FATIGUE
Cause of structural deficiencies due to repetitive loading over time.

FENDER
A structure that acts as a buffer to protect the portions of a bridge exposed to floating debris and water-borne traffic from collision damage.


Rikers Island Dolphin & Fender System.
(Credit: NYSDOT)

FIRE HAZARD
Accumulation of debris, where the debris is of sufficient quantity, in a location where, if it caught fire, it would compromise the structural integrity of the bridge.

FIXED PRICE CONTRACT
A contract with an overall predetermined price for the project work.

FLAG CONDITIONS
A “Flag” is a hazardous or potentially hazardous condition on a bridge. A "Flag" is classified as either Red, Yellow, or Safety. A "Red Flag" requires prompt evaluation and, possibly, corrective action. A "Yellow Flag" is used to report a potentially hazardous structural condition, which if left unresolved will most likely become a danger to the soundness of the bridge and a hazard to the public. In the case of a "Safety Flag", there is no danger of partial or complete structural failure of the bridge; however, if left unattended, those conditions can present a vehicular or pedestrian hazard.

FLOORBEAMS
Horizontal members placed crosswise to the bridge’s major BEAMS, girders, or TRUSSES to support the deck.

South Transit Floorbeams, Stringers, and Bracing Members on the Manhattan Bridge. (Credit: NYSDOT)

FOOTINGS
Part of the substructure known as the bridge foundation, they are masses of reinforced concrete which can be found beneath the ABUTMENTS and PIER and which spread the load to allow the soil to support the structure above.

FORMS
The temporary molds that hold concrete in place while it is hardening; also known as form work.

FULL STEEL PAINTING
A bridge painting technique that involves cleaning of steel surfaces using approved environmentally safe paint removal techniques (blasting, power tools, or hand tools). A full primer, intermediate and finish coat are applied using combinations of brush, roller, or (if necessary) spray painting.

GENERAL CONTRACTOR
has overall responsibility for a construction project. The general contractor may break down the project into smaller pieces to be handled by subcontractors.

GIRDER SPAN BRIDGES
are primarily employed in bridging short distances, and may be classified as either simple or continuous. The steel girders carry the roadway and roadway load to end supports. The Midtown Highway, ***Hook Creek***, Little Neck and ***Brooklyn Third Avenue Bridge***s are of this type.

Hook Creek Bridge and Brooklyn's Third Avenue Bridge. (Credit: NYSDOT)

GRADE
The degree of inclination of the ground surface.

GRID FLOORING
A steel floor system comprising a lattice pattern which may or may not be filled with concrete.

GRIZZLY
A coarse screen used to remove oversize pieces from ASPHALT or earth.

GUTTER
A paved drain commonly constructed in conjunction with the curbs of the roadway.

JACKING
The mechanical lifting or sliding of an element.

JERSEY BARRIER
A low, gradually narrowing, reinforced concrete wall used as a highway divider and as a means of preventing a vehicle from crossing a median or leaving the roadway. These barriers were first used on the New Jersey Turnpike.

LIVE LOAD
The weight of the traffic crossing a bridge and of other external loads applied to the structure (excluding the weight of the bridge itself.)

LUBRICATION MAINTENANCE
Lubrication of mechanical parts of the East River bridges (e.g., travelers, cables, solid rod suspenders, and EYEBARS), and the movable bridges (e.g., bearings, brakes, limit switches, and gates).

MAINTENANCE AND PROTECTION OF TRAFFIC
The control plan for traffic around and through a construction site.

MARINE BORERS
Mollusks and crustaceans which live in water and destroy wood by digesting it.

MASONRY
Construction materials made of concrete, brick, tile, or stone.

Cleaning the Masonry of the North Face of the Manhattan Bridge's Brooklyn Anchorage and of the North and East Faces of the Roosevelt Island Pier of the Queensboro Bridge.

MEDIAN
A strip of land between opposing lanes of roadway traffic; also known as a median strip.

MILESTONE
A measurable goal which marks a point of achievement on the way to completing the project.

MONITORING INSPECTION
Inspection of a condition known have a potential for developing into a hazard to the structure or the public.

MOVABLE BRIDGE
A type of bridge which carries vehicular or pedestrian traffic over a navigable waterway, and which opens to permit the passage of a ship, barge or boat.

MOVING LOAD
A LIVE LOAD that is moving, for example, vehicular traffic.

NECKLACE LIGHTS
The necklace lights are those lights on the main cables of suspension bridges which, when illuminated at night, resemble a necklace.

A Bulb of the Queensboro Bridge Necklace Lights. (Credit: Peter Basich) Repairing a Manhattan Bridge Necklace Light. (Credit: Hany Soliman)

NONDESTRUCTIVE TESTING
A method of checking the structural quality of materials that does not damage them.

NOTICE TO PROCEED
The formal document authorizing the contractor to commence work under its contract.

OPERATOR'S HOUSE
The building containing the power plant and operating machinery and devices required for the operator's (bridge tender's) work in executing the complete cycle of opening and closing a MOVABLE BRIDGE span.

PANEL POINT
The point at which two members of a TRUSS cross.

PARAPET
A low wall along the outmost edge of the roadway of a bridge to protect vehicles and pedestrians.

PEDESTRIAN BRIDGES
Bridges designed and constructed to provide means of crossing for pedestrian traffic only.

Morris Street, West 8th Street, and Ocean Avenue Pedestrian Bridges. (Ocean Avenue Credit: Russell Holcomb)

PIER
Part of a bridge's substructure, piers are the intermediate supports or columns which support a multi-span bridge. Piers may be composed of steel or reinforced concrete, and can appear as columns or solid walls.

Left Side of Pier 1 of Hamilton Avenue Bridge. Pier 17 of Rikers Island Bridge. (Credit: NYSDOT)

PILES
A concrete, steel or timber column located beneath the footings of a bridge and embedded in the soil. Piles are employed in bridges only if the soil directly below the footing is not firm enough to support the bridge loads.

PLUMB BOB
A weight hanging on a string (plumb line), used by bridge inspectors to show the direction of the vertical distance.

POINTING
The compacting of the mortar in the outermost portion of a joint and the troweling of its exposed surface to secure water tightness or desired architectural effect.

PORTLAND CEMENT CONCRETE
The most common concrete used in construction. It was patented in England in 1820, and is so named because when hard, it resembles Portland stones from Dorset.

POSTED
An announcement or sign limiting dimension, speed, or loading, indicating that larger dimensions and higher speeds and loads cannot be safely taken by the bridge.

POTHOLE
A hole in a roadway or pavement, usually caused by heavy vehicular traffic or weathering.

PRECAST CONCRETE
Concrete members that are cast and cured before being placed into their final positions on the construction site.

PREVENTIVE MAINTENANCE
Preventive maintenance involves cleaning, protecting, and performing minor repairs of bridge components to prevent deterioration from becoming so extensive that major REHABILITATION or RECONSTRUCTION is needed. Specified interval maintenance, such as cleaning DRAINAGE SYSTEMS and lubrication, are done on a scheduled basis. Other maintenance is carried out when inspectors point out the need for it, such as resealing an EXPANSION JOINT or replacing the wearing surface. Preventive maintenance tasks on the bridges include: the cleaning of drainage systems, gratings, and expansion joints; the washing of the deck area and salt splash zones; full-steel, salt splash, and spot painting; the patching of sidewalks; the maintenance of electrical devices; and the oiling of mechanical components.

PRIMER
The first layer of paint used to cover the unsealed surface. This is followed by at least one more coat of paint.

PUNCH LIST
A catalogue of minor items still outstanding at the end of a construction project.

QUALITY ASSURANCE
An independent evaluation of a service (i.e., an inspection) to establish that a pre-described level of quality has been met.

RAILING
A fence-like construction built at the outermost edge of the roadway or the sidewalk portion of a bridge to protect pedestrians and vehicles.

RAILROAD FORCE ACCOUNTS
Railroad force accounts are contracts between the Agency and railroads by which the railroads supply flag personnel so the Division can perform repair work on bridges that cross over railroad tracks.

REBAR, or REINFORCING BAR
Steel bars placed within concrete to add strength (tensile load-bearing capacity) to the structure.

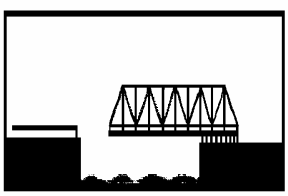
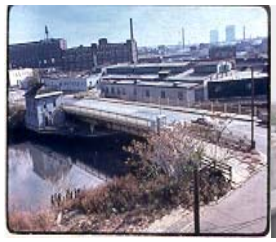
RECONSTRUCTION
Reconstruction of severely deteriorated bridges includes extensive rehabilitation, as well as partial or complete replacement, either in-kind or newly designed.

REHABILITATION
Extending the useful life of a bridge by painting, repairing or replacing the DECK or selected elements of the SUBSTRUCTURE or SUPERSTRUCTURE. This type of work is performed primarily on those structures not classified as deficient, but which contain specific components that have low condition ratings.

RETAINING WALL
A structure designed to restrain and hold back a mass of earth.

RETARDING AGENT
A chemical added to mortar to slow down the set.

RETRACTILE BRIDGES
Retractile bridges are movable bridges that are mounted on tracks that are positioned to one side of a navigational channel. To open, the bridge is withdrawn or "retracted" to shore. Although fascinating to observe and efficient to operate, retractile bridges are considered obsolete because of the expansive land areas that must be condemned in order to accommodate their tracks. The New York City Department of Transportation currently possesses two retractile bridges - the ***Borden Avenue*** and ***Carroll Street*** bridges, rare examples of the bridge builders' art.


Borden Avenue Bridge. (Credit: Peter Basich). Carroll Street Bridge. (Credit: NYSDOT)

RETROFIT
Upgrading parts of an existing structure to meet current standards.

RIPRAP
Irregularly broken, random-sized pieces of rock used for a foundation or to prevent soil erosion.

ROADWAY
The portion of the road intended for the use of vehicular traffic.

ROCKER BEARING
A bridge support that accommodates expansion and contraction of the superstructure through a rocking action.

SADDLE
A special curved casting atop a SUSPENSION BRIDGE tower into which the cables are placed to avoid sharp bends in directional changes of the cable.

SALT SPLASH ZONE PAINTING
A bridge painting process that involves preparation of the area to be painted by power wash, using clean water or steam. After power washing, hand and power tools are used in areas which have started to show deterioration from accumulated de-icing agents. Solvent cleaning is done in locations where oil and grease need to be removed from the steel surface. A spot PRIMER coat and finish coat are then applied by brush or roller. Occasionally, when there is no danger of overspray, spray painting may be performed.

SCUPPER
An opening in the floor portion of a bridge to provide means for rain or other water accumulated upon the roadway surface to drain through it into the space beneath the structure.

Scuppers on the Pulaski and Madison Avenue Bridges. (Credit: NYSDOT)

SET
When the consistency of mortar changes from plastic to hard.

SHORING
Temporary bracing to support a structure.

SOFFIT
The underside of a structural component, such as a beam or arch.

SPALLING
The flaking or breaking out of concrete parallel to the main surface, caused by a blow, or by the action of weather or pressure.

SPAN
The distance between consecutive supports of a bridge.

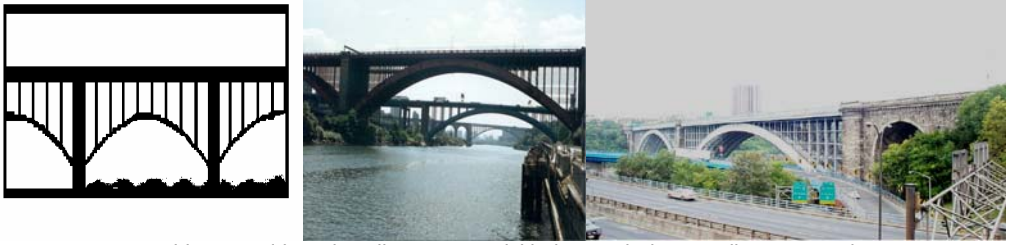
SPECIFICATIONS OR SPECS
A detailed listing of required construction materials and methods to be used in the project. This information is a supplement to the blue prints and working drawings.

