

**NEW YORK CITY
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGES
2002 BRIDGES AND TUNNELS
ANNUAL CONDITION REPORT**



Three East River Bridges As Seen From the Staten Island Ferry (Credit: Dorothy Roses)

Michael R. Bloomberg, Mayor
Iris Weinshall, Commissioner
Judith E. Bergtraum, First Deputy Commissioner

Henry D. Perahia, P.E., Chief Bridge Officer
Russell Holcomb, P.E., Deputy Chief Engineer, Maintenance, Inspection &
Operations
Lawrence King, P.E., Deputy Chief Engineer, Roadway Bridges
Kamal Kishore, P.E., Deputy Chief Engineer, Engineering Review & Support
Albert P. Novak, P.E., Deputy Chief Engineer, Specialty Engineering &
Construction
Jay Patel, P.E., Deputy Chief Engineer, East River & Movable Bridges
Dorothy Roses, Executive Director, Management & Support Services

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A Message from the

Commissioner

On behalf of the many dedicated professionals who staff the Division of Bridges, it is my pleasure to distribute the 2002 Edition of the New York City Department of Transportation's Annual Bridges and Tunnels Condition Report, as mandated under New York City's Charter. The release of this document provides the Department of Transportation with an opportunity to display the many achievements, innovations and improvements that were realized by the Division of Bridges during the 2002 calendar year.

As a service organization, the Department of Transportation's Division of Bridges always aims to improve the quality of life for all New Yorkers and to minimize construction disruptions. The judicious use of Incentive/Disincentive clauses to accelerate construction programs, where appropriate, is just one example.

Preventive maintenance is essential in preserving the City's multi-billion dollar investment in its bridges. These steel and concrete structures must be vigilantly protected from the stresses of the weather, traffic, deterioration and neglect. In accordance with the Division of Bridges' pro-active mission, 2002 was an important year for preventive maintenance. In-house repair crews eliminated 469 safety flag conditions that presented clear vehicle or pedestrian traffic hazards. Some 12,616 cubic yards of debris were removed, while 76,916 square feet of concrete were used to renew sidewalks, curbs, and road decks. Workers cleaned 1,630 bridge drains and, in the winter, sprayed 20,150 gallons of anti-icing chemicals on the East River bridges. In addition, crews eliminated 6,865,564 square feet of graffiti.

The Division's proud tradition of design and engineering excellence was recognized with the receipt of awards from the New York Association of Consulting Engineers for the Design-Build reconstruction of the Ridge Boulevard (a.k.a. Second Avenue) and Third Avenue Bridges over Shore Road Drive in Brooklyn, as well as the Movable Bridge Waterway Study. The New York Construction News "Best of 2002 Awards Program" selected the restoration of St. Felix Street in Brooklyn as the 2002 Rehabilitation Project of the Year. In addition, in recognition of his outstanding contributions to the status of the civil engineering profession, Jay Patel, Deputy Chief Engineer for East River and Movable Bridges, was presented the Herbert Howard Government Civil Engineer of the Year award by the Metropolitan Section of the American Society of Civil Engineers.

In 2002, the Division and its personnel proved, as always, equipped and ready to help the City prepare for major events including the Five Borough Bike Tour, the NFL Kick-Off in Times Square, the Special Joint Session of Congress in the Financial District, the Century Bicycle Tour, the New York City Marathon, the Thanksgiving Day Parade, and New Year's Eve in Times Square.

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

Sincerely,



Iris Weinshall
Commissioner

EXECUTIVE SUMMARY

Inventory

In calendar year 2002, the inventory of bridges under the jurisdiction of the Division increased from 752 to 755. This was not the only change to the inventory: the condition ratings of the bridges also changed. In fact, over the past 10 years, there has been a 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.

| | 1993 | 1994 | 1995 | 1996* | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 [†] |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------|
| Poor[#] | 72 | 57 | 60 | 48 | 40 | 24 | 16 | 13 | 9 | 8 |
| Fair | 420 | 421 | 406 | 524 | 530 | 516 | 507 | 481 | 459 | 451 |
| Good | 329 | 321 | 342 | 148 | 145 | 154 | 160 | 180 | 196 | 202 |
| Vgood | 57 | 61 | 51 | 59 | 55 | 75 | 81 | 85 | 88 | 94 |
| Unrated | | | | 68 | | | | | | |
| | 878 | 861 | 859 | 847 | 770 | 769 | 764 | 759 | 752 | 755 |

* In 1996, NYCDOT adopted a new rating scale to be used to determine the verbal condition of bridges. The new scale matches the rating scale by New York State DOT. The new scale changed the dividing line between Fair and Good bridges from 4.500 to 4.999. The net effect of this change was that, in 1996, 157 bridges that would have been rated Good were classified as Fair. This accounts for the increase in Fair rated bridges and the decrease in Good rated bridges.

[†] New condition ratings for the East River Bridges were not available at the time of publication.

[#] Number of poor bridges in 2002 does not reflect the recently completed reconstruction of the Honeywell Street Bridge in Queens.

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).

2002 was a year in which contract acceleration and the use of incentives/disincentives resulted in the early completion of a number of new bridge projects, such as:

The **Hope Avenue Bridge** over the abandoned railroad in Staten Island was demolished and replaced with an at-grade roadway and sidewalks. The roadway was opened to traffic in April 2002, almost two months ahead of schedule.

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In June 2002, the North Inner Roadway of the **Williamsburg Bridge** was re-opened to traffic 50 days ahead of schedule, thus earning the contractor a \$5 million incentive. The opening ceremony was presided over by Mayor Bloomberg and Commissioner Weinshall.

In July 2002, the **Queens Boulevard Bridge over Amtrak and LIRR Yard** was re-opened to traffic two months ahead of schedule.

In November 2002, the **Guy Brewer Boulevard Bridge over the Belt Parkway** was re-opened to both vehicular and pedestrian traffic 104 days ahead of schedule.

Restorations

In 2002, the Division continued several restoration projects, such as:

In May 2000, the ironworkers began installing a replica of a historic *promenade railing* on the Brooklyn-side walkway of the Brooklyn Bridge. The replacement of the deteriorated sections of promenade railing with replicas of the existing steel will continue through the summer of 2003.

The project to repair and restore the sidewalks, curbs, stone wall, and handrail at Crotona Avenue and Southern Boulevard over the Pelham Parkway in the Bronx, which had been performed intermittently over the past two years, was completed by Division personnel on November 12, 2002. The stone wall was originally constructed in 1958. The public's safety was ensured during the repairs through the use of Jersey barriers, as well as wood and snow fencing. During the course of this project, a total of 985 cubic yards of concrete, 750 linear feet of bridge railing and 5,680 linear feet of steel curb were installed. In addition, 4,500 fascia stones were removed and reset by Division masonry crews.

East River Bridges Anti-Icing Program

The Division's Anti-Icing Program uses the chemicals potassium acetate and magnesium chloride. The anti-icing fleet consists of fifteen spray trucks, ten plow trucks and several smaller plows. Six of the spray trucks are combination spray/plow trucks with an 1800 gallon tank capacity, and four are spray-spreader/plow trucks with a 900 gallon spray capacity, and a four cubic yard spreader capacity. There are a total fourteen chemical storage tanks, with a total storage capacity of 76,250 gallons.

In the mild winter of 2001-2002, a total of 20,150 gallons of anti-icing chemicals were applied on the roadways of all four East River Bridges.

Waterway Study

In 1999, the Department procured the services of an engineering firm to undertake a comprehensive study of the City's 25 movable bridges. The surrounding areas, land use, maritime laws, regulations and other factors were considered to assist the Department of Transportation in providing justification to the U.S. Coast Guard for permission to either convert certain of these movable bridges to fixed structures, or to modify their status to reduce the number of bridge openings. Such conversions would save the City annual operation and maintenance costs.

By the end of 2001, DOT advanced the waterway study to the point that we were able to identify those bridges that are suitable candidates for conversion to fixed status. Those bridges are the

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Borden Avenue and Hunters Point Avenue Bridges over Dutch Kills, the Grand Street Bridge over Newtown Creek, and the Bruckner Expressway over the Bronx River. The Grand Street Bridge is anticipated to be the first to be converted, beginning in Fiscal 2006. The next phase of this study will involve researching right-of-way, legal, and community impact issues.

Marine Borer Study

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 cost of the construction work, which is expected to commence in 2004, is estimated to be \$35 to \$40 million.

Based upon information gathered during this study, DOT has expanded the scope of the study to include the inspection of other City-owned property not under the jurisdiction of the Agency. In addition to timber pile supported low level relieving platforms, these structures include masonry or crib-type gravity retaining walls, high level decks, steel sheet pile bulkheads and rip rap embankments. The additional inspection of property belonging to the City but not under the jurisdiction of DOT, which began on May 7, 2001, was completed in April 2002.

In August 2002, an underwater inspection of the timber piles supporting the FDR Drive relieving platform near East 15th Street revealed severe damage by marine borers. Emergency repairs to address this red flagged section began on August 19, 2002, and were completed on September 7, 2002.

A total of six critical conditions and twenty-one immediate repair conditions were identified during the inspections. Critical condition reports, which identified the condition and included sketches and cost estimates for the proposed repairs, were provided for each of the critical conditions. Conceptual repair details and cost estimates were prepared for the immediate repair conditions, defined as those requiring repairs to be carried out within three years from the date of inspection. A detailed evaluation/recommendation report consisting of inspection findings, repair details, cost estimates and general recommendations was prepared and distributed to all the concerned agencies, including the Department of Parks and Recreation, the NYC Economic Development Corporation, and the Departments of Sanitation and Environmental Protection.

2002 Awards

In 2002, the outstanding work of the Division was recognized by the receipt of several awards. In April 2002 the New York Association of Consulting Engineers selected the Design-Build reconstruction of the Ridge Boulevard (a.k.a. Second Avenue) and Third Avenue Bridges over Shore Road Drive in Brooklyn for an Engineering Excellence Award. The Engineering Excellence Awards Program recognizes engineering achievements that demonstrate the highest degree of skill and ingenuity.

In addition to the award for the Shore Drive Bridges, in April 2002, the New York Association of Consulting Engineers selected the Movable Bridge Waterway Study for an Engineering Excellence Award.

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In June 2002, in recognition of his outstanding contributions to the status of the civil engineering profession, Deputy Chief Engineer Jay Patel was presented the Herbert Howard Government Civil Engineer of the Year award by the Metropolitan Section of the American Society of Civil Engineers.

In December 2002, the New York Construction News "Best of 2002 Awards Program" selected the restoration of St. Felix Street as the 2002 Rehabilitation Project of the Year.

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.

DIVISION OVERVIEW

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 755 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, thus enabling 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 and construction.

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 the capital 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 painting. Spot painting is performed at three and nine year intervals, while salt splash painting is performed at six year intervals. Members of the in-house program also 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.

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The engineers and inspectors of the ***When and Where Unit*** supervise the contractors' repairs of structural and safety flags citywide. 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 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***.

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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 handles urgent Division projects, as well as special projects under construction by the **Bureau of Bridge Maintenance, Inspection 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 *Microfilm and Records Management*.

The *Specifications Unit* prepares and reviews specifications for all in-house and consultant-designed bridge projects, processes the contracts for bidding, prepares and transmits addenda, maintains and updates boiler plates, and maintains an inventory of all NYC and NYS special specifications used in City-let bridge projects. This unit also supervises the consultant design contract “Protection Against Marine Borers”.

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 *Microfilm and Records Management Unit* establishes drawing and microfilm standards, and reviews contract drawings prepared by consultants, as well as shop drawings, “as-built” drawings, microfilms and indexes prepared by contractors. This unit maintains design documents and original plan files, upgrades the plan files of original drawings into electronic media and answers requests for information regarding 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 and performs load analyses for the City’s bridges. 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).

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.

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Off-site Quality Assurance services relative to fabrication of structural steel and precast/prestressed structural components for federally funded projects, previously handled by NYSDOT, are now being handled by this section. Current major projects include the Macombs Dam Bridge, the Williamsburg Bridge, the Third Avenue Bridge, and the rehabilitation of the Manhattan Bridge North Spans.

Through its *Lead Waste and Hazardous Waste 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 such as asbestos abatement, soil sampling, groundwater sampling, worker exposure to environmental contaminants, management of waste oil, storage of hazardous waste, site safety, and OSHA compliance. It develops training programs to educate field personnel in proper materials acceptance requirements procedures and methods. The role of this unit in ensuring public safety has been recognized and commended by the community.

Employing almost 500 engineering, professional, administrative, and skilled trades employees in the maintenance and smooth operation of New York City's elevated infrastructure, the **Bureau of Bridge Maintenance, Inspection and Operations** is composed of six 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 755 bridges (including 6 tunnels). The Flags staff are 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, reporting 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, Research, and Development** section performs three essential functions: *Bridge Inspections*, *Bridge Management*, and *Research and Development*.

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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; 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.

The *Research and Development Unit* is 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. The Bridge Management and Research and Development Units 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. Operating under a variety of federal mandates that call for 24-hour coverage at many locations, this section's mission is to provide safe and expedient passage to all marine and vehicular traffic under and on movable bridges. In calendar year 2002, Bridge Operations effected a total of 7,542 openings, 6,015 of which allowed 9,929 vessels to pass beneath the bridges. The remaining 1,527 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, Inspection 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 are continuing 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.

DIVISION OVERVIEW

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 section is divided into five primary areas: **Office of the Executive Director, Administrative, Budget, Capital Procurement, and Capital Coordination**. Each highly-specialized unit 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, Freedom of Information Law (FOIL) requests, 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 in Manhattan. The Director of Administration also serves as the Deputy Director of the Bureau of Management and Support Services, assuming 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 Unit** 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.

DIVISION OVERVIEW

The **Capital Procurement Unit** 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 contracts from inception to completion; acting as liaison between engineers and the consultant programs unit, handling all engineering questions and answers; preparing status reports; managing Bridges' Engineering Service Agreements; overseeing and coordinating all activities involved in the Contract Closeout process; coordinating Railroad Force Account Agreements for Division construction projects; and providing in-house review of contracts.

Railroad Force Account Agreements are a vital component in the rehabilitation/reconstruction program since train traffic affects 317 (42%) 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.

Coordination with our Legal Department and Division engineering staff to clarify force account language in an attempt to avoid ambiguity is continuing. New agreements are being designed to explicitly identify when notices for outages or flagging protection are required, who will be responsible when outage/flagging is canceled, and specifying 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, adding 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, reducing the time for the approval process to one-and-a-half to three months.

The **Capital Coordination Unit** 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).

JANUARY

Anti-Icing

Beginning on the evening of January 6, and ending on January 8, 2002, Division personnel mobilized plow trucks and anti-icing equipment to clear the East River bridges and pedestrian overpasses citywide. Icicle patrols monitored the Cross-Bronx Expressway, FDR Drive, Battery Park Underpass, and Brooklyn-Queens Expressway.

Hamilton Avenue Asphalt Plant (Brooklyn)

On January 9, 2002, Division ironworkers performed emergency welding repairs on the plant's main drum.

Carroll Street Bridge over the Gowanus Canal (Brooklyn)

On January 16, 2002, Bridge Operations personnel hosted students from the Children's School on a class trip to the bridge. Students, teachers, and parents enjoyed their visit.

Sidewalk Vault Collapse at West 35th Street near 6th Avenue (Manhattan)

On January 18, 2002, Division carpenters joined the emergency response to a sidewalk vault collapse at West 35th Street near 6th Avenue. They constructed a timber curb and barricade around the failed area and assisted in the placement of Jersey barriers.

Anti-Icing

In response to the January 19, 2002 snowstorm, Division personnel applied almost 20,000 gallons of anti-icing chemicals to the East River bridges. In addition, they shoveled and plowed pedestrian walkways and overpasses, and monitored icicle conditions on the FDR Drive, Brooklyn-Queens Expressway, the Agency-maintained tunnels, and the Cross Bronx Expressway.

Hamilton Avenue Asphalt Plant (Brooklyn)

On January 19, 2002, Division ironworkers installed the plant's newly fabricated replacement reject chute.

West 37th Street Bridge over Amtrak (Manhattan)

A Notice to Proceed for the reconstruction of this bridge was issued to the contractor with a start date of January 21, 2002.

Brooklyn-Queens Expressway over Nassau Street (Brooklyn)

Cleaning and painting of the bridge was completed in January 2002.

FEBRUARY

Hamilton Avenue Asphalt Plant (Brooklyn)

On February 2 and 9, 2002, Division ironworkers performed repairs on the plant's conveyer scrapers and main drum.

Walton Avenue over Metro North (Bronx)

The component rehabilitation of this bridge was substantially completed on February 12, 2002.

Macombs Dam Bridge over Harlem River (Bronx/Manhattan)

Stage II construction was completed on February 20, 2002, 39 days ahead of schedule.

Northern Boulevard over Flushing River (Queens)

Beginning on February 21, and ending on February 25, 2002, Division personnel removed over 650 cubic yards of debris from an illegal dumping site adjacent to the bridge.

Conference

On February 28, 2002, Director of Movable Bridges Michael Hershey made a presentation on the reconstruction of the East River Bridges at the Association for Bridge Construction and Design, Eastern New York Chapter in Albany as part of their Engineer's Week Seminar.

MARCH

Carroll Street & Union Street Bridges over the Gowanus Canal (Brooklyn)

On March 13, 2002, Bridge Operations personnel hosted students from Middle School #88 on class trips to the Carroll and Union Street bridges. Students, teachers, and parents enjoyed their visits.

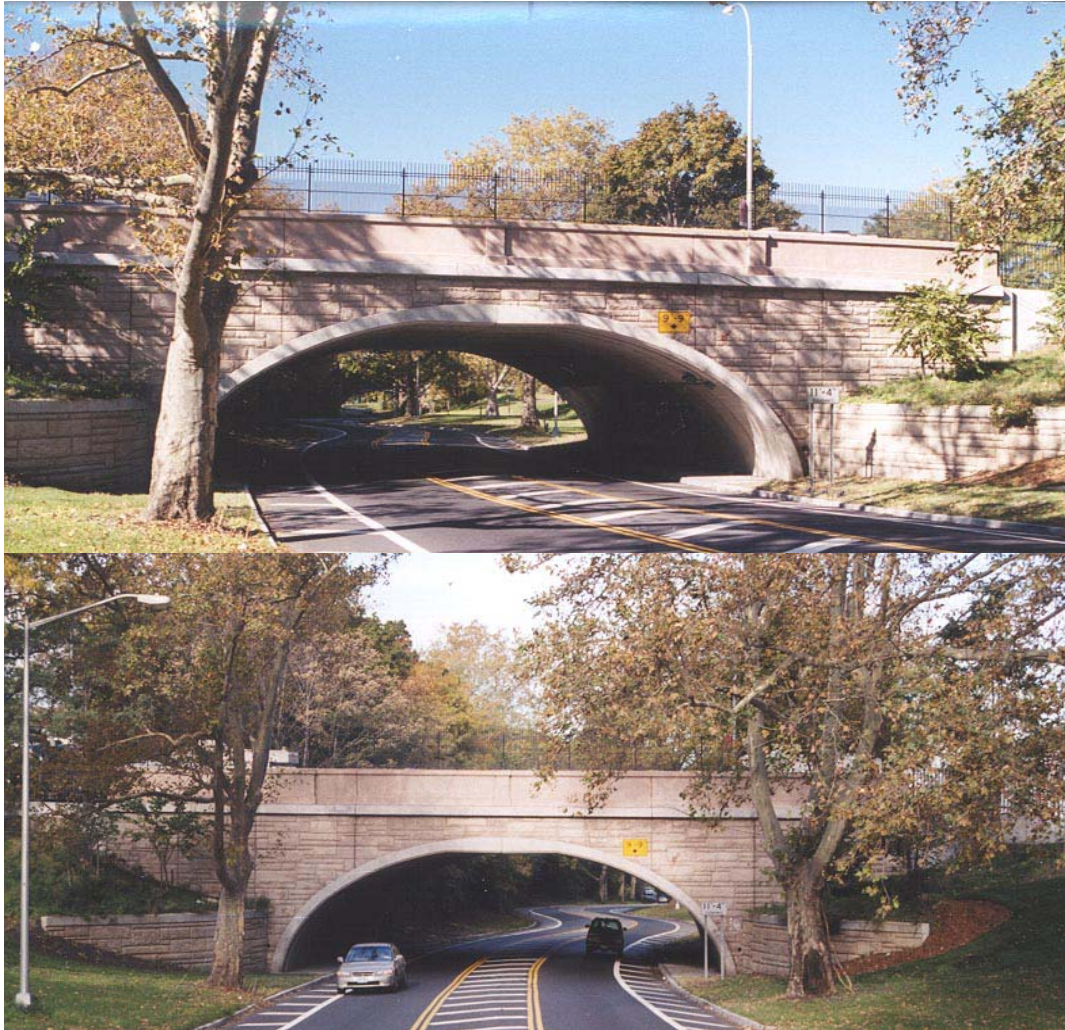
Belt Parkway Bridge over Mill Basin (Brooklyn)

The project to install new gratings on the bridge catwalk, which began on February 11, 2002, was completed on March 15, 2002.

APRIL

Award

In April 2002 the New York Association of Consulting Engineers selected the Design-Build reconstruction of the Ridge Boulevard (a.k.a. Second Avenue) and Third Avenue Bridges over Shore Road Drive in Brooklyn for an Engineering Excellence Award. The Engineering Excellence Awards Program recognizes engineering achievements that demonstrate the highest degree of skill and ingenuity. This \$7 million project, begun in April 2000, rehabilitated the two masonry arch bridges over Shore Road Drive in Brooklyn. Traffic was accommodated by providing a temporary road through parkland, reversing the entrance ramp to the Belt Parkway, and maintaining pedestrian access to the bridge. The erection of arches underneath the truss used to support the utilities was innovative and expedited the project. Another innovation was designing around the existing scroll monuments at Ridge Boulevard and cleaning them in place, thus eliminating the need to remove, clean, and reinstall them. In addition, the decision to use form liners rather than stone veneer resulted in a \$150,000 savings, while providing for a safer structure. The bridges were reopened on February 15, 2001, 13½ months ahead of the original schedule, and 1½ months ahead of the accelerated schedule.



Shore Road Drive Bridges

Award

In addition to the award for the Shore Drive Bridges, in April 2002, the New York Association of Consulting Engineers selected the Movable Bridge Waterway Study for an Engineering Excellence Award.

In 1999, the Department procured the services of an engineering firm to undertake a comprehensive study of the City's 25 movable bridges. The surrounding areas, land use, maritime laws, regulations and other factors were considered to assist the Department of Transportation in providing justification to the U.S. Coast Guard for permission to either convert certain of these movable bridges to fixed structures, or to modify their status to reduce the number of bridge openings. Such conversions would save the City annual operation and maintenance costs.

By the end of 2001, DOT advanced the waterway study to the point that we were able to identify those bridges that are realistic candidates to be converted to fixed status. Those bridges are the Borden Avenue and Hunters Point Avenue Bridges over Dutch Kills, the Grand Street Bridge over Newtown Creek, and the Bruckner Expressway over the Bronx River. The Grand Street Bridge is anticipated to be the first to be converted, beginning in Fiscal 2006. The next phase of this study will involve researching right-of-way, legal, and community impact issues.

Hope Avenue over Abandoned Railroad (Staten Island)

This bridge was demolished and replaced with an at-grade roadway and sidewalks. The roadway was opened to traffic on April 1, 2002, almost two months ahead of schedule.

Frederick Douglass Boulevard Building Collapse (Manhattan)

On April 3, 2002, Division personnel joined the Office of Emergency Management and other agencies in the emergency response to the building collapse at Frederick Douglass Boulevard at West 123rd Street. Division ironworkers placed steel plates to stabilize the area under the sinking crane.

New Utrecht Avenue over LIRR Bay Ridge (Brooklyn)

This bridge was completed on April 12, 2002. This project was completed on schedule.

Shore Road Bridge over Hutchinson River (Bronx)

This bridge, built in 1908, was originally called the Pelham Parkway Bridge over Eastchester Bay. The \$5 million interim rehabilitation of the existing bridge superstructure and substructure will enable the Department to keep it operational for a period of 10 years 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.

Carroll Street Bridge over the Gowanus Canal (Brooklyn)

On April 25, 2002, as part of the Agency's first annual "Take Our Children to Work Day," Bridge Operations personnel hosted a trip to the bridge. Children and parents enjoyed their visits.



Children at the Carroll Street Bridge (Credit: Gladys Santiago)

Conference

On April 29, 2002, Director of Movable Bridges Michael Hershey made a presentation on the innovations of the Harlem River Bridge reconstruction program at the American Society of Civil Engineers Metropolitan Section Structures Group 2002 Spring Seminar.

59 Maiden Lane (Manhattan)

The Bureau of Roadway Bridges moved to 59 Maiden Lane on April 29, 2002.

Travis Avenue over Main Creek (Staten Island)

The component rehabilitation of this bridge, which began on October 29, 2001, was substantially completed on April 30, 2002.



Travis Avenue - Structural Deck and Sidewalk Construction (Credit: Nasir Khanzada)



Travis Avenue – After Component Rehabilitation (Credit: Nasir Khanzada)

Marine Borer Project

The additional inspection of property belonging to the City but not under the jurisdiction of DOT, which began on May 7, 2001, was completed in April 2002.

MAY

Carroll Street & Union Street Bridges over the Gowanus Canal (Brooklyn)

On May 2 and 14, 2002, Bridge Operations personnel hosted students from PS #321 on class trips to the Carroll and Union Street bridges. Students, teachers, and parents enjoyed their visits.

Five Borough Bike Tour

In preparation for the Five Borough Bike Tour on May 5, 2002, Division personnel repaired potholes on bridges along the route. The night before the event, they performed mechanical sweeping and debris removal, and remained on standby for any emergency repairs which might have been necessary.

Movable Bridges Workshop

The Inspection and Maintenance of Movable Bridges Workshop, part of the Cornell Local Roads Program, sponsored jointly by the Federal Highway Administration, NYCDOT, NYSDOT, and Cornell University, was held at the U.S. Customs House Building in Lower Manhattan on May 9, 2002. One hundred and forty people from twelve states attended the conference, which featured several speakers from the Division, as well as engineers from the State DOTs of Florida, Maine, New Jersey, the City DOT of Chicago, and three consulting firms. Participants had an opportunity to tour the Gowanus Canal bridges on May 10, 2002.

9th Street Bridge over Gowanus Canal (Brooklyn)

On May 9, 2002, Bridge Operations operating personnel hosted kindergarten students from PS #321 on a class trip to the bridge. Students, teachers, and parents enjoyed their visit.

Hamilton Avenue Asphalt Plant (Brooklyn)

On May 11, 2002, Division ironworkers repaired the plant's RAP chute, bins, and main drum.

Brooklyn Bridge

On May 21, 2002, Division carpenters completed the restoration and installation of fifteen benches along the walkway.

Carroll Street & Union Street Bridges over the Gowanus Canal (Brooklyn)

On May 22, 2002, Bridge Operations personnel hosted students from the Children's School on a class trip to the bridge. Students, teachers, and parents enjoyed their visit.

Brooklyn Bridge

May 24, 2002 marked the 119th birthday of the bridge.



Brooklyn Bridge Tower
(Credit: Peter Basich)

ASCE 150th Anniversary Celebration

On May 24, 2002, as part of the American Society of Civil Engineers' (ASCE) 150th anniversary celebration, Dr. Yanev, the Division's Executive Director of Inspections and Bridge Management, as well as a Director of the ASCE Metropolitan Section, delivered a lecture on the history of New York City bridge management.

Carroll Street Bridge over the Gowanus Canal (Brooklyn)

Cleaning and painting of the bridge was completed in May 2002.

Cross Island Parkway Bridge over Dutch Broadway—115th Avenue (Queens)

Cleaning and painting of the bridge was completed in May 2002.

Page Avenue Bridge over SIRT South Shore (Staten Island)

Cleaning and painting of the bridge was completed in May 2002.

JUNE

Award

On June 14, 2002, in recognition of his outstanding contributions to the status of the civil engineering profession, Deputy Chief Engineer Jay Patel was presented the Herbert Howard Government Civil Engineer of the Year award by the Metropolitan Section of the American Society of Civil Engineers.



Jay Patel

Hamilton Avenue Asphalt Plant (Brooklyn)

On June 1, 2002, Division ironworkers performed emergency repairs on the plant's chutes and the mixing drum.

Brooklyn Bridge & the Carroll Street Bridge over the Gowanus Canal (Brooklyn)

On June 7, 2002, the Division hosted the Society for Industrial Archeology at the Brooklyn Bridge anchorage and the Carroll Street Bridge. The Society is an organization that studies history and culture through industrial-related artifacts.

9th Street Bridge over Gowanus Canal (Brooklyn)

On June 7, 2002, Bridge Operations personnel hosted students from PS #321 on a class trip to the bridge. Students and teachers enjoyed their visit.

Williamsburg Bridge

On January 29, 2001, the North Inner Roadway of the bridge was closed for rehabilitation. The roadway was re-opened to traffic on June 10, 2002, 50 days ahead of schedule, thus earning the contractor a \$5 million incentive. The opening ceremony was presided over by Mayor Bloomberg and Commissioner Weinshall.



First Traffic Over the Rehabilitated North Inner Roadway of the Williamsburg Bridge

Shore Road Bridge over Hutchinson River (Bronx)

The interim rehabilitation of this bridge was substantially completed on June 17, 2002.



Shore Road Bridge over Hutchinson River (Credit: Sudhir Jariwala)

Rockaway Boulevard over Thurston Basin (Queens)

The component rehabilitation of this bridge was substantially completed on June 19, 2002.

7th Avenue Bridge over NYCT BMT Yard (Brooklyn)

The bridge was closed to traffic for 10 months beginning June 19, 2002, as agreed to by Community Board #7.

Guy Brewer Boulevard over Belt Parkway (Queens)

Normal travel lanes on the Belt Parkway were restored on June 28, 2002, resulting in the completion of Phases II and III of this project 57 days ahead of schedule.

Crocheron Park Pedestrian Bridge over Cross Island Parkway

Cleaning and painting of the bridge was completed in June 2002.

Richmond Avenue Bridge over Richmond Creek (Staten Island)

Cleaning and painting of the bridge was completed in June 2002.

Sunrise Highway over Laurelton Parkway (Queens)

Cleaning and painting of the bridge was completed in June 2002.

28th Avenue Pedestrian Bridge over Cross Island Parkway (Queens)

Cleaning and painting of the bridge was completed in June 2002.

Madison Avenue Bridge over Harlem River (Bronx/Manhattan)

In late June 2002, the bridge was successfully partially opened utilizing the interim drive machinery. This was the first time the bridge had opened under its own power in several years.

JULY

Steinway Street Bridge over Brooklyn-Queens Expressway (WB & EB) (Queens)

A Notice to Proceed for the reconstruction of these bridges was issued to the contractor with a start date of July 1, 2002.

Belt Parkway Bridge over Mill Basin, & Hamilton Avenue, 3rd Avenue, and 3rd Street Bridges over the Gowanus Canal (Brooklyn)

Due to a heat wave, these bridges were closed to marine traffic beginning on July 3, 2002. They were all returned to service the morning of July 5, 2002.

West 207th Street/West Fordham Road over Harlem River (Bronx/Manhattan) (a.k.a. University Heights Bridge)

The project to replace and re-secure the vertical members of the bridge's fender system, which began on January 24, 2002, was completed on July 8, 2002.

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

The repair and replacement of the bridges' damaged metal underdeck shielding, which began on June 12, 2002, was completed by Division personnel on July 9, 2002.

Cross Bay Boulevard Bridge over Conduit Boulevard (Queens)

A Notice to Proceed for the reconstruction of this bridge was issued to the contractor with a start date of July 15, 2002.

Sutphin Boulevard Crane Collapse (Queens)

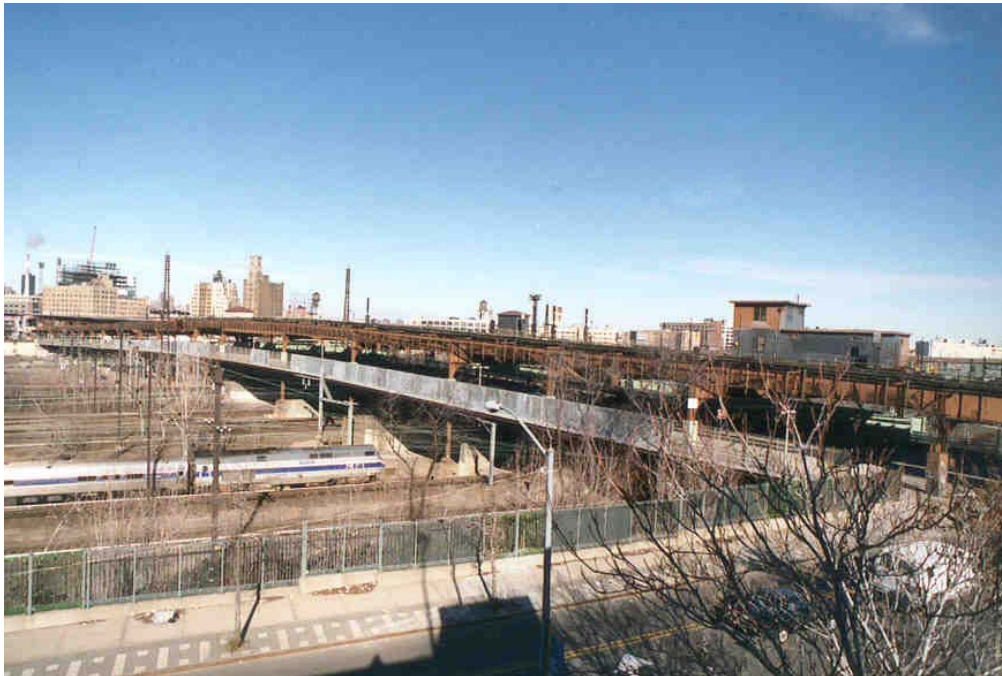
On July 15, 2002, a crane with a 170-foot boom overturned, its boom leaning against the courthouse at 88-11 Sutphin Boulevard in Queens. At the request of the Office of Emergency Management, Division engineers evaluated the bearing capacity of the street and reviewed suggested methods to remove the crane. They remained on-site until the following afternoon, when the crane was removed.

High Bridge Pedestrian Bridge over Harlem River (Bronx/Manhattan)

A Notice to Proceed for the comprehensive in-depth inspection of this Department of Parks and Recreation (DPR) landmark bridge was issued to the contractor with a start date of July 18, 2002. The resultant report will be 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.

