



BROOKLYN BRIDGE REHABILITATION

Spring 2014 Newsletter

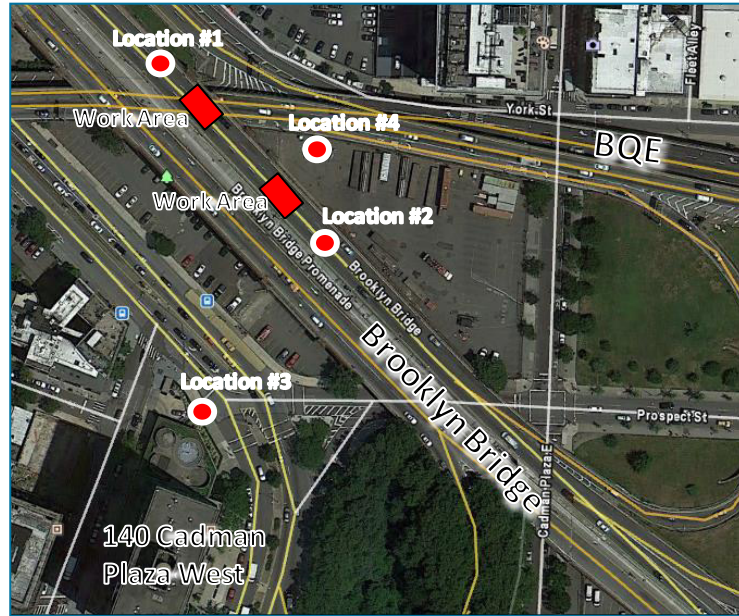


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Environmental Monitoring



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

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

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

Project Timeline Extension

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

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



Project Overview

The Brooklyn Bridge, a National Historic Landmark and a New York City Landmark, has been in use for over 125 years and its ramps and approaches have been rated in poor condition. Rehabilitation and repainting of the structure, partially funded by the American Recovery and Reinvestment Act, began in January 2010 and will run until 2014.



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



#NYCDOTbkbridge
NYC DOT
www.nyc.gov/html/dot/html/bridges/brooklyn_bridge.shtml
Contract BRC270CP

Full Weekend Closures Continue in 2014



Work crews perform operations at the York Street Structure above the BQE. The roadway deck was fully removed to allow for full replacement of the underlying structure.

The unusually severe winter limited construction work to steel repairs and roadway demolition operations. Painting operations and major structural work resumed in April. In the photo above the project team works on the removal of the road deck at the York Street Structure over the eastbound BQE during the first Full Weekend Closure of the Year. Eight or nine more Full Weekend Closures are anticipated for the remainder of the project. Currently, all of these are scheduled for 2014.

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

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

Construction Highlights

Manhattan

Crews continue to make steady progress installing Super Slabs along the Manhattan-bound roadway. The roadway located above Pearl Street in Manhattan has been completely removed and awaits full structural replacement.

Brooklyn

The first Full Weekend Closure of the year allowed workers to remove the roadway at the York Street Structure that lies above the BQE in preparation for full structural replacement. Demolition activities have commenced at the Main Street Structure and Arch Block I.

REPAINTING MAIN CABLES, SUSPENDERS & STAYS

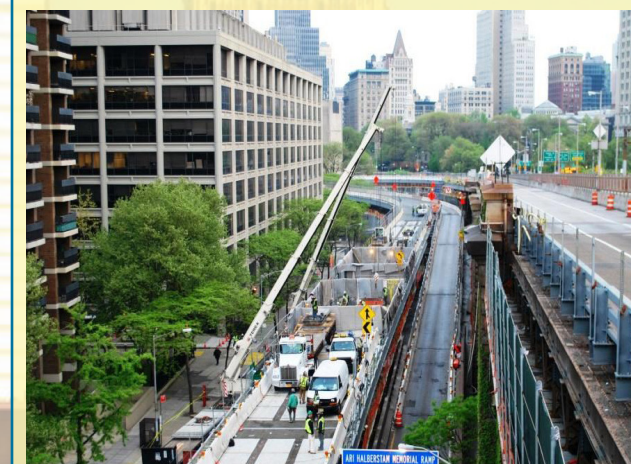
Work progresses on the suspension system:

Main cables: Approximately 70% complete

Suspenders and Stays: Approximately 50% complete



THE SCOPE



RECONSTRUCTION OF RAMPS AND APPROACHES

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



REPAINTING MAIN BRIDGE

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



STEEL REPAIRS

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



REPAINTING OF RAMP STRUCTURES

Operations on the ramps in Manhattan are approximately 82% complete.