SPLAY CASTING
A steel or cast-iron collar fitted around a bridge suspension CABLE at the location where it spreads out (splays) into separate bundles of wires which are then attached to the ANCHORAGE EYEBARS. It is used to control the degree and location of the splay. These castings are usually located at the entry point of the cable into the anchorage chamber.

SPOT PAINTING
When the surface to be painted is contaminated with de-icing salts, sea salt, bird excrement, or other corrosive agents, the area is prepared by power washing, using clean water or steam. When grease or oil is present, it is removed by solvents. Mechanical cleaning with hand and/or power tools is performed in the areas containing deteriorated paint. A spot PRIMER coat and a single finish coat are applied by brush or roller. Occasionally, when there is no danger of overspray, spray painting may be performed.

STEEL ARCH BRIDGES

Steel arch bridges consist of either a single arch or a series of arches fashioned from steel or concrete. Aesthetically one of the more attractive bridge types. Arch structures can prove economical to construct if the bridge spans between high ABUTMENTS. At present, there is only one bridge of this kind in steel under the guardianship of the NYCDOT; the twin-arched ***Washington Bridge***, positioned over the Harlem River at 181st Street. This bridge opened to traffic in December 1888 and, with its approaches, is 2,375 feet long.



Washington Bridge. (Credit: Peter Basich) (Second View Credit: NYSDOT)

STEM

The vertical part of a retaining wall, usually made of concrete or masonry.

STOPPING SIGHT DISTANCE

The distance required for a vehicle to stop before hitting a stationary object in its path. It is equal to the distance required for the driver to react and apply the brakes plus the distance required for the vehicle to stop once the brakes are applied.

STRAIN GAUGE TESTING

Small strips of material (imagine a small band-aid) are glued onto part of a structure to measure the stress in the material under load. Inside the small "band-aid" are tiny electrical wires. When a structure is under load it stretches (tension) or contracts (compression). When this happens, the resistance in the tiny wires in the strain gauge changes, resulting in a change in the wire's current. What is actually being measured are changes in the electrical current in the tiny wires. Knowing the physical properties of the structural member that the gauge is attached to, (such as steel), a calculation is can then be made to convert these changes in current to changes in stress. The readings are taken with special instruments that record the information over the desired period of time or loading sequences.

Division Staff Installing Strain Gauges in 1995 and 2006 on the Greenpoint Avenue Bridge. Checking the Measurements in 2006.
(2006 Credit: Vera Ovetskaya)

STRAND

Comprised of hundreds of thin wires laid parallel to form a bundle, strands comprise the base element in the CABLES, or main cables, on a SUSPENSION BRIDGE or cable stayed bridge.

STRINGER

A part of a bridge's SUPERSTRUCTURE, a stringer is essentially a BEAM parallel to the span used to support the road DECK.

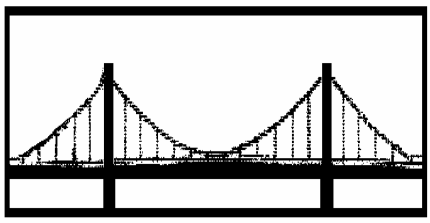
Stringers on the Manhattan Bridge. (Credit: NYSDOT) Bridge Repairer & Riveter Joseph Antony Repairing a Red-Flagged Stringer on the Bridge. (Credit: Hany Soliman)

SUBSTRUCTURE
The name given to those elements below a bridge's road deck system, namely the ABUTMENTS, ANCHORAGES, BEARINGS, and PIERS.

SUPERSTRUCTURE
The superstructure is all that part of a structure above the bearings of simple and continuous spans, skewbacks of arches and top of footings of rigid frames; excluding backwalls, WINGWALLS and wing protection railings.

SUSPENDER
A wire rope or a short vertical rod that enables the forces of the roadway of a SUSPENSION BRIDGE to be translated into an axial force in the supporting CABLES.

SUSPENSION BRIDGES
Suspension bridges are high level bridges with spans that usually exceed 1,500 feet in length. Supported by large wire CABLES that are anchored to masses of concrete and which pass over the tops of towers, the road DECK is suspended at regular intervals by smaller cables called suspenders. While the main cables carry the entire live and dead load, stiffening TRUSSES are required to distribute the live load and prevent excessive deflection at any point. The Brooklyn, Manhattan and ***Williamsburg*** Bridges are noted New York City examples of this type.



Williamsburg Bridge. (Credit: Peter Basich)

SWING BRIDGES
Swing bridges are movable bridges that are supported on a center PIER in the center of a waterway, and are opened by rotating the SUPERSTRUCTURE horizontally on wheels riding on a circular track. Two channels are provided on either side of the bridge for navigational ease when the bridge is in the open position. Because swing bridges are slow to operate and restrict channel width, they are rarely constructed today. Examples of swing bridges in New York City include the Third Avenue, ***Madison Avenue***, ***145th Street***, ***University Heights***, ***Grand Street*** and ***Macombs Dam*** Bridges.

Madison Avenue Bridge and 145th Street Bridge. (Credit: Peter Basich)

University Heights Bridge. (Credit: Michele N. Vulcan) Grand Street Bridge. (Credit: NYSDOT) Macombs Dam Bridge. (Credit: Michele N. Vulcan)

THERMAL CAPACITY
The ability of MASONRY to hold heat and/or cold.

THERMAL MOVEMENT
The movement of a bridge structure due to a change in temperature.

TIME AND MATERIALS CONTRACT
A contract in which the contractor's labor and material costs are reimbursed at a predetermined rate of profit.

TORSION
Twisting force usually caused by unbalanced or asymmetrical loading.

TOWER
Often the most majestic element in a SUSPENSION or cable stayed bridge, the ***tower*** serves as a support for the structure's main CABLES.

Williamsburg Bridge Tower. (Credit: Peter Basich) Inspectors on Manhattan Bridge Tower. (Inspector Credit: NYSDOT) Manhattan Bridge Tower. (Credit: Michele N. Vulcan)

TRAVELER MAINTENANCE
The maintenance of a traveler (movable underdeck platform) that runs under the East River Bridges so maintenance, inspections and repairs can be performed to the underside of the bridge.

Manhattan Bridge Traveler. (Credit: NYSDOT)

TRUSS

A rigid framework built of interconnecting steel beams, creating a large "girder" to support the floor system and transfer loads to the substructure over a longer span.

TRUSS BRIDGES

Truss bridges possess road decks that are supported by Steel TRUSSES that rest on PIERS and ABUTMENTS, and which span short distances. The 174th Street Bridge in the Bronx is an example of a truss bridge.

East 174th Street Truss Bridge over Sheridan Expressway. (Credit: NYSDOT)

VERTICAL LIFT BRIDGES

Vertical lift bridges are movable bridges which have road DECKS that operate in much the same fashion as an elevator. Comprised of supporting end CABLES that are attached at one end to the road DECK and at the other to rotating drums, these bridges are raised and lowered to allow for the safe passage of marine traffic. The ***103rd Street - Wards Island Pedestrian Bridge***, ***Ninth Street Bridge***, and Broadway Bridge are examples of this type of bridge.

Wards Island Pedestrian Bridge. (2nd View Credit: Peter Basich)
Ninth Street Bridge. (Credit: Bojidar Yanev)

VIADUCT BRIDGES

Viaduct bridges are multi-span bridges containing two end spans and any number of intermediate SPANS. The end spans are supported by an ABUTMENT on one end and a PIER on the other. The intermediate spans held aloft by piers.

Park Avenue Viaduct Bridge.

WEARING SURFACE
The topmost layer of material applied on the DECK or roadway that receives the traffic loads; also known as wearing course.

WELD
To fasten together metals by bonding with molten metal.

WINGWALL
Walls of reinforced concrete or stone that prevent the soil behind the ABUTMENT from eroding away and leaving a void beneath the approaches of the bridge. Also known as a retaining wall.

Broadway Bridge & Bay Ridge Avenue Bridge Wingwalls. (Credit: NYSDOT)

WINTER INSPECTION
Inspection of a site known to have a greater hazard potential during winter. This may be due to low ambient temperatures, accidental or deliberately set fires.

Timber Shoring Supporting a Failing Steel Beam – a Potential Winter Hazard.
(Credit: Bojidar Yanev)

Bridge Protection through Dirt and Water Control

Cleaning of Abutment and Pier Tops Removal of debris, dirt and vegetation from abutment and pier tops; cleaning and lubrication of bridge bearings.

Debris Removal Removal of spilled trash; removal of rocks, wood, plastic or metal objects, tires, mufflers, wheel covers, and other traffic droppings; removal of paper products, bottles, cans, accumulated dirt and other trash. Debris removal is also required for walkways and plazas. For movable bridges and bridges over water, the protective fender systems need to be cleared of debris. The removal of debris from bridges is an important and critical component of maintenance. Debris can cause safety and hazard conditions. In addition, debris traps moisture and salts on the structure and prevents proper drainage.



Manhattan Bridge Tower After Debris Removal. Hutchinson River Parkway Under Westchester Avenue. (Hutchinson Credit: Anthony Napolitano) 161st Street Pedestrian Bridge Over Major Deegan Expressway.

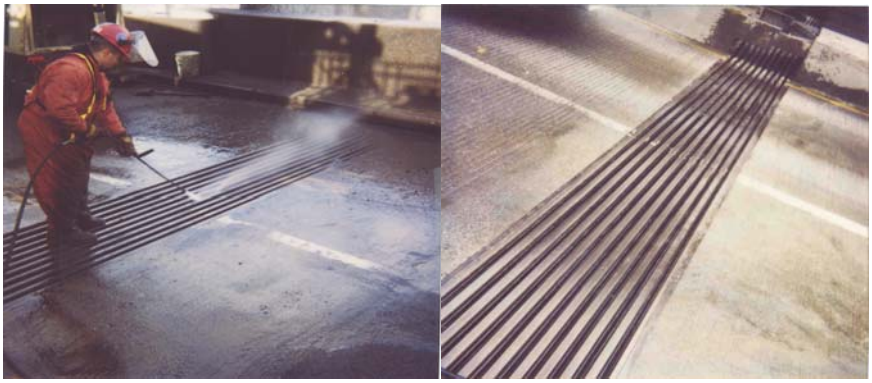
Assistant City Highway Repairer Lashawn Elam and Highway Repairer Anita Ramos Removing Vegetation and Other Debris.

Cleaning of Drainage System Removal of debris, dirt and vegetation from drainage systems, including gutter gratings, gutters and leaders, scuppers, down spouts and scupper piping systems. The cleaning of surface gratings and gutters requires hand tools, brooms and brushes. In some cases, an air compressor might be needed to blow out some gutters. Cleaning the scuppers and scupper piping systems requires specialized equipment.

Drain Truck on Brooklyn Bridge Ramp. (Credit: Peter Basich)

Cleaning Catch Basins on the Manhattan Bridge

Cleaning of Expansion Joints Removal of debris and dirt from the troughs using compressed air or water; and cleaning and resealing of the joints. Performed on all bridges. Expansion joints are located at the surface level where they are subjected to impact and vibration and are exposed not only to the elements such as water, dust, grit, ultra-violet rays and ozone, but also to the effect of chemicals such as salt solutions, cement alkalis and petroleum derivatives. In addition to regular lubrication of moving parts, penetration of water, silt and grit must be effectively prevented or provision made for their removal.



Expansion Joint Cleaning on the Manhattan Bridge. Clean Expansion Joint on the Manhattan Bridge

Cleaning of Open Grating Decks Removal of debris and dirt from open-grating decks and washing with high-pressure water jets.

Sweeping Sweeping each bridge with a mechanical sweeper along each curb.

Mechanical Sweeper – Side and Rear Views. (Credit: Peter Basich)

Washing of Decks and Salt Splash Zones Washing of decks and salt splash zones to remove remnants of de-icing salts; use of compressed air and water jets to clean tight corners.

Roadway Surface Maintenance

Crack Sealing in Pavement and Curbline Sealing Cleaning of cracks and filling them with sealant; sealing with mastic material along the curb line to prevent water leakage onto bridge components. This maintenance function is sensitive to weather conditions.

Repair of Sidewalks and Curbs Sidewalk repair to restore sidewalk to original condition. Curb repair to be undertaken along with this task.