Queens Boulevard Bridge over Amtrak and LIRR Yard (Queens)

The reconstruction of this bridge was substantially completed on July 26, 2002, and the bridge was fully re-opened to traffic at 5 AM on July 31, 2002, two months ahead of schedule. The 92-year-old bridge carries motorists over the Sunnyside Rail Yards, linking Queens Boulevard to Queens Plaza. During the \$41 million project, two Manhattan-bound lanes remained open to traffic at all times. Queens-bound traffic was diverted to side streets, including Crescent Street, 27th Street and Jackson Avenue. More than 52,000 motorists used the bridge in 2000.



Queens Boulevard Bridge over Amtrak & LIRR Yard (Credit: Peter Basich)

Brooklyn-Queens Expressway Railings between Brooklyn Bridge and Atlantic Avenue (Brooklyn)

Cleaning and painting of the railings was completed in July 2002.

Grand Concourse Bridge over East 170th Street (Bronx)

Cleaning and painting of the bridge was completed in July 2002.

Grand Concourse Bridge over East 204th Street (Bronx)

Cleaning and painting of the bridge was completed in July 2002.

Hamilton Avenue Bridge over Gowanus Canal (Brooklyn)

Cleaning and painting of the bridge was completed in July 2002.

Highland Boulevard Bridge (Northbound) over Vermont Avenue (Brooklyn)

Cleaning and painting of the bridge was completed in July 2002.

Markwood Road Bridge Railings over Jackie Robinson Parkway (Queens)

Cleaning and painting of the railings was completed in July 2002.

Queens Boulevard over Jackie Robinson Parkway (Queens)

Cleaning and painting of the bridge was completed in July 2002.

AUGUST

Manhattan Bridge

Effective August 1, 2002, the bridge's north upper roadway was closed for a scheduled 12-month period.



Removal of the Existing Roadway Above the North Subway Tunnel Roof on the Brooklyn Side of the Manhattan Bridge

3rd Street Bridge over the Gowanus Canal (Brooklyn)

Due to a heat wave, the bridge was closed to marine traffic beginning at 6:30 AM on July 30, 2002. It was returned to service at 6 AM on August 6, 2002.

Isham Park Vehicular Bridge over the Harlem River Inlet (Manhattan)

The component rehabilitation of this bridge, which began in January 2002, was substantially completed on August 13, 2002.



Isham Park – Installation of Precast Slab Panels (Credit: Nasir Khanzada)



Isham Park – Installation of Precast Slab Panels (Credit: Nasir Khanzada)

Pulaski Bridge over Newtown Creek (Brooklyn/Manhattan)

Cleaning and painting of the bridge was completed on August 19, 2002, seven months ahead of schedule.

Belt Parkway Bridge over Mill Basin, & Hamilton Avenue and 3rd Street Bridges over the Gowanus Canal (Brooklyn)

Due to a heat wave and excessive thermal expansion, these bridges were closed to marine traffic beginning on August 13, 2002. They were all returned to service on August 20, 2002.

Crocheron Park Pedestrian Bridge over Cross Island Parkway (Queens)

The project to replace the bridge's damaged and deteriorated handrail, which began on June 5, 2002, was completed on August 23, 2002.

Roosevelt Island Bridge over East River/East Channel (Manhattan/Queens)

On the morning of August 21, 2002, the sailboat "Twist of Fate" accidentally wedged beneath the bridge, its mast stuck beneath the movable span. After the bridge was raised, the NYPD Harbor Unit removed the vessel. Although Division engineers found three through-holes in the grating that needed immediate repair, they determined that the bridge was safe for vehicular traffic, and one lane of the roadway in each direction was re-opened to traffic. The necessary bridge containment structures were erected, and repairs then commenced. All repairs were completed on August 25, and the containment was dismantled on August 28, 2002.



Bridge Inspectors in Snooper Under the Roosevelt Island Bridge (Credit: Bojidar Yanev)

Hamilton Avenue Asphalt Plant (Brooklyn)

On August 24 and 31, 2002, Division ironworkers performed emergency repairs on the plant's main drum, main crusher, and mixing drum.

163rd Street Pedestrian Bridge over Hawtree Basin (Queens)

The repair and replacement of 225 feet of damaged or missing handrail, which began on August 22, 2002, was completed by Division carpenters on August 26, 2002.

Boston Post Road over Hutchinson River (Bronx)

Cleaning and painting of the bridge was completed in August 2002.

Bruckner Boulevard Overpass from 133rd to 135th Streets (Bronx)

Cleaning and painting of the bridge was completed in August 2002.

Grand Concourse over East 175th Street (Bronx)

Cleaning and painting of the bridge was completed in August 2002.

Hylan Boulevard over Lemon Creek (Staten Island)

Cleaning and painting of the bridge was completed in August 2002.

Myrtle Avenue Bridge over the Jackie Robinson Parkway (Queens)

Cleaning and painting of the bridge was completed in August 2002.

West 181st Street Pedestrian Bridge over Henry Hudson Parkway NB (Bronx)

Cleaning and painting of the bridge was completed in August 2002.

SEPTEMBER

NFL Kick-Off in Times Square

From September 3 to 5, 2002, at the request of the Mayor's Office of Special Events and in conjunction with the NYPD, Division ironworkers temporarily welded secure catch basins, covers, and manholes in the Times Square area in preparation for the National Football League kick-off event on the afternoon of September 5, 2002.

Special Joint Session of Congress (Financial District in Manhattan)

From September 3 to 5, 2002, at the request of the Mayor's Office of Special Events and in conjunction with the NYPD, Division ironworkers temporarily welded secure catch basins, covers, and manholes in the Financial District in preparation for the special joint session of Congress on September 6, 2002.

Marine Borer Project

In August 2002, an underwater inspection of the timber piles supporting the FDR Drive relieving platform at approximately East 15th Street revealed severe damage by marine borers. Emergency repairs to address this red flagged section began on August 19, 2002, and were completed on September 7, 2002.

Five Borough Century Bicycle Tour

In preparation for the September 8, 2002 Century Bicycle Tour, Division personnel inspected the route, swept, and made any necessary repairs.

Atlantic Avenue Bridges (EB & WB) over East New York Avenue (Brooklyn)

A Notice to Proceed for the reconstruction of these bridges was issued to the contractor with a start date of September 9, 2002.

Manhattan Bridge

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.



Manhattan Bridge North Side Tracks (Credit: Bojidar Yanev)

Belt Parkway over Ocean Parkway (Brooklyn)

A Notice to Proceed for the design-build reconstruction of this bridge was issued to the contractor with a start date of September 12, 2002.

Willis Avenue Bridge over Harlem River (Bronx/Manhattan)

Emergency repairs to column C3 at pier 19 of the bridge began on August 9, 2002, at which point the bridge was jacked up and temporarily supported on steel columns. The project was completed on September 14, 2002, when the temporary supports were removed and the bridge was lowered.

Grand Avenue over Conrail (Queens)

A Notice to Proceed for the reconstruction of this bridge was issued to the contractor with a start date of September 16, 2002.

Henry Hudson Parkway over Pedestrian Underpass at 148th Street (Manhattan)

The component rehabilitation of this bridge, which began in June 2001, was substantially completed on September 25, 2002.

Hamilton Avenue Asphalt Plant (Brooklyn)

On September 28, 2002, Division ironworkers performed emergency repairs on the plant's mixing drum and other components.

Brooklyn-Queens Expressway Railings over Prospect Street (Brooklyn)

Cleaning and painting of the railings was completed in September 2002.

Cross Bay Boulevard over Belt Parkway (Queens)

Cleaning and painting of the bridge was completed in September 2002.

Grand Concourse over 167th Street (Bronx)

Cleaning and painting of the bridge was completed in September 2002.

Hunters Point Avenue Bridge over Dutch Kills (Queens)

Cleaning and painting of the bridge was completed in September 2002.

Stillwell Avenue Bridge over Coney Island Creek (Brooklyn)

Cleaning and painting of the bridge was completed in September 2002.

3rd Street over Gowanus Canal (Brooklyn)

Cleaning and painting of the bridge was completed in September 2002.

21st Street Bridge over Conrail (Queens)

Cleaning and painting of the bridge was completed in September 2002.

71st Avenue Bridge over Cooper Avenue (Queens)

Cleaning and painting of the bridge was completed in September 2002.

OCTOBER

City Island Road over Eastchester Bay (Bronx)

On October 1 and 2, 2002, Division personnel replaced the bridge's navigation lights.

West 45th Street over Amtrak (Manhattan)

The component rehabilitation of this bridge, which began on July 29, 2002, was substantially completed on October 2, 2002. This bridge was completed one month ahead of schedule.

Hamilton Avenue Asphalt Plant (Brooklyn)

On October 5, Bridge Repair crews performed emergency repairs on various plant components.

Macombs Dam Bridge over Harlem River (Bronx/Manhattan)

Stage III reconstruction of the bridge began on October 7, 2002.

Cross Bay Boulevard Bridge over Conduit Avenue (Queens)

Effective October 10, 2002, the left lane in each direction on Conduit Avenue at Cross Bay Boulevard was closed to traffic for a period of two years.

Manhattan and Williamsburg Bridges

On October 28, 2002, Dr. Yanev, the Division's Executive Director of Inspections and Bridge Management, hosted a group of Japanese engineers and academicians on a tour of the Manhattan and Williamsburg bridges.

6th Avenue Bridge over LIRR & NYCT (Brooklyn)

The reconstruction of this bridge was substantially completed on October 31, 2002.

Brooklyn-Queens Expressway West Leg over Grand Central Parkway (Queens)

Cleaning and painting of the bridge was completed in October 2002.

Grand Concourse over East Kingsbridge Road (Bronx)

Cleaning and painting of the bridge was completed in October 2002.

Grand Concourse over East 161st Street (Bronx)

Cleaning and painting of the bridge was completed in October 2002.

47th Street Bridge over Grand Central Parkway (Queens)

Cleaning and painting of the bridge was completed in October 2002.

69th Street Bridge over Brooklyn-Queens Expressway (WB) (Queens)

Cleaning and painting of the bridge was completed in October 2002.

163rd Street Pedestrian Bridge over Hawtree Basin (Queens)

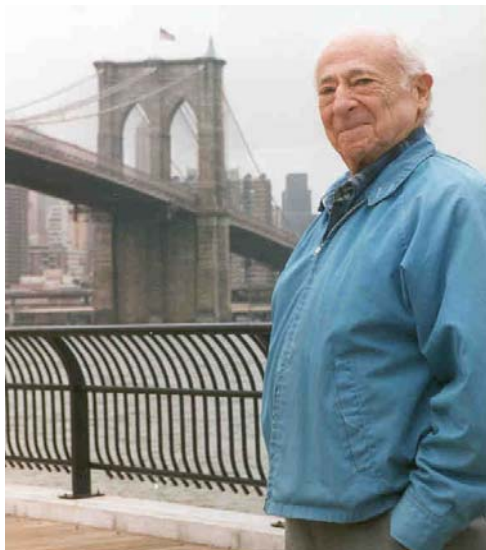
Cleaning and painting of the bridge was completed in October 2002.

Retirement of Philip Brooks

After 56 years of service to New York City as an electrical inspector, Philip Brooks retired in October 2002. Mr. Brooks began working for New York City on October 1, 1946 at the Department of Water Supply, Gas and Electricity, and continued his service over the decades at the Department of Public Works, the Department of General Services, and ultimately, beginning in 1986, at the Department of Transportation.

Mr. Brooks supervised the maintenance of roadway lighting on bridges (performed by private contractors under the jurisdiction of the Traffic Division), reviewed bridge reconstruction lighting plans, and reviewed contractor-submitted shop drawings for material and equipment to be used in bridge reconstruction. An example of the Agency's use of his expertise was the change in the lighting of the Williamsburg Bridge footwalk. The lights were being routinely vandalized to facilitate criminal attacks on pedestrians and cyclists as they crossed over the bridge. Mr. Brooks provided re-design suggestions for the lighting and pushed to have those design changes added on to an upcoming bridge construction contract. All of the old fixtures were replaced, thus increasing public safety on the walkway as expeditiously as possible.

His last project before retirement was the main bridge lighting installation on the Williamsburg Bridge, which was completed on December 10, 2002.



Philip Brooks (Credit: Peter Basich)

NOVEMBER

Guy Brewer Boulevard over Belt Parkway (Queens)

The bridge was re-opened to both vehicular and pedestrian traffic on November 1, 2002, 104 days ahead of schedule.

Brooklyn-Queens Expressway Eastbound from Atlantic Avenue to Cadman Plaza (Brooklyn)

The nighttime project to install 2,000 linear feet of new curb, which began on September 23, 2002, was completed on November 2, 2002.



BQE – Batching the Concrete & Form Ready for Concrete (Credit: Joseph Saverino)

Hamilton Avenue Asphalt Plant (Brooklyn)

On November 2, 15, and 25, 2002, Division ironworkers performed emergency repairs on the plant's mixing drum and other components.

New York City Marathon

In preparation for the Marathon on November 3, 2002, Division personnel readied the Queensboro, Pulaski, Willis Avenue and Madison Avenue bridges, and painters searched for and removed all graffiti. On October 30, 2002, possible roadway plate tripping hazards were corrected on the Willis Avenue Bridge. On the night before the race, lanes were prepared for runners and vehicular traffic with signs, hay bales, concrete barriers, and rubber mats over expansion joints. Some of the fencing and barriers at the Queensboro Bridge 60th Street walkway ramp were temporarily removed for access by disabled race participants. Standard configurations were restored before the morning rush hour on November 4, 2002.

2nd Avenue over LIRR Bay Ridge (Brooklyn)

A Notice to Proceed for the reconstruction of this bridge was issued to the contractor with a start date of November 4, 2002.

Carroll Street & Union Street Bridges over the Gowanus Canal (Brooklyn)

On November 7, 2002, Bridge Operations personnel hosted first grade students from the Children's School on a class trip to the bridges. Students and teachers enjoyed their visit.

Thanksgiving Day Parade

Division engineers reviewed and approved the design specifications of four new large balloons to be introduced in the parade, as follows: Kermit, Charlie Brown, Mr. Monopoly, and Little Bill. 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. On November 9, 2002, a Division engineer attended the successful test flight of the new balloons in the parking lot of the New Jersey Meadowlands Sports Complex.

On the night of November 27, Chief Bridge Officer Henry Perahia attended the balloons' inflation and checked Macy's compliance with the required anchor vehicle weights. In addition, a Division electrician assisted parade organizers with electrical installations. On November 28, the Chief Bridge Officer and two Division engineers, as well as two consultants, were positioned at various locations along the parade route to ensure that the balloons were flown within the prescribed requirements for the wind conditions at that site. At 4 Times Square, the building owner retracted the extended arms of the exterior lighting fixtures on the building, including the fixtures under the Motorola sign, alleviating the Division's concerns about their possible interference with the balloons. The high winds that were predicted did not materialize. Sustained winds were in the vicinity of 5 mph, and gusts did not exceed 12 mph.



Chief Bridge Officer Henry Perahia, DOT Commissioner Iris Weinshall, and Mayor Michael Bloomberg at the Thanksgiving Day Parade. New Charlie Brown balloon. (Credit: Mahabal Shah)

Crotona Avenue and Southern Boulevard over Bronx Pelham Parkway (Bronx)

The project to repair the sidewalks, curbs, stone wall, and handrail, which had been performed intermittently over the past two years, was completed by Division personnel on November 12, 2002. The stone wall was originally constructed in 1958. The public's safety was ensured during the repairs through the use of Jersey barriers, as well as wood and snow fencing. During the course of this project, a total of 985 cubic yards of concrete, 750 linear feet of bridge railing and 5,680 linear feet of steel curb were installed. In addition, 4500 fascia stones were removed and reset by Division masonry crews.



New Curb and Bridge Railing. New Pedestrian Ramp (Credit: Joseph Saverino)



View of Crotona Avenue (Credit: Joseph Saverino)

Guy Brewer Boulevard over Belt Parkway (Queens)

Removal of the temporary pedestrian bridge at Guy Brewer Boulevard was completed on November 14, 2002.

Greenpoint Avenue Bridge over Newton Creek (Brooklyn/Queens)

On November 26, 2002, Division personnel completed the repairs to the arm of the bridge's northeast semaphore gate that had broken off during high winds on November 23, 2002.

Crotona Avenue Bridge Railings over Bronx Pelham Parkway

Cleaning and painting of the railings was completed in November 2002.

Grand Concourse Bridge over East Tremont Avenue

Cleaning and painting of the bridge was completed in November 2002.

Henry Hudson Parkway Bridge over Broadway (Bronx)

Cleaning and painting of the bridge was completed in November 2002.

Van Cortlandt Park Pedestrian Bridge over Henry Hudson Parkway (Bronx)

Cleaning and painting of the bridge was completed in November 2002.

Woodside Avenue over Brooklyn-Queens Expressway (Queens)

Cleaning and painting of the bridge was completed in November 2002.

236th Street Pedestrian Bridge over Henry Hudson Parkway (Bronx)

Cleaning and painting of the bridge was completed in November 2002.

DECEMBER

Award

In January 1997, an eight inch water main burst beneath St. Felix Street between Hanson Place and Lafayette Street in Brooklyn. This break caused damage to a number of buildings, including partial wall collapses, building façade cracking, and stoop movement. Inspection revealed pervasive soil loss under the street bed over several blocks.

The B and D subway lines run below the street, along with numerous public and private utilities. The #2, #3, #4, and #5 subway lines and the Long Island Railroad run immediately adjacent to that area, as well. Any of these infrastructure elements could have caused or contributed to the existing soil loss.

Preliminary evidence pointed to an improper backfill created during the original subway construction in 1916. Soil borings and test pits suggested that timber was left in the ground causing huge voids below the street's surface. Over the years, the soil shifted into the voids causing water main damages.

Consequently, on February 19, 1997, in the interest of public safety, the Agency declared the situation to be an emergency, pursuant to Section 315 of the New York City Charter. Division engineers from the Design-Build section oversaw the restoration project.

Soil stabilization, drilling and grouting were completed in December 1997. Façade work began in March 1999. In the spring of 2000, the Landmarks Preservation Commission requested the full replacement of all windows for all of the houses.

These repairs were substantially completed on November 15, 2001. All remaining punchlist items were completed as of the end of April 2002. The street was stabilized and its houses restored to early 20th century landmark condition. The project provided homeowners with new facades, straight stoops, areaways and trees, lampposts, stamped colored concrete sidewalks, custom-made windows and cornices, and numerous other exterior and interior repairs.

The New York Construction News "Best of 2002 Awards Program" selected the restoration of St. Felix Street as the 2002 Rehabilitation Project of the Year.



Newly Restored St. Felix Street

East Tremont Avenue over Metro North RR (Bronx)

Stage II construction of this project began on December 2, 2002.

14th Avenue over LIRR Bay Ridge (Brooklyn)

A Notice to Proceed for the reconstruction of this bridge was issued to the contractor, with a start date of December 2, 2002.

Anti-Icing

In preparation for a blizzard on December 5, 2002, Division crews mobilized in the early morning hours and staffed the East River bridges by 5:00 AM. Throughout the day, a combination of plowing and spraying kept the bridges free of snow and ice, with minimal impact on vehicular traffic. After the snow ended, spray truck crews continued to stand by and monitor road conditions throughout the night, while additional crews plowed, shoveled and sanded other routes and structures. A total of 18,000 gallons of anti-icing chemicals were applied during the storm event. Crews used 15 trucks equipped with various combinations of chemical storage/dispensing tanks and sand spreaders, as well as 10 trucks equipped with plows. Supervisors' vehicles are now equipped with temperature sensors. Fifteen storage tanks for anti-icing chemicals, in close proximity to the East River bridges, are maintained at full capacity. Snow removal on overpasses continued until December 10, 2002. Icicle patrols monitored the FDR Drive, Cross-Bronx Expressway, Brooklyn-Queens Expressway promenade, and the underpasses.

Clove Road over Staten Island Expressway (Staten Island) (NYS)

On December 10, 2002, Division ironworkers replaced 20 feet of bridge rail that had been damaged in an accident on this State-owned bridge on November 5, 2002 and had been temporarily made safe at the time with Jersey barriers.

Fieldston Road over Henry Hudson Parkway (Bronx)

The component rehabilitation of this bridge, which began in October 2001, was substantially completed on December 11, 2002.

Guy Brewer Boulevard over Belt Parkway (Queens)

The reconstruction of this bridge, which began on July 9, 2001, was substantially completed on December 12, 2002.

Williamsburg Bridge

Contract #7 was substantially completed on December 12, 2002. The newly completed pedestrian walkway opened to traffic at 3:00 PM on this day.



Williamsburg Bridge New Pedestrian Walkway
(left side of photo)

Belt Parkway Bridge over Mill Basin (Brooklyn)

A Notice to Proceed for the emergency median construction project on this bridge was issued to the contractor with a start date of December 23, 2002.

Anti-Icing

Beginning on the night of December 24, 2002, Division crews working 12-hour shifts were mobilized at all four East River bridges, deploying a total of 24 anti-icing vehicles. At approximately 4:00 PM on December 25, the rain quickly turned to moderate-to-heavy snow accompanied by severe winds, making driving conditions dangerous. Shortly thereafter, spraying and plowing started on the four bridges and continued until 1:00 AM, roughly an hour after the snow stopped. The crews then began snow removal on the East River bridge pedestrian walkways and “priority one” overpasses throughout the City. Conditions were closely monitored and icicle patrols were sent to the FDR Drive, Cross-Bronx Expressway, Brooklyn-Queens Expressway, as well as the Agency-maintained tunnels.

New Year’s Eve

At the request of the Mayor's Office of Special Events, Division ironworkers temporarily welded shut all manholes in the Times Square area on the nights of December 26, 27, and 30, 2002, in preparation for New Year's Eve.

Borden Avenue Bridge over Dutch Kills (Queens)

Cleaning and painting of the bridge was completed in December 2002.

Grand Concourse Bridge Railings over East 138th Street (Bronx)

Cleaning and painting of the railings was completed in December 2002.

Henry Hudson Parkway Entrance and Exit Ramp Railings at 96th Street (Manhattan)

Cleaning and painting of the railings was completed in December 2002.

Steinway Street Bridge Railings over Brooklyn-Queens Expressway (WB & EB) (Queens)

Cleaning and painting of the railings was completed in December 2002.

Pedestrian Bridge near Union Turnpike over Abandoned LIRR (Queens)

Cleaning and painting of the bridge was completed in December 2002.

37th Street Bridge over Brooklyn-Queens Expressway (Queens)

Cleaning and painting of the bridge was completed in December 2002.

44th Street Bridge over Grand Central Parkway (Queens)

Cleaning and painting of the bridge was completed in December 2002.

49th Street over Grand Central Parkway (Queens)

Cleaning and painting of the bridge was completed in December 2002.

79th Street Pedestrian Plaza Railings over 79th Street Boat Basin Garage (Manhattan)

Cleaning and painting of the railings was completed in December 2002.

Hamilton Avenue Asphalt Plant (Brooklyn)

In December 2002, Division ironworkers removed the plant's severely damaged mixing drum and installed a replacement.

Cross Bay Boulevard Bridge over Conduit Boulevard (Queens)

Installation of both the east and west temporary pedestrian bridges at Cross Bay Boulevard over North and South Conduit Boulevard was completed in December 2002.

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INNOVATIONS & ACCOMPLISHMENTS

East River Bridges

A \$2.8 billion reconstruction program is underway to rehabilitate all four East River crossings. In 2001, these bridges carried some 427,321 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.

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 \$670 million reconstruction commenced in April 1981 with Contract #1, continues with Contract #6, (currently in the bidding phase and scheduled for completion in 2005), and will end with a seismic retrofit of the bridge, slated for completion in 2010. 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 176,469 vehicles per day in 2001.



Queensboro Bridge (Credit: Peter Basich)

Contract #6

Currently in the bidding phase, **Contract #6** will include the following: condition investigation of the eyebars 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, 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, and the underside of the 59th Street overpass. The work will also include the rehabilitation of the

INNOVATIONS & ACCOMPLISHMENTS

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 \$36 million project is expected to start in the summer of 2003 and be completed in the fall of 2005.



Proposed Rehabilitation of the Arch Infill for the Sanitation Department

WILLIAMSBURG BRIDGE

The largest of the three suspension bridges that traverse the East River, the Williamsburg Bridge carries some 182,202 daily commuters – 82,202 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 \$912 million reconstruction commenced in 1983 with Contract #1, continues with Contract #8, currently in the registration phase and scheduled for completion in 2006, and will end with a seismic retrofit of the bridge, slated for completion in 2011.



Williamsburg Bridge

INNOVATIONS & ACCOMPLISHMENTS

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 three contracts completed to date, all four main cables have been completely rehabilitated, the south roadways of the bridge have been replaced and the BMT subway structure across the bridge was completely reconstructed.



Williamsburg Bridge Subway Structure

Contract #7

The reconstruction work on the north roadways of the Williamsburg Bridge was a mirror image of the completed reconstruction work on the south roadways. It included the complete replacement of the main bridge deck with a steel orthotropic deck system and the construction of new structures on both the Manhattan and Brooklyn approaches. This \$202.8 million contract included provisions for financial incentives to ensure that the project was completed within the scheduled roadway closure period, thereby minimizing the impact the closures had on the public.



Contract #7 Installing An Orthotropic Deck Panel

INNOVATIONS & ACCOMPLISHMENTS

Work on the north roadway substructure (pile foundations, piers and columns), began in early 2000. All four lanes that constitute the north roadways of the bridge were closed to traffic on January 29, 2001 for demolition and reconstruction.



Contract #7

The two lanes on the north outer roadway were completed and reopened to traffic on December 10, 2001, 50 days ahead of schedule. This allowed four travel lanes into Manhattan during the morning rush hour, and four lanes into Brooklyn during the afternoon rush hour. In addition, Manhattan-bound truck traffic was restored to the two outer roadway lanes, decreasing the demand at both the Manhattan Bridge and the Queens Midtown Tunnel. The contractor earned \$100,000 per day (for a maximum of 50 days) in incentive payments for early completion.

The north outer roadway reopening was complemented by the State Department of Transportation's early reopening of the Marcy Avenue connector ramp from the Brooklyn-Queens Expressway to the Williamsburg Bridge. This is the first time in the State's history that a segmented highway bridge was built using technology suited to situations requiring rapid construction with minimal traffic and community impacts.

The north inner roadway was re-opened to traffic on June 10, 2002, 50 days ahead of schedule, thus earning the contractor a \$5 million incentive. The opening ceremony was presided over by Mayor Bloomberg and Commissioner Weinshall.

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Contract #7 Replacing the North Inner Roadway Deck & Erecting the Footwalk

During construction, the Department maintained pedestrian/bike access across the bridge. The south footpath/bikeway remained open at all times. During Contract #7, DOT constructed a new Manhattan approach ramp and north footpath/bikeway. The new footpath/bikeway has one common access point for pedestrians and cyclists in Manhattan at Clinton Street, which leads to a crossover before the main span of the bridge to enable people to access either the north or south paths. The north path is open to both pedestrians and bicyclists and leads to an access point at Washington Park in Brooklyn. The south path is dedicated to pedestrians and leads to an access point at Bedford Avenue. Completion of the new north walkway also means that, for the first time ever, the bridge is accessible to wheelchair users and meets the requirements of the Americans with Disabilities Act.



Contract #7 Bikeway Steel Erection & Rebar Installation

Contract #7 was substantially completed on December 12, 2002. The newly completed pedestrian walkway opened to traffic at 3:00 PM on this day.

Contract #8

Contract #8 is scheduled to begin in early 2003 and finish in early 2006. This \$173 million project will see the rehabilitation of the tower bearings, the truss system, the steel structure of all

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eight towers, and the north comfort station houses, the replacement 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 and the Brooklyn granite stone monument. 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 an Intelligent Transportation System (ITS).



Brooklyn Tower Leg

Such improvements will not only restore the structural integrity of the Williamsburg Bridge, but will also allow it to carry an increasing number of pedestrians and bicyclists, thereby reducing automobile congestion and its concomitant air pollution in New York City.

MANHATTAN BRIDGE

The youngest of the three suspension bridges that traverse the East River, the Manhattan Bridge carries some 313,064 commuters – 73,064 vehicles and 240,000 mass transit riders - between Manhattan and Brooklyn daily. It was designed by Leon Moisseiff and completed in 1909. The bridge supports a subway transit line upon which four different train lines operate.

The \$740 million reconstruction commenced in 1982 with Contract #1, will continue with Contract #11, currently in the design phase and scheduled for completion in 2008, and will end with a seismic retrofit of the bridge, slated for completion in 2011. Work completed on the bridge to date includes reconstruction and painting of the south spans, installation of a truss stiffening system to reduce twisting, restoration of the historic arch, colonnades and Manhattan Plaza structures, and the reconstruction of the south walkway. The reopening of the south walkway 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.

Contract #10

Begun in March 2001, and scheduled for completion in July 2004, **Contract #10** will bring the following improvements: rehabilitation of the north main span; refurbishment of the approach

INNOVATIONS & ACCOMPLISHMENTS

spans, tunnels and truss bearings; installation of a dedicated bicycle way on the bridge's north side, and painting.



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.



Contract #10 Installing a New End Frame on the Main Span Side of the Brooklyn Tower. Painting Containment Structures on the Cables of the Manhattan Approach Span.

The Manhattan Bridge bicycle path was closed in the 1960's because it fell into such disrepair that it became unsafe. On May 16, 2001, Commissioner Weinshall cut the ribbon for a new 6,000-foot long pedestrian and bicycle path. This lane, along the south side of the bridge, is designed for pedestrians, but temporarily serves cyclists too, until they get their own lane on the north side in two years. Upon completion, the restored south walkway and north bikeway will reflect the original design of the bridge.

The scope of work includes a new ITS. The ITS, providing coverage from Bowery Street in Manhattan to Tillary Street in Brooklyn, will consist of Closed Circuit Televisions (CCTV), and Variable Message Signs (VMS). This will provide full coverage for the Manhattan Bridge upper and lower roadways, including the south walkway and north bikeway. Ranging radar detectors will determine the volume and occupancy of the traffic on the bridge, and the CCTV will be utilized to confirm any incident. Operators at the Traffic Management Center in Long Island City will obtain data and video from the ITS. This will enhance the management of traffic on the bridge and its vicinity and improve response to incidents. A total of 19 cameras and 7 VMS will be installed on the bridge.

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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 January 31, 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 contractor will earn \$50,000 per day (for a maximum of 60 days) in incentive payments for early reopening of the roadway. As a disincentive, the contractor will be charged a penalty of \$50,000 for each day the milestone date is exceeded with no set maximum disincentive.



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.

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.



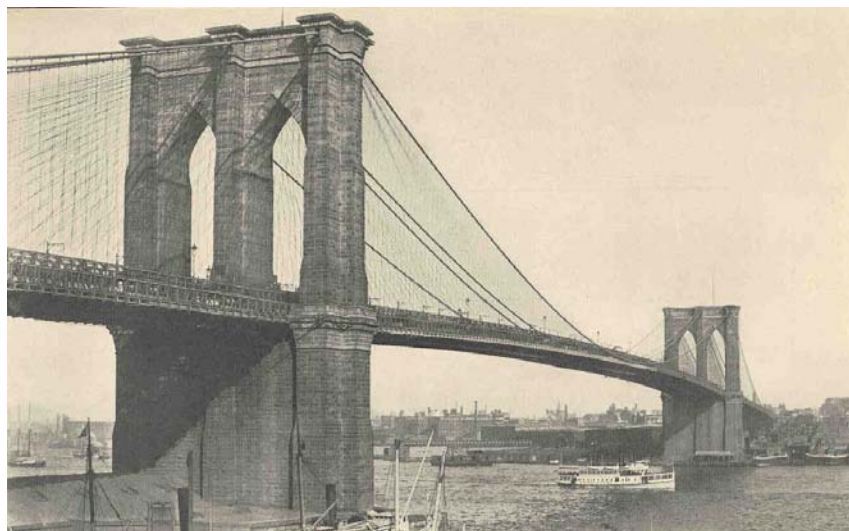
Installation of New Floorbeams & Stringer Panels for the Subway Support Steel

INNOVATIONS & ACCOMPLISHMENTS

These upgrades will not only restore the structural integrity of the Manhattan Bridge, but will also allow it to carry an increasing number of pedestrians and bicyclists. This will reduce automobile congestion and its related air pollution in New York City.

BROOKLYN BRIDGE

The Brooklyn Bridge carried some 95,586 vehicles per day in 2001. The \$464 million reconstruction commenced in 1980 with Contract #1, will continue with Contract #6, currently in the design phase and scheduled for completion in 2012, and will end with a seismic retrofit of the bridge, slated for completion in 2013. The next work scheduled for the bridge is an \$8 million project to replace the existing travelers with a state of the art technology system. Construction is scheduled to begin in the fall of 2004 and conclude in the fall of 2006.



Brooklyn Bridge in 1909

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 2002, the number of openings declined further to a total of only 142 openings.

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In addition, significant and costly traffic congestion results from the operation of this outmoded drawbridge. In 2001, the Mill Basin Bridge carried 146,602 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 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.



Mill Basin Bridge

Under the Department's current proposal, the Mill Basin Bridge will be replaced with a new, high-level, fixed bridge. 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 be also be added.

Currently in its final design phase, the \$124 million reconstruction of the Mill Basin Bridge is scheduled to start in fall 2004, and to last approximately 4 years. The bridge will be reconstructed in four stages, while maintaining three traffic lanes in each direction and a bike/pedestrian path on the eastbound side during construction.

As an interim measure, beginning in September 2001, part of the existing deck grating (approximately 20 plated-over panels) of the bridge are being replaced. All work was done at night, and progressed through the spring of 2002. During the winter and spring of 2002, Division ironworkers returned to the bridge to resecure surface mounted roadway plates which were covering holes in the grating. Since the plates are susceptible to loosening as a result of vehicle tire impacts, it was decided to recess each plate. This task was completed by the end of 2002. The resumption of the grating replacement work is on hold, pending the completion of the emergency contract project to install a center median railing system on the bascule span. This new railing system will minimize the chances of a vehicle crossing over the center median into oncoming traffic. The deck grating replacement project is expected to resume in September 2003.

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 2001, the bridge carried 39,615 vehicles per day. The \$144 million reconstruction of this landmark bridge includes the West 155th Street viaduct, the west approach plaza over the

INNOVATIONS & ACCOMPLISHMENTS

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 includes an incentive for early completion of \$50,000 of per day with a cap of \$2 million. There is a disincentive of \$100,000 for each day the contractor is 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.



Macombs Dam Bridge

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 includes 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 will be reinforced. Expected completion of the bridge reconstruction is March 31, 2003.