Repaired Bullnose Curb and Sidewalk at Crotona Avenue. (Credit: Joseph Saverino)

Sidewalk Repairs at East 174th Street Over The Ramp to The Cross Island Parkway. (Credit: Reza Taheri)

Replacement of Wearing Surfaces Removal of old wearing surface; preparation of exposed concrete slab or steel plate; installation of new wearing surface. The wearing surface is a two-inch course of bituminous concrete. Also includes minor deck repair, cleaning and waterproofing of deck.

Asphalt Trailer and Tar Kettle. (Credit: Peter Basich)

Masonry Crews and Highway Repairers Repairing Recurrent Potholes on the Eastbound Brooklyn-Queens Expressway, Just Past the Middagh Street Underpass. Break-Out and Removal of the Old Asphalt Roadway and Concrete Deck. (Credit: Anthony Napolitano)

Installing New Concrete With Rebar in the Cutout on the Eastbound BQE. (Credit: Anthony Napolitano)

Rolling and Tamping the Asphalt on the Eastbound BQE. (Credit: Anthony Napolitano)

Sealing the Edges of the Cutout With Asphalt Cement to Prevent Water From Seeping In. Closeup of Part of the Completed Concrete Deck Repair on the Eastbound BQE. (Credit: Anthony Napolitano)

Electrical and Mechanical Component Maintenance of the 4 East River Bridges and 25 Movable Bridges

Maintenance of Electrical Devices Checking and servicing electrical systems such as travelers, relays, auxiliary contacts, meters, overload relays, time delay relays, span and tail locks, brake systems, transmitters, transformers, fuses, wiring, resistors, etc. Also includes checking interior anchorage lighting, caution lighting, navigation lighting, and necklace lighting. During inspection, the travelers of the East River Bridges are operated to ensure proper calibration of electric motors. If motors are not calibrated properly, the travelers may rotate and jam along their guides. Many of the movable bridges are very old and replacement parts are difficult to find or may not be available any longer. When necessary, Division personnel fabricate machine parts such as shafts, and brake and warning gate components. In addition to inspection of systems, the electrical technicians replace poor condition components with electric systems before corrective maintenance is required. This preventive maintenance strategy avoids disruption of bridge service to motorists. This is important, because once corrective maintenance is necessary, it may require the bridge to be out of service for lengthy periods.

Electrician Robert Stackpole and Supervisor Electrician Ben Cipriano Atop the Queensboro Bridge. Electrician Helper Richard Parisi. (Credit: Peter Basich) Supervisor Electrician Ben Cipriano Installing an Outlet on the Brooklyn Bridge. (Credit: Hany Soliman)

Changing a Bulb on the Queensboro Bridge Necklace Lighting. (Credit: Peter Basich)

Maintenance of Mechanical Components Cleaning and lubrication of all movable parts and bridge cables for the four East River Bridges and the twenty-five movable bridges. Cleaning and lubrication of travelers; cleaning, wedging and oiling of the main cable strands and eyebars; cleaning of truss bearings; cleaning and lubricating air and fire line valves. Cleaning and lubrication is required to keep components from corroding and becoming immobile. Allowing components to seize could cause operating failure and introduce unsafe structural stresses.

Inspecting the Eyebars in the Brooklyn Anchorage of the Manhattan Bridge. (Credit: NYSDOT)
Repairing the Brooklyn Bridge Standpipe System, 130 Feet Below the Roadway.

Maintenance Crew Conducting the Annual Cleaning and Lubrication of the Solid Rod Suspenders Spherical Bearings on the Brooklyn Bridge. (Credit: Anatoly Orlov)
Oiler T. McAuliffe at the 9th Street Bridge. (Credit: Vera Ovetskaya)

Pausing During a Saddle Inspection Atop the Bridge's Manhattan Tower: Oilers Samuel Garcia Jr., George Rivera, and Thomas Mcauliffe; Executive Director of Bridge Preventive Maintenance and Repair Thomas Whitehouse; Director of East River Bridges Preventive Maintenance Mohammed Sharif; and Director of Bridge Preventive Maintenance Paul Schwartz. (Credit: Anatoly Orlov)

Steel Protection – Painting**

Total Paint Removal and Repainting Constructing negative pressure containment (Class 1A); washing and surface blasting to commercial-blast or near-white metal condition (Society for Protective Coating SP-6 or SP-10); constructing Class 3P containment; power tool cleaning to bare metal condition (Society for Protective Coating SP-11 or SP-15); lead monitoring and disposal; applying lead-free paint; primer, intermediate coat and top coat. Surface preparation is accomplished by abrasive blasting. The containment materials include tarps, plywood, scaffolding, and cables. Equipment includes blasting machines, needle guns, spray pumps, compressors, dust collectors, filters, and ductwork.



Abrasive Blasting. Platform Installed for Painting of the Queensboro Bridge (Credit: Vadim Sokolovsky)
Containment on Queensboro Bridge Manhattan Ramp. (Credit: Peter Basich)



Inside the Queensboro Bridge Containment. Roadway Containment.
(Roadway Credit: Michele N. Vulcan) Containment Above the Upper Roadway.

The Division treats all lead paint waste as hazardous waste, and stores and disposes of it according to the Resource Conservation and Recovery Act (RCRA). Waste is stored in approved leak-proof drums and containers which are, in turn stored temporarily in a fenced, secured area on-site until they are transferred to a disposal/recycling facility.

Full-Steel (Overcoating) Overcoating of the entire bridge. Solvent cleaning and cleaning of steel surfaces in areas with deteriorated paint is conducted using approved environmentally safe paint removal techniques, and either power tools, hand tools or combination hand/power tools. Power tool cleaning is performed in a Class 3P containment, and hand tool cleaning in a Class 4 containment. Combination hand/power tool cleaning is performed in a Class 3P containment. A localized primer coat and a single finish coat are then applied by brush, roller, or spray over the entire bridge.

Spot Painting When the surface to be painted is contaminated with de-icing salts, sea salt, bird excrement, or other corrosive agents, the area is prepared by power washing, using clean water or steam. When grease or oil is present, it is removed by solvents. Mechanical cleaning with hand and/or power tools is performed in the areas containing deteriorated paint. Power tool cleaning is performed in a Class 3P containment, and hand tool cleaning in a Class 4 containment. Combination hand/power tool cleaning is performed in a Class 3P containment. A

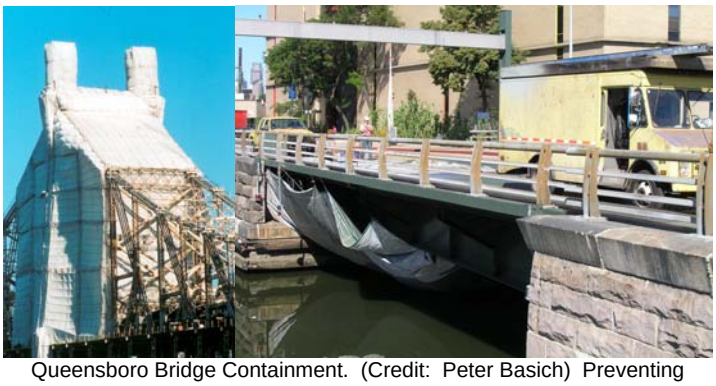
spot primer coat and a single finish coat are applied by brush or roller. Occasionally, when there is no danger of overspray, spray painting may be performed.

Salt Splash/Spot Painting This is a new process that combines salt splash with spot painting. It involves preparation of the area to be painted by power wash, using clean water or steam. Solvent cleaning is done in locations where oil and grease need to be removed from the steel surface. Areas to be power washed and painted are: the superstructure (up to six feet upwards from the deck), the underdeck steel (up to three feet from each side of the center line of the expansion joints), and the outside of the bridge's steel faces. In addition to these painted areas, we now perform localized surface preparation and painting of any deteriorated locations as mentioned in our spot painting definition above. After power washing, hand and power tools are used in areas that have started to show deterioration from accumulated de-icing agents. Power tool cleaning is performed in a Class 3P containment, and hand tool cleaning in a Class 4 containment. Combination hand/power tool cleaning is performed in a Class 3P containment. A spot primer coat and finish coat are then applied by brush or roller. Occasionally, when there is no danger of overspray, spray painting may be performed.

Spot Cleaning Before Painting on the Williamsburg Bridge. Primer Coating on the Williamsburg Bridge. Salt Splash Painting on the Williamsburg Bridge. (Salt Splash Credit: Fouad Althaibani)

Containment Examples. (Queensboro Credit: Peter Basich)

*COMPONENTS OF THE PREVENTIVE MAINTENANCE PROGRAM**



Queensboro Bridge Containment. (Credit: Peter Basich) Preventing Paint From Falling Into the Dutch Kills under the Hunters Point Avenue Bridge. (Credit: Sergiy Parayev)

TASK	IMPACT*
Debris Removal	6.1%
Sweeping	5.3%
Clean Abutments & Piers	8.1%
Clean Open Grating	7.0%
Clean Expansion Joints	9.1%
Wash Deck & Splash Zones	5.1%
Paint	4.2%

TASK	IMPACT*
Spot Paint	3.7%
Drain Cleaning	10.6%
Sidewalk & Curb Repair	2.5%
Pavement & Crack Sealing	12.2%
Wash Underside	15.9%
Mechanical Device Maintenance	6.7%
Replace Wearing Surface	3.5%

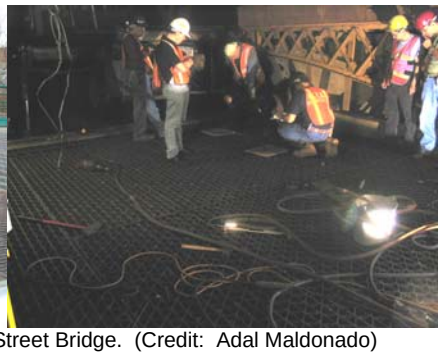
*IMPACT ON BRIDGE RATING

*Consortium of Civil Engineering Departments of New York City Colleges and Universities. *Preventive Maintenance Management System For New York City Bridges: Update 1998. Technical Report No. 98-1*. 1999. **Descriptions modified in November 2003.

MAINTENANCE PERSONNEL RESOURCES IN 2006

Preventive maintenance, corrective repair, flag repair, and painting work on the bridges and other structures within the City is performed by mechanics and supervisors in a variety of trades. The bridge operators provide safe and expedient passage to all marine and vehicular traffic under and on movable bridges. A breakdown of this work force by trade is:

	SUPERVISORS	MECHANICS
BRICKLAYERS	2	3
BRIDGE OPERATORS (INCLUDES ASSISTANTS)	22	72
BRIDGE PAINTERS	6	36
BRIDGE REPAIRERS/RIVETERS	3	38
CARPENTERS	3	14
CEMENT MASONS	-	10
DEBRIS REMOVERS	-	1
ELECTRICIANS (INCLUDES HELPERS)	5	22
HIGHWAY REPAIRERS (INCLUDES ASSISTANTS & SEASONAL WORKERS)	28	81
MACHINISTS	-	1
MOTOR GRADER OPERATORS	-	1
OILERS	-	12
STATIONARY ENGINEERS (ELECTRIC)	-	1
TRACTOR OPERATORS	-	1
TRAFFIC DEVICE MAINTAINERS	-	3
TOTALS	69 SUPERVISORS	296 MECHANICS



Bridge Operator Mary Harrigan at the Union Street Bridge. (Credit: Adal Maldonado)
Bridge Repairer/Riveters Repairing the Willis Avenue Bridge Grating. (Credit: Reza Taheri)

Revised 11/24/06

MAINTENANCE PERSONNEL RESOURCES IN 1900

A breakdown of the Department of Bridges work force by trade in 1900:

	SUPERVISORS	MECHANICS
AXEMAN		8
BLACKSMITH	1	2
BOILERMAKER		1
BRICK MASON	1	4
BRIDGE TENDER	15	137
CARPENTER	1	23
DOCKBUILDER		1
DRIVER		11
FIREMAN		18
FITTER		3
GATEMAN		7
INSPECTOR (INCLUDING STEEL)		10
LABORER (INCLUDES HELPERS)	7	111
LEVELER		4
LINEMAN		3
MACHINIST (INCLUDING HELPERS)		13
MASONRY INSPECTOR		7
MECHANIC	1	2
PAINTER	1	16
RIGGER		11
RIVETER	1	6
RODMAN		4
SHIP CARPENTER		4
SOUNDER		4
STABLEHAND		3
STEAM ENGINEER (INCLUDES DYNAMO)		15
STONE CUTTER/STONE MASON	1	2
SUPERINTENDENT ELECTRIC LIGHT	1	
SUPERVISOR (INCLUDES ASSTS)	12	
TOOLMAN		2
TRANSITMAN		7
TRIMMER		2
TOTALS	42 SUPERVISORS	441 MECHANICS

Willis Avenue Bridge Curbing and Road Repair in the Early 1920's.

*BRIDGE INSPECTION EQUIPMENT LIST**

Inspector Equipment	Inspection Team Equipment	Inspection Van Equipment
Boots-Knee High	5 Boro Map	Tool Chest
Dust Masks (Disposable)	Binoculars	Clip Boards
Safety Goggles	Broom	Flashlight (3 “D” Cell)
Hard Hat With Liner	Digital Camera	Fire Extinguisher
Rain Hat & Jacket	Camera Card Reader	First Aid Kit
Work Gloves Long Cuff	Hand Compass	3 Safety Flags
Work Gloves Unlined	Screwdriver Set (Regular)	Step Ladder 6’ or 8’
Work Gloves Lined	Screwdriver Set (Phillips)	10 Traffic Cones
Work Boots	Dye Penetrant Kit	
Chipping Hammer	Lantern	
Clip Boards	D-Meter With Test Block	**Put In Trucks By Highway Repairers When Needed**
Deceleration Lanyards	Marking Paint Spray	
Flashlight (2 “D” Cell)	Retract Survey Rod 25’	Generator
Safety Vest	Handheld Computer	Oil For Generator
Level 9” (Magnetic)	Thermometer	Extension Ladder 32’
Tool Bags (24”)	Spray Penetrating Oil	Extension Ladder 24’
Class III Body Harness	Cell Phone/Radio	Extension Ladder 16’
Lanyards	Vernier Calipers	Shovel
Bridge Inspection Manual (New York State)	Wrenches 12”	Push Broom
Technical Advisories For Inspection Manual	Tool Pouch	Dust Pan & Sweep Broom
Emergency Procedure Instructions	Lumber Crayons	Bottled Water
OSHA Approved Respirator & Filters	Spray Paint	Bolt Cutter
Belt With Two Drop Forged D-Rings	Awl	Flood Lights
Hard Hat Flashlight	Calipers	Approved Safety Gasoline Can
	Hacksaw	Sledge Hammer (8 lbs.)
	Hacksaw Blades (Extra)	Extension Cord Winder
	Paint Scraper	
	Inspection Mirror	
	Level 24”	
	Pliers 8”, Vinyl Coated	
	Plumb Bob	
	Pocket Knife	
	Ruler 25’ or 30’ (Metal)	
	Ruler 100’ (Fiberglass)	
	Scraper Blades (Extra)	
	Wire Brush	
	Folding Ruler 8’	
	Rope 5/8” With 100’ Coil	

NYSDOT Inspector on The Brooklyn Bridge. (Credit: Michele N. Vulcan)

Division Personnel Inspecting Paerdegat Bridge Utilizing a Barge. (Credit: Avelino Leyco Jr.)

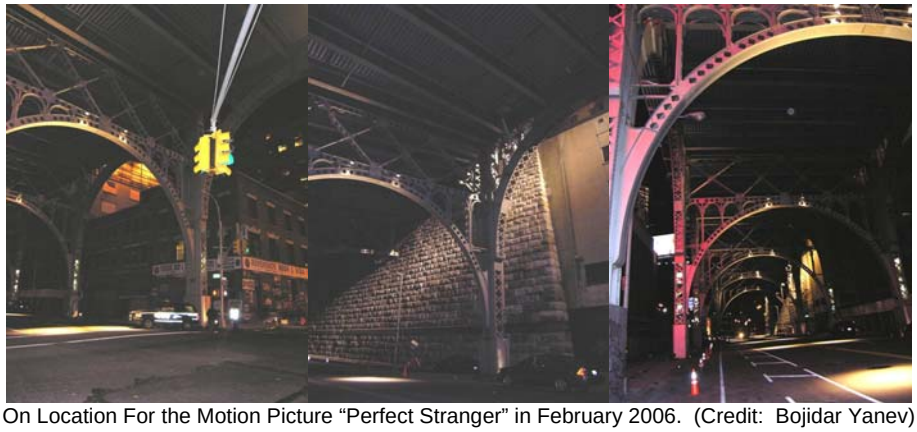
*New York City Department of Transportation, Division of Bridges. *Inspections and Bridge Management Section Equipment Checklist.* 2006.

JANUARY

"Kidnapped"	Television Pilot	Queensboro Bridge Roadway Queensboro Bridge Sanitation Entrance at 59th Street Brooklyn Bridge Roadway
"Crushed Out"	Television	Brooklyn Bridge Walkway
bcpbank	Training Film	Brooklyn Bridge Walkway
"Flesh and Blood"	Television Documentary	Brooklyn Bridge Walkway
"Guerilla"	Motion Picture	Queensboro Bridge Roadway

FEBRUARY

"Perfect Stranger"	Motion Picture	Riverside Drive Bridge over West 125th Street

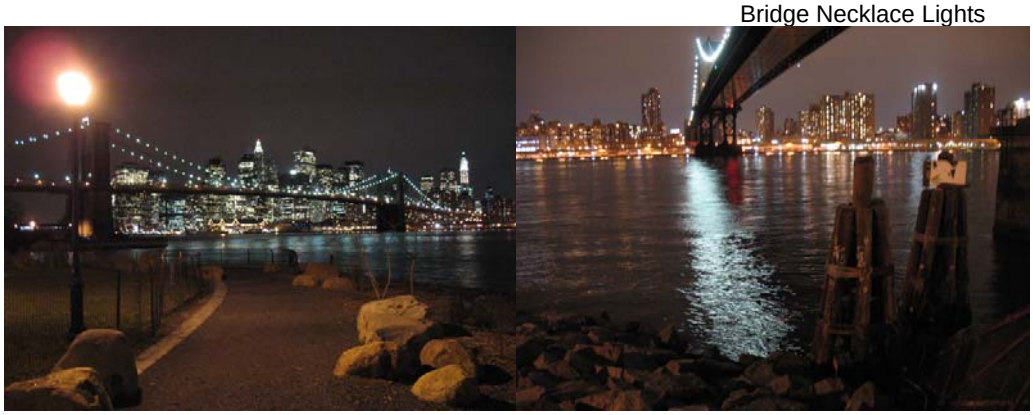


On Location For the Motion Picture "Perfect Stranger" in February 2006. (Credit: Bojidar Yanev)

Luci Magazine	Still Photography	Brooklyn Bridge Walkway
"The Hottest State"	Motion Picture	Williamsburg Bridge Roadway
"Blizhiny Boy"	Motion Picture	Brooklyn Bridge
"Chapter 27"	Motion Picture	Brooklyn Bridge Roadway
"Dinner with the GoodFellas"	Television	Brooklyn Bridge Roadway
Nucor Corporation	Still Photography	Manhattan Bridge Walkway
Frau Magazine	Still Photography	Brooklyn Bridge Walkway
"Mostly Martha"	Motion Picture	Manhattan Bridge Roadway and Walkway
"Homeless Heart"	Music Video	Brooklyn Bridge Walkway
Bogota, Columbia Commercial	Television	Brooklyn Bridge Walkway
"Marvels of Modern Architecture	Television	Brooklyn Bridge Walkway

MARCH

"Reign O'er Me"	Motion Picture	Queensboro Bridge Roadway
"Cool Kids 5"	Television	Brooklyn Bridge Walkway
"Traveler"	Television Pilot	Queensboro Bridge Breezeway
"Drift"	Television Pilot	Brooklyn Bridge and Manhattan Bridge Necklace Lights



Brooklyn Bridge and Manhattan Bridge at Night in March 2006. (Credit: R. Smith)

"Dante One Shot"	Short Film	Brooklyn Bridge Walkway

"October Road"	Television Pilot	Queensboro Bridge Roadway
EF International School of English	Documentary	Brooklyn Bridge Walkway

APRIL

Troutman Sanders, LLP Brochure	Still Photography	Brooklyn Bridge Walkway
"Padre Nuestro"	Motion Picture	Williamsburg Bridge Walkway
"Can You Speak English"	Television	Brooklyn Bridge Walkway
"Chasing Churchill: In Search of my Grandfather"	Television Documentary	Brooklyn Bridge Roadway and Walkway
"I Love NY"	Television Pilot	Brooklyn Bridge Walkway
"More Patience"	Television Pilot	Queensboro Bridge Roadway
"Perpetual Motion"	Short Film	Brooklyn Bridge Walkway Williamsburg Bridge Walkway
GHI Promotion	Still Photography	Brooklyn Bridge Walkway
"Kickass Combat"	Television	Brooklyn Bridge Walkway
"LVJ"	Digital Motion Picture	Queensboro Bridge Roadway
Centennial Cellphone Commercial	Television	Queensboro Bridge Roadway Brooklyn Bridge Walkway

MAY

Red Magazine	Still Photography	Brooklyn Bridge Walkway
Marie Claire Magazine (United Kingdom)	Still Photography	Brooklyn Bridge Walkway
CAT Footwear	Still Photography	Brooklyn Bridge Walkway
"MegaStructures" – "Steel"	Television	Brooklyn Bridge Walkway
Jacob Clothing	Still Photography	Brooklyn Bridge Walkway
J. Crew Catalogue	Still Photography	Brooklyn Bridge Walkway
Kohl's Department Store Catalogue	Still Photography	Brooklyn Bridge Walkway
"Cadmium Green Deep"	Short Film	Roosevelt Island Bridge Walkway
MTV Network Commercial	Television	Brooklyn Bridge Walkway
"Joshua"	Motion Picture	Manhattan Bridge Roadway
"Broken Man Walking"	Short Film	Pulaski Bridge Walkway
"Switch Trippin'"	Television	Brooklyn Bridge Walkway
D Magazine	Still Photography	Brooklyn Bridge Walkway
Anthropologie Catalogue	Still Photography	Brooklyn Bridge Walkway

JUNE

Sony BMG	Still Photography	Williamsburg Bridge Roadway
"Easy Driver"	Television	Brooklyn Bridge Roadway and Walkway
"Watching the Detective"	Motion Picture	Williamsburg Bridge Walkway
"Pay Off Your Mortgage in Two Years"	Television	Brooklyn Bridge Walkway
ABC Network Commercial	Television	Brooklyn Bridge Walkway
"Fresh Crops"	Television	Brooklyn Bridge Walkway Williamsburg Bridge Walkway
IBM Promotion	Still Photography	Brooklyn Bridge Walkway
"Lost Memories"	Short Film	Brooklyn Bridge Walkway
Shape Magazine	Still Photography	Brooklyn Bridge Walkway
Sinar Bron Cameras	Still Photography	Brooklyn Bridge Walkway
"Blackout"	Motion Picture	Brooklyn Bridge Walkway
Paul Frank Catalogue	Still Photography	Williamsburg Bridge Walkway
Lucky Magazine	Still Photography	Brooklyn Bridge Walkway
"Music And Lyrics By…"	Motion Picture	Brooklyn Bridge and Manhattan Bridge Necklace Lights
Swiss Masai Footwear	Still Photography	Brooklyn Bridge Walkway
Fashion Magazine (Canada)	Still Photography	Brooklyn Bridge Walkway
"Rescue Me"	Television	Brooklyn Bridge Roadway
"Generation Next: Speak Up, Be Heard"	Television Documentary	Manhattan Bridge Roadway
Canon Promotion	Video	Brooklyn Bridge Walkway
Can Cam Magazine	Still Photography	Brooklyn Bridge Walkway