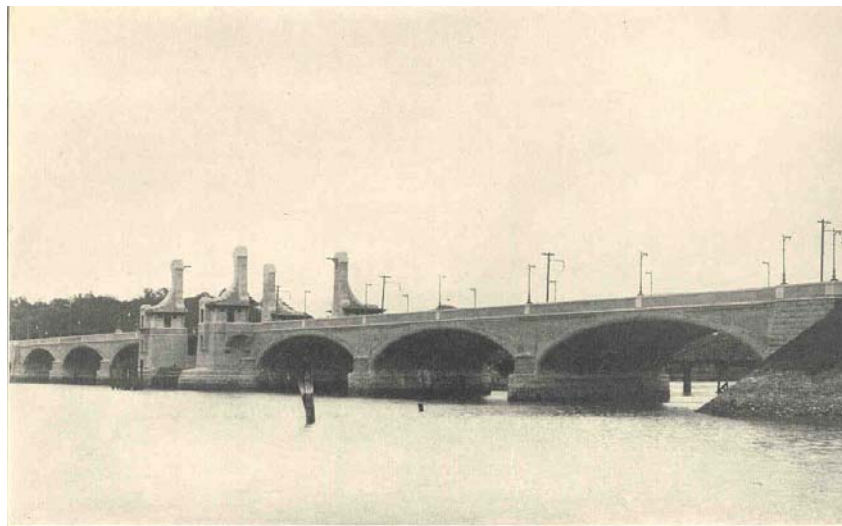
West 155th Street Viaduct of the Macombs Dam Bridge

INNOVATIONS & ACCOMPLISHMENTS

SHORE ROAD BRIDGE OVER THE HUTCHINSON RIVER (BRONX)

This bridge, built in 1908, was originally called the Pelham Parkway Bridge over Eastchester Bay. The \$5 million interim rehabilitation of the existing bridge superstructure and substructure will enable the Department to keep it operational for a period of 10 years 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 2002, various alternatives for the new bridge were being evaluated for further design. The \$110 million project to construct a new Shore Road Bridge is scheduled for construction between August 2011 and November 2015.



Shore Road Bridge in 1909

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

The Third Avenue Bridge carried some 72,756 vehicles per day in 2001. 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 will include complete replacement of the approaches and the swing span. Elimination of the center median on the main span will greatly improve the traffic flow on the bridge. This bridge will use a center spherical roller thrust bearing for supporting the span and for seismic loads. The bearing will be the largest of this type made for this purpose. The existing pivot pier will also be reinforced for seismic loads. The approximate design loading is 7,000,000 lbs. vertical and 2,400,000 lbs. horizontal. A temporary bridge, adjacent to the current one, will be in place for five months to maintain two lanes of traffic into Manhattan while the swing span is being replaced.

If the roadway is completed five months ahead of schedule, the contractor will receive a maximum incentive of \$5 million. As a disincentive, the contractor will be penalized from \$25,000 to \$37,500 each day the milestone date is exceeded with no set maximum penalty. Completion of the project is scheduled for fall 2005.

INNOVATIONS & ACCOMPLISHMENTS

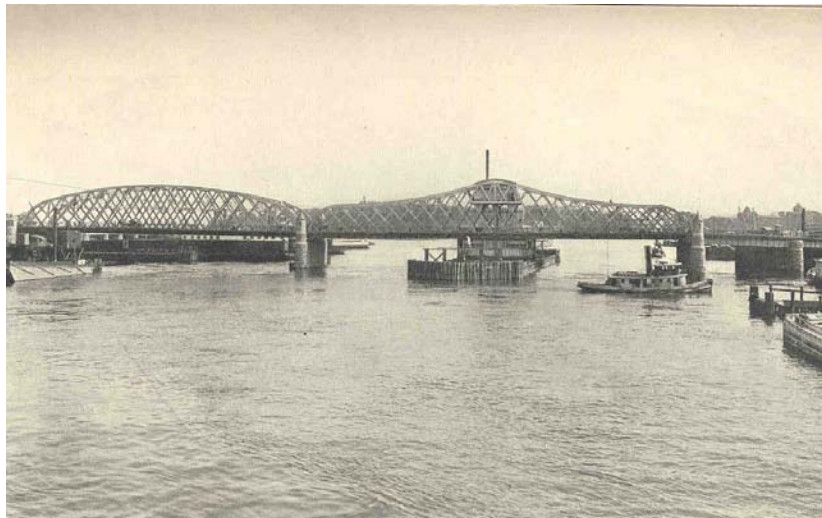


Third Avenue Bridge

The contractor is currently drilling new shafts, which will eventually support the entire new swing span. Two southwest lanes and the Bruckner Boulevard Ramp were closed to traffic in October 2002 for this purpose.

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

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 72,901 vehicles per day in 2001. 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 March 2007, this \$250 million project is slated for completion in March 2012. In the meantime, to minimize the chances

INNOVATIONS & ACCOMPLISHMENTS

of closures due to the deteriorated grating on the existing bridge, the grating will be replaced in 2003.



Willis Avenue Bridge Grating (Credit: Bojidar Yanev)

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

In 2001, the 145th Street Bridge carried approximately 26,552 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.

Scheduled for construction between November 2003 and September 2007, the \$66 million 145th Street Bridge Reconstruction 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. 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.

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

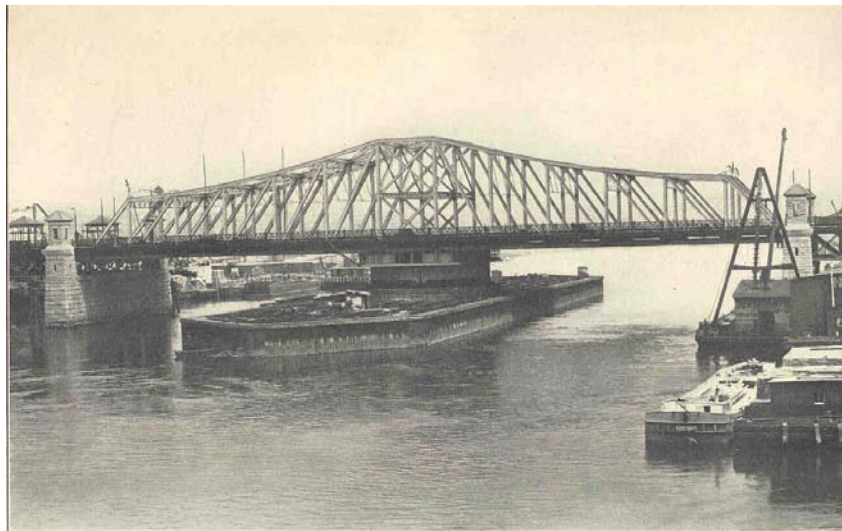


145th Street Bridge

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MADISON AVENUE BRIDGE OVER HARLEM RIVER (BRONX/MANHATTAN)

This rehabilitation project, which began in 1994, is expected to be complete in the summer of 2003. The work included rehabilitating the swingspan and approaches, and replacing the bridge's barriers, handrails, fencing, mechanical and electrical systems. The bridge's electrical system was vandalized in August 2000. Both submarine cables and most of the bridge wiring had to be replaced. More than \$2.5 million in damage was done by the vandals for the salvage value of the copper wiring they removed. A temporary drive was installed to make the bridge operational. In late June 2002, the bridge was successfully partially opened utilizing the interim drive machinery, except for the end lifts. This was the first time the bridge had opened under its own power in several years. The remaining tasks include work on the end lifts, the Bronx approach traffic signals, and final testing. A contract to install the final mechanical system and to complete a seismic upgrade is expected to be in effect in 2010.



Madison Avenue Bridge in 1910

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. A \$30.7 million rehabilitation project is expected to begin in July 2003. The estimated construction duration will be 36 months with approximately 16 months lead time. The project's scope of work includes 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.

Onsite construction will be carried out in three stages. Incentives and disincentives are tied to the completion of Stage I and Stage II and the opening of each half of the bridge to traffic. The maximum project incentive is \$900,000. There is no maximum value associated with the disincentives. Construction is expected to be complete in early 2007.

INNOVATIONS & ACCOMPLISHMENTS



Previous Metropolitan Avenue Bridge in 1903



Metropolitan Avenue 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: Third Avenue Bridge, Willis Avenue Bridge, 145th Street Bridge, Hamilton Avenue Bridge, Borden Avenue Bridge, and Grand Street Bridge.

THREE TUNNEL PROJECT

Rehabilitation work continued on the Battery Park Underpass, and the Park Avenue and First Avenue tunnels in Manhattan. The contract includes 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 is scheduled for completion in late 2003.

INNOVATIONS & ACCOMPLISHMENTS

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 Weidlinger Associates 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. 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 it be revisited every 3-4 years. 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 until at least the next review.

WATERWAY STUDY

In 1999, the Department procured the services of an engineering firm to undertake a comprehensive study of the City's 25 movable bridges. The surrounding areas, land use, maritime laws, regulations and other factors were considered to assist the Department of Transportation in providing justification to the U.S. Coast Guard for permission to either convert certain of these movable bridges to fixed structures, or to modify their status to reduce the number of bridge openings. Such conversions would save the City annual operation and maintenance costs.

DOT received permission from the Coast Guard and reclassified the Roosevelt Island Bridge to fixed status in March 1999. This change resulted in a total estimated saving of \$38,000 to the City because of reduced operating costs for this bridge. However, in June 2001, the Coast Guard rescinded its permission, citing construction activity and security concerns.

INNOVATIONS & ACCOMPLISHMENTS

In April 1999, DOT proposed that the Wards Island Bridge be converted to fixed bridge status. The Coast Guard indicated that there was an excellent chance that this change in status would be successful. However, because of clearance needed for construction equipment to be used for planned reconstruction projects on several Harlem River bridges, including Third Avenue, Willis Avenue, and 145th Street, it was decided to delay conversion of the Ward's Island Pedestrian Bridge to fixed bridge status until all reconstruction projects are completed. DOT estimates completion in Fiscal 2012.

By the end of 2001, DOT advanced the waterway study to the point that we were able to identify those bridges that are realistic candidates to be converted to fixed status. Those bridges are the Borden Avenue and Hunters Point Avenue Bridges over Dutch Kills, the Grand Street Bridge over Newtown Creek, and the Bruckner Expressway over the Bronx River. The Grand Street Bridge is anticipated to be the first to be converted, beginning in Fiscal 2006. The next phase of this study will involve researching right-of-way, legal, and community impact issues. This phase will begin when the Coast Guard agrees to allow the permit process to proceed. This is expected sometime in the second half of Fiscal Year 2003.

In April 2002, the New York Association of Consulting Engineers selected the Movable Bridge Waterway Study for an Engineering Excellence Award.

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 \$884,000 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 two of the bridges with new bridges built with higher clearances, thereby reducing the number of times the bridges must be opened.

INNOVATIONS & ACCOMPLISHMENTS

Summary of Vessel Openings 1988 - 2002

| | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 |
|------------------------------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Brdn Ave. (Q) | 77 | 39 | 218 | 282 | 107 | 141 | 0 | 0 | 105 | 15 | 0 | 3 | 0 | 28 | 0 |
| Brdwy (B/M) | 33 | 0 | 0 | 12 | 3 | 10 | 6 | 7 | 24 | 7 | 2 | 0 | 6 | 27 | 83 |
| Brecknr Expwy (Estrn Blvd) (B) | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brecknr Expwy (Unnpnt Brdg) (B) | 591 | 676 | 745 | 743 | 635 | 554 | 594 | 431 | 386 | 363 | 257 | 345 | 385 | 420 | 332 |
| Carroll St. (K) | 0 | 243 | 552 | 517 | 627 | 669 | 704 | 432 | 245 | 142 | 110 | 174 | 102 | 80 | 124 |
| Grand St. (K/Q) | 51 | 162 | 610 | 419 | 549 | 224 | 254 | 239 | 189 | 37 | 23 | 24 | 17 | 50 | 19 |
| Grnpoint Ave. (K/Q) | 0 | 371 | 1390 | 1014 | 860 | 587 | 549 | 498 | 557 | 626 | 669 | 787 | 688 | 641 | 659 |
| Hmltn Ave. (K) | 1681 | 1475 | 1597 | 1466 | 1331 | 1300 | 1336 | 1246 | 1191 | 1157 | 996 | 982 | 933 | 832 | 946 |
| Hntrs Point Ave. (Q) | 77 | 30 | 157 | 264 | 106 | 141 | 0 | 0 | 113 | 15 | 0 | 1 | 0 | 36 | 0 |
| Htchnsn River PkwY (B) | 197 | 59 | 30 | 8 | 0 | 0 | 0 | 37 | 31 | 32 | 75 | 46 | 5 | 120 | 30 |
| Macombs Dam (B/M) | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 5 | 13 | 3 | 0 | 0 | 0 | 0 | 0 |
| Mdsn Ave. (B/M) | 2 | 4 | 9 | 3 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Metrpntn Ave. (K) | 756 | 694 | 351 | 301 | 356 | 225 | 310 | 272 | 407 | 423 | 448 | 513 | 279 | 366 | 339 |
| Mill Bsn (K) | 554 | 480 | 699 | 867 | 879 | 1151 | 1250 | 954 | 903 | 628 | 591 | 433 | 336 | 317 | 142 |
| Pulaski (K/Q) | 522 | 527 | 577 | 584 | 426 | 224 | 239 | 206 | 195 | 291 | 332 | 383 | 276 | 208 | 308 |
| Rsvlt Islnd (M/Q) | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 58 | 48 | 125 |
| Shore Rd (Pelham Pky) (B) | 2689 | 2180 | 2457 | 1968 | 1996 | 2138 | 2222 | 2190 | 2167 | 2158 | 2274 | 2162 | 2168 | 2222 | 1897 |
| Union St. (K) | 771 | 728 | 574 | 502 | 547 | 657 | 713 | 432 | 236 | 144 | 103 | 144 | 85 | 101 | 62 |
| Ward's Islnd Pdstrn (M) | 6 | 6 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 279 | 0 |
| Willis Ave. (B/M) | 7 | 8 | 9 | 15 | 6 | 8 | 18 | 24 | 17 | 9 | 0 | 4 | 4 | 40 | 0 |
| 3 rd Ave. (B/M) | 2 | 3 | 7 | 3 | 1 | 7 | 19 | 20 | 18 | 9 | 0 | 2 | 1 | 1 | 0 |
| 3 rd St. (K) | 791 | 762 | 638 | 410 | 549 | 663 | 732 | 432 | 256 | 149 | 112 | 157 | 178 | 117 | 212 |
| 9th St. (K) | 1083 | 986 | 1082 | 864 | 984 | 927 | 836 | 0 | 0 | 0 | 0 | 192 | 513 | 808 | 733 |
| 145 th St. (B/M) | 0 | 4 | 0 | 2 | 0 | 0 | 9 | 24 | 24 | 3 | 0 | 0 | 1 | 6 | 0 |
| W.207 th St. (B/M) | 10 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 12 | 7 | 2 | 0 | 6 | 14 | 4 |
| TOTAL | 9917 | 9439 | 11707 | 10244 | 9963 | 9634 | 9808 | 7454 | 7089 | 6220 | 5999 | 6352 | 6041 | 6761 | 6015 |

INNOVATIONS & ACCOMPLISHMENTS

Roadway Bridges

INNOVATIONS

Innovations in the design and construction of Roadway Bridges continued in 2002. 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.

Stainless steel clad rebars and galvanized steel rebars, to reduce concrete deck deterioration, are being utilized in pilot projects such as the Congress Street Bridge over the Brooklyn-Queens Expressway, and the East Third Street Bridge over the Bay Ridge LIRR.

ANDREWS AVENUE OVER LIRR (QUEENS)

The \$5.2 million replacement of this bridge in Maspeth, currently under design by the In-House Design Section, is scheduled to start in the summer of 2003. The Division proposes utilizing precast modules for the abutment stems, wing walls and retaining walls. This will be the first use of this material in a NYCDOT bridge project. The proposed geometry of the south approach roadway requires 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 will require 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 could be done during the winter months in a relatively short time, and would greatly minimize the disturbance to the adjacent private properties. Precast wall units will also improve aesthetics of the playground and the area within the project limits. The use of precast concrete modules will give better quality concrete, and ease of installation will reduce the total construction time from 15 months to 9 months.



Rendering of New Andrews Avenue Bridge

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BELT PARKWAY BRIDGES OVER FRESH CREEK, GERRITSEN INLET, AND PAERDEGAT BASIN (BROOKLYN)

On a New York State-mandated scale from 1 to 7, these three bridges possess a condition rating of "fair" (3.001 – 4.999). In 2002, the Fresh Creek Bridge was 3.11; Gerritsen Inlet was 3.58; and Paerdegat Basin was 3.25. 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; and the existing 11 span, 520 foot Gerritsen Inlet Bridge will be replaced with a new 3 span, 492 foot bridge. In both cases, the stopping sight distance for the bridge and approach roadway will be improved.

The \$48 million reconstruction of the Fresh Creek Bridge, currently in its final design phase, is scheduled to start in spring 2004, and to last for approximately 3 years. The bridge 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 \$69 million reconstruction of the Gerritsen Inlet Bridge, currently in its final design phase, is scheduled to start in summer 2004, and will last for approximately 3½ years. The bridge will be constructed in multiple stages, while maintaining three traffic lanes in each direction and a bike/pedestrian path on the eastbound side during construction.

The Paerdegat Basin Bridge will be replaced by a new bridge (with complete replacement of the superstructure and substructure). It will be constructed on a new off-line alignment conforming to current standards. The new split bridge will be within the right-of-way of the parkway. This \$93 million project is scheduled to begin construction in the summer of 2004, and to last for approximately four years.



Paerdegat Basin Bridge

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 travelling 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 Division is currently examining two construction scenarios. The first one would be to construct Fresh Creek, Gerritsen Inlet, and Paerdegat Basin, along with Mill Basin, Nostrand Avenue, and Rockaway Parkway as a group. The second option would be to construct Fresh Creek, Paerdegat Basin, Mill Basin, and Rockaway Parkway as a first group, followed by Gerritsen Inlet and Nostrand Avenue as a second group. Construction duration would be 52 months for the first scenario and 94 months for the second.

INNOVATIONS & ACCOMPLISHMENTS

HARLEM RIVER DRIVE AT EAST 127th STREET (MANHATTAN)

This \$56 million project, currently in its preliminary design phase, involves the replacement of the existing 11 span bridge and the construction of a flyover ramp over the Third Avenue Bridge, 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; 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; and improves operational characteristics of the Harlem River Drive from the Third Avenue Bridge to the Willis Avenue Bridge.

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 currently under DPR's jurisdiction.

A Notice to Proceed was issued to the contractor with a start date of July 18, 2002. Engineering consultants are conducting this inspection, which is scheduled for completion in the spring of 2003, at an estimated cost of \$1.6 million. The Division administers and supervises this work.

The resultant report will be 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.

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High Bridge Pedestrian Bridge (Credit: Peter Basich)

WESTCHESTER AVENUE BRIDGE OVER THE HUTCHINSON RIVER PARKWAY (BRONX)

This bridge supports a transit structure overhead and has substandard clearance over the highway below. In 2002, 16 unauthorized overheight vehicles struck the bridge's girders. A project to install an ITS solution, which includes an overheight vehicle detection system that will flash signs directing vehicles identified as being over 9' in height to exit the parkway, is scheduled for completion in July 2003. It also includes cameras that will be activated by acoustics and will document future damage to the bridge as well as the offending vehicles' descriptions and plate numbers for recoupment of costs by the City. A separate project is underway to reconstruct the bridge and lower the Parkway.

153rd STREET BRIDGE OVER METRO NORTH (BRONX)

This \$35 million 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.

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because of its age and deterioration. Construction of the new bridge is tentatively scheduled to begin in 2005 and be completed in 2007.

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 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.



Rendering of New 153rd Street Bridge

GUY BREWER BOULEVARD OVER THE BELT SYSTEM – SOUTHERN PARKWAY (QUEENS)

The Guy Brewer Boulevard Bridge was built in 1937. Because a recent inspection revealed significant deterioration, DOT decided to replace the entire bridge. The old two span bridge consisted of reinforced concrete arch rigid frames with variable frame slabs. The new bridge consists of four spans with three new steel piers, a concrete grid deck, and concrete parapet walls with protective bridge fencing. The concrete abutments, approach slabs, adjacent curb, sidewalk, roadway and guiderails were replaced. New traffic signals, traffic regulatory signs, street lighting and thermoplastic stripping were installed. The utilities, including the water main, gas main, telephone cable and Fire Department cable were installed across the Belt Parkway under the bridge deck. Approximately 300 new trees will be planted in spring 2003 as part of the project's landscaping improvements. To improve safety, the safety barriers were rebuilt on the Belt Parkway adjacent to the bridge piers in the median areas. New directional overhead signs were installed across the Belt Parkway to guide motorists.

The contract included incentive and disincentive clauses. \$4,000 per day (up to \$360,000 for a maximum of 90 days) will be awarded for early completion of bridge construction, with an unlimited disincentive of \$8,000 per day for late completion.

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The Division reconstructed this bridge in a single stage with full bridge closure. This reduced the expected construction time from 24 months to 12 months. However, pedestrian access across the Belt Parkway was maintained at all times during construction using a temporary pedestrian bridge.



Demolishing the Old Guy Brewer Boulevard Bridge in March 2002

The New Bridge

Normal travel lanes on the Belt Parkway were restored on June 28, 2002, resulting in the completion of Phases II and III of this project 57 days ahead of schedule. On November 1, 2002, the bridge was re-opened to both vehicular and pedestrian traffic 104 days ahead of schedule. The contractor earned the maximum incentive for the completion of this milestone. Removal of the temporary pedestrian bridge at Guy Brewer Boulevard was completed on November 14, 2002.

The \$11.8 million reconstruction of this bridge, which began on July 9, 2001, was substantially completed on December 12, 2002.

91ST PLACE OVER LIRR (QUEENS)

The 91st Place Bridge over the LIRR in Elmhurst was built in 1927. Because a recent inspection revealed significant deterioration, DOT decided to replace the entire bridge. This \$4.5 million project includes removal of the existing superstructure and replacement with a single steel span structure, removal of part of the existing abutments and piers and construction of new abutments, replacement of the existing roadway pavement, sidewalks and curbs, installation of a new larger water main, electrical conduits and Time Warner cable conduits.

The bridge will be reconstructed in three stages. During the first stage, one lane was opened in each direction. At the community's request, only one lane, northbound, was opened to traffic during the second stage. The southbound traffic was detoured. During the third stage, one lane is being maintained in each direction.

The contract includes incentive and disincentive clauses. The contractor was awarded an incentive of \$160,000 for completing Stage II 16 days early on November 9, 2002. \$5,000 per day (up to \$125,000 for a maximum of 25 days) will be awarded for early completion of Stage III, with an unlimited disincentive of \$5,000 per day for late completion.

At the community's request, the bridge will be widened to accommodate an additional lane by reducing the sidewalk width. Construction began in September 2001, and is expected to be complete by April 2003.

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GRAND CONCOURSE OVER EAST 161ST STREET (BRONX)

This \$27 million project, currently in the final design stage, will include the rehabilitation of the Lou Gehrig Plaza and the reconstruction of the Grand Concourse from East 161st Street to East 166th Street. \$9.7 million in federal funds will be used to reconstruct the Grand Concourse. A temporary vehicular fly-over bridge will be installed on the Grand Concourse at East 161st Street prior to the total reconstruction of the 161st Street underpass. This will allow traffic to flow unimpeded along the Grand Concourse during the reconstruction. Construction of the bridge is scheduled to begin in November 2004, and is expected to be complete by November 2007.

ATLANTIC AVENUE BRIDGES (EB & WB) OVER EAST NEW YORK AVENUE (BROOKLYN)

The existing eastbound and westbound Atlantic Avenue bridges are on either side of the LIRR. Each is a two span steel multi-stringer structure, supported by a steel pier and reinforced concrete abutments. The NYCT structure overhead is partially supported by these bridges. The scope of work includes replacement of the roadway and sidewalks, repair of the bridge deck, and cleaning and painting of the exposed surface of the steel structure. In addition, the pavement, sidewalks and curbs of the East New York Avenue underpass and service roads will be replaced. The bridges will be constructed in two stages. During Stage I, the eastbound Atlantic Avenue service road will be closed. During Stage II, the westbound Atlantic Avenue service road will be closed. Vehicular traffic will be diverted to carefully planned detour routes. A Notice to Proceed for the \$4.5 million reconstruction of these bridges was issued to the contractor with a start date of September 9, 2002. The project is scheduled for completion in the spring of 2004.

CORTELYOU ROAD BRIDGE OVER NYCT (BROOKLYN)

This \$3.7 million project is being constructed in three stages. Two-way traffic will be maintained by providing one lane in each direction during construction, and no detours will be required. The existing bridge is a one span steel through-girder, floorbeam and steel stringer bridge with very short approach spans. Two steel column bents, rising out of the passenger platforms, support each end of the main span. The reconstruction will replace the existing deck slab and steel stringers with modified floorbeams and through-girders. Construction began in April 2002, and is expected to be complete in the spring of 2004.

7TH AVENUE BRIDGE OVER NYCT (BROOKLYN)

The current two span concrete encased steel stringer bridge consists of one span and a cantilever over a concrete encased steel column pier. The reconstruction of this bridge will include the replacement of the entire existing superstructure, the repair of the existing abutments and pier, and the reconstruction of the approaches. The bridge was closed to traffic for 10 months beginning on June 19, 2002, as agreed to by Community Board #7. This \$3.2 million bridge reconstruction began in April 2002, and is expected to be complete by the end of 2003.

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CROSS BAY BOULEVARD BRIDGE OVER CONDUIT BOULEVARD (QUEENS)

The bridge was built in 1949. A recent inspection by the Division revealed that the bridge has outlived its useful service life. The effects of age, weather and increased traffic volume have rendered reconstruction necessary. The bridge connects the communities of Howard Beach and Ozone Park, and provides seasonal access to the beaches at Gateway National Recreation Area and the Rockaways. The existing bridge structure consists of a two span reinforced deck slab, and carries four lanes of traffic in each direction. The new bridge structure will consist of a two span concrete grid deck and a concrete parapet wall with protective bridge fencing. It will carry the same lanes as before. The approach slabs, curb and sidewalk, median, roadbase, and guiderails will be replaced. New traffic signals, street lighting, traffic regulatory signs and thermoplastic stripping will be installed. Utilities such as the gas main, Con Edison, telephone, Fire Department and Time Warner will be installed across the bridge under the deck. Approximately 66 new trees will be planted as part of the landscaping improvement of this project.

The bridge will be constructed in five stages, with three lanes of traffic maintained in each direction at all times.

A Notice to Proceed for the \$8.75 million reconstruction of this bridge was issued to the contractor with a start date of July 15, 2002. Effective October 10, 2002, the left lane in each direction on Conduit Avenue at Cross Bay Boulevard was closed to traffic for a period of two years. Installation of both the east and west temporary pedestrian bridges at Cross Bay Boulevard over North and South Conduit Boulevard was completed in December 2002. The project is expected to be complete by July 2004.

GRAND AVENUE BRIDGE OVER CONRAIL (QUEENS)

A Notice to Proceed for the \$2.4 million reconstruction of this bridge was issued to the contractor with a start date of September 16, 2002. The superstructure will be replaced with high strength weathering steel girders, and a high performance concrete deck. The existing abutments will be repaired, and the approach roadways reconstructed. New water mains, electric and telephone conduits will be installed. The project is expected to be complete by March 2004.

GLENMORE AVENUE, PITKIN AVENUE, SUTTER AVENUE, AND LIBERTY AVENUE BRIDGES OVER LIRR BAY RIDGE (BROOKLYN)

This \$12 million project will reconstruct four bridges over the LIRR tracks in Bay Ridge. A Notice to Proceed for the reconstruction of the Glenmore Avenue, Pitkin Avenue, and Sutter Avenue Bridges over LIRR Bay Ridge was issued to the contractor with a start date of January 14, 2003. The reconstruction of Liberty Avenue over LIRR Bay Ridge will commence after the completion of these bridges. Glenmore Avenue, Sutter Avenue, and Liberty Avenue will be fully closed to pedestrian as well as vehicular traffic during construction. The Pitkin Avenue bridge will be constructed in two stages. One traffic lane in each direction and one sidewalk will be open at all times during construction. The project is expected to be complete in the summer of 2005.

STEINWAY STREET 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. The six stage reconstruction schedule will last 42 months, nine of which

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will include preparation and fabrication of materials with no impact on traffic. The general public, however, will notice work on the four lane bridge for 33 months.

The contract has incentive/disincentive clauses amounting to \$5,000 a day for a maximum of 90 days for incentive. There is an equal amount for disincentive with no limit. This means that the contractor will receive a bonus of \$5,000 a day for every day that the work is completed ahead of schedule, up to 90 days, or will be penalized \$5,000 a day with no limit if the work is completed late.

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.

A Notice to Proceed for the reconstruction of these bridges was issued to the contractor with a start date of July 1, 2002. The project is scheduled for completion in June 2006.

2ND AVENUE BRIDGE OVER LIRR (BROOKLYN)

This \$8 million project will reconstruct the bridge in two stages. During both stages, the bridge will be open for one lane of traffic in each direction. Pedestrian traffic on the bridge will be maintained at all times. The existing six span bridge was constructed in 1912. The current bridge superstructure will be completely removed and replaced with a new two span, cast-in-place reinforced concrete deck and weathering steel composite superstructure. A recent inspection revealed significant deterioration of the steel frames and the reinforced concrete piers. The bridge is currently supported by temporary 12"x12" wooden columns at various locations. A Notice to Proceed for the reconstruction of this bridge was issued to the contractor with a start date of November 4, 2002. The project is scheduled for completion in the spring of 2005.

14TH AVENUE BRIDGE OVER LIRR (BROOKLYN)

This \$3.3 million project will reconstruct a bridge originally built in 1927. The existing four span superstructure will be removed and replaced with a single span precast, pre-stressed concrete and steel composite superstructure with an integral overlay. The bridge will be constructed in two stages. During each construction stage, two lanes of traffic, one lane in each direction, will be maintained. Pedestrian traffic will be maintained at all times. A Notice to Proceed for the reconstruction of this bridge was issued to the contractor, with a start date of December 2, 2002. The project is scheduled for completion in the spring of 2004.

QUEENS BOULEVARD AND HONEYWELL STREET BRIDGES OVER AMTRAK AND LIRR YARD (QUEENS)

Age, weather and increased traffic took their toll on the Queens Boulevard Bridge, which was originally built in 1910. The structural steel which supports the bridge, roadway surface and bridge joints was severely deteriorated. The bridge had outlived its useful life and needed to be rebuilt to maintain and improve the service it provides as a connector to and from Manhattan.

The Honeywell Street Bridge was closed in 1979, because it did not meet Department safety standards. The defunct bridge ran between Skillman Avenue and Northern Boulevard. It carried numerous utilities, including Amtrak high voltage catenary lines and other electrical facilities. By the end of 2001, preparatory work for the demolition of the bridge was complete, and demolition of the utility bay and sidewalk was underway.

INNOVATIONS & ACCOMPLISHMENTS



Old Honeywell Street Bridge Prior to Demolition



Removal of Old Honeywell Street Bridge Deck Slabs

Structural steel erection for the new bridge was completed in October 2002. The concrete deck placements, which began in October 2002, were completed in November 2002. The timing allowed for the placement of structural concrete during mild weather and avoided a winter shutdown of the project. The new bridge is constructed of A588 weathering steel, which will provide a high level of corrosion resistance with minimal maintenance. The new bridge is also designed to resist seismic forces per current design standards.



Structural Steel Erection of Span #9 of the New Honeywell Street Bridge

Besides connecting Sunnyside and Long Island City in Queens, the Queens Boulevard Bridge is a vital link between western Queens and Manhattan via the Queensboro Bridge.

INNOVATIONS & ACCOMPLISHMENTS

Rather than completely closing the Queens Boulevard Bridge during reconstruction, DOT studied the traffic patterns in the area and decided to rebuild the bridge in two stages, half of the bridge at a time, while keeping it partially open to traffic.

Our analysis revealed that at all times, traffic flow is heavier into Manhattan than into Queens. Thus, the bridge remained open to Manhattan-bound traffic during construction. However, the number of available travel lanes was reduced from three lanes to two.

Queens-bound traffic followed a carefully planned and clearly marked detour designed to minimize impacts on area businesses, the local community, and the traveling public. Service on the elevated #7 train that runs above the Queens Boulevard Bridge was not affected.

Both bridges underwent a complete reconstruction, beginning in April 2001. Over the course of this project, the major improvements included the reconstruction of concrete abutments, crash walls and steel piers; new bridge steel; the installation of new concrete decks and approach pavement; new sidewalks including a walkway/bikeway separated from traffic by concrete barrier; a new and improved overhead lighting system; and the installation of an ITS consisting of nine closed circuit television cameras to monitor traffic and roadway conditions. It also included installation of temporary traffic signals and modifications to the existing signal timing. Nine electronic message boards provided motorists with real-time traffic information. NYPD Traffic Enforcement Agents were strategically deployed at various locations to ease the flow of traffic.

The contracts included incentive and disincentive clauses. On the Queens Boulevard Bridge, the contractor earned the maximum incentive award of \$3 million for the early completion of the project.

The ITS installation was completed by the end of March 2001. The first stage of the reconstruction of the Queens Boulevard Bridge was completed on December 28, 2001. This included construction of a roadway slab and concrete barrier, installation of sidewalk slab, completion of street light work, watermain and approach work, striping, and installation of a temporary pedestrian barrier.



Full Depth Saw Cutting of Queens Boulevard Bridge Deck Slab Panels & Front Steel Demolition

INNOVATIONS & ACCOMPLISHMENTS



Queens Boulevard - Hoisting a Roadway Grating for Transport & Installing Electrical Conduits in a New Concrete Barrier

The Department entered into an expedited contract and the \$85 million project is scheduled to be completed by spring 2003. By the middle of January 2003, both the Queens Boulevard and Honeywell Street Bridges were completely rebuilt and reopened to traffic. The Queens Boulevard Bridge carries three westbound lanes, three eastbound lanes and two shared sidewalk/bicycle paths. The Honeywell Street Bridge carries two traffic lanes in each direction and two sidewalks. Each sidewalk is eight feet wide, and ADA compliant with ramps on all corners.

The reconstruction of the Queens Boulevard Bridge was substantially completed on July 26, 2002, and the bridge was fully re-opened to traffic at 5 AM on July 31, 2002, two months ahead of schedule.



Reconstructed Queens Boulevard Bridge (Credit: Peter Basich)

The reconstruction of the Honeywell Street Bridge was substantially completed on January 17, 2003, and the bridge was re-opened to vehicular and pedestrian traffic that morning.