JULY

"The Greek American Dream"	Television Documentary	Brooklyn Bridge Walkway
Institute of Chartered Accountants	Television	Brooklyn Bridge Roadway Manhattan Bridge Roadway
"Flight of the Conchords"	Television Pilot	Williamsburg Bridge Walkway
Carnegie Mellon Alumni Brochure	Still Photography	Brooklyn Bridge Walkway
"Sorolla's Letters"	Documentary	Brooklyn Bridge Walkway
"CSI: NY"	Television	Brooklyn Bridge Walkway and Necklace Lights
MTV Networks	Still Photography	Brooklyn Bridge Walkway
"The Shanghai Hotel"	Motion Picture	Williamsburg Bridge Roadway
"The Black Donnellys"	Television	Brooklyn Bridge Walkway
"Enchanted"	Motion Picture	Brooklyn Bridge Walkway
Andre Rieu Promotion	Still Photography	Brooklyn Bridge Walkway
"Straight Up Flatbush Avenue"	Documentary	Manhattan Bridge Walkway

AUGUST

Concerts of Prayer Greater New York	Video	Brooklyn Bridge Walkway
"Michael Parkinson's Greatest Entertainers"	Television	Brooklyn Bridge Walkway
"Yo Mama"	Television	Brooklyn Bridge Roadway Manhattan Bridge Roadway
"American Gangster"	Motion Picture	Williamsburg Bridge
Stryker Knee Replacement Commercial	Television	Brooklyn Bridge Walkway
"The Brave One"	Motion Picture	Under the Macombs Dam Bridge Ramp at 155th Street
World Trade Center Memorial Public Service Announcement	Television	Pulaski Bridge Walkway
"Never Forever"	Motion Picture	Manhattan Bridge Roadway
HSBC Commercial	Television	Brooklyn Bridge Roadway
"Dispatches: Atheism"	Television Documentary	Brooklyn Bridge Walkway
New York Times Commercial	Television	Queensboro Bridge Roadway
"Iron Triangle"	Motion Picture	Roosevelt Avenue Bridge over Van Wyck Expressway
Cadillac Commercial	Television	Queensboro Bridge Roadway
Robin Hood Foundation Brochure	Still Photography	Brooklyn Bridge Walkway
"Kidnapped"	Television	Queensboro Bridge Roadway
"Ta Ra Rum Pum"	Motion Picture	Brooklyn Bridge Roadway

SEPTEMBER

"Unbelievable"	Television	Brooklyn Bridge Walkway
Cisco Systems Commercial	Television	Brooklyn Bridge Walkway
"Ta Ra Rum Pum"	Motion Picture	Brooklyn Bridge Walkway
"Rockabilly 514"	Documentary	Brooklyn Bridge Walkway
Simon Webb Album Cover	Still Photography	Brooklyn Bridge Walkway
"Superstorm"	Television	Brooklyn Bridge Walkway
"MegaStructures" – "Bridges"	Television	Brooklyn Bridge Walkway Manhattan Bridge Walkway Williamsburg Bridge Walkway
"The Way of the Master"	Short Film	Brooklyn Bridge Walkway
"Back Together"	Music Video	Brooklyn Bridge Walkway
GQ Magazine (Australia)	Still Photography	Brooklyn Bridge Walkway
Velvet Magazine	Still Photography	Brooklyn Bridge Walkway
"The Hungry Detective"	Television	Brooklyn Bridge Walkway Manhattan Bridge Walkway
"Beyond the Walls"	Video	Broadway Bridge
"Tears"	Short Film	Brooklyn Bridge Walkway
"Frank the Rat"	Motion Picture	Williamsburg Bridge
"Then She Found Me"	Motion Picture	Manhattan Bridge Roadway

NYS Lottery Commercial	Television	Brooklyn Bridge Walkway

OCTOBER

"American Gangster"	Motion Picture	Williamsburg Bridge Roadway Manhattan Bridge Roadway Macombs Dam Bridge
"Everyday Italian"	Television	Brooklyn Bridge Walkway
"Surviving the Future"	Television Documentary	Brooklyn Bridge Walkway
"Christmas in New York"	Motion Picture	Brooklyn Bridge Roadway
"Stop-Loss" (working title)	Motion Picture	Manhattan Bridge Roadway
"Dr. Who Confidential"	Television Documentary	Brooklyn Bridge Walkway
Kurt Elling Album Cover	Still Photography	West 155th Street Pedestrian Bridge
Vogue Magazine (Italy)	Still Photography	Brooklyn Bridge Walkway
"Derren Brown – Trick of The Mind"	Television	Brooklyn Bridge Walkway
"Manhattan Diaries"	Television	Brooklyn Bridge Walkway
"Buscado la Manera"	Music Video	Brooklyn Bridge Walkway
"The Bronx is Burning"	Television	Manhattan Bridge Roadway Pulaski Bridge
"Eran James"	Short Film	Brooklyn Bridge Walkway

NOVEMBER

"The Heart of Brooklyn"	Video	Brooklyn Bridge Walkway
"Last Love"	Video	Brooklyn Bridge Walkway
"Travis"	Short Film	Brooklyn Bridge Walkway
"A Particular Occasion"	Short Film	Carroll Street Bridge
"The Man Who Bottled Clouds"	Documentary	Brooklyn Bridge Roadway and Walkway
"The Accidental Husband"	Motion Picture	Queensboro Bridge
"Assia Djebar, La Soif D'ecrire"	Television Documentary	Brooklyn Bridge Walkway
"Shutterbug"	Motion Picture	Williamsburg Bridge Walkway
"5 Takes USA"	Television	Brooklyn Bridge Walkway
"The Virtual Magician in New York"	Television	Brooklyn Bridge Walkway
"Boys Before Flowers"	Television	Brooklyn Bridge Walkway
"Dew Circuit Breakout"	Television	Brooklyn Bridge Walkway
"Holiday: New York Outside Manhattan"	Television Documentary	Brooklyn Bridge Walkway

DECEMBER

"Russell Simmons Presents Def Poetry"	Television	Brooklyn Bridge Walkway
Elite Limousine Commercial	Television	Queensboro Bridge
"Definitely, Maybe"	Motion Picture	Manhattan Bridge Roadway
"Shutterbug"	Motion Picture	Williamsburg Bridge Walkway
YD Pty. Ltd. Promotion	Still Photography	Brooklyn Bridge Walkway
"Dan In Real Life"	Motion Picture	Queensboro Bridge
"My Sassy Girl"	Motion Picture	Brooklyn Bridge Walkway
"I Am Legend"	Motion Picture	Manhattan Bridge Walkway
"Paraiso Travel"	Motion Picture	Brooklyn Bridge Walkway
"U.S. Top Video Countdown"	Television	Brooklyn Bridge Walkway
"Dice Undisputed"	Television	Brooklyn Bridge Walkway
"Vacutab"	Industrial Film	Brooklyn Bridge Walkway

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Manhattan Bridge. (Credit: R. Smith)

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Brooklyn Bridge in 1909.

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In Memoriam

The 2006 edition of the New York City Bridges And Tunnels Annual Condition Report is dedicated to the memory of the following employees, whose wisdom and dedication to their work will be sorely missed. Their passing reminds us that the people of the Division of Bridges are the strength of the Agency, providing a tradition of quality service to the public.

Dolores T. Barbieri, DOT Assistant Commissioner of Facilities Management

August 7, 1947 -- May 29, 2006 28 years City service

Ms. Barbieri worked for Brooklyn Borough President Howard Golden from 1978 to 1996, with her last position being Director of Community Boards. From February 1996 to March 1997, she worked for the Department of Environmental Protection, and from March 1997 to February 2001, she worked for the Department of Citywide Administrative Services. In February 2001, she was appointed to the Assistant Commissioner position at DOT.

As Assistant Commissioner, Ms. Barbieri was instrumental in the reconstruction of the St. George and Whitehall Ferry terminals, which were completed in 2005. She also oversaw day-to-day operations at about 80 DOT facilities, and helped create the security plan for the Staten Island Ferry and its two terminals after the September 11, 2001 attack.

Ms. Barbieri was a warm, generous person who touched the lives of everyone she worked with. Her smile was contagious and she generated laughter wherever she went. She will be deeply missed.

Nicolae Dini, P.E., Engineer-In-Charge, Mechanical Section, Bridge Maintenance

November 15, 1940 -- May 9, 2006 16 years service

Mr. Dini joined the Division in 1990 to provide in-house mechanical, electrical and technical expertise to guide our skilled trades personnel in the maintenance and repair of the 25 movable bridges, the six tunnels, and the East River Bridge travelers.

Major projects that he contributed to included: the unclogging of the trunnion bearing lubrication grooves on the Unionport Bridge; the debugging of the mechanical and electrical systems on the six Manhattan Bridge travelers; the first comprehensive in-house lubrication program for the main cables at the anchorages of the Brooklyn and Williamsburg Bridges; the design contract for the rehabilitation of the Battery Park Underpass, First Avenue, Park Avenue and West Street Tunnels; and the replacement of the fire damaged lower chord of the center truss of the 145th Street Bridge.

Mr. Dini was a great motivational force and model for technical excellence in the in-house maintenance group. He was persistent and determined in presenting his views. No one could best him in an argument because he was always more prepared than his critics and adversaries. However, he enjoyed a joke as well as anyone, even at his own expense. Nick Dini will be remembered for his many achievements, his integrity, his sharp intelligence, and his leadership.

Dolores Barbieri. Nicolae Dini.

2006 INVENTORY LOCATION MAPS

Six years ago, we added a new feature to the Inventory Location Maps; Community Board borders. With this added feature, the reader will be able to identify within which Community Boards bridges are located.

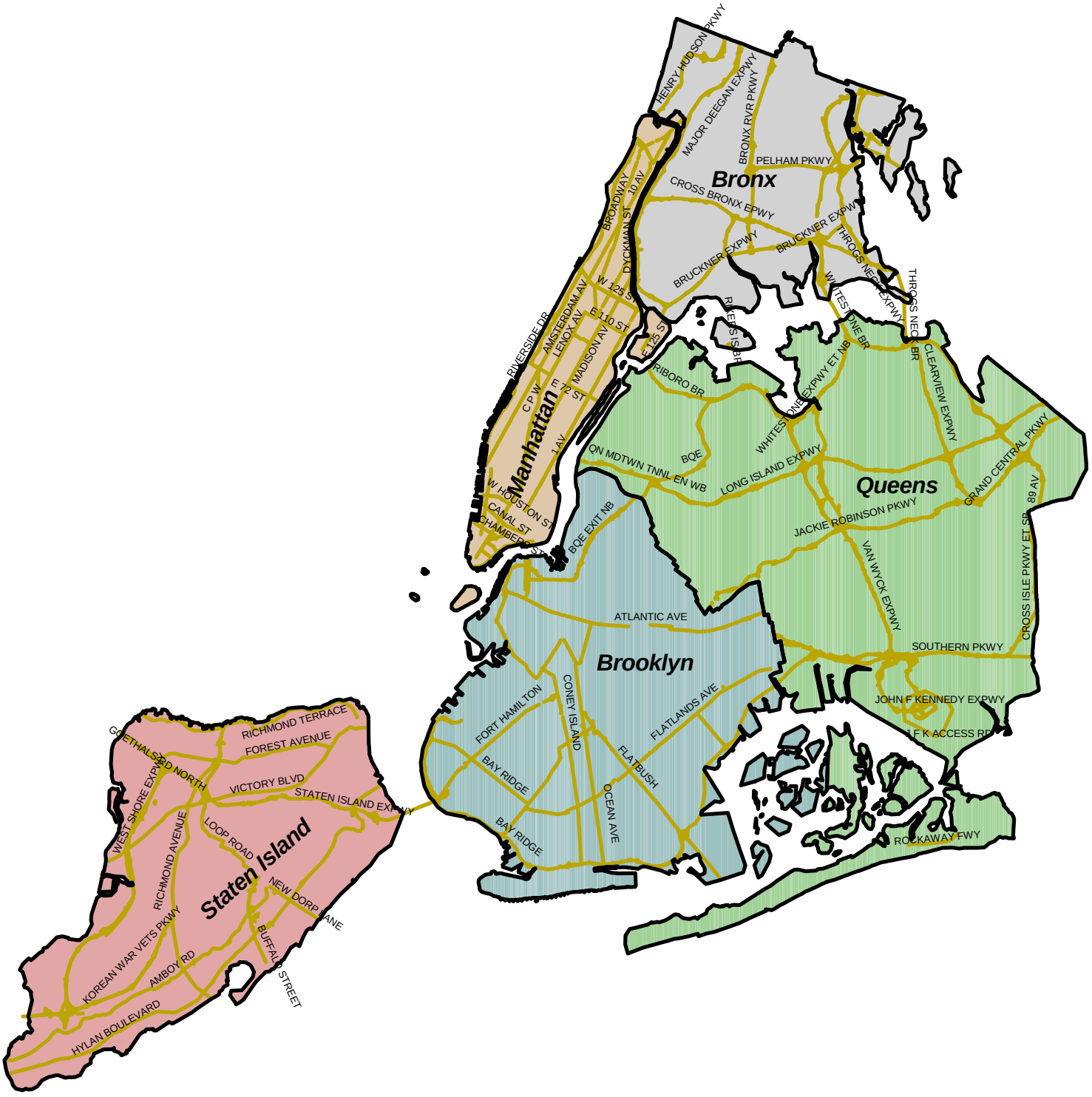
On these maps, all Community Boards consist of three (3) digits. The first digit is for map plotting purposes. The next two digits identify the Community Board. In cases of certain parks and airports, the Community Board number does not correspond with any Community Board. These exceptions are:

Bronx	26=Van Cortlandt Park	**Brooklyn**	55=Prospect Park
	27=Bronx Park		56=Gateway Nat'l Rec. Area/Floyd Bennett Field
	28=Pelham Bay Park	**Queens**	81=Alley Pond Park
Manhattan	64= Central Park		82=Cunningham Park
			83=JFK Airport
			84= Gateway Nat'l Rec. Area/Fort Tilden-Jacob Riis Park

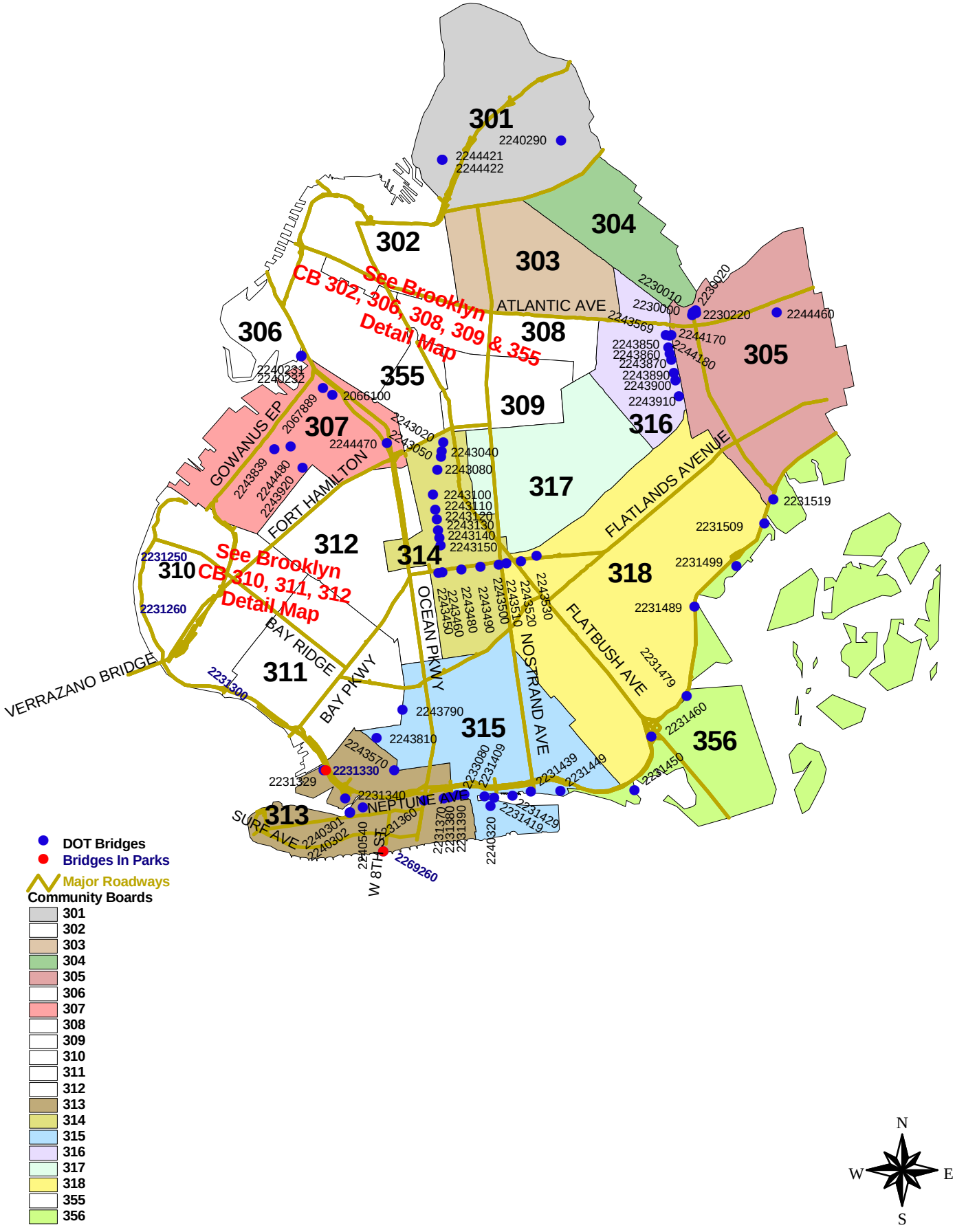
The Community Board listings correspond to those listed in the inventory, which begins on page 172.
As this is still a work in progress, some structures that fall on Community Board dividing lines are shown in only one Community Board. As the plotting of the maps is refined and further research conducted, all Community Boards a structure is in will be identified.

Brooklyn, Manhattan, and Williamsburg Bridges.
(Credit: Michele N. Vulcan)

ALL BOROUGH MAP



BROOKLYN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303
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Detail Map
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2230020
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2243569
2244170
2243850
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2244180
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2243900
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308
2240231
2240232
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2066100
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2067889
2243020
2243050
2244470
2243040
2243080
GOWANUS EP
2243839
2244480
2243920
FORT HAMILTON
317
FLATLANDS AVENUE
2231519
2231509
2243100
2243110
2243120
2243130
2243140
2243150
312
314
318
2231499
2231250
310
See Brooklyn
CB 310, 311, 312
Detail Map
2231260
2231489
OCEAN PKWY
2243460
2243480
2243490
2243500
2243510
2243520
2243530
2243450
NOSTRAND AVE
FLATBUSH AVE
2231479
BAY RIDGE
BAY PKWY
311
VERRAZANO BRIDGE
2231300
2243790
2231460
356
315
2243810
2243570
2231330
2231329
2231340
2233080
2231409
2231439
2231449
2231450
NEPTUNE AVE
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313
SURF AVE
2240301
2240302
2231360
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DOT Bridges
Bridges In Parks
Major Roadways
Community Boards
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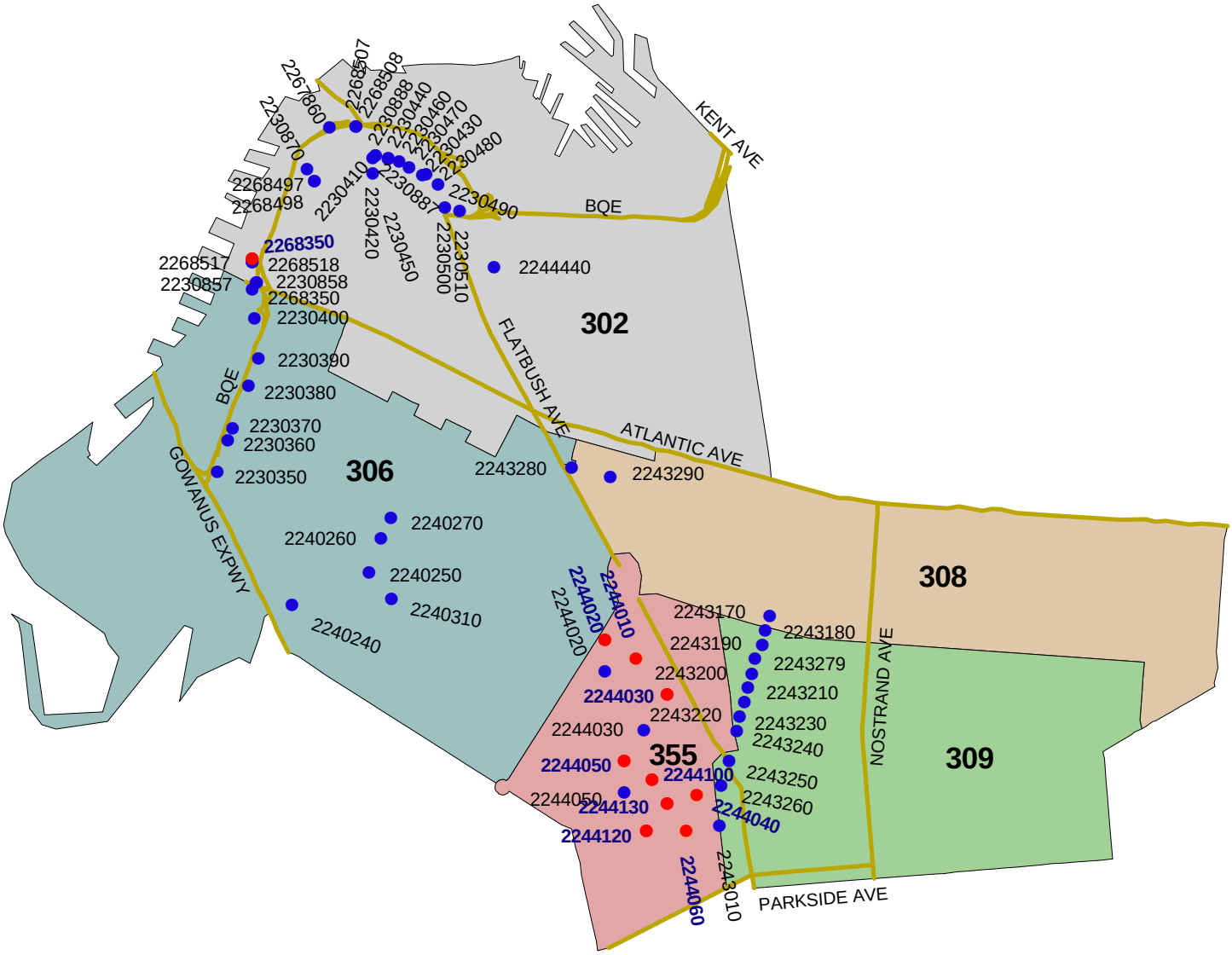
BROOKLYN
CB 302, 306, 308, 309, 355
DETAIL