INNOVATIONS & ACCOMPLISHMENTS



New Honeywell Street Bridge (Credit: Peter Basich)

Design-Build

In 2002 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.

RIDGE BOULEVARD AND THIRD AVENUE BRIDGES OVER SHORE ROAD DRIVE (BROOKLYN)

In April 2002 the New York Association of Consulting Engineers selected the Design-Build reconstruction of the Ridge Boulevard (a.k.a. Second Avenue) and Third Avenue Bridges over Shore Road Drive in Brooklyn for an Engineering Excellence Award. The Engineering Excellence Awards Program recognizes engineering achievements that demonstrate the highest degree of skill and ingenuity. This \$7 million project, begun in April 2000, rehabilitated the two masonry arch bridges over Shore Road Drive in Brooklyn. Traffic was accommodated by providing a temporary road through parkland, reversing the entrance ramp to the Belt Parkway, and maintaining pedestrian access to the bridge. The erection of arches underneath the truss used to support the utilities was innovative and expedited the project. Another innovation was designing around the existing scroll monuments at Ridge Boulevard and cleaning them in place, thus eliminating the need to remove, clean, and reinstall them. In addition, the decision to use form liners rather than stone veneer resulted in a \$150,000 savings, while providing for a safer structure. The bridges were reopened on February 15, 2001, 13½ months ahead of the original schedule, and 1½ months ahead of the accelerated schedule. Erection of the superstructure was completed in fall 2000. Shore Road Drive was opened to traffic on March 16, 2001, and the project was completed on June 7, 2001.

INNOVATIONS & ACCOMPLISHMENTS



Chris Sklavounakis, Director of Design-Build/Emergency Contracts, Inspecting a Scroll Monument at Ridge Boulevard Prior to Cleaning
(Credit: Peter Basich)

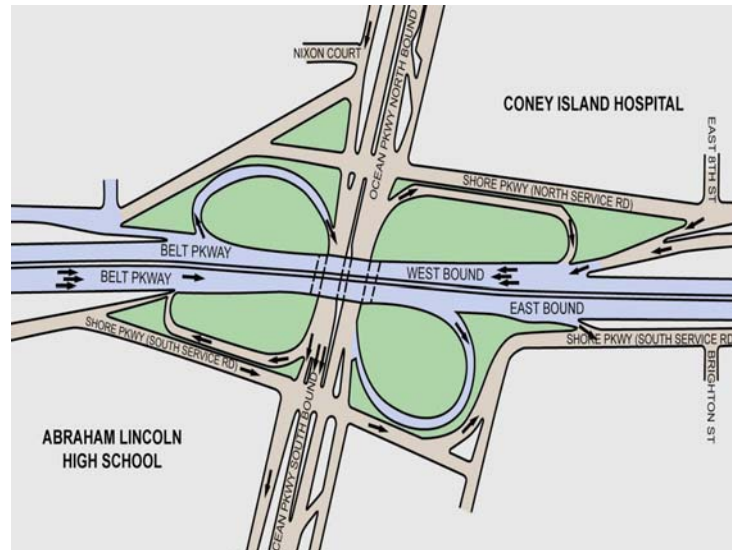
BELT PARKWAY BRIDGE OVER OCEAN PARKWAY (BROOKLYN)

This \$55 million project involves the replacement of the Belt Parkway Bridge over Ocean Parkway, reconfiguration of the interchange, roadway work on approximately a mile of the Belt Parkway, and roadway and associated landscaping work on Ocean Parkway from approximately Avenue Z to West End Avenue.



Current Belt Parkway Bridge Over Ocean Parkway

INNOVATIONS & ACCOMPLISHMENTS



Existing Interchange

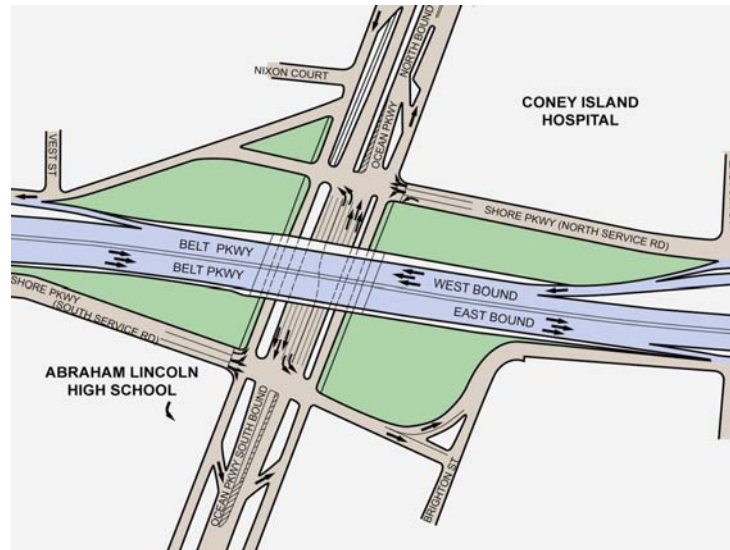
The bridge needs to be replaced because of its deteriorating condition, which cannot be done without affecting the already substandard ramps. This necessitated the re-design of the entire interchange and the associated work on Belt Parkway and on Ocean Parkway.

The Belt Parkway is a significant corridor of the Regional Transportation System with daily volumes of 166,000 vehicles. Coupled with the rapid deterioration of the bridge, the possibility of closure, and our concern for public safety, the New York State Department of Transportation (NYSDOT) requested that NYCDOT procure this project using Design-Build. NYSDOT will act as the Federal Highway Administration's representative. The project has secured 80% federal funding since it involves this significant corridor of the Belt Parkway, as well as the Historic Ocean Parkway, which was the first parkway of its kind in the United States. It is part of the Special Experimental Project No. 14 Program, a Federal Program that allows innovative contracting practices to be used.



Rendering of New Belt Parkway Bridge Over Ocean Parkway

INNOVATIONS & ACCOMPLISHMENTS



Proposed Interchange

This project will extensively utilize precast elements. The precast beams, parapets, and approach slabs will be fabricated in upstate New York and transported to the site on an as-needed basis. A temporary bridge will be placed at the south side of the existing bridge. Traffic will be diverted onto the temporary bridge and the existing south portion, while the north portion is demolished and rebuilt. The newly built north portion will be wide enough to accommodate all six lanes (three in each direction) on the Belt Parkway while the south is being demolished and rebuilt.

The project includes incentives and disincentives and liquidated damages clauses to ensure timely completion of critical activities and to minimize the inconvenience to the public. The project includes an incentive for early completion of \$85,000 per day with a cap of \$2 million. There is a disincentive of \$85,000 for each day the contractor is late in finishing the project with no limit. A Notice to Proceed for the design-build reconstruction of this bridge was issued to the contractor with a start date of September 12, 2002. Pre-construction preparatory activities are expected to commence in the fall of 2003, with construction beginning in February 2004 and ending in December 2004.

PEDESTRIAN BRIDGES

The Division is currently working on the preliminary engineering to be included in the Design-Build RFP (Request for Proposals) to replace 21 pedestrian bridges in all five boroughs at an estimated construction cost of \$38 million. The bridges are Bethel Avenue over SIRT South Shore, and Tracy Avenue over SIRT South Shore in Staten Island; Crocheron Park over BCIP, 51st Avenue over LIRR Main Line, 55th Avenue over LIRR Main Line, 71st Avenue over LIRR, 94th Street over LIRR, 167th Street over LIRR Port Washington Branch, and 216th Street over LIRR Port Washington Branch in Queens; 204th Street over Metro North in the Bronx; Morris Street over Brooklyn Battery Tunnel Plaza, 81st Street Promenade over FDR Drive, East 111th Street over FDR Drive, Pedestrian Bridge over East 128th Street, 129th to 130th Street over ramp off 3rd Avenue, West 155th Street over Amtrak 30th Street Branch, and West 181st Street over Henry Hudson Parkway NB in Manhattan; West 8th Street over Surf Avenue, 17th Avenue over BSHP, 27th Avenue over BSHP, and 92nd Street over BSHP in Brooklyn. The RFP is expected to be issued in the summer of 2003. Construction is expected to begin in the spring of 2004, and be complete in the late spring of 2005, with no construction activity at any single location exceeding six months.

INNOVATIONS & ACCOMPLISHMENTS



East 111th Street/FDR Drive (Credit: Andre Celestin) and 216th Street over LIRR

| Bridge | Average 2002 Daily Pedestrian Traffic - Weekday | Average 2002 Daily Pedestrian Traffic - Weekend |
|--|---|---|
| Bethel Avenue over SIRT South Shore | 390 | 169 |
| Tracy Avenue over SIRT South Shore | 410 | 179 |
| Crocheron Park over BCIP | 176 | 351 |
| 51st Avenue over LIRR Main Line | 635 | 188 |
| 55th Avenue over LIRR Main Line | 244 | 186 |
| 71st Avenue over LIRR | No Existing Bridge | No Existing Bridge |
| 94th Street over LIRR | 626 | 369 |
| 167th Street over LIRR Port Washington Branch | 254 | 176 |
| 216th Street over LIRR Port Washington Branch | 58 | 30 |
| 204th Street over Metro North | 131 | 102 |
| Morris Street over Brooklyn Battery Tunnel Plaza | 789 | 632 |
| 81st Street Promenade over FDR Drive | 687 | 578 |
| East 111th Street over FDR Drive | 563 | 389 |
| Pedestrian Bridge over East 128th Street | 602 | 329 |
| 129th to 130th Street over ramp off 3rd Avenue | 598 | 340 |
| West 155th Street over Amtrak 30th Street Branch | 567 | 434 |
| West 181st Street over Henry Hudson Parkway NB | 416 | 883 |
| West 8th Street over Surf Avenue | 1051 | 1129 |
| 17th Avenue over BSHP | 648 | 916 |
| 27th Avenue over BSHP | 394 | 813 |
| 92nd Street over BSHP | 393 | 773 |

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RIKERS ISLAND BRIDGE OVER RIKERS ISLAND CHANNEL (QUEENS)

This \$41 million project, currently in the preliminary engineering phase, involves replacing the superstructure of this rapidly deteriorating bridge. Cores taken from the bridge deck reveal that the estimated useful life of the deck will expire in 2005, thus making bridge rehabilitation necessary. In 2001, the bridge carried approximately 14,503 vehicles per day.

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 summer 2005, and be complete in summer 2007.

Emergency Contracts

BELT PARKWAY BRIDGE OVER MILL BASIN (BROOKLYN)

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 exists relative to the movable bridge carrying the Belt Parkway over Mill Basin.

While the existence of random accidents at a certain location does not necessarily lead to the re-examination of engineering parameters at that location, the existence of a pattern of accidents called for an investigation to be done. The Belt Parkway Bridge over Mill Basin is scheduled for replacement beginning in late 2004, and the design of the new bridge will be an improved engineering solution as compared to the existing one. However, over time it appears that the traffic patterns have changed, and a pattern of crossover accidents has emerged, creating a serious threat to public safety. As a result of this change in the traffic patterns, the Department conducted a traffic engineering review and concluded that the placement of a median barrier and bridge rail would reduce the immediate threat to life and property. However, the engineering feasibility of barrier installation was in question, as placement of a barrier would very likely interfere with the operation of the movable bridge. The Department directed a consulting firm to determine whether an appropriate design would be possible.

On July 1, 2002, the Department was notified by its consultant that an engineering feasibility for installation of a median barrier and a bridge rail on the eastbound sidewalk at the area between the sidewalk and the roadway does exist. The Department then directed the consultant to proceed with the final design.

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 includes 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 are disincentives of the same amounts for a late finish with no limit to the amount of penalty.

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ST. FELIX STREET (BROOKLYN)

In January 1997, an eight inch water main burst beneath St. Felix Street between Hanson Place and Lafayette Street in Brooklyn. This break caused damage to a number of buildings, including partial wall collapses, building façade cracking, and stoop movement. Inspection revealed pervasive soil loss under the street bed over several blocks.

The B and D subway lines run below the street, along with numerous public and private utilities. The #2, #3, #4, and #5 subway lines and the Long Island Railroad run immediately adjacent to that area, as well. Any of these infrastructure elements could have caused or contributed to the existing soil loss.

Preliminary evidence pointed to an improper backfill created during the original subway construction in 1916. Soil borings and test pits suggested that timber was left in the ground causing huge voids below the street's surface. Over the years, the soil shifted into the voids causing water main damages.

Consequently, on February 19, 1997, in the interest of public safety, the Agency declared the situation to be an emergency, pursuant to Section 315 of the New York City Charter. Division engineers from the Design-Build section oversaw the restoration project.

Soil stabilization, drilling and grouting were completed in December 1997. Façade work began in March 1999. In the spring of 2000, the Landmarks Preservation Commission requested the full replacement of all windows for all of the houses.

These repairs were substantially completed on November 15, 2001. All remaining punchlist items were completed as of the end of April 2002. The street was stabilized and its houses restored to early 20th century landmark condition. The project provided homeowners with new facades, straight stoops, areaways and trees, lampposts, stamped colored concrete sidewalks, custom-made windows and cornices, and numerous other exterior and interior repairs.

The New York Construction News "Best of 2002 Awards Program" selected the restoration of St. Felix Street as the 2002 Rehabilitation Project of the Year.

When and Where Unit

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 February 14, 2002.

Marine bridge repairs already completed include Botanical Garden Road Bridge over the Twin Lakes inside the Bronx Botanical Garden, 145th Street Bridge over the Harlem River, Hutchinson River Parkway Bridge over the Hutchinson River, and Shore Road Bridge over the Hutchinson River.

Ironically, the increasing cleanliness of the water in New York Harbor is responsible for an

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enormous increase in the activity of marine borers. These organisms are now consuming wood within the tidal zone at an alarming rate, and are causing considerable damage to timber pile sheathing and other bridge structures. The use of a marine When and Where contract enables the Division to take quick and decisive action to repair this structural damage.

In August 2002, an underwater inspection of the timber piles supporting the FDR Drive relieving platform at approximately East 15th Street revealed severe damage by marine borers. Emergency repairs to address this red flagged section began on August 19, 2002, and were completed on September 7, 2002.

Current projects include Carroll Street Bridge over the Gowanus Canal, Hamilton Avenue Bridge over the Gowanus Canal, Northern Boulevard over the Alley Creek, and Cropsey Avenue Bridge over the Coney Island Creek.



Carroll Street Bridge Over the Gowanus Canal

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, Inspection and Operations. Projects underway in 2002 included 145th Street Bridge over the Harlem River, Belt Parkway Bridge over Paerdegat Basin in Brooklyn, Andrews Avenue Bridge over LIRR, Hempstead Avenue Bridge over Cross Island Parkway, Springfield Boulevard Bridge over Belt Parkway, Union Turnpike Bridge over Cross Island Parkway (and Creedmoor Center Road), and the Steinway Street Bridges over the Grand Central 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 2002 included Williamsburg Bridge, Hamilton Avenue Bridge over Gowanus Canal, and Metropolitan Avenue Bridge over English Kills in Brooklyn, Battery Park Underpass under West Street to FDR Drive in Manhattan, Queensboro Bridge, Roosevelt Island Bridge over East River Channel, Bruckner Expressway NB & SB Service Road (Unionport Bridge) over Westchester Creek in the Bronx and 145th Street Bridge over Harlem River Drive. They also completed the street lighting design for Andrews Avenue Bridge over LIRR in Queens.

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SUPERSIZED LOADS

The weight and frequency of very heavy loads traveling over the City's bridges and roadways have taken a toll on the bridges' infrastructure. The Engineering Review Section is very involved in reviewing the requests for issuing permits for these vehicles. NYSDOT has a project to develop a computerized Automated Overweight Permitting Program for use on State-owned bridges that will handle the complete permitting process and its accompanying required analyses. At the request of NYCDOT, the State is including our locations in their ongoing consultant contract. This will ensure both a lower development cost for the City as well as compatibility between the two systems (routes often pass over both City and State owned bridges). The Department's Management and Information Systems Section has been managing the City's part of the project beginning in 2002, and they assisted in the preparation of the Memorandum of Agreement with the State. This project is expected to begin in the middle of 2003.

The new system will have the following benefits:

As the turn-around time will be days instead of weeks, truckers will be more likely to apply for permits rather than ignoring the restrictions and driving without permits on the bridges.

Ease permit rule enforcement efforts by the NYPD, as they will have access to the system.

The program will create a database of bridges used by the trucks on the approved routes. This will help the Division to assess the affected bridges when creating the scope of work for rehabilitation and/or reconstruction, and to decide whether or not to design them for higher loads.

Many consumers are now buying merchandise via the Internet. Giant warehouses are being built around the country for packaging and shipping these goods by trucks. We are expecting a large increase of overweight truck movement in the City in the near future. The new permitting computer program will be able to handle a large number of permit requests.

A streamlined vehicle permitting approval process coupled with the ongoing inspections of the bridges being subjected to repetitive super-loads will actually reduce the yearly capital outlays of the Department in the long run.

CONVERSION OF DIVISION ENGINEERING ARCHIVES

In 2001, the Division prepared a justification for emergency funds for electronic conversion of existing Division engineering archives and the creation of a remote management system. These items were being damaged by the temperature and humidity at their Battery Maritime Building storage area. These records include 80,000 frames of microfilm, 20,000 original construction photographs, 12,000 full-sized original drawings, and one million letter-size design documents.

The funding was received in 2002, and completion of the transfer of the drawings and photographs to CD-ROMs is expected in spring 2003. The next phase of the project will consist of the digitizing of the microfilm collection.

MARINE BORER STUDY

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

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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.

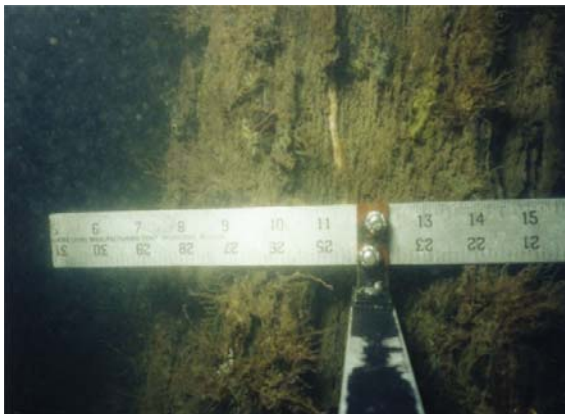


Marine Borer – Limnoria Species



Marine Borer – Teredo Species

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 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 is scheduled for completion by the end of 2003. The cost of the construction work, which is expected to commence in 2004, is estimated to be \$35 to \$40 million.



Medium Limnoria Infestation



Teredo Damage (holes up to 1/4" diameter)

Based upon information gathered during this study, DOT has expanded the scope of the study to include the inspection of other City-owned property not under the jurisdiction of the Agency. In addition to timber pile supported low level relieving platforms, these structures include masonry or crib-type gravity retaining walls, high level decks, steel sheet pile bulkheads and rip rap

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embankments. The additional inspection of property belonging to the City but not under the jurisdiction of DOT, which began on May 7, 2001, was completed in April 2002.

A critical condition along the esplanade at East River Park was identified during the week of June 25, 2001 and reported to the Department of Parks and Recreation and other City agencies. Contract documents for the repair of this esplanade under a change order were prepared, and the remediation of this condition, which is estimated to cost approximately \$30 million, will be the financial responsibility of the Department of Parks.

In August 2002, an underwater inspection of the timber piles supporting the FDR Drive relieving platform at approximately East 15th Street revealed severe damage by marine borers. Emergency repairs to address this red flagged section began on August 19, 2002, and were completed on September 7, 2002.

A total of six critical conditions and twenty-one immediate repair conditions were identified during the inspections. Critical condition reports, which identified the condition and included sketches and cost estimates for the proposed repairs, were provided for each of the critical conditions. For the immediate repair conditions, defined as those requiring repairs to be carried out within three years from the date of inspection, conceptual repair details and cost estimates were prepared. A detailed evaluation/recommendation report consisting of inspection findings, repair details, cost estimates and general recommendations was prepared and distributed to all the concerned agencies, including the Department of Parks and Recreation, the NYC Economic Development Corporation and the Departments of Sanitation and Environmental Protection.

TRUMP/NEW WORLD PROJECT

The Trump/New World project (Riverside Drive between 59th and 72nd Streets) includes the construction of six 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. 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 60 percent complete overall.

ERSKINE STREET OVER THE BELT PARKWAY (BROOKLYN)

This bridge was built by a private developer and recently turned over to the City. The bridge was opened to traffic in October 2002 following three years of design and construction. The structure is a part of a private development in the Gateway area north of the Belt Parkway. The Division provided 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. This was an engineering challenge in view of the proposed construction on soft organic landfill. To overcome this problem, Division engineers, in coordination with their State DOT colleagues, recommended dynamic compaction, and the use of surcharges on the bridge approaches and ramps. Engineers monitored the landfill's performance prior to construction, and the data obtained proved satisfactory. The private developer has provided the City with a five year warranty, including three years of bridge maintenance and monitoring of foundation settlement.

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BRIDGESCOPE

The Division is responsible for maintaining the structural integrity of the Department's 755 bridge structures and six tunnels. These structures are inspected to rate the current condition as compared with the original design capacity and function. Inspections also identify safety and structural conditions (flags). Repairs are performed to resolve flagged conditions. Painting and preventive maintenance are performed and defective, damaged, and worn bridge components are rehabilitated or replaced. The Division is also responsible for the rehabilitation and reconstruction projects on all NYCDOT owned bridges and tunnels.

To successfully perform its functions, the Division needs to share information necessary to coordinate maintenance, design and construction projects.

Bridgescope is an integrated, Division-wide system that provides a seamless flow of information among the bureaus within Bridges and between other divisions within the Department. This system also provides external organizations the ability to view certain information. The system will provide flexibility for incorporating any future units and functions. A timely electronic flow of information among the bureaus will be provided. This accomplishment will greatly assist the Division in meeting its objective of moving toward a paperless environment. A comprehensive on-line help function will be incorporated for the entire Bridgescope system.

The Bureau of Engineering Review and Support has undertaken the responsibility, on behalf of the end users, to ensure that the new Bridgescope application performs as defined in the consultant's scope. Bridgescope is a computer program developed in two phases. Phase I is the Memorandum of Bids, which is in production now. This application allows engineers to input engineers' estimates and contractors' bids into the system's database. The system can then print Certificate to Proceed reports and Memorandum of Bid reports, which are required for the registration of construction contracts. Phase II is the tracking system, which is under development now. This application will allow engineers to input all the information about any projects under design. This system will track all the milestones for a particular project and alert engineers and supervisors if any milestones are delayed and the consequences of this delay on the project schedule. Eventually Phase I and Phase II will be linked so that anyone can track a project from the initiation to the close out of construction of the project.

Bridge Maintenance, Inspection 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 chemicals potassium acetate and magnesium chloride. The anti-icing fleet consists of fifteen spray trucks, ten plow trucks and several smaller plows. Six of the spray trucks are combination spray/plow trucks with an 1800 gallon tank capacity, and four are spray-spreader/plow trucks with a 900 gallon spray capacity, and a four cubic yard spreader capacity. There are fourteen chemical storage tanks, with a total storage capacity of 76,250 gallons.

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In the mild winter of 2001-2002, a total of 20,150 gallons of anti-icing chemicals were applied on the roadways of all four East River Bridges.

BROOKLYN BRIDGE PROMENADE

The replacement of the Brooklyn Bridge promenade deck and stringers by Division personnel was completed in December 2000. The temporary footbridge, which had been built several years earlier and maintained throughout the project, was removed. The replacement of the deteriorated sections of promenade railing with replicas of the existing steel will continue through summer 2003. Virtually all of the work is done from the promenade, closing the left roadway lane as little as possible.

INSPECTIONS

In 2002, Inspections covered 87 bridges and 484 spans. Emphasis was placed on ensuring public safety through the monitoring of potentially hazardous conditions and temporary repairs. The unit performed 260 monitoring inspections, and 435 special winter monitoring inspections of cellular structures, shorings, and potential fire hazards. In addition, 132 emergency inspections were conducted in response to hot line calls, in-house requests, or citizen complaints.

In 2002, the Division began to receive State DOT bridge inspection reports in CD-ROM format. Flag reports are now also transmitted electronically.

The Division is inspecting 31 Parks Department bridges on a priority basis, and the necessary flag repairs are being performed under our present When and Where contract utilizing \$500,000 transferred to us by Parks for this work. The bridges are: Footbridge North of Route 1 over Bronx River, West Footbridge over Prospect Park Stream, Footbridge Near Boathouse over Prospect Park Lake, Pedestrian Bridge at 73rd Street over HHP/Amtrak, West 151st Street Footbridge over Conrail 30th Street Branch, Footbridge Opposite 62nd street over Bridle Path, Pedestrian Bridge Between 73rd and 74th Streets over the Lake, Footbridge Opposite 77th Street over the Lake, Pedestrian Walk Opposite 77th Street over Stream to Lake, Pedestrian Walk Opposite 86th Street over Bridle Path (both directions), High Bridge Pedestrian Overpass, Isham Park Pedestrian Bridge over Harlem River Inlet, Belmont Park Ramp, Motor Parkway Pedestrian Bridge over Francis Lewis Boulevard, Motor Parkway Pedestrian Bridge over Bell Boulevard, Motor Parkway Pedestrian Bridge over Springfield Boulevard, Motor Parkway Pedestrian Bridge over Hollis Court Boulevard, Flushing Meadow Park Pedestrian Bridge over Lawrence Street, Motor Parkway Pedestrian Bridge over 73rd Avenue, Motor Parkway Pedestrian Bridge over Alley Park Pedestrian Walk, Flushing Meadow Park over Willow Lake and 76th Road, Flushing Meadow Park over Stream North of Long Island Expressway, Highland Park Pedestrian Bridge over Pedestrian Path, Flushing Meadow Park Road over Aquacade Lake, West Footbridge over Clove Lake, East Footbridge over Clove Lake, Bridge over Dam at North End of Clove Lake, South of Brooks Lake over Stream in Park, Footbridge over Brooks Lake Dam, and Footbridge South of Forest Avenue over Stream in Park.

INNOVATIONS & ACCOMPLISHMENTS



Bridge Inspectors in Snoopers under the Macombs Dam Bridge (Credit: Bojidar Yanev) and the Mill Basin Bridge (Credit: Jyotish Shah)



Bridge Inspectors in Bucket Truck under the Willis Avenue Bridge (Credit: Bojidar Yanev)

CLEANING

In 2002, 12,616 cubic yards of debris were removed from bridges and their surrounding areas, and 1,630 drains were cleaned.

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

INNOVATIONS & ACCOMPLISHMENTS

Histoplasmosis, Cryptococcosis and Toxoplasmosis, when the spores are transmitted to humans who may breathe in the harmful dust.

The Division utilizes a relatively low tech, and passive, approach to deterring pigeons. Chicken wire or heavier wire fabric is attached to metal studs to create panels which are used, much like a drop ceiling, to keep the pigeons out. The panels rest horizontally on top of the bottom flanges of the steel beams, and vertically along the top of the abutment walls. The pigeons are caged out. This method is currently in use under the Brooklyn Bridge approach (over Cadman Plaza East), Ridge Boulevard over Shore Road Drive, and under the Pulaski Bridge approach (over Clay Street).



Nature's Pigeon Deterrent—A Falcon
on the Brooklyn Bridge South Side Tower

PAINTING

In 2002, the following bridges were painted: Belmont Park Ramp over Cross Island Parkway, Borden Avenue Bridge over Dutch Kills, Boston Post Road over Hutchinson River, Broadway Bridge over Harlem River, Brooklyn-Queens Expressway over Furman Street, Brooklyn-Queens Expressway over Joralemon Street, Brooklyn-Queens Expressway over Nassau Street, Brooklyn-Queens Expressway West Leg over Grand Central Parkway, Bruckner Boulevard Overpass from 133rd to 135th Streets, Carroll Street Bridge over Gowanus Canal, Crocheron Park Pedestrian Bridge over Cross Island Parkway, Cross Bay Boulevard Bridge over Belt Parkway, Cross Island Parkway over Dutch Broadway—115th Avenue, Grand Concourse Bridge over East Tremont Avenue, Grand Concourse over East Kingsbridge, Grand Concourse over East 161st Street, Grand Concourse over East 167th Street, Grand Concourse over East 170th Street, Grand Concourse over East 175th Street, Grand Concourse over East 204th Street, Hamilton Avenue Bridge over the Gowanus Canal, Harlem River Drive northbound ramp to the George Washington Bridge, Hempstead Avenue Bridge over Cross Island Parkway, Henry Hudson Parkway Bridge over Broadway, Highland Boulevard Bridge (Northbound) over Vermont Avenue, Hunters Point Avenue Bridge over Dutch Kills, Hylan Boulevard over Lemon Creek, Myrtle Avenue Bridge over Jackie Robinson Parkway, Page Avenue over SIRT South Shore, Pulaski Bridge over Newton Creek, Queens Boulevard over Brooklyn-Queens Expressway, Queens Boulevard over Jackie Robinson Parkway, Richmond Avenue over Richmond Creek, Roosevelt Avenue Bridge over Brooklyn-Queens Expressway, Shore Road Bridge over Hutchinson River, Stillwell Avenue over Coney Island Creek, Sunrise Highway over Laurelton Parkway, Third Avenue over Gowanus Canal, Third Street over Gowanus Canal, Pedestrian Bridge near Union Turnpike over Abandoned LIRR, Van Cortlandt Park Pedestrian Bridge over Henry Hudson Parkway, Willis Avenue Bridge, Woodside Avenue over Brooklyn-Queens Expressway, 21st Street over Conrail,

INNOVATIONS & ACCOMPLISHMENTS

28th Avenue Pedestrian Bridge over Cross Island Parkway, 35th Street Bridge over Brooklyn-Queens Expressway (Queens), 37th Street Bridge over Brooklyn-Queens Expressway (Queens), 44th Street Bridge over Grand Central Parkway, 47th Street Bridge over Grand Central Parkway, 49th Street Bridge over Grand Central Parkway, 65th Place Bridge over Brooklyn-Queens Expressway, 69th Street over the Brooklyn-Queens Expressway, 71st Avenue over Cooper Avenue, 79th Street Pedestrian Plaza over 79th Street Boat Basin Garage, Pedestrian Bridge over East 128th Street, 129th & 130th Street Pedestrian Bridge over the Ramp off 3rd Avenue, 149th Street over Cross Island Parkway, 160th Street over Cross Island Parkway, 163rd Street Pedestrian Bridge over Hawtree Basin, West 181st Street Pedestrian Bridge over Henry Hudson Parkway (Northbound), and 236th Street Pedestrian Bridge over Henry Hudson Parkway.

During 2002, the following structures were also painted: Railings of Boston Road Bridge over Bronx River Parkway, Railings of Bronx River Parkway Bridge over Boston Road at the Bronx Zoo, Brooklyn Bridge flagpoles, Railings of the BQE between Brooklyn Bridge and Atlantic Avenue, Railings of the BQE over Prospect Street, Bruckner Expressway NB & SB Service Road over Westchester Creek Operator House (a.k.a. Unionport Bridge), Railings of Crotona Avenue Bridge over Bronx Pelham Parkway, Railings of Forest Avenue Bridge over Clove Lakes Park Stream, Railings of Giffords Lane Bridge over SIRT South Shore, Handrails of Grand Concourse Bridge over Burnside Avenue, Railings of Grand Concourse Bridge over East 138th Street, Greenpoint Avenue Bridge Operator House, Railings of Guyon Avenue Bridge over SIRT South Shore, Railings of Henry Hudson Parkway entrances and exits at 96th Street, Railings of Jackie Robinson Parkway over Austin Street, Railings of Linden Boulevard Bridge over BCIP, Railings of Markwood Road over Jackie Robinson Parkway, Railings of Midland Avenue Bridge over SIRT South Shore, Railings of New Dorp Lane Bridge over SIRT South Shore, Railings of Queens Boulevard Bridge over Access Road to Brooklyn-Queens Expressway (SB), Railings of Richmond Valley Road Bridge over SIRT South Shore, Riis Park flagpole, Railings of Rose Avenue Bridge over SIRT South Shore, Shore Road Bridge Operator House over Hutchinson River, Railings of Steinway Street over Brooklyn-Queens Expressway, DEP Plants at Coney Island, West 135th Street at North River, Oakwood Beach, Staten Island, and Knapp Street, DEP Pump Station at 3rd Avenue, Railings at Southern Boulevard Bridge over the Bronx Pelham Parkway, Tudor City Place Bridge railings over East 42nd Street, Railings of Union Turnpike Bridge over Creedmore Hospital Road, York Avenue fencing under the Queensboro Bridge between 59th and 60th Streets, and West 207th Street/West Fordham Road over Harlem River Bridge Operator House (a.k.a. University Heights Bridge).

GRAFFITI REMOVAL

In 2002, 6,865,564 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.

INNOVATIONS & ACCOMPLISHMENTS



Pressure Washing Machine Used for Graffiti Removal.
It is Set to 2500 psi and 212° F.

During 2002, graffiti was also removed from the following structures: Alley Pond Park at Grand Central Parkway, Amsterdam Avenue at 179th Street, Austin Street underpass of the Jackie Robinson Parkway between 80th Road and Union Turnpike, Beverly Road over BMT Subway, Brooklyn Bridge, Brooklyn-Queens Expressway at Prospect Street, Bruckner Expressway NB & SB Service Road over Westchester Creek Operator House (a.k.a. Unionport Bridge), Coney Island Avenue at Avenue H, Coney Island Avenue over Belt Parkway, Coney Island Avenue over LIRR, Cropsey Avenue over Belt Parkway, Cross Island Parkway, FDR Drive, FDR Drive northbound from Houston Street to 96th Street, Fingerboard Road Bridge over SIRT South Shore, Flatlands Maintenance and Repair Facility, Grand Concourse over Bedford Park Boulevard, Grand Concourse between 138th and 204th Streets, Grand Concourse over East 170th Street, Grand Concourse at 204th Street and Kingsland Road, Hamilton Avenue under the Brooklyn-Queens Expressway, Hunterspoint Avenue Bridge Operator House, Manhattan Bridge North Pedestrian Walkway, Manhattan College Parkway over Henry Hudson Parkway, New York City Marathon Route, Queensboro Bridge Pedestrian Walkway, Richmond Avenue under the Staten Island Expressway, Ridge Boulevard over Shore Road Drive, Rockaway Parkway at the Belt Parkway Interchange, Roosevelt Avenue at College Point Boulevard, Roosevelt Avenue at Willets Point Boulevard, Roosevelt Island Bridge over East River and East Channel, St. George Ferry Terminal, Shea Stadium and vicinity, NYC Municipal Parking Lot at Steinway Street, Thomson Avenue at Jackson Avenue, Throgs Neck Expressway, Watchogue Road between East and Willow Road West, Webster Avenue Maintenance and Repair Facility, Williamsburg Bridge, Willis Avenue Bridge over Harlem River, 424 Wythe Avenue Facility, First Avenue between 42nd and 43rd Streets, Third Avenue over LIRR Bay Ridge, Third Avenue Bridge over Shore Road Drive, 10th Avenue over Railroad between 35th and 48th Streets, 60th Street Heliport at York Avenue, 65th Place Bridge over Brooklyn-Queens Expressway, 81st Street Pedestrian Bridge over Belt Parkway, 163rd Street Pedestrian Bridge over Hawtree Basin, 191st Street Tunnel, West 207th Street/West Fordham Road over Harlem River (a.k.a. University Heights Bridge), 235th Street over Henry Hudson Parkway, and 236th Street Pedestrian Bridge over Henry Hudson Parkway.