DOT Bridges
Bridges In Parks
Major Roadways
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BROOKLYN
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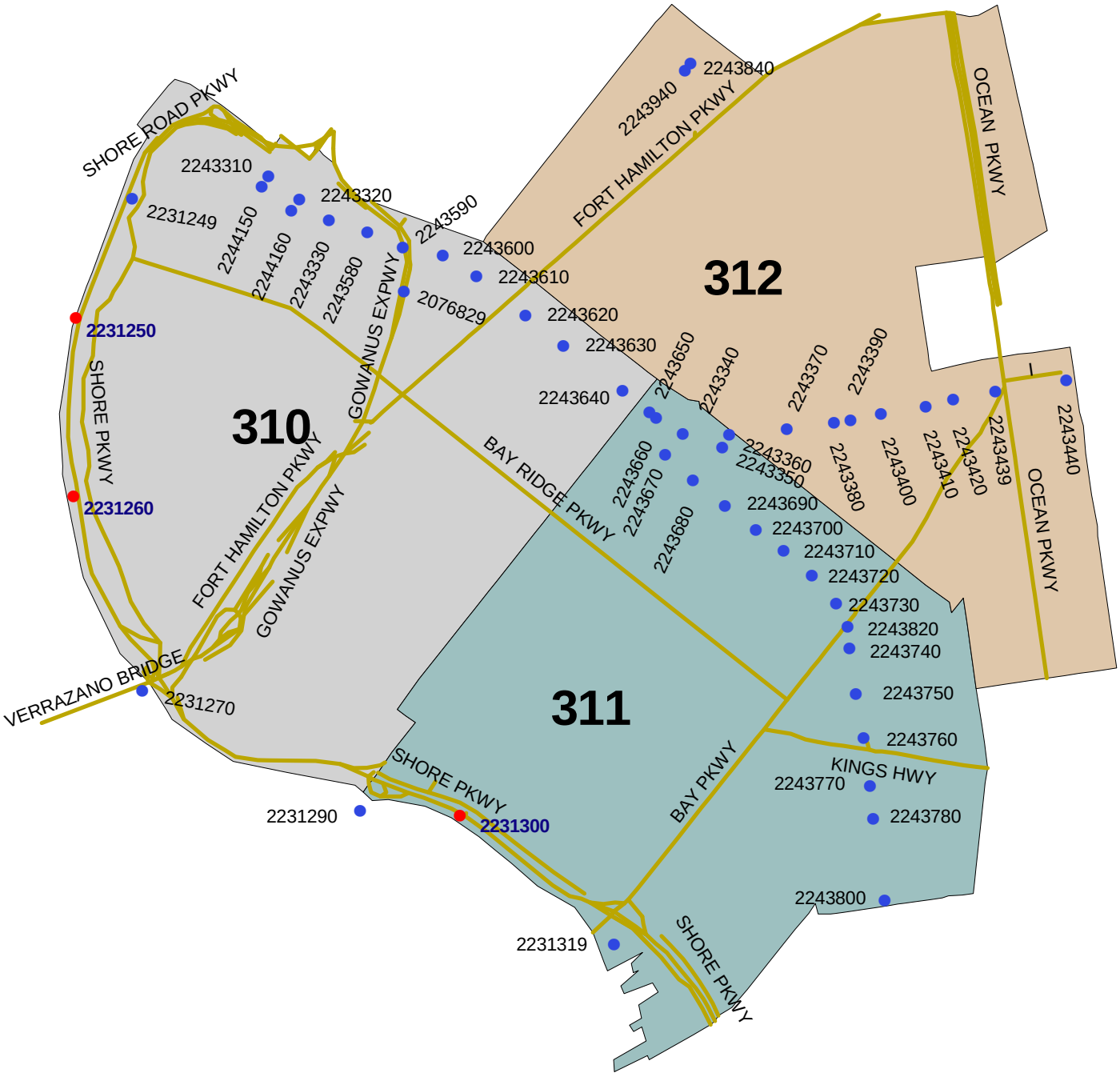
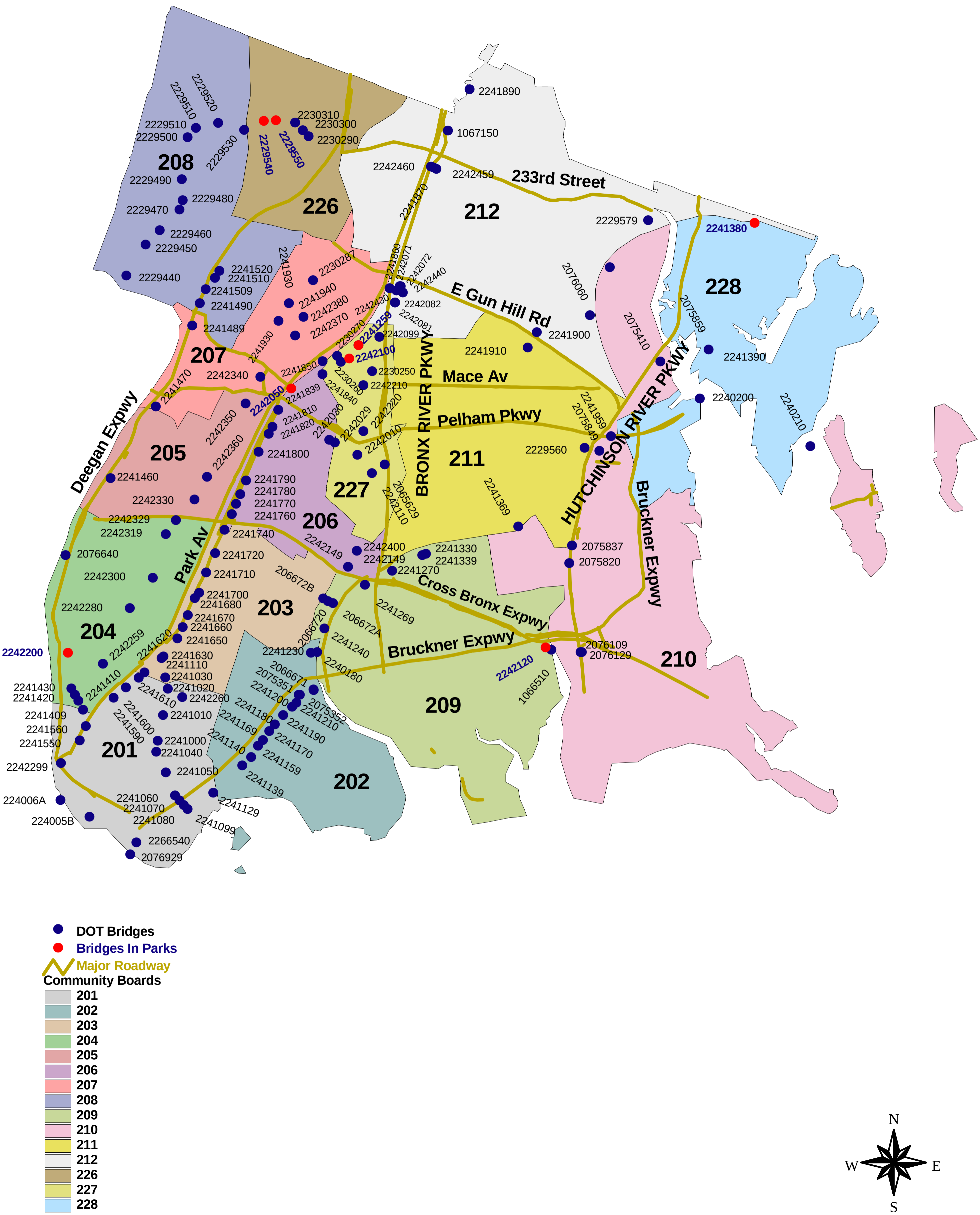
DETAIL



BRONX



233rd Street
E Gun Hill Rd
Mace Av
Pelham Pkwy
BRONX RIVER PKWY
HUTCHINSON RIVER PKWY
Bruckner Expwy
Cross Bronx Expwy
Deegan Expwy
Park Av
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212
228
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1067150
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2230300
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2229560
2241460
2241790
2241780
2241770
2241760
2242330
2242329
2242319
2241740
2065629
2242110
2241369
2076640
2241720
2242149
2242400
2241330
2241339
2075837
2075820
2242300
2241710
206672B
2241270
2242280
2241700
2241680
2241670
2241660
2241650
2066720
2241269
206672A
2242259
2241620
2241630
2241110
2241240
2076109
2076129
2242200
2241230
2066671
2240180
2242120
1066510
2241430
2241420
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2241200
2075352
2241210
2241409
2241610
2241010
2241180
2241190
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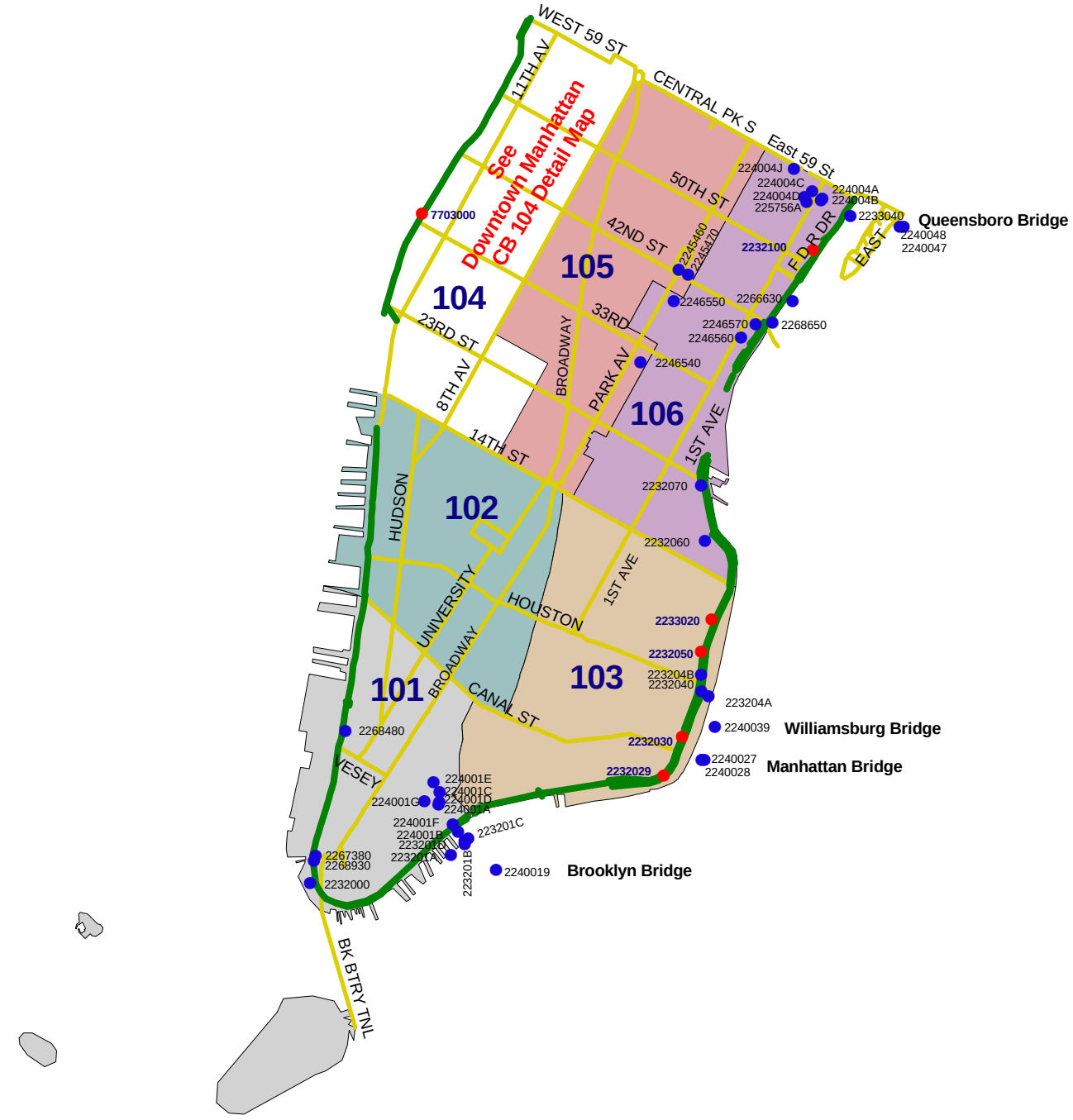
2241550
2241600
2241590
2241000
2241040
2241169
2241170
2242299
2241140
2241159
2241050
2241139
224006A
2241060
2241070
224005B
2241080
2241129
2241099
2266540
2076929
DOT Bridges
Bridges In Parks
Major Roadway
Community Boards
201
202
203
204
205
206
207
208
209
210
211
212
226
227
228
N
W
E
S