RESEARCH AND PRESENTATIONS

In 2002, research work of the Division was presented in the following proceedings:

University of California, Irvine, California, April 2002. Dr. Yanev, the Division's Executive Director of Inspections and Bridge Management, co-organized an international seminar on bridge cable strength evaluation.

INNOVATIONS & ACCOMPLISHMENTS

On May 24, 2002, as part of the American Society of Civil Engineers' (ASCE) 150th anniversary celebration, Dr. Yanev, a Director of the ASCE Metropolitan Section, delivered a lecture on the history of New York City bridge management.

Transportation Research Board Bi-Annual Conference on Non-Destructive Testing, Cincinnati, Ohio, 10 – 13 September 2002. Dr. Yanev, a member of the Board's committees on bridge joints and bearings, chaired the session on "Sonic Methods for Non-Destructive Testing of Bridges."

Structural Engineers World Congress, Yokohama, Japan, 9 – 12 October 2002. Dr. Yanev delivered the keynote address, *The Management of Bridge Maintenance, Construction and Design: A View From New York City*.

Tongji University, Shanghai, China, 15 – 17 October 2002. Dr. Yanev taught a brief course on bridge management.

60th Anniversary Conference, University of Architecture and Engineering, Sofia, Bulgaria, 24 – 26 November 2002. Dr. Yanev delivered the keynote address *The Collapse of the World Trade Center*.

60th Anniversary Conference, University of Architecture and Engineering, Sofia, Bulgaria, 24 – 26 November 2002. Yanev, B. *Bridge Management in New York City*.

Laboratoire Central des Ponts et Chaussees, Paris, France, 27 November 2002. Yanev, B. *The World Trade Center in New York City: Design, Construction, Collapse and Consequences*.

Taiwan Central University, Taiwan, 10 – 11 December 2002. Dr. Yanev taught a brief course on bridge management.

Dr. Yanev's article, "Steel Bridges of New York" appears in *Stahlbau*, Berlin, February 2002.

Yanev, B., and Testa, R. B., "Bridge Maintenance Level Assessment," *Computer-Aided Civil and Infrastructure Engineering* 17, 2002.

In addition, Dr. Yanev participated 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*.

Dr. Yanev also serves 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.



Dr. Yanev on the Brooklyn Bridge

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Appendix A

BRIDGE CAPITAL PROGRAM

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|-----------------------------|------------|

| 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) | 70.00*** |
| • 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) |
|--|-------------------------------|
| <ul style="list-style-type: none"> 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) | 175.38** |
| <ul style="list-style-type: none"> 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) | 160.50*** |
| <ul style="list-style-type: none"> Seismic Retrofit (2009) | 20.00*** |

TOTAL: \$ 788.70

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

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) | 216.93* |
| • Cleaning and painting main bridge upper trusses. (In Progress) | 81.16*** |
| • Miscellaneous Items (In Progress) | 36.00*** |
| • Seismic Retrofit | 15.00*** |

TOTAL: \$ 655.59

* Construction Complete

** In Construction

*** In Design

| 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) | 74.00* |
| • 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) | 155.00* |

| WILLIAMSBURG BRIDGE | |
|---|----------------------------------|
| REHABILITATION ITEMS | |
| TOTAL ESTIMATED COST | |
| | Est. Cost (\$ in millions) |
| • Portion of Contract #6 BMT track structure work transferred to ongoing 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) | 166.00* |
| • Miscellaneous rehabilitation work: rehabilitation of towers, replace bearings, travelers, architectural work, painting of north and south trusses, suspender adjustment, tower jacking, construction of colonnades. | 172.90** |
| • Replace north approach structures (Manhattan / Brooklyn), and rehabilitate north half of bridge. (In Progress) | 202.80** |
| • Seismic Retrofit | 10.00*** |
| TOTAL: \$ 901.41 | |

* 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.

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) | 33.8* |
| • 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) | 115.00** |
| • Painting | 74.00** |
| • Seismic Retrofit | 25.00** |
| • • Replacement of Travelers | 7.20** |

TOTAL: \$ 464.07

* Construction Complete

** In Design

*** In Construction

BRIDGES UNDER CONSTRUCTION

CALENDAR YEAR 2002

CONTRACT # BRIDGE

| | |
|--------------|--|
| HBX644R | Madison Avenue Bridge over the Harlem River |
| HBX663 | 3rd Avenue over Harlem River (& 3rd Avenue Ramp to Bruckner Boulevard) |
| HBX1030 | East Tremont Avenue over Metro North RR |
| HBX1086B | Westchester Avenue Bridge over Hutchinson River Parkway |
| HBX1106 | East 161st Street over Conrail Port Morris |
| HBX1148R | Shore Road over Hutchinson River |
| HBK1036/1037 | Atlantic Avenue Bridges (EB & WB) over East New York Avenue |
| HBK1048 | 8 th Avenue Bridge over LIRR & Sea Beach |
| HBK1049 | New Utrecht Avenue Bridge over LIRR Bay Ridge |
| HBK1095 | Cortelyou Road Bridge over BMT Subway |
| HBK1098 | 7th Avenue Bridge over NYCT |
| HBK1099 | 6 th Avenue Bridge over LIRR & Sea Beach |
| HBK1132 | 2nd Avenue Bridge over LIRR |
| HBK1169 | 14th Avenue Bridge over LIRR |
| HBK1193 | Belt Parkway over Ocean Parkway |
| HBM1093 | East 10th Street Pedestrian Bridge over FDR Drive |
| HBM1094 | West 37th Street Bridge over Amtrak |
| HBQ432A | Honeywell Street Bridge over Amtrak and LIRR Yard |
| HBQ448 | Queens Boulevard Bridge over Amtrak and LIRR Yard |
| HBQ656 | Cross Bay Boulevard Bridge over Conduit Boulevard |
| HBQ662 | Guy Brewer Boulevard over Belt System—Southern Parkway |
| HBQ1110 | 91st Place over LIRR |
| HBQ1111 | Grand Avenue over Conrail |
| HBQ1181/1182 | Steinway Street over Grand Central Parkway WB & EB (Brooklyn-Queens Expressway) |
| HBR659 | Hylan Boulevard Bridge over Lemon Creek |
| BRC156C | Manhattan Bridge – Contract #10 |
| BRC253C | Williamsburg Bridge – Reconstruction of North Roadways |
| BRX287R | Macombs Dam Bridge over Harlem River |
| HBMC023 | Rehabilitation of electrical/mechanical components for First Avenue Tunnel, Park Avenue Tunnel, and Battery Park Underpass |
| HBRC033 | Hope Avenue over Abandoned Railroad (demolition) |

BRIDGE CONSTRUCTION*Projects Completed in Calendar Year 2002***CONTRACT # BRIDGE**

| | |
|----------|--|
| HBX1148R | Shore Road over Hutchinson River |
| HBK1049 | New Utrecht Avenue Bridge over LIRR Bay Ridge |
| HBK1099 | 6 th Avenue Bridge over LIRR & Sea Beach |
| HBQ448 | Queens Boulevard Bridge over Amtrak and LIRR Yard |
| HBQ662 | Guy Brewer Boulevard over Belt System—Southern Parkway |
| BRC253C | Williamsburg Bridge – Reconstruction of North Roadways |
| HBRC033 | Hope Avenue over Abandoned Railroad (demolition) |

Component Rehabilitation

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

| | FY 95 | FY 96 | FY 97 | FY 98 | FY 99 | FY 00 | FY 01 | *FY 02 |
|-------------------|----------|---------|----------|---------|----------|----------|----------|--------|
| Number of Bridges | 35 | 13 | 30 | 13 | 21 | 24 | 16 | 0 |
| Construction Cost | \$18.9 M | \$8.7 M | \$15.9 M | \$8.8 M | \$15.7 M | \$5.26 M | \$13.2 M | \$0 |

*No contracts were bid during the 2002 calendar year.

In 2002, work was completed at the following bridges, in the indicated boroughs, at the final cost shown, in millions:

| | |
|---|----------|
| Fieldston Road/Henry Hudson Parkway (BX) | \$ 0.421 |
| Walton Avenue/Metro North (BX) | \$ 1.600 |
| Bay Parkway/BMT Sea Beach (K) | \$ 0.028 |
| *Sixth Avenue/LIRR (K) | \$ 0.284 |
| *Corbin Place Overpass/Corbin Place (M) | \$ 0.305 |
| HHP/Pedestrian Underpass at West 148 th Street (M) | \$ 0.267 |
| Isham Park Road (Vehicular)/Harlem River Inlet (M) | \$ 0.425 |
| West 45th Street/Amtrak (M) | \$ 0.654 |
| *Myrtle Avenue/Jackie Robinson Parkway (Q) | \$ 0.823 |
| Rockaway Boulevard/Thurston Basin (Q) | \$ 0.680 |
| Travis Avenue/Main Creek (R) | \$ 0.799 |

*Restored to beneficial use in 2001.

TOTAL **\$ 6.286 M**

During calendar year 2002, work commenced at the following bridges:

Bay Parkway/BMT Sea Beach (K)
 Isham Park Road (Vehicular)/Harlem River Inlet (M)
 West 45th Street/Amtrak (M)
 Rockaway Boulevard/Thurston Basin (Q)
 Travis Avenue/Main Creek (R)

Component Rehabilitation

There are 5 projects “still under construction” since the 2001 *Annual Report* was issued.

- Broadway Bridge/Harlem River (BX/M)
- Riverside Drive Bridge/West 96th Street (M)
- Tudor City Place/East 42nd Street (M)
- Huguenot Avenue/SIRT (R)
- New Dorp Lane/SIRT (R)

20 component rehabilitation projects are slated to continue, commence or be completed in the 2003 calendar year. They are:

- Bedford Park Boulevard/Metro North (BX)
- East Tremont Avenue/HRP (BX)
- Grand Concourse/East 170th Street (BX)
- Grand Concourse/East 175th Street (BX)
- Riverdale Avenue/HHP (BX)
- 3rd Avenue/Conrail Port Morris (BX)
- East 149th Street/Metro North (BX)
- East 156th Street/Conrail Port Morris (BX)
- East 168th Street/Metro North (BX)
- East 173rd Street/Metro North (BX)
- East 238th Street. (Nereid Avenue)/Bronx River Pkwy. & Metro North (BX)
- West 246th Street/HHP (BX)
- Broadway Bridge/Harlem River (BX/M)
- Riverside Drive Bridge /West 96th Street (M)
- Tudor City Place/East 42nd Street (M)
- 191st Street Pedestrian Tunnel to Broadway (M)
- Cypress Hills Cemetery Road (E)/JRP (Q) (demolition)
- Cypress Hills Cemetery Road (W)/JRP (Q) (demolition)
- Huguenot Avenue/SIRT (R)
- New Dorp Lane/SIRT (R)

BRIDGES UNDER DESIGN BY NEW YORK CITY

| BIN NO. | CAPIS NO. | FEATURE CARRIED | FEATURE CROSSED | FY CNST | PHASE | BORO |
|-------------|------------|------------------------|--------------------------|------------|-------|------|
| 2241840 | HBCREPL98B | BEDFORD PARK BLVD | METRO NORTH RR | 2005 | FD | B |
| 2075820 | HBCREPL98B | E. TREMONT AVE | HRP | 2004 | FD | B |
| 2242300 | HBCREPL98B | GRAND CONCOURSE | E. 170 th ST. | 2004 | FD | B |
| 2242329 | HBCREPL98B | GRAND CONCOURSE | E. 175 th ST. | 2004 | FD | B |
| 2229510 | HBCREPL98B | RIVERDALE AVE | HHP | 2004 | FD | B |
| 2241040 | HBCREPL98B | 3 RD AVE | CONRAIL PORT MORRIS | 2004 | FD | B |
| 2241560 | HBCREPL98B | E 149 TH ST | METRO NORTH RR | 2005 | FD | B |
| 2241010 | HBCREPL98B | E 156 TH ST | CONRAIL PORT MORRIS | 2005 | FD | B |
| 2241660 | HBCREPL98B | E 168 TH ST | METRO NORTH RR | 2005 | FD | B |
| 2241720 | HBCREPL98B | E 173 RD ST | METRO NORTH RR | 2005 | FD | B |
| 1067150 | HBCREPL98B | E 238 TH ST | BRP & METRO NORTH | 2005 | FD | B |
| 2229490 | HBCREPL98B | W 246 TH ST | HHP | 2004 | FD | B |
| 2242071 | HBCREPL99A | BRONX BLVD SB | BRONX RIVER | 2005 | FD | B |
| 2242072 | HBCREPL99A | BRONX BLVD NB | BRONX RIVER | 2005 | FD | B |
| 2241330 | HBCREPL99A | UNION PORT RD | AMTRAK & CONRAIL | 2005 | FD | B |
| 2241129 | HBCREPL99A | E 149 TH ST | AMTRAK | 2005 | FD | B |
| 2241259 | HBPED | 204TH ST PED BRIDGE | METRO NORTH RR | 2005 | DB | B |
| 2241570 | HBX199 | E 153RD ST. | METRO NORTH RR | 2005 | PD | B |
| 2075837 | HBX1086 | WESTCHESTER AVENUE | HRP | 2005 | FD | B |
| 2241590 | HBX1103 | CONCOURSE VILL AVE | METRO NORTH RR HAR | 2004 | FD | B |
| 2242259 | HBX1104 | GRAND CONCOURSE | E 161ST ST | 2004 | FD | B |
| 1066510 | HBX1131 | BRUCKNER EXP. | WESTCHESTER CREEK | 2006 | PD | B |
| 2241800 | HBX1139 | E 183RD ST | METRO NORTH RR HAR | 2005 | FD | B |
| NEW 2240200 | HBX1148B | SHORE ROAD (NEW) | HUTCHINSON RIVER | 2012 | PD | B |
| 2241210 | HBX1152 | BRYANT AVE | AMTRAK | 2006 | PD | B |
| 2229480 | HBX1155 | MANHATTAN COLL PKWY | HHP | 2004 | FD | B |
| 2229470 | HBX1156 | W 239TH ST | HHP | 2004 | FD | B |
| 2229500 | HBX1157 | W 252ND ST | HHP | 2004 | FD | B |
| 2229450 | HBX1158 | W 232ND ST | HHP | 2004 | FD | B |
| 2241710 | HBX1160 | CLAREMONT PKWY | METRO NORTH RR HAR | 2004 | FD | B |
| 2241860 | HBX1163 | GUN HILL RD | METRO NORTH RR HAR | 2004 | FD | B |
| 2240210 | HBX1164 | CITY ISLAND ROAD | EASTCHESTER BAY | 2008 | PD | B |
| 2241810 | HBX1172 | E 188TH ST | METRO NORTH RR HAR | 2007 | FD | B |
| 2241409 | HBX1190 | GRAND CONCOURSE | METRO NORTH RR HUD | 2006 | PD | B |
| 2242319 | HBX1191 | GRAND CONCOURSE | E 174 TH ST | 2006 | PD | B |
| 2241390 | HBX1195 | SHORE RD CIRCLE | AMTRAK | 2004 | FD | B |
| 2240137 | HBM1147 | BROADWAY | HARLEM RIVER | 2011 | PD | BM |
| 2240079 | HBX644S | MADISON AVE | HARLEM RIVER | 2010 | PD | BM |
| 1240090 | BRX287S | MACOMBS DAM BRIDGE | HARLEM RIVER | 2010 | PD | BM |
| 2240089 | HBX1029 | 145TH ST BRIDGE | HARLEM RIVER | 2004 | FD | BM |
| 2240027 | BRC156A | MANHATTAN BRIDGE (LL) | EAST RIVER | 2005 | FD | KM |
| 2240027 | BRC156R | MANHATTAN BRIDGE (LL) | EAST RIVER | 2009 | FD | KM |
| 2240028 | BRC156R | MANHATTAN BRIDGE (UL) | NYCTA TRACKS-BMT | 2006 | PD | KM |
| 2240028 | BRC156SR | MANHATTAN BRIDGE (UL) | NYCTA TRACKS-BMT | 2007 | PD | KM |
| 2240039 | BRC253CC | WILLIAMSBURG BRIDGE | EAST RIVER | 2003 | FD | KM |
| 2240019 | BRC270C | BROOKLYN BRIDGE | 2781 (B.Q.E.) | 2009 | FD | KM |

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| BIN NO. | CAPIS NO. | FEATURE CARRIED | FEATURE CROSSED | FY CNST | PHASE | BORO |
|---------|-----------------|---------------------------------|----------------------|------------|-------|------|
| 2240019 | BRC270S | BROOKLYN BRIDGE | 2781 (B.Q.E.) | 2010 | TD | KM |
| 2240019 | BRC270T | BROOKLYN BRIDGE | 2781 (B.Q.E.) | 2005 | FD | KM |
| VARIOUS | HBCBORERS- R | VARIOUS | VARIOUS | 2005 | FD | KM |
| 2240310 | HBCREPL99A | 3 RD AVE | GOWANUS CANAL | 2005 | FD | K |
| 2231419 | HBCREPL99B | BSHP | OCEAN AVENUE | 2006 | FD | K |
| 2243480 | HBCREPL99B | OCEAN AVE | LIRR | 2007 | FD | K |
| 2243710 | HBKC062 | 19TH AVE | BMT SEA BEACH | 2007 | PD | K |
| 2243100 | HBKC064 | BEVERLY ROAD | BMT SUBWAY, BRIGHTON | 2005 | FD | K |
| 2243010 | HBKC065 | LINCOLN ROAD | BMT SUBWAY, BRIGHTON | 2004 | FD | K |
| VARIOUS | HBKC1144 | BQE JOINTS | VARIOUS LOCATIONS | 2004 | FD | K |
| 2269260 | HPED | W 8 TH ST PED BRIDGE | SURF AVE | 2005 | DB | K |
| 2231330 | HPED | 27 TH AVE PED BRIDGE | BSHP | 2005 | DB | K |
| 2231300 | HPED | 17 TH AVE PED BRIDGE | BSHP | 2005 | DB | K |
| 2231260 | HPED | 92 ND ST PED BRIDGE | BSHP | 2005 | DB | K |
| 2243020 | HBK530 | PARKSIDE AVE | BMT SUBWAY, BRIGHTON | 2008 | FD | K |
| 2243050 | HBK531 | CATON AVE | BMT SUBWAY, BRIGHTON | 2007 | FD | K |
| 2243690 | HBK538 | 17TH AVE | BMT SEA BEACH | 2005 | FD | K |
| 2243720 | HBK539 | 20TH AVE | BMT SEA BEACH | 2005 | FD | K |
| 2243820 | HBK548 | 21ST AVE | BMT SEA BEACH | 2007 | FD | K |
| 2231450 | HBK643 | BSHP | GERRITSEN INLET | 2005 | FD | K |
| 2231370 | HBK668 | E 8TH ST ACCESS RMP | BSHP | 2004 | FD | K |
| 2231479 | HBK1023 | BSHP | MILL BASIN | 2005 | FD | K |
| 2231489 | HBK1024 | BSHP | PAERDEGAT BASIN | 2005 | FD | K |
| 2243080 | HBK1032 | CHURCH AVE | BMT SUBWAY, BRIGHTON | 2007 | FD | K |
| 2243670 | HBK1039 | 15TH AVE | BMT SEA BEACH | 2003 | FD | K |
| 2243700 | HBK1040 | 18TH AVE | BMT SEA BEACH | 2003 | FD | K |
| 2243510 | HBK1046 | FLATBUSH AVE | LIRR BAY RIDGE | 2005 | FD | K |
| 2231509 | HBK1072 | BSHP | FRESH CREEK | 2004 | FD | K |
| 2231249 | HBK1089 | BSHP | BAY RIDGE AVE | 2008 | PD | K |
| 2231439 | HBK1090 | BSHP | NOSTRAND AVE | 2008 | PD | K |
| 2231499 | HBK1091 | BSHP | ROCKAWAY PKWY | 2008 | PD | K |
| 2240231 | HBK1140 | HAMILTON AVE BRIDGE | GOWANUS CANAL | 2005 | FD | K |
| 2240232 | HBK1140 | HAMILTON AVE BRIDGE | GOWANUS CANAL | 2005 | FD | K |
| 2230887 | HBK1151 | 278I W.B. (B.Q.E.) | CADMAN PLAZA | 2005 | FD | K |
| 2230888 | HBK1151 | 278I E.B. (B.Q.E.) | CADMAN PLAZA | 2005 | FD | K |
| 2243140 | HBK1153 | NEWKIRK AVE | BMT SUBWAY, BRIGHTON | 2005 | FD | K |
| 2243040 | HBK1154 | CROOKE AVE | BMT SUBWAY, BRIGHTON | 2005 | FD | K |
| 2244470 | HBK1167 | SEELEY ST | PROSPECT AVE | 2004 | FD | K |
| 2230390 | HBK1168 | CONGRESS ST | 278I (B.Q.E.) | 2004 | FD | K |
| 2243569 | HBK1201 | ATLANTIC AVE | LIRR ATLANTIC AVE | 2007 | PD | K |
| 2240270 | HBK1213 | UNION STREET BRIDGE | GOWANUS CANAL | 2007 | PD | K |
| 2240390 | HBK1161 | GRAND ST BRIDGE | NEWTON CREEK | 2006 | PD | KQ |
| 2240047 | BRC231C | QUEENSBORO BRIDGE (LL) | EAST RIVER | 2004 | FD | MQ |
| 2240047 | BRC231S | QUEENSBORO BRIDGE (LL) | EAST RIVER | 2010 | FD | MQ |
| 2240048 | BRC231C | QUEENSBORO BRIDGE (UL) | EAST RIVER | 2004 | FD | MQ |
| 2240048 | BRC231S | QUEENSBORO BRIDGE (UL) | EAST RIVER | 2010 | FD | MQ |
| 2240640 | HBC1117 | ROOSEVELT ISLAND | E. RIVER E. CHANNEL | 2008 | PD | MQ |

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|---------|------------------|---|--|------------|-------|------|
| M00001 | HBCREPL94C RR | 191 ST ST TUNNEL | BROADWAY | 2004 | FD | M |
| 2246500 | HBCREPL99A | FORT TYRONE PLACE | ENT. FR. RIVERSIDE DR. | 2005 | FD | M |
| 2246570 | HBCREPL99B | UNITED NATIONS PLAZA | 1 ST AVE TUNNEL | 2006 | FD | M |
| 2245090 | HBMC032 | W 43 RD ST | AMTRAK 30 TH ST BRANCH | 2012 | PD | M |
| 2245130 | HBMC033 | W 47 TH ST | AMTRAK 30 TH ST BRANCH | 2008 | PD | M |
| 2245150 | HBMC034 | W 49 TH ST | AMTRAK 30 TH ST BRANCH | 2012 | PD | M |
| 2245340 | HBMC035 | W 50 TH ST | AMTRAK 30 TH ST BRANCH | 2012 | PD | M |
| 2245180 | HBMC036 | W 53 RD ST | AMTRAK 30 TH ST BRANCH | 2012 | PD | M |
| 224501C | HBMC037 | W 33 RD ST | LAND ADJ TO AMTRAK | 2010 | PD | M |
| 2268930 | HBPED | MORRIS ST PED BRIDGE | BRKLYN BTTRY TNNL PLZ | 2005 | DB | M |
| 2232190 | HBPED | E 11 TH ST PED BRIDGE | FDR DRIVE | 2005 | DB | M |
| 2269820 | HBPED | 81 ST ST PROMENADE | FDR DRIVE | 2005 | DB | M |
| 2246620 | HBPED | PED BRIDGE | E 128 TH ST | 2005 | DB | M |
| 2246990 | HBPED | 129 TH to 130 TH ST PED BRIDGE | RAMP OFF 3 RD AVE | 2005 | DB | M |
| 2245290 | HBPED | W 155 TH ST PED BRIDGE | AMTRAK 30 TH ST BRANCH | 2005 | DB | M |
| 2229400 | HBPED | W 181 ST ST PED BRIDGE | HHP NB | 2005 | DB | M |
| 2246540 | HBM551 | E 34TH ST | PARK AVE TUNNEL | 2006 | PD | M |
| 2233059 | HBM1027 | HARLEM RIVER DRIVE | RAMP TO HRD N.B. | 2007 | PD | M |
| 2245010 | HBM1120 | 11 th AVE VIADUCT | LIRR WEST SIDE YARD | 2012 | 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 | 2006 | PD | M |
| 2246710 | HBM1145B | W 153 ST | A.C. POWELL BLVD | 2006 | PD | M |
| 2232000 | HBM1146 | BATTERY PLACE | FDR DRIVE | 2004 | PD | M |
| 2267380 | HBM1146A | WEST ST | RECTOR STREET | 2004 | PD | M |
| 2240620 | HBM1159 | WARDS ISLAND PED BRDG | HARLEM RIVER | 2010 | PD | M |
| 2246720 | HBM1165 | RIVERSIDE DRIVE | W 158TH ST | 2007 | PD | M |
| 226672A | HBM1171 | W 31ST ST | AMTRAK LAYUP TRACKS | 2005 | FD | M |
| 2245070 | HBM1174 | W 38 TH ST | AMTRAK 30 TH ST BRANCH | 2009 | PD | M |
| 2245080 | HBM1175 | W 39 TH ST | AMTRAK 30 TH ST BRANCH | 2009 | PD | M |
| 2245100 | HBM1176 | W 44 TH ST | AMTRAK 30 TH ST BRANCH | 2012 | PD | M |
| 2245120 | HBM1177 | W 46 TH ST | AMTRAK 30 TH ST BRANCH | 2012 | PD | M |
| 2245140 | HBM1178 | W 48 TH ST | AMTRAK 30 TH ST BRANCH | 2008 | PD | M |
| 2245210 | HBM1179 | W 42 ND ST | AMTRAK 30 TH ST BRANCH | 2008 | PD | M |
| 2245440 | HBM1180 | W 40 TH ST | AMTRAK 30 TH ST BRANCH | 2012 | PD | M |
| 2245330 | HBM1183 | W 41 ST ST | AMTRAK 30 TH ST BRANCH | 2012 | PD | M |
| 224501B | HBM1184 | W 33 RD ST | AMTRAK 30 TH ST BRANCH | 2010 | PD | M |
| 224501D | HBM1185 | W 34 TH ST | AMTRAK 30 TH ST BRANCH | 2010 | PD | M |
| 224501E | HBM1186 | W 35 TH ST | AMTRAK 30 TH ST BRANCH | 2010 | PD | M |
| 224501F | HBM1187 | W 36 TH ST | AMTRAK 30 TH ST BRANCH | 2010 | PD | M |
| 2245209 | HBM1188 | 11 TH AVE | AMTRAK 30 TH ST BRANCH | 2012 | PD | M |
| 2229290 | HBM1189 | W 79 TH ST | AMTRAK | 2012 | PD | M |
| 2267717 | HBM1189 | 79 TH ST PED PLAZA | 79 TH ST BOAT BASIN GARAGE | 2012 | PD | M |

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| BIN NO. | CAPIS NO. | FEATURE CARRIED | FEATURE CROSSED | FY CNST | PHASE | BORO |
|---------|------------|---|--|------------|-------|------|
| 2267718 | HBM1189 | 79 TH ST TRAFFIC CIRCLE | 79 TH ST PED PLAZA | 2012 | PD | M |
| 226771A | HBM1189 | 79 TH ST RAMP TO HHP | 79 TH ST BOAT BASIN GARAGE | 2012 | PD | M |
| 226771B | HBM1189 | 79 TH ST RAMP TO GARAGE | 79 TH ST BOAT BASIN GARAGE | 2012 | PD | M |
| 226771C | HBM1189 | GARAGE RAMP TO 79 TH ST | 79 TH ST BOAT BASIN GARAGE | 2012 | PD | M |
| 226771D | HBM1189 | SB HHP RAMP TO 79 TH ST | 79 TH ST BOAT BASIN GARAGE | 2012 | PD | M |
| 2230890 | HBCREPL99A | 49 TH ST | GCP | 2005 | FD | Q |
| 2231819 | HBCREPL99B | JAMAICA AVE | BCIP | 2005 | FD | Q |
| 2231710 | HBCREPL99B | MERRICK BLVD | BLP EB | 2006 | FD | Q |
| 2231720 | HBCREPL99B | MERRICK BLVD | BLP WB | 2006 | FD | Q |
| 2247500 | HBCREPL99B | METROPOLITAN AVE | CONRAIL | 2005 | FD | Q |
| 224004F | HBCREPL99B | TO NY FROM 21 ST ST | 21 ST ST (QUEENS) | 2006 | FD | Q |
| 2231730 | HBCREPL99B | 130 TH AVE | BLP EB | 2006 | FD | Q |
| 2247080 | HBCREPL99B | 149 TH ST | LIRR | 2007 | FD | Q |
| 2240660 | BRC289A | RIKERS ISLAND BRIDGE | RIKERS ISLAND CHANNEL | 2006 | DB | Q |
| 2231880 | HPED | CROCHERON PARK PED BRIDGE | BCIP | 2005 | DB | Q |
| 1247280 | HPED | 51 ST AVE PED BRIDGE | LIRR MAIN LINE | 2005 | DB | Q |
| 2247190 | HPED | 55 TH AVE PED BRIDGE | LIRR MAIN LINE | 2005 | DB | Q |
| NONE | HPED | 71 ST AVE PED BRIDGE | LIRR | 2005 | DB | Q |
| 2247020 | HPED | 94 TH ST PED BRIDGE | LIRR N SIDE | 2005 | DB | Q |
| 7705510 | HPED | 167 TH ST PED BRIDGE | LIRR PORT WASH BRANCH | 2005 | DB | |
| 7703720 | HPED | 216 TH ST PED BRIDGE | LIRR PORT WASH BRANCH | 2005 | DB | Q |
| 1247560 | HBQ1112 | METRO AVE (FRESH POND) | LIRR MONTAUK DIV | 2005 | FD | Q |
| 2231780 | HBQ1114 | HEMPSTEAD AVE | BCIP | 2008 | PD | Q |
| 2266149 | HBQ1114 | HEMPSTEAD AVE | RAMP TO BCIP NB | 2008 | PD | Q |
| 2231850 | HBQ1115 | UNION TPKE | BCIP | 2010 | PD | Q |
| 2247120 | HBQ1130 | WOODSIDE AVE | LIRR MAIN LINE | 2008 | FD | Q |
| 2248159 | HBQ1134 | WOODHAVEN BLVD | QUEENS BLVD | 2007 | FD | Q |
| 2248160 | HBQ1137 | ELLIOT AVE | QUEENS BLVD | 2008 | PD | Q |
| 2240410 | HBQ1162 | BORDEN AVE | DUTCH KILLS | 2005 | PD | Q |
| 2231760 | HBQ1173 | BCIP | DUTCH BRDWAY-115 AVE | 2009 | PD | Q |
| 2230869 | HBQ1197 | QUEENS BLVD | ACCESS ROAD TO BQE SB | 2008 | PD | Q |
| 2230520 | HBQ1198 | 65 TH PLACE | 2781 BQE | 2008 | PD | Q |
| 2247530 | HBQ1199 | ANDREWS AVE. | LIRR MOUNTAUK DIV | 2003 | FD | Q |
| 2231630 | HBQ1200 | SPRINGFIELD BLVD | BSOP | 2009 | PD | Q |
| 2266129 | HBQC063 | WINCHESTER BLVD SB | BCIP | 2008 | PD | Q |
| 2266160 | HBQC064 | WHITESTONE EXPRY/VAN WYCK EXPRY SB TO BCIP EB | ACCESS ROAD FROM WHITESTONE EXPRY/VAN WYCK EXPRY | 2008 | PD | Q |
| R00049 | HBRC1145 | VAN PELT AVE | WALKER ST | 2004 | FD | R |
| 2249820 | HBRC1149 | ARTHUR KILL ROAD | ARTHUR KILL STREAM | 2005 | FD | R |
| 2249250 | HPED | BETHEL AVE PED BRIDGE | SIRT SOUTH SHORE | 2005 | DB | R |
| 2249230 | HPED | TRACY AVE PED BRIDGE | SIRT SOUTH SHORE | 2005 | DB | R |
| 2249330 | HBR1166 | ANNADALE ROAD | SIRT SOUTH SHORE | 2004 | FD | R |

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Appendix B

FLAG CONDITIONS

Definitions and Procedures

B-1

1998-2002 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.

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 shall also be 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 Engineer Inspecting a Yellow Flag (Loose Masonry Panel) on the BQE under the Brooklyn Bridge (Credit: Andy Hoang)

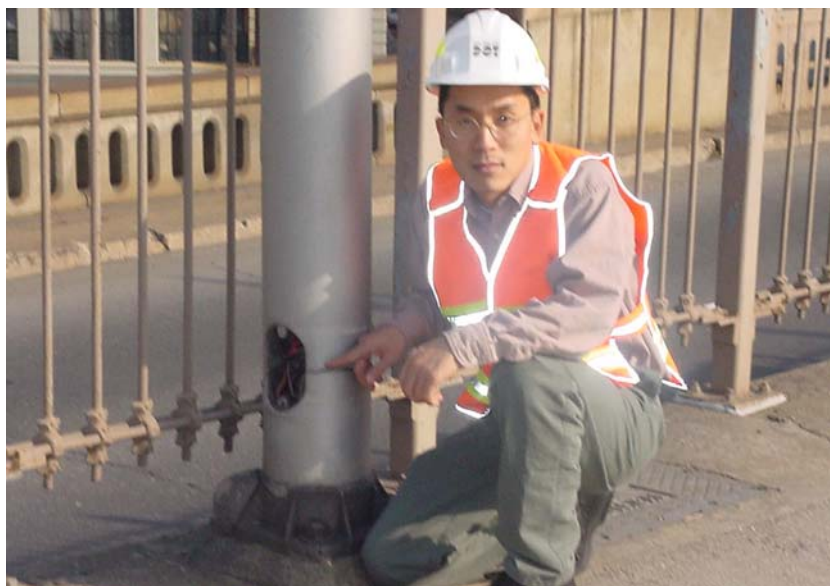


Flag Engineer Inspecting a Yellow Flag (Bottom Flanges are Corroded and Loose) at the Inwood Hill Park Footbridge (Credit: Tiffany Yau)

FLAG DEFINITIONS AND PROCEDURES

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

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.



Flag Engineer Inspecting a Safety Flag (Exposed Electrical Wiring) on the Brooklyn Bridge Promenade. (Credit: Rajendra Pandya)

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.

| FLAG CONDITIONS BY CALENDAR YEAR | | | | | | |
|----------------------------------|--|--|--|--|--|--|
|----------------------------------|--|--|--|--|--|--|

Citywide

| | 1998* | 1999* | 2000* | 2001* | 2002* | % increase (1998-2002) |
|----------------------|-------|-------|-------|-------|-------|---------------------------|
| FLAGS ROUTED | 1,938 | 1,489 | 1,161 | 1,150 | 1,179 | -39% |
| RED | 55 | 50 | 39 | 24 | 36 | -34% |
| YELLOW | 412 | 495 | 304 | 399 | 137 | -67% |
| SAFETY | 1,471 | 944 | 818 | 727 | 1,006 | -32% |
| TTL FLGS ELIMINATED | 1,785 | 1,517 | 1,335 | 1,369 | 1,319 | -26% |
| RED | 39 | 46 | 42 | 32 | 42 | 8% |
| YELLOW | 377 | 564 | 368 | 452 | 307 | -19% |
| SAFETY | 1,369 | 907 | 925 | 885 | 970 | -29% |
| TTL FLGS OUTSTANDING | 2,074 | 2,046 | 1,872 | 1,653 | 1,513 | -27% |
| RED | 34 | 38 | 34 | 26 | 20 | -41% |
| YELLOW | 983 | 914 | 851 | 798 | 628 | -36% |
| SAFETY | 1,057 | 1,094 | 987 | 829 | 865 | -18% |

Division of Bridges Workload

| | | | | | | |
|-------------------|-------|-------|-------|-------|-------|------|
| FLAGS ROUTED | 1,556 | 1,384 | 987 | 1,039 | 959 | -39% |
| RED | 52 | 49 | 39 | 23 | 35 | -33% |
| YELLOW | 397 | 506 | 301 | 399 | 137 | -65% |
| SAFETY | 1,107 | 829 | 647 | 617 | 787 | -29% |
| FLAGS ELIMINATED | 1,396 | 1,362 | 1,068 | 1,230 | 1,140 | -18% |
| RED | 36 | 44 | 40 | 31 | 41 | 14% |
| YELLOW | 373 | 561 | 349 | 451 | 305 | -18% |
| SAFETY | 987 | 757 | 679 | 748 | 794 | -20% |
| FLAGS OUTSTANDING | 1,635 | 1,657 | 1,581 | 1,397 | 1,237 | -24% |
| RED | 30 | 35 | 34 | 26 | 20 | -33% |
| YELLOW | 943 | 888 | 835 | 783 | 615 | -35% |
| SAFETY | 662 | 734 | 712 | 588 | 602 | -9% |

*The number of flags routed, eliminated, and outstanding has been revised since the 2001 *Annual Condition Report*.

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

2002 INVENTORY

| | |
|--|------------|
| Inventory Summary | C-1 |
| Posted, Partially Closed & Closed Bridges | C-2 |
| Bridge Identification Numbers | C-3 |
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Inventory Summary

In Calendar Year 2002, the Division of Bridges accepted ownership of four additional bridge structures, and demolished one bridge structure, bringing the total number of bridge and tunnel structures under the jurisdiction of the New York City Department of Transportation (NYCDOT) to 755. 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 755 elevated bridge structures (including six tunnels), as measured by the City's general condition rating, are as follows: 8 structures were rated *Poor*, 451 structures were rated *Fair*, 202 structures were rated *Good*, and 94 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. Two hundred ninety-seven (39%) of the Division's structures consist of one span (the portion of a bridge between two supports). Seventy-six (10%) bridges carry pedestrian traffic. Of the 755 structures in the City's inventory, 82 (11%) cross waterways; of these, 19 connect the boroughs of the Bronx, Brooklyn, Manhattan and Queens. Three hundred seventeen (42%) structures cross the City's labyrinthine system of railroad and subway tracks. Two hundred fifty-three (34%) 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 669 (89%) bridge structures. The balance of 86 (11%) were inspected by the City. 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:

| <u>State Numerical Rating</u> | | <u>City Condition Rating</u> |
|-------------------------------|---|------------------------------|
| 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 2002 Structure Conditions

| Rating | Number of Structures | Percent | Number of Spans | Percent | Deck Area Sq Ft | Percent |
|-----------|----------------------|---------|-----------------|---------|-----------------|---------|
| Poor | 8 | 1.06% | 330 | 7.33% | 1,676,661 | 11.78% |
| Fair | 451 | 59.74% | 3173 | 70.48% | 9,269,515 | 65.11% |
| Good | 202 | 26.75% | 747 | 16.59% | 2,328,977 | 16.36% |
| Very Good | 94 | 12.45% | 252 | 5.60% | 960,974 | 6.75% |
| Total | 755 | 100% | 4502 | 100% | 14,236,127 | 100% |

As of December 31, 2002, the condition of the City's bridges and tunnels indicated that 1.06% were rated as *Poor*, 59.74% were classified as *Fair*, 26.75% were awarded ratings of *Good*, and 12.45% as *Very Good*. Those structures given ratings of *Poor* and *Fair* encompassed 77.81% of bridge spans.

| Rating | 1999 | | 2000 | | 2001 | | 2002 | |
|-----------|------|--------|------|--------|------|--------|------|--------|
| Poor | 16 | 2.09% | 13 | 1.71% | 9 | 1.20% | 8 | 1.06% |
| Fair | 507 | 66.36% | 481 | 63.37% | 459 | 61.04% | 451 | 59.74% |
| Good | 160 | 20.94% | 180 | 23.72% | 196 | 26.06% | 202 | 26.75% |
| Very Good | 81 | 10.60% | 85 | 11.20% | 88 | 11.70% | 94 | 12.45% |
| Total | 764 | 100% | 759 | 100% | 752 | 100% | 755 | 100% |

During 2002, Manhattan had the highest percentage of bridge structures rated *poor* – 1.76% - as well as the highest percentage of bridge structures rated *fair* – 72.35%. Staten Island had the highest percentage of bridge structures classified as *good* – 34.62%, and *very good* – 32.69%, for a total of 67.31%. In 2002, Brooklyn again had no bridges rated as *poor*. The Bronx had the second highest percentage of bridge structures classified as *fair* – 59.73%. Queens had the second highest percentage of bridge structures rated as *good* – 33.68%.

| Borough* | Poor [†] | % of Boro | Fair | % of Boro | Good | % of Boro | Very Good | % of Boro | Total |
|---------------|-------------------|-----------|------|-----------|------|-----------|-----------|-----------|-------|
| Bronx | 1 | 0.67% | 89 | 59.73% | 37 | 24.83% | 22 | 14.77% | 149 |
| Brooklyn | 0 | 0.00% | 101 | 57.71% | 44 | 25.14% | 30 | 17.14% | 175 |
| Manhattan | 3 | 1.76% | 123 | 72.35% | 35 | 20.59% | 9 | 5.29% | 170 |
| Queens | 1 | 0.53% | 109 | 57.37% | 64 | 33.68% | 16 | 8.42% | 190 |
| Staten Island | 0 | 0.00% | 17 | 32.69% | 18 | 34.62% | 17 | 32.69% | 52 |
| Total | 5 | 1% | 439 | 60% | 198 | 27% | 94 | 13% | 736 |

* Does not include borough-crossing bridges (see next table).

[†] Number of poor bridges does not reflect the recently completed reconstruction of the Honeywell Street Bridge in Queens.

Summary of 2002 Structure Conditions

Approximately seventy-nine percent (78.95%) of the 19 bridge structures that service the five boroughs were rated in either *poor* or *fair* condition in 2002, and 21.05% were rated *good*.

| Boro-Crossing | Poor | % of Boro Crossing | Fair | % of Boro Crossing | Good | % of Boro Crossing | Very Good | % of Boro Crossing | Total |
|--------------------|------|--------------------|------|--------------------|------|--------------------|-----------|--------------------|-------|
| Bronx-Manhattan | 1 | 11.11% | 6 | 66.67% | 2 | 22.22% | 0 | 0.00% | 9 |
| Brooklyn-Manhattan | 2 | 50.00% | 2 | 50.00% | 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% | 1 | 33.33% | 2 | 66.67% | 0 | 0.00% | 3 |
| Total | 3 | 15.79% | 12 | 63.16% | 4 | 21.05% | 0 | 0.00% | 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 2002, the total number of closed or partially closed bridge structures was four, with two closed and two partially-closed structures (see Appendix C-2).

***New condition ratings for the East River Bridges were not available at the time of publication.**

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 | | 2005 | 5 | CONDITION OF PAERDEGAT BASIN BRIDGE |
| 2-23147-9 | BROOKLYN | BELT SHORE PKWY. | MILL BASIN CREEK | | 2005 | 5 | CONDITION OF PAERDEGAT BASIN BRIDGE |
| 2-23148-9 | BROOKLYN | BELT SHORE PKWY | PAERDEGAT BASIN | | 2005 | 5 | |
| 2-23149-9 | BROOKLYN | BELT SHORE PKWY. | ROCKAWAY PKWY. | | 2008 | 5 | PASSENGER CARS ONLY |
| 2-23206-0 | MANHATTAN | FDR DRIVE (NB & SB) | 23 RD TO 63 RD STREET | | | 4 | PASSENGER CARS ONLY |
| 2-23304-0 | MANHATTAN | EAST 60 TH STREET | FDR DRIVE | | | 7 | TO BE LET BY NYSDOT |
| 2-24001-9 | BROOKLYN & MANHATTAN | BROOKLYN BRIDGE | EAST RIVER | INCLUDING RAMPS | 2004 | 3 | NO COMMERCIAL TRAFFIC NO TRUCKS, NO BUSES |
| 2-24003-9 | BROOKLYN & MANHATTAN | WILLIAMSBURG BRIDGE | EAST RIVER | | 2005 | | INNER ROADWAYS, <u>NO TRUCKS</u> |
| 2-24004-7 | MANHATTAN & QUEENS | QUEENSBORO BRIDGE | EAST RIVER | | 2003 | 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 | CARROL STREET BRIDGE | GOWANUS CANAL | CARROL STREET | 2008 | 25 | |
| 2-24064-0 | MANHATTAN & QUEENS | ROOSEVELT ISLAND | EAST CHANNEL OF THE EAST RIVER | | 2008 | 36 | |
| 2-24066-0 | BRONX | RIKERS ISLAND BRIDGE | RIKERS ISLAND CHANNEL | | | 36 | |
| 2-24331-0 | BROOKLYN | 2 ND AVENUE BRIDGE | LIRR BAY RIDGE LINE | | 2003 | 12 | |
| 2-24339-0 | BROOKLYN | 52 ND AVENUE BRIDGE | LIRR BAY RIDGE LINE | | 2003 | 16 | |
| 2-24386-0 | BROOKLYN | GLENMORE AVENUE | LIRR BAY RIDGE | | 2003 | 10 | |
| 2-24655-0 | MANHATTAN | PARK AVENUE VIADUCT | 42 ND STREET | | | 15 | NO COMMERCIAL TRAFFIC |
| 2-24753-0 | QUEENS | ANDREWS AVENUE | LIRR MONTAUK DIV | | 2003 | 10 | |
| 2-24759-0 | QUEENS | FOREST PARK DRIVE | LIRR | | | 18 | |
| R-00056 | STATEN ISLAND | RICHMOND TERRACE | WESTERN AVENUE | | | 4 | WEST RAMP CLOSED |

19 COUNT

* - CONSTRUCTION CONTRACT LETTING

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. | 2001 | CLOSED TO TRAFFIC OPEN TO PEDESTRIANS (TO BE DONE BY NYS W/B.Q.E) |

1 COUNT

* - CONSTRUCTION CONTRACT LETTING

Closed Bridges*NEW YORK CITY DEPARTMENT OF TRANSPORTATION*

| BIN | BOROUGH | LOCATION FEATURE-1 | LOCATION FEATURE-2 | LOCATION FEATURE-3 | FISCAL YEAR* | REMARKS |
|-----------|-----------|---|----------------------------|-----------------------|-----------------|--------------------------------------|
| 2-24540-0 | MANHATTAN | PEDESTRIAN BRIDGE WEST OF 8 TH AVE. | W 155 TH STREET | | 2005 | PED BRIDGE (FOOTBRIDGE) |
| 2-23007-0 | QUEENS | CYPRESS HILLS CEMETERY ROAD EAST | JACKIE ROBINSON PARKWAY | | | CLOSED TO TRAFFIC AND PEDESTRIANS |

1 COUNT*** - CONSTRUCTION CONTRACT LETTING**

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:

| <u>Numerical Rating</u> | <u>Description</u> |
|-------------------------|--|
| 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.

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 :

| <u>No.</u> | <u>Borough</u> | <u>Name</u> |
|------------|------------------|---------------------------------|
| 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 | Q - Queens | R - Staten Island |
| K - Brooklyn | M - Manhattan | |
- **Feature Carried :** Name of passageway carrying vehicle or pedestrian traffic.
- **Feature Crossed :** Description of area crossed.
- **Bridge Type :**

| | |
|------------------|----------------|
| A - Arterial | W - Waterway |
| O - Off-System | M - Movable |
| PED - Pedestrian | E - East River |
- **Railroad Crossed** (if applicable):

| | |
|-----------------------|---|
| A - Amtrak | L - Long Island Railroad |
| C - Conrail | T - NYC Transit Authority |
| M - Metro-North (MTA) | S - Staten Island Rapid Transit Operating Authority |
| O - B & O Railroad | |
- **Rating :** Numerical and/or verbal rating

| | | | |
|----------------|------|----------------|-----------|
| 1.000 - 3.000: | POOR | 3.001 - 4.999: | FAIR |
| 5.000 - 6.000: | GOOD | 6.001 - 7.000: | VERY GOOD |
- **Rating Source:**

| |
|------------------|
| City Inspection |
| State Inspection |
- **CD:**

| |
|--------------------------|
| Community Board District |
|--------------------------|

| |
|--|
| 2002 Bridge Inventory Adjustments |
|--|

| B.I.N. | BORO | FEATURE CARRIED | FEATURE CROSSED | EXPLANATION |
|---|------|-------------------------|--------------------|---|
| - Bridges removed from the City's Inventory: | | | | |
| 2249060 | R | MCCLEAN AVENUE | B&O RR (ABANDONED) | DEMOLISHED (ON GRADE) |
| - Bridges added to the City's Inventory: | | | | |
| 2065940 | Q | GRAND AVENUE | 4951 (L.I.E.) | TRANSFERRED FROM NYSDOT |
| 2065930 | Q | HAMILTON PLACE | 4951 (L.I.E.) | TRANSFERRED FROM NYSDOT |
| 2065950 | Q | 69 TH STREET | 4951 (L.I.E.) | TRANSFERRED FROM NYSDOT |
| 2269600 | K | ERSKINE STREET | BSHP | NEW BRIDGE TRANSFERRED FROM PRIVATE DEVELOPER |

REV. DATE February 6, 2003

| INVENTORY SORTED BY B.I.N. | | | | | | | | | | | | | |
|----------------------------|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| | | | | | | | | | | | | | |
| 1065210 | Q | WHITESTONE EXP NB | BCIP (2065210) | | A | 1 | STATE | 08/14/02 | 4.682 | FAIR | 2500 | \$3,600,000.00 | 7 |
| 1066510 | B | BRUCKNER EXP.(2066510) | WESTCHESTER CREEK | | WMA | 17 | STATE | 08/12/02 | 3.820 | FAIR | 39400 | \$56,736,000.00 | 9 |
| 1067150 | B | NEREID AVE (2241880) | BRONX RIVER PKWY | M | O | 10 | STATE | 11/20/01 | 4.210 | FAIR | 57750 | \$83,160,000.00 | 12 |
| 1240090 | BM | MACOMBS DAM BRIDGE | HARLEM RIVER | | WMO | 52 | STATE | 11/18/02 | 2.722 | POOR | 139100 | \$200,304,000.00 | 10 |
| 1247010 | Q | 91 PLACE (2247010) | LIRR PT WASH BRANCH | L | O | 3 | STATE | 11/26/02 | 3.318 | FAIR | 4200 | \$6,048,000.00 | 4 |
| 1247200 | Q | 67 AVE PED BR 2247200 | LIRR MAIN LINE | L | O-PED | 3 | CITY | 11/19/01 | 4.479 | FAIR | 1300 | \$1,872,000.00 | 6 |
| 1247280 | Q | 51 AVE PED BR.2247280 | LIRR MAIN LINE | L | O-PED | 5 | CITY | 01/07/03 | 3.355 | FAIR | 700 | \$1,008,000.00 | 2 |
| 1247560 | Q | METROPOLITAN AVE | LIRR MONTAUK DIV | L | O | 2 | STATE | 08/27/02 | 3.888 | FAIR | 20900 | \$30,096,000.00 | 5 |
| 2055801 | Q | NORTHERN BLVD W.B. | FLUSHING RIVER | | WO | 40 | STATE | 09/18/02 | 4.816 | FAIR | 71900 | \$103,536,000.00 | 7 |
| 2055802 | Q | NORTHERN BLVD E.B. | FLUSHING RIVER | | WO | 40 | STATE | 09/18/02 | 4.507 | FAIR | 78894 | \$113,607,360.00 | 7 |
| 2065629 | B | BRONX RVR PKWY | BOSTON RD BX ZOO | | A | 1 | STATE | 09/20/01 | 5.275 | GOOD | 6300 | \$9,072,000.00 | 27 |
| 2065930 | Q | HAMILTON PLACE | 4951 (L.I.E.) | | A | 2 | STATE | 07/30/02 | 6.402 | VGOOD | 11111 | \$16,254,720.00 | 2 |
| 2065940 | Q | GRAND AVE | 4951 (L.I.E.) | | A | 2 | STATE | 06/22/00 | 5.208 | GOOD | 12376 | \$17,821,440.00 | 2 |
| 2065950 | Q | 69TH STREET | 4951 (L.I.E.) | | A | 2 | STATE | 06/28/01 | 5.611 | GOOD | 10336 | \$14,883,840.00 | 2 |
| 2066002 | Q | 4951 (2066000) | WOODHAVEN BLVD | | A | 2 | STATE | 07/10/02 | 4.319 | FAIR | 25200 | \$36,288,000.00 | 6 |
| 2066100 | K | 5TH AVE | 27 X PROSPECT EXPWY | | A | 1 | STATE | 04/02/02 | 5.208 | GOOD | 8800 | \$12,672,000.00 | 7 |
| 2066671 | B | BRUCKNER EXPWY SB | BRONX RIVER | | WMA | 3 | STATE | 07/20/01 | 5.527 | GOOD | 12400 | \$17,856,000.00 | 2 |
| 2066672 | B | BRUCKNER EXPWY NB | BRONX RIVER | | WMA | 8 | STATE | 07/30/01 | 4.761 | FAIR | 22300 | \$32,112,000.00 | 2 |
| 2066720 | B | E 174TH ST | SHERIDAN EXPWY/AMTRAK | A | A | 13 | STATE | 06/15/00 | 4.486 | FAIR | 47430 | \$68,299,200.00 | 9 |
| 2066919 | BM | WASHINGTON BRIDGE | HARLEM RIVER | | WO | 9 | STATE | 10/27/00 | 4.880 | FAIR | 128339 | \$184,808,160.00 | 12 |
| 2075351 | B | BRUCKNER EXPWY SB | AMTRAK | A | A | 1 | STATE | 07/14/00 | 3.718 | FAIR | 11600 | \$16,704,000.00 | 2 |
| 2075352 | B | BRUCKNER EXPWY NB | AMTRAK | A | A | 1 | STATE | 07/12/00 | 3.484 | FAIR | 10900 | \$15,696,000.00 | 2 |
| 2075820 | B | E TREMONT AVE | HUTCHINSON RVR PKWY | | A | 2 | STATE | 08/14/01 | 4.152 | FAIR | 10200 | \$14,688,000.00 | 10 |
| 2075837 | B | WESTCHESTER AVE | HUTCHINSON RVR PKWY | | A | 2 | STATE | 06/28/02 | 4.388 | FAIR | 15858 | \$22,835,520.00 | 10 |
| 2075849 | B | BRONX PELHAM PKWY | HUTCHINSON RVR PKWY | | A | 2 | STATE | 08/20/02 | 4.289 | FAIR | 17600 | \$25,344,000.00 | 10 |
| 2075859 | B | HUTCHINSON RVR PKWY | HUTCHINSON RIVER | | WMA | 7 | STATE | 10/13/00 | 5.375 | GOOD | 60500 | \$87,120,000.00 | 10 |
| 2076109 | B | BE NB SERVICE RD | HUTCHINSON RVR PKWY | | A | 2 | STATE | 10/09/01 | 4.736 | FAIR | 7800 | \$11,232,000.00 | 10 |
| 2076129 | B | BE SB SERVICE RD | HUTCHINSON RVR PKWY | | A | 2 | STATE | 04/17/02 | 5.105 | GOOD | 7100 | \$10,224,000.00 | 10 |
| 2076640 | B | DEPOT PLACE | CONRAIL HUDSON DIV | C | O | 11 | STATE | 10/31/01 | 5.611 | GOOD | 30192 | \$43,476,480.00 | 4 |
| 2076929 | B | BRUCKNER EXPWY | AMTRAK | A | A | 1 | STATE | 07/02/01 | 4.900 | FAIR | 3800 | \$5,472,000.00 | 2 |
| 2229289 | M | HHP VIADUCT | W 72 ST TO W 79 ST | A | A | 145 | STATE | 09/23/02 | 3.298 | FAIR | 236100 | \$339,984,000.00 | 7 |
| 2229290 | M | W 79 ST | AMTRAK | A | A | 1 | STATE | 09/26/02 | 4.423 | FAIR | 4500 | \$6,480,000.00 | 7 |
| 2229309 | M | HHP | RIVERSIDE PARK | | A | 1 | STATE | 02/25/02 | 5.266 | GOOD | 2400 | \$3,456,000.00 | 7 |
| 2229311 | M | HHP SB | RAMP TO 96 ST | | A | 1 | STATE | 03/01/02 | 4.272 | FAIR | 2000 | \$2,880,000.00 | 7 |
| 2229312 | M | HHP NB | RAMP TO 96 ST | | A | 1 | STATE | 03/01/02 | 4.272 | FAIR | 2000 | \$2,880,000.00 | 7 |
| 2229321 | M | HHP SB | RAMP TO 96 ST | | A | 1 | STATE | 06/06/02 | 5.200 | GOOD | 2000 | \$2,880,000.00 | 7 |
| 2229322 | M | HHP NB | RAMP TO 96 ST | | A | 1 | STATE | 06/06/02 | 5.166 | GOOD | 2000 | \$2,880,000.00 | 7 |
| 2229339 | M | HHP | ST CLAIR PLACE | | A | 64 | STATE | 04/14/02 | 4.014 | FAIR | 370000 | \$532,800,000.00 | 9 |
| 2229349 | M | HHP | W 158 ST | A | A | 44 | STATE | 10/02/02 | 4.154 | FAIR | 140000 | \$201,600,000.00 | 12 |
| 2229400 | M | W 181ST ST PED BRDG | HHP N.B. | | A-PED | 6 | CITY | 01/22/02 | 4.338 | FAIR | 1500 | \$2,160,000.00 | 12 |
| 2229440 | B | HHP | KAPPOCK ST | | A | 1 | STATE | 09/21/01 | 4.655 | FAIR | 3900 | \$5,616,000.00 | 8 |
| 2229450 | B | 232ND ST | HHP | | A | 2 | STATE | 10/12/01 | 4.342 | FAIR | 4900 | \$7,056,000.00 | 8 |
| 2229460 | B | 236TH ST PED BRDG | HHP | | A-PED | 3 | CITY | 10/22/02 | 4.894 | FAIR | 2500 | \$3,600,000.00 | 8 |
| 2229470 | B | 239TH ST | HHP | | A | 2 | STATE | 08/02/01 | 4.710 | FAIR | 6100 | \$8,784,000.00 | 8 |
| 2229480 | B | MANHATTAN COLL PKWY | HHP | | A | 3 | STATE | 06/26/01 | 4.184 | FAIR | 6200 | \$8,928,000.00 | 8 |
| 2229490 | B | 246TH ST | HHP | | A | 2 | STATE | 06/26/01 | 4.552 | FAIR | 5600 | \$8,064,000.00 | 8 |
| 2229500 | B | 252ND ST | HHP | | A | 2 | STATE | 02/06/02 | 4.026 | FAIR | 4500 | \$6,480,000.00 | 8 |
| 2229510 | B | RIVERDALE AVE | HHP | | A | 2 | STATE | 10/09/01 | 4.052 | FAIR | 5200 | \$7,488,000.00 | 8 |
| 2229520 | B | FIELDSTON ROAD | HHP | | A | 1 | STATE | 10/10/01 | 4.793 | FAIR | 6600 | \$9,504,000.00 | 8 |
| 2229530 | B | HHP | BROADWAY | | A | 1 | STATE | 10/11/01 | 4.595 | FAIR | 7500 | \$10,800,000.00 | 8 |
| 2229540 | B | VAN CRTLDT PARK | HHP | | A-PED | 2 | CITY | 10/23/02 | 4.565 | FAIR | 3900 | \$5,616,000.00 | 26 |
| 2229550 | B | VAN CRTLDT EQUES | HHP | | A-PED | 2 | CITY | 10/23/02 | 4.821 | FAIR | 2100 | \$3,024,000.00 | 26 |
| 2229560 | B | BRONX PELHAM PKWY | AMTRAK,METRO NORTH | MA | A | 3 | STATE | 07/02/02 | 4.750 | FAIR | 24591 | \$35,411,040.00 | 11 |
| 2229579 | B | BOSTON POST ROAD | HUTCHINSON RIVER | | WO | 14 | STATE | 07/13/01 | 4.611 | FAIR | 95700 | \$137,808,000.00 | 12 |
| 2230000 | K | HIGHLAND BLVD E.B. | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/23/02 | 4.833 | FAIR | 4900 | \$7,056,000.00 | 5 |
| 2230010 | K | HIGHLAND BLVD W.B. | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/24/02 | 5.100 | GOOD | 3500 | \$5,040,000.00 | 5 |
| 2230020 | K | HIGHLAND BLVD W.B. | JACKIE ROBINSON PKWY | | A | 2 | STATE | 04/26/02 | 4.973 | FAIR | 4700 | \$6,768,000.00 | 5 |
| 2230040 | Q | CYPRESS HILLS ST | JACKIE ROBINSON PKWY | | A | 1 | STATE | 07/10/02 | 5.611 | GOOD | 5000 | \$7,200,000.00 | 5 |
| 2230050 | Q | CYP HILLS CEM WEST | JACKIE ROBINSON PKWY | | A | 3 | STATE | 06/04/02 | 3.954 | FAIR | 4400 | \$6,336,000.00 | 5 |
| 2230070 | Q | CYP HILLS CEM EAST | JACKIE ROBINSON PKWY | | A | 3 | STATE | 04/26/02 | 4.113 | FAIR | 4400 | \$6,336,000.00 | 5 |
| 2230099 | Q | JACKIE ROBINSON PKWY | CYPRESS HILLS CEMTRY | | A | 1 | STATE | 01/17/02 | 5.482 | GOOD | 4200 | \$6,048,000.00 | 5 |
| 2230120 | Q | MYRTLE AVE | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/24/02 | 5.611 | GOOD | 6400 | \$9,216,000.00 | 82 |
| 2230179 | Q | JACKIE ROBINSON PKWY | METROPOLITAN AVE | | A | 2 | STATE | 02/19/02 | 5.321 | GOOD | 8673 | \$12,489,120.00 | 82 |
| 2230180 | Q | UNION TPKE | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/09/02 | 5.984 | GOOD | 5359 | \$7,716,960.00 | 82 |
| 2230190 | Q | MARKWOOD ROAD | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/19/02 | 5.388 | GOOD | 4400 | \$6,336,000.00 | 82 |
| 2230209 | Q | QUEENS BLVD | JACKIE ROBINSON PKWY | T | A | 5 | STATE | 06/18/02 | 4.698 | FAIR | 90000 | \$129,600,000.00 | 9 |
| 2230220 | K | HIGHLAND BLVD NB | VERMONT AVE | | A | 1 | STATE | 05/08/01 | 6.328 | VGOOD | 3995 | \$5,752,800.00 | 5 |
| 2230250 | B | MOSHOLU PARKWAY | BRONX RIVER | | A | 5 | STATE | 01/28/02 | 4.263 | FAIR | 16300 | \$23,472,000.00 | 27 |
| 2230260 | B | MOSHOLU PARKWAY | METRO NORTH | M | A | 1 | STATE | 03/16/02 | 6.484 | VGOOD | 8880 | \$12,787,200.00 | 27 |
| 2230270 | B | MOSHOLU PARKWAY | WEBSTER AVE | | A | 1 | STATE | 04/12/01 | 6.015 | VGOOD | 8480 | \$12,211,200.00 | 27 |
| 2230287 | B | JEROME AVE | MOSHOLU PARKWAY | T | A | 3 | STATE | 06/25/01 | 5.052 | GOOD | 11800 | \$16,992,000.00 | 7 |
| 2230290 | B | MOSHOLU PARKWAY | EQUESTRIAN PATH | | A | 1 | STATE | 01/29/02 | 4.724 | FAIR | 4300 | \$6,192,000.00 | 26 |
| 2230300 | B | MOSHOLU PARKWAY | CONRAIL (ABANDONED) | C | A | 1 | STATE | 09/18/00 | 4.229 | FAIR | 5200 | \$7,488,000.00 | 26 |
| 2230310 | B | MOSHOLU PARKWAY | SB RAMP TO HHP | | A | 2 | STATE | 10/30/01 | 5.243 | GOOD | 7400 | \$10,656,000.00 | 26 |
| 2230350 | K | SUMMIT ST PED BRDG | 2781 (B.Q.E.) | | A-PED | 2 | STATE | 04/04/02 | 4.714 | FAIR | 1400 | \$2,016,000.00 | 6 |
| 2230360 | K | UNION ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/05/02 | 4.539 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2230370 | K | SACKETT ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/09/02 | 4.641 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2230380 | K | KANE ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/10/02 | 4.417 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2230390 | K | CONGRESS ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/12/02 | 4.285 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2230400 | K | 2781 (B.Q.E.) | ATLANTIC AVE | | A | 1 | STATE | 04/12/02 | 5.976 | GOOD | 14230 | \$20,491,200.00 | 6 |
| 2230410 | K | 2781 (B.Q.E.) | WASHINGTON ST | | A | 1 | STATE | 04/17/02 | 4.656 | FAIR | 2500 | \$3,600,000.00 | 2 |
| 2230420 | K | 2781 (B.Q.E.) | WASHINGTON ST | | A | 1 | STATE | 04/18/02 | 4.953 | FAIR | 2500 | \$3,600,000.00 | 2 |
| 2230430 | K | 2781 (B.Q.E.) | PROSPECT ST | | A | 1 | STATE | 03/21/02 | 5.266 | GOOD | 1100 | \$1,584,000.00 | 2 |
| 2230440 | K | 2781 (B.Q.E.) | ADAMS ST N.B. | | A | 1 | STATE | 03/21/02 | 5.200 | GOOD | 2700 | \$3,888,000.00 | 2 |
| 2230450 | K | 2781 (B.Q.E.) | ADAMS ST S.B. | | A | 1 | STATE | 03/21/02 | 4.933 | FAIR | 2500 | \$3,600,000.00 | 2 |
| 2230460 | K | 2781 (B.Q.E.) | PEARL ST | | A | 1 | STATE | 03/22/02 | 5.333 | GOOD | 4500 | \$6,480,000.00 | 2 |