DOWNTOWN MANHATTAN



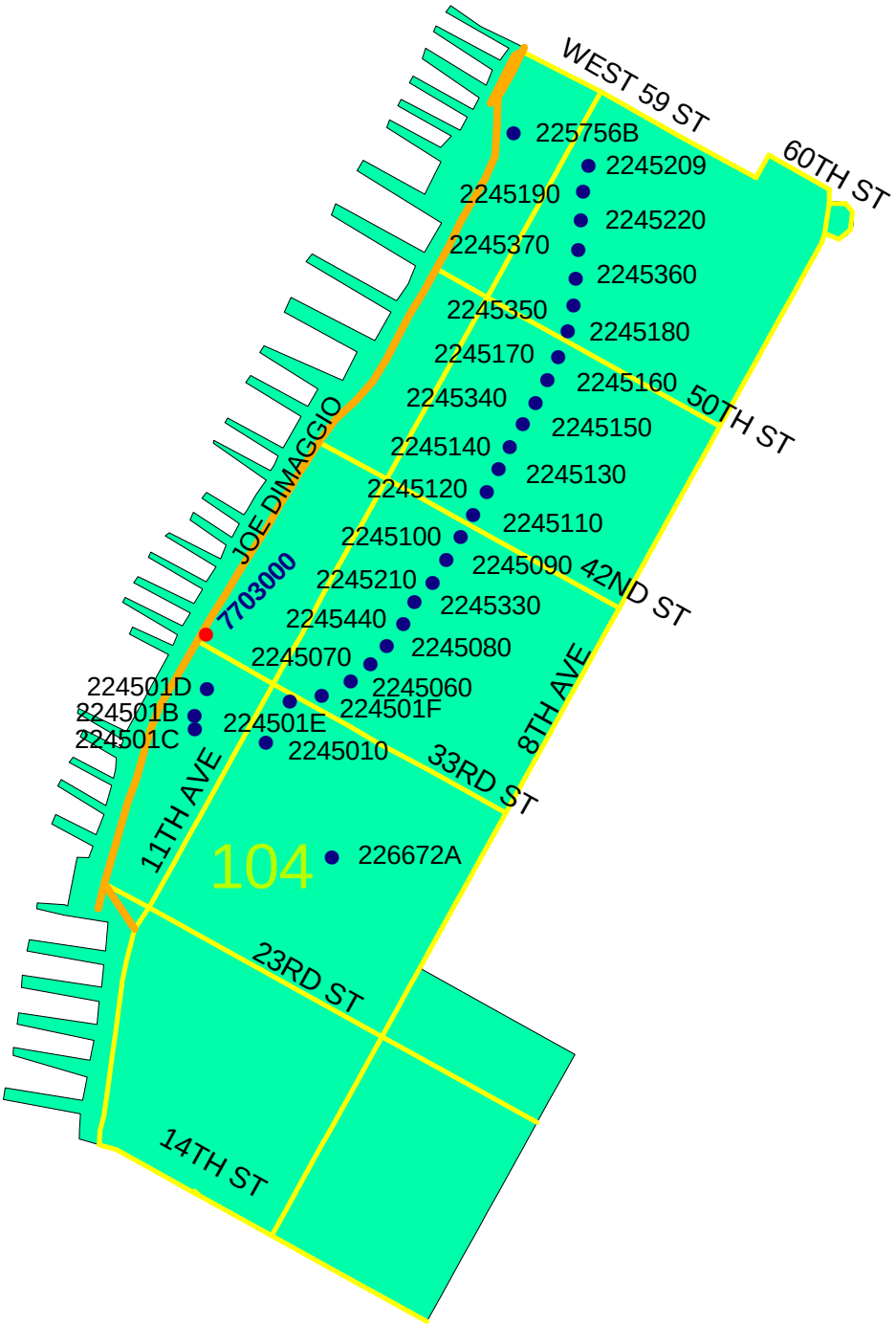
- DOT Bridges
- Bridges In Parks
- Major Roadways
- Major Streets

Community Boards

- 101
- 102
- 103
- 104
- 105
- 106
- 109
- 110
- 111
- 112

N
W E
S

DOWNTOWN MANHATTAN
CB 104
DETAIL



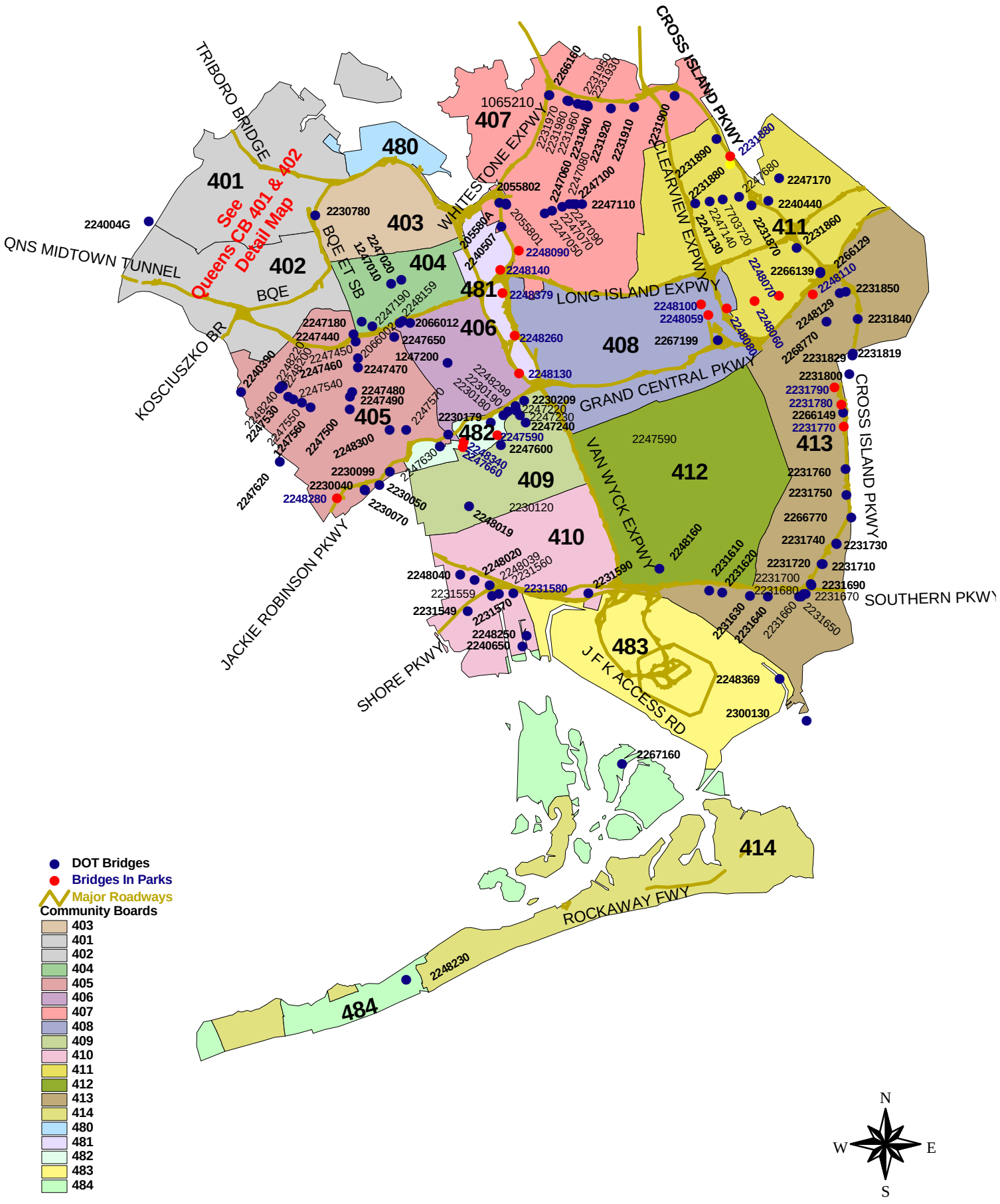
DOT Bridges
Major Roadways
Major Streets

N
W E
S

MIDTOWN MANHATTAN

UPTOWN MANHATTAN

QUEENS


TRIBORO BRIDGE
See Queens CB 401 & 402 Detail Map
QNS MIDTOWN TUNNEL
KOSCIUSZKO BR
BQE
BQE LT SB
WHITESTONE EXPWY
CROSS ISLAND PKWY
CLEARVIEW EXPWY
LONG ISLAND EXPWY
GRAND CENTRAL PKWY
VAN WYCK EXPWY
JACKIE ROBINSON PKWY
SHORE PKWY
J F K ACCESS RD
ROCKAWAY FWY
SOUTHERN PKWY
401
402
403
404
405
406
407
408
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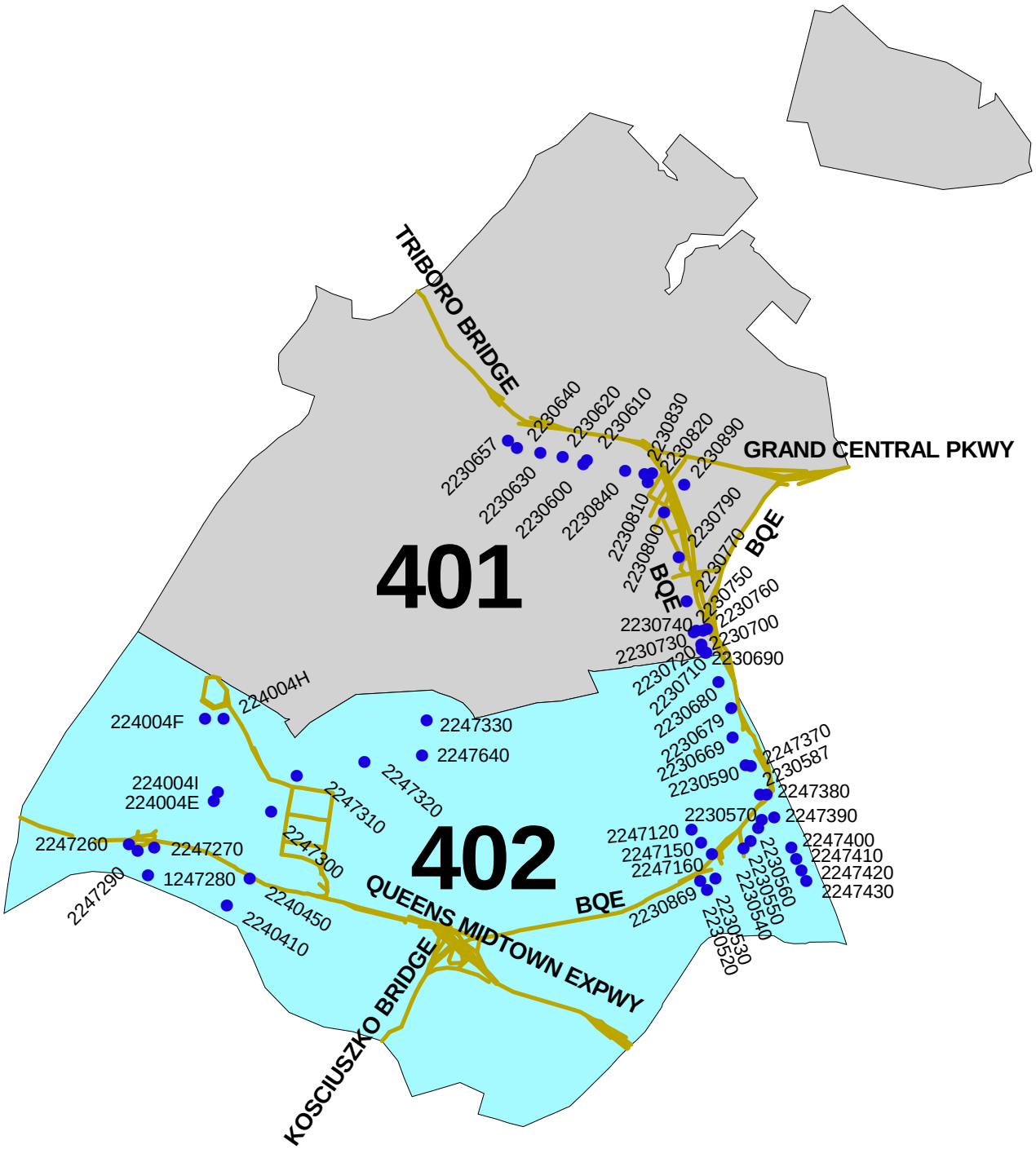
DOT Bridges
Bridges In Parks
Major Roadways
Community Boards
N
W
E
S

QUEENS
CB 401 & 402
DETAIL



DOT Bridges
Major Roadways
Community Boards
401
402

N
W
E
S

STATEN ISLAND