| INVENTORY SORTED BY B.I.N. | | | | | | | | | | | | | |
|----------------------------|------|---------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2230470 | K | 278I (B.Q.E.) | JAY ST | | A | 1 | STATE | 03/29/02 | 5.233 | GOOD | 5100 | \$7,344,000.00 | 2 |
| 2230480 | K | 278I (B.Q.E.) | PROSPECT ST | | A | 1 | STATE | 03/29/02 | 5.240 | GOOD | 8400 | \$12,096,000.00 | 2 |
| 2230490 | K | 278I (B.Q.E.) | SANDS ST | | A | 1 | STATE | 03/29/02 | 5.092 | GOOD | 12600 | \$18,144,000.00 | 2 |
| 2230500 | K | 278I (B.Q.E.) | RAMP TO BQE EB | | A | 1 | STATE | 03/28/02 | 5.566 | GOOD | 1300 | \$1,872,000.00 | 2 |
| 2230510 | K | 278I (B.Q.E.) | NASSAU ST | | A | 6 | STATE | 04/03/02 | 4.611 | FAIR | 51200 | \$73,728,000.00 | 2 |
| 2230520 | Q | 65TH PLACE | 278I (B.Q.E.) | | A | 2 | STATE | 03/05/02 | 4.455 | FAIR | 11600 | \$16,704,000.00 | 2 |
| 2230530 | Q | QUEENS BLVD | 278I (B.Q.E.) | | A | 2 | STATE | 08/23/02 | 4.680 | FAIR | 23500 | \$33,840,000.00 | 2 |
| 2230540 | Q | WOODSIDE AVE | 278I (B.Q.E.) | | A | 1 | STATE | 01/21/02 | 5.140 | GOOD | 7500 | \$10,800,000.00 | 2 |
| 2230550 | Q | 69TH ST | 278I (B.Q.E.) | | A | 2 | STATE | 05/06/02 | 4.842 | FAIR | 12600 | \$18,144,000.00 | 2 |
| 2230560 | Q | 70TH ST | 278I (B.Q.E.) | | A | 2 | STATE | 05/06/02 | 5.125 | GOOD | 8500 | \$12,240,000.00 | 2 |
| 2230570 | Q | 41ST AVE | 278I (B.Q.E.) | | A | 3 | STATE | 03/27/02 | 5.013 | GOOD | 8800 | \$12,672,000.00 | 2 |
| 2230587 | Q | ROOSEVELT AVE | 278I (B.Q.E.) | | A | 2 | STATE | 03/28/02 | 4.647 | FAIR | 6600 | \$9,504,000.00 | 2 |
| 2230590 | Q | BROADWAY | 278I (B.Q.E.) | | O | 2 | STATE | 06/04/02 | 3.842 | FAIR | 16000 | \$23,040,000.00 | 2 |
| 2230600 | Q | STEINWAY ST | 278I W.B. (B.Q.E.) | | A | 1 | STATE | 02/14/02 | 4.333 | FAIR | 4200 | \$6,048,000.00 | 1 |
| 2230610 | Q | STEINWAY ST | 278I E.B. (B.Q.E.) | | A | 1 | STATE | 02/13/02 | 4.027 | FAIR | 4200 | \$6,048,000.00 | 1 |
| 2230620 | Q | 37TH ST | 278I (B.Q.E.) | | A | 2 | STATE | 05/15/02 | 4.666 | FAIR | 5300 | \$7,632,000.00 | 1 |
| 2230630 | Q | 35TH ST | 278I (B.Q.E.) | | A | 4 | STATE | 08/20/02 | 4.819 | FAIR | 9000 | \$12,960,000.00 | 1 |
| 2230640 | Q | 32ND ST | 278I (B.Q.E.) | | A | 2 | STATE | 05/04/01 | 4.930 | FAIR | 8100 | \$11,664,000.00 | 1 |
| 2230657 | Q | 31ST ST | 278I (B.Q.E.) | | A | 2 | STATE | 08/09/02 | 5.222 | GOOD | 9500 | \$13,680,000.00 | 1 |
| 2230669 | Q | 278I (B.Q.E.) | 35TH AVE | | A | 1 | STATE | 10/04/02 | 3.718 | FAIR | 6500 | \$9,360,000.00 | 2 |
| 2230679 | Q | 278I (B.Q.E.) | 34TH AVE | | A | 3 | STATE | 05/17/02 | 4.166 | FAIR | 9500 | \$13,680,000.00 | 2 |
| 2230680 | Q | 278I (B.Q.E.) | NORTHERN BLVD | | A | 1 | STATE | 05/24/02 | 4.571 | FAIR | 5900 | \$8,496,000.00 | 2 |
| 2230690 | Q | BQE EAST LEG NB | 32ND AVE | | A | 1 | STATE | 06/04/02 | 4.312 | FAIR | 6160 | \$8,870,400.00 | 1 |
| 2230700 | Q | BQE EAST LEG | TO BQE WEST LEG | | A | 14 | STATE | 05/13/02 | 3.611 | FAIR | 16800 | \$24,192,000.00 | 1 |
| 2230710 | Q | 278I S.B. (B.Q.E.) | 32ND AVE | | A | 1 | STATE | 10/31/02 | 4.390 | FAIR | 4500 | \$6,480,000.00 | 1 |
| 2230720 | Q | BQE EAST LEG | BQE NB WEST LEG | | A | 1 | STATE | 05/14/02 | 4.328 | FAIR | 2700 | \$3,888,000.00 | 1 |
| 2230730 | Q | 31ST AVE | 278I (B.Q.E.) | | A | 1 | STATE | 09/04/02 | 3.546 | FAIR | 3700 | \$5,328,000.00 | 1 |
| 2230740 | Q | BQE WEST LEG SB | 31ST AVE | | A | 1 | STATE | 08/30/02 | 4.531 | FAIR | 3700 | \$5,328,000.00 | 1 |
| 2230750 | Q | BQE EAST LEG SB | 31ST AVE | | A | 1 | STATE | 08/27/02 | 4.156 | FAIR | 2900 | \$4,176,000.00 | 1 |
| 2230760 | Q | BQE WEST LEG NB | 31ST AVE | | A | 1 | STATE | 09/05/02 | 4.234 | FAIR | 2900 | \$4,176,000.00 | 1 |
| 2230770 | Q | BQE WEST LEG | 30TH AVE | | A | 1 | STATE | 06/18/01 | 4.468 | FAIR | 6500 | \$9,360,000.00 | 1 |
| 2230780 | Q | BQE EAST LEG | 30TH AVE | | A | 3 | STATE | 05/01/02 | 4.097 | FAIR | 9400 | \$13,536,000.00 | 3 |
| 2230790 | Q | BULOVA AVE | BQE WEST LEG | | A | 2 | STATE | 04/24/02 | 5.666 | GOOD | 3300 | \$4,752,000.00 | 1 |
| 2230800 | Q | 49TH ST | BQE WEST LEG | | A | 2 | STATE | 05/22/02 | 5.194 | GOOD | 4900 | \$7,056,000.00 | 1 |
| 2230810 | Q | ASTORIA BLVD E.B. | BQE WEST LEG | | A | 4 | STATE | 06/05/02 | 4.308 | FAIR | 8200 | \$11,808,000.00 | 1 |
| 2230820 | Q | 47TH ST | GCP | | A | 2 | STATE | 06/06/02 | 4.944 | FAIR | 5700 | \$8,208,000.00 | 1 |
| 2230830 | Q | BQE WEST LEG | GCP | | A | 2 | STATE | 08/09/02 | 4.861 | FAIR | 7600 | \$10,944,000.00 | 1 |
| 2230840 | Q | 44TH ST | GCP | | A | 2 | STATE | 05/29/02 | 4.833 | FAIR | 5000 | \$7,200,000.00 | 1 |
| 2230857 | K | 278I (B.Q.E.) | JORALEMON ST | | A | 1 | STATE | 05/06/02 | 5.030 | GOOD | 2100 | \$3,024,000.00 | 2 |
| 2230858 | K | 278I (B.Q.E.) | JORALEMON ST / BQE WB | | A | 2 | STATE | 05/06/02 | 3.887 | FAIR | 5900 | \$8,496,000.00 | 2 |
| 2230869 | Q | QUEENS BLVD | ACCESS RD BQE S.B. | | A | 1 | STATE | 07/24/02 | 4.204 | FAIR | 7900 | \$11,376,000.00 | 2 |
| 2230870 | K | COLUMBIA HEIGHTS | 278I (B.Q.E.) | | A | 1 | STATE | 05/07/02 | 4.583 | FAIR | 16500 | \$23,760,000.00 | 2 |
| 2230887 | K | 278I W.B. (B.Q.E.) | CADMAN PLAZA | | A | 2 | STATE | 05/09/02 | 4.250 | FAIR | 4500 | \$6,480,000.00 | 2 |
| 2230888 | K | 278I E.B. (B.Q.E.) | CADMAN PLAZA / 278I WB | | A | 2 | STATE | 05/10/02 | 4.684 | FAIR | 4500 | \$6,480,000.00 | 2 |
| 2230890 | Q | 49TH ST | GCP | | A | 2 | STATE | 07/31/02 | 4.777 | FAIR | 5500 | \$7,920,000.00 | 1 |
| 2231249 | K | BSHP | BAY RIDGE AVE | | A | 1 | STATE | 04/11/02 | 3.816 | FAIR | 4900 | \$7,056,000.00 | 10 |
| 2231250 | K | 81ST ST PED BR | BSHP | | A-PED | 5 | CITY | 10/23/02 | 5.292 | GOOD | 3100 | \$4,464,000.00 | 10 |
| 2231260 | K | 92ND ST PED BR | BSHP | | A-PED | 6 | CITY | 07/02/02 | 4.161 | FAIR | 3000 | \$4,320,000.00 | 10 |
| 2231270 | K | 4TH AVE | BSHP | | A | 2 | STATE | 04/10/02 | 4.842 | FAIR | 6100 | \$8,784,000.00 | 10 |
| 2231290 | K | BAY 8TH ST | BSHP | | A | 1 | STATE | 05/09/01 | 6.206 | VGOOD | 4920 | \$7,084,800.00 | 11 |
| 2231300 | K | 17TH AVE PED BRDG | BSHP | | A-PED | 1 | CITY | 02/15/02 | 3.846 | FAIR | 2100 | \$3,024,000.00 | 11 |
| 2231319 | K | BSHP | BAY PKWY | | A | 1 | STATE | 04/12/02 | 4.490 | FAIR | 7200 | \$10,368,000.00 | 11 |
| 2231329 | K | BSHP | 26TH AVE | | A | 1 | STATE | 04/09/02 | 4.933 | FAIR | 6700 | \$9,648,000.00 | 13 |
| 2231330 | K | 27TH AVE PED BRDG | BSHP | | A-PED | 1 | CITY | 07/05/02 | 4.805 | FAIR | 2100 | \$3,024,000.00 | 13 |
| 2231340 | K | CROUSE AVE | BSHP | | A | 2 | STATE | 04/17/02 | 4.944 | FAIR | 13100 | \$18,864,000.00 | 13 |
| 2231360 | K | BSHP | OCEAN PKWY | | A | 2 | STATE | 06/06/02 | 3.361 | FAIR | 11800 | \$16,992,000.00 | 13 |
| 2231370 | K | B 8TH ST ACCESS RMP | BSHP | | A | 4 | STATE | 05/17/02 | 3.958 | FAIR | 12800 | \$18,432,000.00 | 13 |
| 2231380 | K | CONEY ISLAND AVE | BSHP | | A | 4 | STATE | 12/21/01 | 6.708 | VGOOD | 19866 | \$29,664,000.00 | 13 |
| 2231390 | K | E 12TH ST | BSHP | | A | 4 | STATE | 04/19/02 | 4.958 | FAIR | 17200 | \$24,768,000.00 | 15 |
| 2231409 | K | BSHP | SHEEPSHEAD BAY ROAD | | A | 1 | STATE | 04/23/02 | 4.967 | FAIR | 6500 | \$9,360,000.00 | 15 |
| 2231419 | K | BSHP | OCEAN AVE | | A | 3 | STATE | 04/23/02 | 4.486 | FAIR | 14000 | \$20,160,000.00 | 15 |
| 2231429 | K | BSHP | BEDFORD AVE | | A | 3 | STATE | 04/25/02 | 4.277 | FAIR | 12000 | \$17,280,000.00 | 15 |
| 2231439 | K | BSHP | NOSTRAND AVE | | A | 3 | STATE | 04/29/02 | 4.097 | FAIR | 13000 | \$18,720,000.00 | 15 |
| 2231449 | K | KNAPP ST | BSHP | | A | 1 | STATE | 04/30/02 | 4.593 | FAIR | 9500 | \$13,680,000.00 | 15 |
| 2231450 | K | BSHP | GERRITSEN INLET | | WA | 11 | STATE | 07/17/02 | 3.582 | FAIR | 46400 | \$66,816,000.00 | 56 |
| 2231460 | K | FLATBUSH AVE | BSHP | | A | 2 | STATE | 12/21/01 | 6.808 | VGOOD | 14058 | \$19,584,000.00 | 56 |
| 2231479 | K | BSHP | MILL BASIN | | WMA | 14 | STATE | 07/22/02 | 3.313 | FAIR | 73500 | \$105,840,000.00 | 18 |
| 2231489 | K | BSHP | PAERDEGAT BASIN | | WA | 15 | STATE | 07/23/02 | 3.259 | FAIR | 58300 | \$83,952,000.00 | 18 |
| 2231499 | K | BSHP | ROCKAWAY PKWY | | A | 4 | STATE | 06/06/02 | 3.833 | FAIR | 11500 | \$16,560,000.00 | 56 |
| 2231509 | K | BSHP | FRESH CREEK | | WA | 5 | STATE | 08/06/02 | 3.111 | FAIR | 23000 | \$33,120,000.00 | 56 |
| 2231519 | K | PENNSYLVANIA AVE | BSHP | | A | 2 | STATE | 05/18/01 | 6.277 | VGOOD | 6191 | \$8,915,040.00 | 56 |
| 2231559 | Q | CROSS BAY BLVD | BSHP | | A | 4 | STATE | 05/07/02 | 5.277 | GOOD | 23205 | \$33,415,200.00 | 10 |
| 2231560 | Q | S CONDUIT BLVD | BSOP | | A | 2 | STATE | 05/15/02 | 5.690 | GOOD | 15776 | \$22,717,440.00 | 10 |
| 2231570 | Q | COHANCY ST | BSOP | | A | 2 | STATE | 05/15/02 | 4.727 | FAIR | 6400 | \$9,216,000.00 | 10 |
| 2231580 | Q | AQUEDUCT RCTK RAMP | BSOP | | A | 4 | STATE | 07/25/02 | 4.263 | FAIR | 14000 | \$20,160,000.00 | 10 |
| 2231590 | Q | 130TH ST | BSOP | | A | 2 | STATE | 03/06/02 | 4.750 | FAIR | 6800 | \$9,792,000.00 | 10 |
| 2231610 | Q | GUY R. BREWER BLVD | BSOP | | A | 2 | STATE | 11/20/02 | 4.113 | FAIR | 7300 | \$10,512,000.00 | 13 |
| 2231620 | Q | FARMERS BLVD | BSOP | | A | 2 | STATE | 06/25/02 | 4.568 | FAIR | 6400 | \$9,216,000.00 | 13 |
| 2231630 | Q | SPRINGFIELD BLVD | BSOP | | A | 2 | STATE | 06/03/02 | 4.681 | FAIR | 8500 | \$12,240,000.00 | 13 |
| 2231640 | Q | 225TH ST | BSOP | | A | 2 | STATE | 06/28/02 | 4.727 | FAIR | 7000 | \$10,080,000.00 | 13 |
| 2231650 | Q | SUNRISE HWY W.B. | BLP E.B. | | A | 1 | STATE | 04/23/02 | 4.622 | FAIR | 4100 | \$5,904,000.00 | 13 |
| 2231660 | Q | SUNRISE HWY W.B. | BLP W.B. | | A | 2 | STATE | 06/26/02 | 4.531 | FAIR | 5350 | \$7,704,000.00 | 13 |
| 2231670 | Q | N CONDUIT AVE W.B. | BLP E.B. | | A | 1 | STATE | 01/28/02 | 4.916 | FAIR | 4000 | \$5,760,000.00 | 13 |
| 2231680 | Q | N CONDUIT AVE WB | BLP W.B. | | A | 2 | STATE | 02/11/02 | 4.931 | FAIR | 6500 | \$9,360,000.00 | 13 |
| 2231690 | Q | FRANCIS LEWIS BLVD | BLP E.B. | | A | 1 | STATE | 05/23/02 | 5.333 | GOOD | 6000 | \$8,640,000.00 | 13 |
| 2231700 | Q | FRANCIS LEWIS BLVD | BLP W.B. | | A | 1 | STATE | 04/16/02 | 4.933 | FAIR | 6000 | \$8,640,000.00 | 13 |
| 2231710 | Q | MERRICK BLVD | BLP E.B. | | A | 1 | STATE | 05/07/02 | 4.533 | FAIR | 6000 | \$8,640,000.00 | 13 |

| INVENTORY SORTED BY B.I.N. | | | | | | | | | | | | | |
|----------------------------|------|-----------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|--------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2231720 | Q | MERRICK BLVD | BLP W.B. | | A | 1 | STATE | 05/20/02 | 4.200 | FAIR | 6000 | \$8,640,000.00 | 13 |
| 2231730 | Q | 130TH AVE | BLP E.B. | | A | 1 | STATE | 01/17/02 | 5.266 | GOOD | 4400 | \$6,336,000.00 | 13 |
| 2231740 | Q | 130TH AVE | BLP W.B. | | A | 1 | STATE | 01/18/02 | 4.666 | FAIR | 4400 | \$6,336,000.00 | 13 |
| 2231750 | Q | LINDEN BLVD | BCIP | | A | 2 | STATE | 03/21/02 | 4.477 | FAIR | 6700 | \$9,648,000.00 | 13 |
| 2231760 | Q | BCIP | DUTCH BROADWAY-115 AVE | | A | 1 | STATE | 03/11/02 | 4.348 | FAIR | 7300 | \$10,512,000.00 | 13 |
| 2231770 | Q | BELMONT PARK RAMP | BCIP | | A | 1 | STATE | 05/10/02 | 4.781 | FAIR | 3200 | \$4,608,000.00 | 13 |
| 2231780 | Q | HEMPSTEAD AVE | BCIP | | A | 2 | STATE | 06/12/02 | 4.225 | FAIR | 14200 | \$20,448,000.00 | 13 |
| 2231800 | Q | SUPERIOR ROAD | BCIP | | A | 2 | STATE | 05/07/02 | 4.227 | FAIR | 7000 | \$10,080,000.00 | 13 |
| 2231819 | Q | JAMAICA AVE | BCIP | | A | 2 | STATE | 03/26/02 | 4.727 | FAIR | 11500 | \$16,560,000.00 | 13 |
| 2231829 | Q | BRADDOCK AVE | BCIP | | A | 2 | STATE | 03/26/02 | 4.909 | FAIR | 10600 | \$15,264,000.00 | 13 |
| 2231840 | Q | HILLSIDE AVE | BCIP | | A | 2 | STATE | 06/28/02 | 4.184 | FAIR | 9672 | \$13,927,680.00 | 13 |
| 2231850 | Q | UNION TPKE | BCIP | | A | 2 | STATE | 09/13/02 | 4.318 | FAIR | 13600 | \$19,584,000.00 | 13 |
| 2231860 | Q | W ALLEY ROAD | BCIP | | A | 2 | STATE | 08/15/02 | 5.636 | GOOD | 7200 | \$10,368,000.00 | 11 |
| 2231870 | Q | NORTHERN BLVD | BCIP | | A | 2 | STATE | 09/03/02 | 6.569 | VGOOD | 8951 | \$12,816,000.00 | 11 |
| 2231880 | Q | CROCHERON PK PED | BCIP | | A-PED | 9 | CITY | 12/17/02 | 4.582 | FAIR | 2300 | \$3,312,000.00 | 11 |
| 2231890 | Q | 28TH AVE PED BRDG | BCIP | | A-PED | 24 | CITY | 08/05/02 | 5.016 | GOOD | 7600 | \$10,944,000.00 | 11 |
| 2231900 | Q | BCIP | FORT TOTTEN ENTRANCE | | A | 1 | STATE | 08/02/02 | 4.671 | FAIR | 4900 | \$7,056,000.00 | 7 |
| 2231910 | Q | UTOPIA PKWY | BCIP | | A | 2 | STATE | 03/14/02 | 5.136 | GOOD | 7200 | \$10,368,000.00 | 7 |
| 2231920 | Q | 160TH ST | BCIP | | A | 2 | STATE | 05/09/01 | 6.319 | VGOOD | 5500 | \$7,920,000.00 | 7 |
| 2231930 | Q | FRANCIS LEWIS BLVD | BCIP | | A | 3 | STATE | 02/28/02 | 4.772 | FAIR | 9100 | \$13,104,000.00 | 7 |
| 2231940 | Q | CLINTONVILLE ST | BCIP | | A | 2 | STATE | 02/28/02 | 4.727 | FAIR | 7400 | \$10,656,000.00 | 7 |
| 2231950 | Q | 150TH ST | BCIP | | A | 2 | STATE | 02/22/02 | 5.136 | GOOD | 5900 | \$8,496,000.00 | 7 |
| 2231960 | Q | 149TH ST | BCIP | | A | 2 | STATE | 02/22/02 | 4.977 | FAIR | 6100 | \$8,784,000.00 | 7 |
| 2231970 | Q | 14TH AVE | BCIP | | A | 2 | STATE | 02/22/02 | 4.977 | FAIR | 8100 | \$11,664,000.00 | 7 |
| 2231980 | Q | 147TH ST | BCIP | | A | 2 | STATE | 02/12/02 | 4.750 | FAIR | 6300 | \$9,072,000.00 | 7 |
| 2232000 | M | BATTERY PLACE | FDR DRIVE | | AT | 2 | CITY | 06/13/01 | 4.614 | FAIR | 75000 | \$108,000,000.00 | 1 |
| 2232029 | M | CORLEARS PARK ROAD | FDR DRIVE | | A | 4 | STATE | 03/27/02 | 4.125 | FAIR | 4100 | \$5,904,000.00 | 3 |
| 2232030 | M | DELANCEY ST PED BRDG | FDR DRIVE | | A-PED | 9 | CITY | 07/29/02 | 4.406 | FAIR | 2900 | \$4,176,000.00 | 3 |
| 2232040 | M | HOUSTON ST | FDR DRIVE | | A | 2 | STATE | 06/07/02 | 3.090 | FAIR | 11010 | \$15,854,400.00 | 3 |
| 2232050 | M | E 6TH ST PED BRDG | FDR DRIVE | | A-PED | 22 | CITY | 10/06/02 | 4.267 | FAIR | 2200 | \$3,168,000.00 | 3 |
| 2232070 | M | 25TH ST PED BRDG | FDR DRIVE | | A-PED | 4 | CITY | 06/03/01 | 3.983 | FAIR | 1700 | \$2,448,000.00 | 6 |
| 2232100 | M | E 51ST ST PED BRDG | FDR DRIVE | | A-PED | 10 | CITY | 01/13/02 | 4.156 | FAIR | 2800 | \$4,032,000.00 | 6 |
| 2232110 | M | E 64TH ST PED BRDG | FDR DRIVE | | A-PED | 13 | CITY | 06/27/01 | 5.266 | GOOD | 2100 | \$3,024,000.00 | 8 |
| 2232120 | M | E 71ST ST PED BRDG | FDR DRIVE | | A-PED | 19 | CITY | 05/31/01 | 7.000 | VGOOD | 1800 | \$2,592,000.00 | 8 |
| 2232140 | M | E 78TH ST PED BRDG | FDR DRIVE | | A-PED | 9 | CITY | 01/28/02 | 3.549 | FAIR | 1700 | \$2,448,000.00 | 8 |
| 2232158 | M | FDR DRIVE S.B. | FDR DRIVE N.B. | | AT | 56 | STATE | 11/15/01 | 4.772 | FAIR | 54302 | \$78,194,880.00 | 8 |
| 2232167 | M | PROMENADE OVER FDR | FDR/E79TH ST-E91ST ST | | A-PED | 53 | STATE | 11/12/01 | 3.285 | FAIR | 93000 | \$133,920,000.00 | 8 |
| 2232168 | M | BREARLY SCHOOL | FDR DR PROMENADE | | A | 7 | STATE | 05/16/97 | 4.649 | FAIR | 3700 | \$5,328,000.00 | 8 |
| 2232180 | M | E 103RD ST PED BRDG | FDR DRIVE | | A-PED | 20 | CITY | 01/19/02 | 4.911 | FAIR | 6000 | \$8,640,000.00 | 11 |
| 2232190 | M | E 111TH ST PED BRDG | FDR DRIVE | | A-PED | 14 | CITY | 01/29/02 | 3.800 | FAIR | 2600 | \$3,744,000.00 | 11 |
| 2232200 | M | E 120TH ST PED BRDG | FDR DRIVE | | A-PED | 23 | CITY | 09/25/02 | 4.500 | FAIR | 2500 | \$3,600,000.00 | 11 |
| 2233020 | M | E 10TH ST PED BRDG | FDR DRIVE | | A-PED | 22 | CITY | 04/18/01 | 3.681 | FAIR | 1632 | \$2,350,080.00 | 3 |
| 2233038 | M | FDR DRIVE SB | FDR NB / E 62ND ST | | AT | 46 | STATE | 06/09/02 | 2.509 | POOR | 70113 | \$100,962,720.00 | 8 |
| 2233040 | M | E 60TH ST | FDR DRIVE | | A | 17 | STATE | 05/07/02 | 3.318 | FAIR | 24480 | \$35,251,200.00 | 6 |
| 2233059 | M | HARLEM RIVER DRIVE | RAMP TO HRD N.B. | | A | 11 | STATE | 10/11/02 | 3.268 | FAIR | 51000 | \$73,440,000.00 | 11 |
| 2233080 | K | E 14 ST PED BR | BSHP | | A-PED | 14 | CITY | 08/05/02 | 4.700 | FAIR | 4700 | \$6,768,000.00 | 15 |
| 2240019 | KM | BROOKLYN BRIDGE | 2781 (B.Q.E.) | | WEO | 75 | STATE | 11/30/00 | 2.930 | POOR | 503788 | \$725,454,720.00 | 3 |
| 2240027 | KM | MANHATTAN BRIDGE(LL) | EAST RIVER | T | WEO | 23 | STATE | 11/17/00 | 3.472 | FAIR | 616390 | \$887,601,600.00 | 3 |
| 2240028 | KM | MANHATTAN BRIDGE(UL) | NYCTA TRACKS-BMT | T | WEO | 43 | STATE | 10/16/00 | 3.500 | FAIR | 587424 | \$845,890,560.00 | 3 |
| 2240039 | KM | WILLIAMSBURG BRIDGE | EAST RIVER | T | WEO | 72 | STATE | 12/06/00 | 2.680 | POOR | 741000 | \$1,067,040,000.00 | 3 |
| 2240047 | MQ | BRIDGE(LL) | EAST RIVER | L | WEO | 53 | STATE | 12/20/00 | 4.861 | FAIR | 626900 | \$902,736,000.00 | 6 |
| 2240048 | MQ | BRIDGE(UL) | EAST RIVER-LL | | WEO | 37 | STATE | 12/20/00 | 4.471 | FAIR | 322300 | \$464,112,000.00 | 6 |
| 2240059 | BM | WILLIS AVENUE | HARLEM RIVER | | WMO | 26 | STATE | 09/29/02 | 3.013 | FAIR | 94700 | \$136,368,000.00 | 11 |
| 2240069 | BM | THIRD AVE BRIDGE | HARLEM RIVER | | WMO | 32 | STATE | 09/04/02 | 3.152 | FAIR | 79950 | \$115,128,000.00 | 11 |
| 2240079 | BM | MADISON AVE BRIDGE | HARLEM RIVER | | WMO | 31 | STATE | 08/19/02 | 5.666 | GOOD | 80000 | \$115,200,000.00 | 11 |
| 2240089 | BM | 145TH ST BRIDGE | HARLEM RIVER | | WMO | 8 | STATE | 05/28/02 | 3.097 | FAIR | 56700 | \$81,648,000.00 | 10 |
| 2240120 | BM | W 207TH/W FORDHAM RD | HARLEM RIVER | | WMO | 5 | STATE | 05/21/02 | 5.666 | GOOD | 29682 | \$42,742,080.00 | 12 |
| 2240137 | BM | BROADWAY BRIDGE | HARLEM RIVER | T | WMO | 3 | STATE | 10/17/01 | 3.930 | FAIR | 38100 | \$54,864,000.00 | 12 |
| 2240138 | BM | NYCTA IRT | HARLEM RVR/BROADWAY | T | WMO | 3 | STATE | 10/18/01 | 4.588 | FAIR | 38100 | \$54,864,000.00 | 12 |
| 2240180 | B | WESTCHESTER AVE | BRONX RIVER | | WO | 1 | STATE | 07/19/01 | 5.015 | GOOD | 5476 | \$7,885,440.00 | 2 |
| 2240200 | B | SHORE ROAD | HUTCHINSON RIVER | | WMO | 7 | STATE | 10/31/00 | 3.985 | FAIR | 4800 | \$120,000,000.00 | 28 |
| 2240210 | B | CITY ISLAND ROAD | EASTCHESTER BAY | | WO | 7 | STATE | 10/04/01 | 3.472 | FAIR | 28900 | \$41,616,000.00 | 28 |
| 2240231 | K | HAMILTON AVE BRIDGE | GOWANUS CANAL | | WMO | 3 | STATE | 08/07/02 | 4.236 | FAIR | 7300 | \$10,512,000.00 | 7 |
| 2240232 | K | HAMILTON AVE BRIDGE | GOWANUS CANAL | | WMO | 3 | STATE | 08/07/02 | 4.263 | FAIR | 7300 | \$10,512,000.00 | 6 |
| 2240240 | K | NINTH ST BRIDGE | GOWANUS CANAL | | WMO | 3 | STATE | 06/19/01 | 7.000 | VGOOD | 5772 | \$30,000,000.00 | 6 |
| 2240250 | K | THIRD ST | GOWANUS CANAL | | WMO | 5 | STATE | 06/22/01 | 4.958 | FAIR | 4900 | \$15,000,000.00 | 6 |
| 2240260 | K | CARROLL ST | GOWANUS CANAL | | WMO | 2 | STATE | 06/27/02 | 4.619 | FAIR | 3000 | \$5,000,000.00 | 6 |
| 2240270 | K | UNION ST | GOWANUS CANAL | | WMO | 5 | STATE | 06/25/02 | 4.236 | FAIR | 4900 | \$15,000,000.00 | 6 |
| 2240290 | K | METROPOLITAN AVE | ENGLISH KILLS | | WMO | 5 | STATE | 07/02/01 | 4.186 | FAIR | 15245 | \$21,952,800.00 | 1 |
| 2240301 | K | CROPSEY AVE | CONEY ISLAND CREEK | | WO | 3 | STATE | 06/08/01 | 5.194 | GOOD | 9400 | \$13,536,000.00 | 13 |
| 2240302 | K | CROPSEY AVE | CONEY ISLAND CREEK | | WO | 3 | STATE | 07/09/02 | 5.084 | GOOD | 9400 | \$13,536,000.00 | 13 |
| 2240310 | K | THIRD AVE | GOWANUS CANAL | | WO | 1 | STATE | 06/26/01 | 4.545 | FAIR | 3200 | \$4,608,000.00 | 6 |
| 2240320 | K | OCEAN AVE PED BRDG | SHEEPSHEAD BAY | | WO-PED | 30 | CITY | 03/28/02 | 4.175 | FAIR | 4000 | \$5,760,000.00 | 15 |
| 2240350 | R | RICHMOND AVE | RICHMOND CREEK | | WO | 3 | STATE | 07/24/01 | 6.152 | VGOOD | 32589 | \$46,928,160.00 | 2 |
| 2240370 | KQ | BRIDGE | NEWTOWN CREEK | L | WMO | 12 | STATE | 12/20/01 | 5.666 | GOOD | 76106 | \$109,592,640.00 | 2 |
| 2240390 | KQ | GRAND ST BRIDGE | NEWTOWN CREEK | | WMO | 2 | STATE | 09/09/02 | 4.569 | FAIR | 5100 | \$25,000,000.00 | 5 |
| 2240410 | Q | BORDEN AVE | DUTCH KILLS | | WMO | 2 | STATE | 07/30/01 | 3.791 | FAIR | 8400 | \$12,096,000.00 | 2 |
| 2240440 | Q | NORTHERN BLVD | ALLEY CREEK | | WO | 2 | STATE | 06/10/02 | 5.000 | GOOD | 8300 | \$11,952,000.00 | 11 |
| 2240450 | Q | HUNTERS PT AVE BRIDGE | DUTCH KILLS | | WMO | 4 | STATE | 05/13/02 | 5.166 | GOOD | 11544 | \$16,623,360.00 | 2 |
| 2240507 | Q | ROOSEVELT AVE | 678I - VAN WYCK EXPWY | | WA | 27 | STATE | 11/13/02 | 3.380 | FAIR | 84424 | \$121,570,560.00 | 81 |
| 2240540 | K | STILLWELL AVE | CONEY ISLAND CRK | | WO | 2 | STATE | 06/18/01 | 6.097 | VGOOD | 17000 | \$24,480,000.00 | 13 |
| 2240620 | M | WARDS ISLAND PED BRDG | HARLEM RIVER | | WMO-PED | 10 | CITY | 04/24/02 | 4.049 | FAIR | 12600 | \$18,144,000.00 | 11 |
| 2240639 | KQ | PULASKI BRIDGE | NEWTOWN CREEK | | WMO | 48 | STATE | 06/11/02 | 5.211 | GOOD | 205770 | \$296,308,800.00 | 2 |
| 2240640 | MQ | ROOSEVELT ISLAND | E. RIVER E. CHANNEL | | WMO | 8 | STATE | 06/14/02 | 4.291 | FAIR | 36500 | \$52,560,000.00 | 8 |

| INVENTORY SORTED BY B.I.N. | | | | | | | | | | | | | |
|----------------------------|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2240650 | Q | 163RD ST PED BRDG | HAWTREE BASIN | | WO-PED | 13 | CITY | 04/02/02 | 4.370 | FAIR | 5000 | \$7,200,000.00 | 10 |
| 2240660 | Q | RIKERS ISLAND BRIDGE | RIKERS ISL CHANNEL | | WO | 56 | STATE | 09/06/01 | 4.647 | FAIR | 183100 | \$263,664,000.00 | 1 |
| 2241000 | B | WESTCHESTER AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/05/00 | 5.170 | GOOD | 1740 | \$2,505,600.00 | 1 |
| 2241010 | B | E 156TH STREET | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/06/00 | 4.555 | FAIR | 2400 | \$3,456,000.00 | 1 |
| 2241020 | B | E 161ST STREET | CONRAIL PT MORRIS | C | O | 1 | STATE | 07/08/02 | 3.454 | FAIR | 12800 | \$18,432,000.00 | 1 |
| 2241030 | B | E 163RD STREET | CONRAIL PT MORRIS | C | O | 1 | STATE | 07/09/02 | 4.870 | FAIR | 3200 | \$4,608,000.00 | 3 |
| 2241040 | B | THIRD AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/08/00 | 4.625 | FAIR | 2700 | \$3,888,000.00 | 1 |
| 2241050 | B | E 149TH ST/JACKSON AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/12/00 | 5.250 | GOOD | 65000 | \$93,600,000.00 | 1 |
| 2241060 | B | ST. MARYS & CONCORD | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/12/00 | 5.333 | GOOD | 4500 | \$6,480,000.00 | 1 |
| 2241070 | B | WALES AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/13/00 | 6.566 | VGOOD | 2535 | \$3,312,000.00 | 1 |
| 2241080 | B | SOUTHERN BLVD | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/14/00 | 4.185 | FAIR | 3900 | \$5,616,000.00 | 1 |
| 2241099 | B | BRUCKNER BLVD | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/15/00 | 6.796 | VGOOD | 6700 | \$9,648,000.00 | 1 |
| 2241110 | B | MELROSE AVE | CONRAIL PT MORRIS | C | O | 8 | STATE | 08/06/01 | 6.208 | VGOOD | 37854 | \$54,509,760.00 | 3 |
| 2241129 | B | E 149TH ST | AMTRAK | A | O | 2 | STATE | 06/28/02 | 4.704 | FAIR | 12575 | \$18,108,000.00 | 1 |
| 2241139 | B | LEGGETT AVE | AMTRAK | A | O | 3 | STATE | 06/28/02 | 4.690 | FAIR | 28300 | \$40,752,000.00 | 2 |
| 2241159 | B | LONGWOOD AVE | AMTRAK | A | O | 2 | STATE | 06/04/02 | 6.041 | VGOOD | 10625 | \$15,300,000.00 | 2 |
| 2241169 | B | LAFAYETTE AVE | AMTRAK | A | O | 1 | STATE | 06/28/02 | 5.904 | GOOD | 12000 | \$17,280,000.00 | 2 |
| 2241170 | B | TIFFANY ST | AMTRAK | A | O | 1 | STATE | 08/01/01 | 5.941 | GOOD | 7267 | \$10,464,480.00 | 2 |
| 2241180 | B | BARRETTO ST | AMTRAK | A | O | 1 | STATE | 06/05/02 | 6.281 | VGOOD | 5313 | \$7,650,720.00 | 2 |
| 2241190 | B | HUNTS POINT AVE | AMTRAK | A | O | 1 | STATE | 06/06/02 | 5.250 | GOOD | 13700 | \$19,728,000.00 | 2 |
| 2241200 | B | FAILE ST | AMTRAK | A | O | 1 | STATE | 06/06/02 | 6.156 | VGOOD | 6208 | \$8,939,520.00 | 2 |
| 2241210 | B | BRYANT AVE | AMTRAK | A | O | 1 | STATE | 06/12/02 | 3.220 | FAIR | 5300 | \$7,632,000.00 | 2 |
| 2241230 | B | WESTCHESTER AVE | AMTRAK | A | O | 3 | STATE | 06/26/02 | 6.250 | VGOOD | 15600 | \$22,464,000.00 | 2 |
| 2241259 | B | 204TH ST PED BRDG | METRO NORTH RR HAR | M | O-PED | 1 | CITY | 08/26/02 | 3.950 | FAIR | 4700 | \$6,768,000.00 | 27 |
| 2241269 | B | E 177TH ST | AMTRAK | A | O | 3 | STATE | 06/24/02 | 5.513 | GOOD | 16606 | \$23,912,640.00 | 9 |
| 2241270 | B | EAST TREMONT AVE | AMTRAK | A | O | 2 | STATE | 06/17/02 | 5.722 | GOOD | 22300 | \$32,112,000.00 | 9 |
| 2241329 | B | WHITE PLAINS ROAD | AMTRAK | A | O | 1 | STATE | 06/18/02 | 4.953 | FAIR | 6900 | \$9,936,000.00 | 9 |
| 2241330 | B | UNIONPORT ROAD | AMTRAK | A | O | 1 | STATE | 06/19/02 | 4.875 | FAIR | 4400 | \$6,336,000.00 | 9 |
| 2241369 | B | WILLIAMSBRIDGE RD | AMTRAK | A | O | 2 | STATE | 06/20/02 | 4.835 | FAIR | 10400 | \$14,976,000.00 | 11 |
| 2241390 | B | SHORE RD CIRCLE | AMTRAK | A | O | 2 | STATE | 06/29/01 | 3.253 | FAIR | 4800 | \$6,912,000.00 | 10 |
| 2241409 | B | GRAND CONCOURSE | METRO NORTH RR HUD | TCM | O | 1 | STATE | 03/19/02 | 3.843 | FAIR | 16100 | \$23,184,000.00 | 4 |
| 2241410 | B | WALTON AVE | METRO NORTH RR HUD | M | O | 1 | STATE | 03/21/02 | 5.234 | GOOD | 3600 | \$5,184,000.00 | 4 |
| 2241420 | B | GERARD AVE | METRO NORTH RR HAR | M | O | 1 | STATE | 03/23/02 | 6.765 | VGOOD | 5063 | \$7,290,720.00 | 4 |
| 2241430 | B | RIVER AVE | METRO NORTH RR HUD | M | O | 1 | STATE | 11/02/01 | 6.421 | VGOOD | 5040 | \$7,257,600.00 | 4 |
| 2241460 | B | W TREMONT AVE | METRO NORTH RR HUD | M | O | 8 | STATE | 09/09/02 | 4.761 | FAIR | 12900 | \$18,576,000.00 | 5 |
| 2241470 | B | W FORDHAM RD | METRO NORTH RR HUD | M | O | 5 | STATE | 10/27/01 | 6.333 | VGOOD | 16052 | \$23,114,880.00 | 7 |
| 2241489 | B | W 225TH ST | CONRAIL PUTNAM | C | O | 2 | STATE | 07/10/02 | 5.432 | GOOD | 10900 | \$15,696,000.00 | 7 |
| 2241490 | B | W 230TH ST | CONRAIL PUTNAM | C | O | 1 | STATE | 04/16/01 | 5.843 | GOOD | 5600 | \$8,064,000.00 | 8 |
| 2241509 | B | W 231ST ST | CONRAIL PUTNAM | C | O | 1 | STATE | 10/06/00 | 5.764 | GOOD | 4723 | \$6,801,120.00 | 8 |
| 2241510 | B | W 233RD ST | CONRAIL PUTNAM | C | O | 1 | STATE | 04/11/01 | 5.470 | GOOD | 3760 | \$5,414,400.00 | 8 |
| 2241520 | B | W 234TH ST | CONRAIL PUTNAM | C | O | 1 | STATE | 05/23/01 | 5.568 | GOOD | 3770 | \$5,428,800.00 | 8 |
| 2241550 | B | E 144TH ST | METRO NORTH RR HAR | M | O | 2 | STATE | 11/02/01 | 6.708 | VGOOD | 8290 | \$11,937,600.00 | 1 |
| 2241560 | B | E 149TH ST | METRO NORTH RR HAR | M | O | 8 | STATE | 03/14/02 | 4.736 | FAIR | 27900 | \$40,176,000.00 | 1 |
| 2241590 | B | CONCOURSE VILL AVE | METRO NORTH RR HAR | M | O | 1 | STATE | 03/21/02 | 4.093 | FAIR | 17800 | \$25,632,000.00 | 1 |
| 2241600 | B | E 158TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 11/02/01 | 5.233 | GOOD | 3400 | \$4,896,000.00 | 1 |
| 2241610 | B | E 161ST ST | METRO NORTH RR HAR | M | O | 1 | STATE | 11/02/01 | 5.383 | GOOD | 6600 | \$9,504,000.00 | 1 |
| 2241620 | B | E 162ND ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/23/02 | 4.983 | FAIR | 4700 | \$6,768,000.00 | 3 |
| 2241630 | B | E 165TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 04/10/02 | 4.483 | FAIR | 16400 | \$23,616,000.00 | 3 |
| 2241650 | B | E 167TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/20/02 | 5.862 | GOOD | 3363 | \$4,842,720.00 | 3 |
| 2241660 | B | E 168TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/21/02 | 4.921 | FAIR | 7700 | \$11,088,000.00 | 3 |
| 2241670 | B | E 169TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/22/02 | 4.875 | FAIR | 3300 | \$4,752,000.00 | 3 |
| 2241680 | B | E 170TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/02/02 | 6.450 | VGOOD | 3150 | \$4,536,000.00 | 3 |
| 2241700 | B | ST PAULS PL PED BRDG | METRO NORTH RR HAR | M | O-PED | 2 | CITY | 08/29/02 | 6.296 | VGOOD | 600 | \$864,000.00 | 3 |
| 2241710 | B | CLAREMONT PKWY | METRO NORTH RR HAR | M | O | 1 | STATE | 02/27/02 | 4.484 | FAIR | 6300 | \$9,072,000.00 | 3 |
| 2241720 | B | E 173RD ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/26/02 | 4.583 | FAIR | 3000 | \$4,320,000.00 | 3 |
| 2241740 | B | E 175TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/28/02 | 4.093 | FAIR | 3600 | \$5,184,000.00 | 3 |
| 2241760 | B | E TREMONT AVE | METRO NORTH RR HAR | M | O | 1 | STATE | 05/15/01 | 3.593 | FAIR | 7300 | \$10,512,000.00 | 6 |
| 2241770 | B | E 178TH ST PED BRDG | METRO NORTH RR HAR | M | O-PED | 1 | CITY | 08/28/02 | 6.730 | VGOOD | 700 | \$1,008,000.00 | 6 |
| 2241780 | B | E 179TH ST PED BRDG | METRO NORTH RR HAR | M | O-PED | 6 | CITY | 08/27/02 | 6.000 | GOOD | 700 | \$1,008,000.00 | 6 |
| 2241790 | B | E 180TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/05/02 | 4.078 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2241800 | B | E 183TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/06/02 | 4.328 | FAIR | 3600 | \$5,184,000.00 | 6 |
| 2241810 | B | E 188TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/07/02 | 4.281 | FAIR | 5300 | \$7,632,000.00 | 6 |
| 2241820 | B | E 187TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/08/02 | 4.843 | FAIR | 3800 | \$5,472,000.00 | 6 |
| 2241839 | B | E 189TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 11/02/01 | 6.533 | VGOOD | 43157 | \$62,146,080.00 | 6 |
| 2241840 | B | BEDFORD PARK BLVD | METRO NORTH RR HAR | M | O | 1 | STATE | 03/09/02 | 4.716 | FAIR | 6400 | \$9,216,000.00 | 27 |
| 2241860 | B | GUN HILL RD | METRO NORTH RR HAR | M | O | 2 | STATE | 03/15/02 | 4.279 | FAIR | 9000 | \$12,960,000.00 | 12 |
| 2241870 | B | E 233RD ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/15/02 | 5.156 | GOOD | 7664 | \$11,036,160.00 | 12 |
| 2241890 | B | E 241ST ST | BRP, METRO NORTH HAR | M | O | 28 | STATE | 11/15/01 | 4.736 | FAIR | 49500 | \$71,280,000.00 | 12 |
| 2241900 | B | EASTCHESTER ROAD | NYCTA-DYRE AVE LN | T | O | 3 | STATE | 07/21/02 | 5.138 | GOOD | 13500 | \$19,440,000.00 | 12 |
| 2241910 | B | GUN HILL ROAD | NYCTA-DYRE AVE LN | T | O | 1 | STATE | 07/21/02 | 6.906 | VGOOD | 75000 | \$9,072,000.00 | 11 |
| 2241930 | B | BEDFORD PARK BLVD | NYCTA IND YARDS | T | O | 4 | STATE | 08/31/00 | 6.500 | VGOOD | 46300 | \$66,672,000.00 | 7 |
| 2241940 | B | W 205TH ST | NYCTA IND YARDS | T | O | 4 | STATE | 11/06/00 | 6.666 | VGOOD | 32508 | \$54,432,000.00 | 7 |
| 2241959 | B | HUTCHINSON RVR PKWY | AMTRAK | A | O | 1 | STATE | 06/21/02 | 6.067 | VGOOD | 15444 | \$22,239,360.00 | 10 |
| 2242010 | B | BRONX PELHAM PKWY | BRONX RIVER | | WA | 1 | STATE | 05/24/02 | 4.931 | FAIR | 9200 | \$13,248,000.00 | 27 |
| 2242029 | B | SOUTHERN BLVD | BRONX PELHAM PKWY | | O | 2 | STATE | 06/04/02 | 4.789 | FAIR | 12900 | \$18,576,000.00 | 27 |
| 2242030 | B | CROTONA AVE | BRONX PELHAM PKWY | | O | 2 | STATE | 06/04/02 | 5.315 | GOOD | 7600 | \$10,944,000.00 | 6 |
| 2242071 | B | BRONX BLVD S.B. | BRONX RIVER | | WO | 1 | STATE | 05/24/02 | 4.700 | FAIR | 1800 | \$2,592,000.00 | 12 |
| 2242072 | B | BRONX BLVD N.B. | BRONX RIVER | | WO | 1 | STATE | 05/24/02 | 5.033 | GOOD | 1800 | \$2,592,000.00 | 12 |
| 2242081 | B | BRONX BLVD S.B. | BRONX RIVER | | WO | 1 | STATE | 05/20/02 | 4.466 | FAIR | 2800 | \$4,032,000.00 | 12 |
| 2242082 | B | BRONX BLVD N.B. | BRONX RIVER | | WO | 1 | STATE | 05/20/02 | 4.466 | FAIR | 2800 | \$4,032,000.00 | 12 |
| 2242099 | B | PARK ROAD (204TH ST) | BRONX RIVER | | WO | 1 | STATE | 08/28/02 | 4.172 | FAIR | 4700 | \$6,768,000.00 | 27 |
| 2242100 | B | BOTANICAL GARDEN ROAD | TWIN LAKES | | O-PED | 1 | STATE | 05/17/02 | 4.966 | FAIR | 2200 | \$3,168,000.00 | 27 |
| 2242110 | B | BOSTON ROAD | BRONX RIVER | | WO | 1 | STATE | 05/16/02 | 4.272 | FAIR | 6200 | \$8,928,000.00 | 27 |
| 2242149 | B | E TREMONT AVE | BRONX RIVER | | WO | 2 | STATE | 05/15/02 | 4.777 | FAIR | 12900 | \$18,576,000.00 | 6 |
| 2242200 | B | YANKEE STDM PED BRDG | E 153 ST, METRO NORTH | M | O-PED | 5 | CITY | 09/03/02 | 5.000 | GOOD | 4200 | \$6,048,000.00 | 4 |
| 2242210 | B | S OF ALLERTON AVE | BRONX RIVER | | WO | 3 | STATE | 05/17/02 | 4.763 | FAIR | 6200 | \$8,928,000.00 | 27 |

| INVENTORY SORTED BY B.I.N. | | | | | | | | | | | | | |
|----------------------------|------|---------------------|----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2242220 | B | SOUTHERN BLVD | BRONX RIVER | | WO | 2 | STATE | 04/23/02 | 4.210 | FAIR | 4800 | \$6,912,000.00 | 27 |
| 2242259 | B | GRAND CONCOURSE | E 161ST ST | | O | 1 | STATE | 10/10/00 | 3.500 | FAIR | 24100 | \$34,704,000.00 | 4 |
| 2242260 | B | EAGLE AVE | E 161ST ST | | O | 1 | STATE | 05/13/02 | 5.234 | GOOD | 2800 | \$4,032,000.00 | 1 |
| 2242280 | B | GRAND CONCOURSE | E 167TH ST | | O | 2 | STATE | 08/21/02 | 4.578 | FAIR | 42900 | \$61,776,000.00 | 4 |
| 2242299 | B | GRAND CONCOURSE | E 138TH ST | | O | 1 | STATE | 06/04/01 | 5.600 | GOOD | 9500 | \$13,680,000.00 | 1 |
| 2242300 | B | GRAND CONCOURSE | E 170TH ST | | O | 2 | STATE | 07/01/02 | 4.789 | FAIR | 39300 | \$56,592,000.00 | 4 |
| 2242319 | B | GRAND CONCOURSE | E 174TH ST | T | O | 1 | STATE | 05/15/02 | 4.066 | FAIR | 14900 | \$21,456,000.00 | 4 |
| 2242329 | B | GRAND CONCOURSE | E 175TH ST | T | O | 1 | STATE | 09/12/00 | 4.466 | FAIR | 11900 | \$17,136,000.00 | 4 |
| 2242330 | B | GRAND CONCOURSE | E TREMONT AVE | | O | 1 | STATE | 10/19/01 | 6.483 | VGOOD | 11700 | \$16,848,000.00 | 5 |
| 2242340 | B | GRAND CONCOURSE | EAST KINGSBRIDGE | | O | 2 | STATE | 09/14/00 | 4.714 | FAIR | 16500 | \$23,760,000.00 | 7 |
| 2242350 | B | EAST FORDHAM RD | GRAND CONCOURSE | | O | 1 | STATE | 05/10/02 | 4.566 | FAIR | 10300 | \$14,832,000.00 | 5 |
| 2242360 | B | GRAND CONCOURSE | BURNSIDE AVE | | O | 2 | STATE | 09/29/00 | 4.588 | FAIR | 8400 | \$12,096,000.00 | 5 |
| 2242370 | B | GRAND CONCOURSE | BEDFORD PARK BLVD | | O | 1 | STATE | 05/14/02 | 4.921 | FAIR | 8418 | \$12,121,920.00 | 7 |
| 2242380 | B | GRAND CONCOURSE | E 204TH ST | | O | 1 | STATE | 06/05/01 | 5.828 | GOOD | 9272 | \$13,351,680.00 | 7 |
| 2242400 | B | E 180TH ST | BRONX RIVER | | WO | 1 | STATE | 07/03/00 | 4.809 | FAIR | 4500 | \$6,480,000.00 | 6 |
| 2242430 | B | GUN HILL ROAD | BRONX BLVD | | O | 4 | STATE | 07/12/00 | 5.052 | GOOD | 9400 | \$13,536,000.00 | 12 |
| 2242440 | B | GUN HILL ROAD | BRONX RIVER | | WO | 1 | STATE | 04/25/02 | 5.300 | GOOD | 8700 | \$12,528,000.00 | 12 |
| 2242459 | B | E 233RD ST | BRONX RIVER | | WO | 1 | STATE | 05/24/02 | 4.366 | FAIR | 7000 | \$10,080,000.00 | 12 |
| 2242460 | B | E 233RD ST | ENTR RD BNX RVR PKWY | | O | 1 | STATE | 02/04/02 | 5.600 | GOOD | 5300 | \$7,632,000.00 | 12 |
| 2243010 | K | LINCOLN ROAD | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 07/03/02 | 4.250 | FAIR | 6100 | \$8,784,000.00 | 55 |
| 2243020 | K | PARKSIDE AVE | BMT SUBWAY, BRIGHTON | T | O | 6 | STATE | 07/10/02 | 4.217 | FAIR | 48700 | \$70,128,000.00 | 14 |
| 2243040 | K | CROOKE AVE | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 10/15/01 | 4.157 | FAIR | 6000 | \$8,640,000.00 | 14 |
| 2243050 | K | CATON AVE | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 10/24/01 | 4.500 | FAIR | 20800 | \$29,952,000.00 | 14 |
| 2243080 | K | CHURCH AVE | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 10/26/01 | 4.545 | FAIR | 18200 | \$26,208,000.00 | 14 |
| 2243100 | K | BEVERLY ROAD | BMT SUBWAY, BRIGHTON | T | O | 3 | STATE | 07/12/02 | 4.157 | FAIR | 2700 | \$3,888,000.00 | 14 |
| 2243110 | K | CORTEYOU ROAD | BMT SUBWAY, BRIGHTON | T | O | 3 | STATE | 10/29/01 | 3.926 | FAIR | 2900 | \$4,176,000.00 | 14 |
| 2243120 | K | DORCHESTER ROAD | BMT SUBWAY, BRIGHTON | T | O | 1 | STATE | 07/19/02 | 5.803 | GOOD | 4825 | \$6,948,000.00 | 14 |
| 2243130 | K | DITMAS AVE | BMT SUBWAY, BRIGHTON | T | O | 1 | STATE | 10/30/01 | 5.659 | GOOD | 4100 | \$5,904,000.00 | 14 |
| 2243140 | K | NEWKIRK AVE | BMT SUBWAY, BRIGHTON | T | O | 3 | STATE | 07/16/02 | 4.661 | FAIR | 4100 | \$5,904,000.00 | 14 |
| 2243150 | K | FOSTER AVE | BMT SUBWAY, BRIGHTON | T | O | 1 | STATE | 07/18/02 | 4.516 | FAIR | 3000 | \$4,320,000.00 | 14 |
| 2243170 | K | STERLING PLACE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 11/06/01 | 6.593 | VGOOD | 2300 | \$3,312,000.00 | 8 |
| 2243180 | K | ST JOHNS PLACE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 11/03/01 | 6.796 | VGOOD | 2200 | \$3,168,000.00 | 9 |
| 2243190 | K | LINCOLN PLACE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 06/24/02 | 7.000 | VGOOD | 2460 | \$4,896,000.00 | 9 |
| 2243200 | K | UNION ST | FRANKLIN SHUTTLE | T | O | 2 | STATE | 06/25/02 | 5.047 | GOOD | 4100 | \$5,904,000.00 | 9 |
| 2243210 | K | PRESIDENT ST | FRANKLIN SHUTTLE | T | O | 2 | STATE | 06/26/02 | 5.161 | GOOD | 2500 | \$3,600,000.00 | 9 |
| 2243220 | K | CARROLL ST PED BRDG | FRANKLIN SHUTTLE | T | O-PED | 3 | CITY | 09/26/02 | 5.484 | GOOD | 600 | \$864,000.00 | 9 |
| 2243230 | K | CROWN ST | FRANKLIN SHUTTLE | T | O | 3 | STATE | 11/02/01 | 5.263 | GOOD | 4800 | \$6,912,000.00 | 9 |
| 2243240 | K | MONTGOMERY ST | FRANKLIN SHUTTLE | T | O | 1 | STATE | 11/04/01 | 6.627 | VGOOD | 2030 | \$3,168,000.00 | 9 |
| 2243250 | K | WASHINGTON AVE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 06/28/02 | 6.421 | VGOOD | 3657 | \$9,360,000.00 | 9 |
| 2243260 | K | FLATBUSH AVE | FRANKLIN SHUTTLE | T | O | 2 | STATE | 06/28/02 | 5.294 | GOOD | 11300 | \$16,272,000.00 | 9 |
| 2243279 | K | EASTERN PKWY | FRANKLIN SHUTTLE | T | O | 1 | STATE | 07/01/02 | 4.861 | FAIR | 7700 | \$11,088,000.00 | 9 |
| 2243280 | K | 6TH AVE | LIRR ATLANTIC AVE | L | O | 9 | STATE | 06/01/02 | 5.583 | GOOD | 12276 | \$17,677,440.00 | 8 |
| 2243290 | K | CARLTON AVE | LIRR ATLANTIC AVE | L | O | 7 | STATE | 06/02/02 | 4.958 | FAIR | 10823 | \$15,585,120.00 | 8 |
| 2243310 | K | 2ND AVE | LIRR BAY RIDGE | N | O | 6 | STATE | 07/23/02 | 3.940 | FAIR | 17000 | \$24,480,000.00 | 10 |
| 2243320 | K | 3RD AVE | LIRR BAY RIDGE | N | O | 4 | STATE | 08/30/01 | 5.708 | GOOD | 17230 | \$24,811,200.00 | 10 |
| 2243330 | K | 4TH AVE | LIRR BAY RIDGE | NT | O | 6 | STATE | 11/05/01 | 5.916 | GOOD | 19400 | \$27,936,000.00 | 10 |
| 2243340 | K | 15TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/20/02 | 4.803 | FAIR | 3614 | \$5,204,160.00 | 11 |
| 2243350 | K | 60TH ST | LIRR BAY RIDGE | N | O | 1 | STATE | 09/07/01 | 6.866 | VGOOD | 3900 | \$5,616,000.00 | 11 |
| 2243360 | K | 16TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/21/02 | 6.683 | VGOOD | 4345 | \$7,632,000.00 | 11 |
| 2243370 | K | 17TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/24/02 | 5.000 | GOOD | 3406 | \$4,904,640.00 | 12 |
| 2243380 | K | 18TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/25/02 | 5.328 | GOOD | 6006 | \$8,648,640.00 | 12 |
| 2243390 | K | 52ND ST | LIRR BAY RIDGE | N | O | 2 | STATE | 06/26/02 | 4.210 | FAIR | 2800 | \$4,032,000.00 | 12 |
| 2243400 | K | 50TH ST | LIRR BAY RIDGE | N | O | 2 | STATE | 09/13/01 | 4.771 | FAIR | 7100 | \$10,224,000.00 | 12 |
| 2243410 | K | MCDONALD AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 05/27/02 | 5.421 | GOOD | 2760 | \$3,974,400.00 | 12 |
| 2243420 | K | E 3RD ST | LIRR BAY RIDGE | N | O | 1 | STATE | 09/24/01 | 5.020 | GOOD | 1500 | \$2,160,000.00 | 12 |
| 2243439 | K | OCEAN PKWY | LIRR BAY RIDGE | N | O | 1 | STATE | 06/28/02 | 4.959 | FAIR | 7000 | \$10,080,000.00 | 12 |
| 2243440 | K | CONEY ISLAND AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 07/01/02 | 5.234 | GOOD | 3231 | \$4,652,640.00 | 12 |
| 2243450 | K | E 14TH ST | LIRR BAY RIDGE | N | O | 1 | STATE | 07/02/02 | 5.595 | GOOD | 1775 | \$2,556,000.00 | 14 |
| 2243460 | K | E 15TH ST - PED | LIRR BAY RIDGE | N | O-PED | 3 | CITY | 04/17/02 | 3.650 | FAIR | 900 | \$1,296,000.00 | 14 |
| 2243480 | K | OCEAN AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 07/03/02 | 4.859 | FAIR | 5000 | \$7,200,000.00 | 14 |
| 2243490 | K | BEDFORD AVE | LIRR BAY RIDGE | N | O | 6 | STATE | 07/10/02 | 4.777 | FAIR | 12000 | \$17,280,000.00 | 14 |
| 2243500 | K | NOSTRAND AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 07/11/02 | 5.186 | GOOD | 4320 | \$6,220,800.00 | 14 |
| 2243510 | K | FLATBUSH AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 09/26/01 | 4.666 | FAIR | 5700 | \$8,208,000.00 | 18 |
| 2243520 | K | BROOKLYN AVE | LIRR BAY RIDGE | N | O | 3 | STATE | 09/27/01 | 5.920 | GOOD | 4500 | \$6,480,000.00 | 18 |
| 2243530 | K | AVENUE H | LIRR BAY RIDGE | N | O | 2 | STATE | 09/28/01 | 6.823 | VGOOD | 35100 | \$50,544,000.00 | 18 |
| 2243569 | K | ATLANTIC AVE | LIRR ATLANTIC AVE | L | O | 75 | STATE | 06/11/02 | 3.873 | FAIR | 135100 | \$194,544,000.00 | 16 |
| 2243570 | K | 86TH ST | LIRR & SEA BEACH | LT | O | 1 | STATE | 07/31/02 | 6.250 | VGOOD | 3840 | \$26,208,000.00 | 13 |
| 2243580 | K | 5TH AVE | LIRR & SEA BEACH | LT | O | 4 | STATE | 08/30/02 | 4.500 | FAIR | 12500 | \$18,000,000.00 | 10 |
| 2243590 | K | 6TH AVE | LIRR & SEA BEACH | LT | O | 5 | STATE | 08/29/02 | 3.583 | FAIR | 14200 | \$20,448,000.00 | 10 |
| 2243600 | K | 7TH AVE | LIRR & SEA BEACH | LT | O | 7 | STATE | 08/28/02 | 5.666 | GOOD | 18913 | \$27,234,720.00 | 10 |
| 2243610 | K | 8TH AVE | LIRR & SEA BEACH | LT | O | 4 | STATE | 08/27/02 | 4.370 | FAIR | 11400 | \$16,416,000.00 | 10 |
| 2243620 | K | FORT HAMILTON PKWY | LIRR & SEA BEACH | LT | O | 3 | STATE | 08/26/02 | 5.627 | GOOD | 14800 | \$21,312,000.00 | 10 |
| 2243630 | K | 11TH AVE | LIRR & SEA BEACH | LT | O | 5 | STATE | 08/23/02 | 6.808 | VGOOD | 9700 | \$13,968,000.00 | 10 |
| 2243640 | K | 13TH AVE | LIRR & SEA BEACH | LT | O | 5 | STATE | 11/08/01 | 4.666 | FAIR | 16000 | \$23,040,000.00 | 10 |
| 2243650 | K | 14TH AVE | LIRR BAY RIDGE | N | O | 4 | STATE | 06/19/02 | 4.321 | FAIR | 10000 | \$14,400,000.00 | 11 |
| 2243660 | K | NEW UTRECHT AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 07/12/02 | 7.000 | VGOOD | 2400 | \$3,456,000.00 | 11 |
| 2243670 | K | 15TH AVE | BMT SEA BEACH | T | O | 6 | STATE | 07/26/02 | 4.136 | FAIR | 17300 | \$24,912,000.00 | 11 |
| 2243680 | K | 16TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 07/23/02 | 5.629 | GOOD | 6816 | \$9,815,040.00 | 11 |
| 2243690 | K | 17TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 08/22/02 | 3.710 | FAIR | 8500 | \$12,240,000.00 | 11 |
| 2243700 | K | 18TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 11/16/01 | 3.909 | FAIR | 8700 | \$12,528,000.00 | 11 |
| 2243710 | K | 19TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 08/20/02 | 4.500 | FAIR | 4800 | \$6,912,000.00 | 11 |
| 2243720 | K | 20TH AVE | BMT SEA BEACH | T | O | 6 | STATE | 08/16/02 | 4.794 | FAIR | 12500 | \$18,000,000.00 | 11 |
| 2243730 | K | 65TH ST | BMT SEA BEACH | T | O | 4 | STATE | 08/05/02 | 5.947 | GOOD | 12000 | \$17,280,000.00 | 11 |
| 2243740 | K | BAY PKWY | BMT SEA BEACH | T | O | 4 | STATE | 08/07/02 | 5.078 | GOOD | 16800 | \$24,192,000.00 | 11 |
| 2243750 | K | AVENUE O | BMT SEA BEACH | T | O | 1 | STATE | 11/20/01 | 6.568 | VGOOD | 4658 | \$6,707,520.00 | 11 |
| 2243760 | K | AVENUE P | BMT SEA BEACH | T | O | 1 | STATE | 11/21/01 | 6.883 | VGOOD | 5544 | \$8,640,000.00 | 11 |
| 2243770 | K | KINGS HIGHWAY | BMT SEA BEACH | T | O | 1 | STATE | 11/26/01 | 6.714 | VGOOD | 5032 | \$17,280,000.00 | 11 |

| INVENTORY SORTED BY B.I.N. | | | | | | | | | | | | | |
|----------------------------|------|-----------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2243780 | K | HIGHLAWN AVE | BMT SEA BEACH | T | O | 1 | STATE | 11/30/01 | 7.000 | VGOOD | 6960 | \$16,272,000.00 | 11 |
| 2243790 | K | AVENUE S | BMT SEA BEACH | T | O | 1 | STATE | 12/03/01 | 6.600 | VGOOD | 5360 | \$6,912,000.00 | 15 |
| 2243800 | K | AVENUE T | BMT SEA BEACH | T | O | 1 | STATE | 11/27/01 | 6.500 | VGOOD | 5360 | \$12,240,000.00 | 11 |
| 2243810 | K | AVENUE U | BMT SEA BEACH | T | O | 1 | STATE | 08/01/02 | 6.568 | VGOOD | 5880 | \$12,240,000.00 | 15 |
| 2243820 | K | 21ST AVE | BMT SEA BEACH | T | O | 4 | STATE | 08/13/02 | 4.131 | FAIR | 21400 | \$30,816,000.00 | 11 |
| 2243839 | K | 4TH AVE | NYCTA BMT TRACKS | T | O | 1 | STATE | 12/07/01 | 6.916 | VGOOD | 5160 | \$5,904,000.00 | 7 |
| 2243840 | K | 9TH AVE | NYCTA BMT YARD | T | O | 5 | STATE | 12/10/01 | 6.777 | VGOOD | 12440 | \$17,913,600.00 | 12 |
| 2243850 | K | LIBERTY AVE | LIRR BAY RIDGE | N | O | 4 | STATE | 10/03/01 | 4.191 | FAIR | 6400 | \$9,216,000.00 | 16 |
| 2243860 | K | GLENMORE AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 07/16/02 | 4.087 | FAIR | 5700 | \$8,208,000.00 | 16 |
| 2243870 | K | PITKIN AVE | LIRR BAY RIDGE | N | O | 3 | STATE | 07/18/02 | 4.294 | FAIR | 5600 | \$8,064,000.00 | 16 |
| 2243890 | K | SUTTER AVE | LIRR BAY RIDGE | N | O | 3 | STATE | 10/09/01 | 4.117 | FAIR | 5400 | \$7,776,000.00 | 16 |
| 2243900 | K | BLAKE AVE | LIRR BAY RIDGE LINE | N | O | 3 | STATE | 07/19/02 | 5.309 | GOOD | 4900 | \$7,056,000.00 | 16 |
| 2243910 | K | LIVONIA AVE PED BRDG | LIRR BAY RIDGE LINE | N | O-PED | 3 | CITY | 01/18/03 | 5.375 | GOOD | 2500 | \$3,600,000.00 | 16 |
| 2243920 | K | 7TH AVE | NYCTA BMT YARD | T | O | 2 | STATE | 08/22/02 | 3.916 | FAIR | 5200 | \$7,488,000.00 | 7 |
| 2243940 | K | 9TH AVE | NYCTA IND SBWY | T | O | 5 | STATE | 12/06/01 | 4.754 | FAIR | 11900 | \$17,136,000.00 | 12 |
| 2244010 | K | PROSPECT PK E DRIVE | ENDALE ARCH E DRIVE | | O | 1 | CITY | 05/07/02 | 4.367 | FAIR | 900 | \$1,296,000.00 | 55 |
| 2244020 | K | W DR OV WK-MA.ENT | MEADOWPORT ARCH | | O | 1 | STATE | 04/24/01 | 5.571 | GOOD | 2500 | \$3,600,000.00 | 55 |
| 2244030 | K | EAST DRIVE | BRIDLE PATH | | O | 1 | STATE | 04/25/01 | 5.183 | GOOD | 2000 | \$2,880,000.00 | 55 |
| 2244040 | K | EAST DRIVE | EAST WOOD ARCH | | O | 1 | CITY | 06/08/01 | 4.200 | FAIR | 900 | \$1,296,000.00 | 55 |
| 2244050 | K | CENTRAL DRIVE | PED PATH & STREAM | | WO | 3 | STATE | 04/27/01 | 5.315 | GOOD | 7400 | \$10,656,000.00 | 55 |
| 2244060 | K | CLEFT RIDGE SPAN | PROSPECT PARK | | O | 1 | CITY | 06/21/01 | 4.500 | FAIR | 900 | \$1,296,000.00 | 55 |
| 2244120 | K | HILL DRIVE | PROSPECT PK LAKE | | WO | 3 | STATE | 05/01/01 | 3.636 | FAIR | 7800 | \$11,232,000.00 | 55 |
| 2244150 | K | RIDGE BLVD | SHORE RD DRIVE | | O | 1 | STATE | 05/10/01 | 7.000 | VGOOD | 4350 | \$10,080,000.00 | 10 |
| 2244160 | K | 3RD AVE | SHORE RD DRIVE | | O | 1 | STATE | 05/11/01 | 7.000 | VGOOD | 4360 | \$10,224,000.00 | 10 |
| 2244170 | K | ATLNTC AV SVC RD E.B. | EAST NEW YORK AVE | | O | 2 | STATE | 05/03/01 | 4.543 | FAIR | 5500 | \$7,920,000.00 | 5 |
| 2244180 | K | ATLNTC AV SVC RD W.B. | EAST NEW YORK AVE | | O | 2 | STATE | 05/07/01 | 4.491 | FAIR | 6200 | \$8,928,000.00 | 16 |
| 2244421 | K | WLLMSBRG BRDG NTH APP | DRIGGS AVE | | O | 1 | STATE | 02/16/00 | 4.293 | FAIR | 3170 | \$4,564,800.00 | 1 |
| 2244440 | K | SOUTH OF TILLARY ST | NAVY ST | | O-PED | 1 | CITY | 05/20/02 | 4.244 | FAIR | 6200 | \$8,928,000.00 | 2 |
| 2244460 | K | CONDUIT BLVD NB | ATLANTIC AVE EB | | O | 1 | STATE | 04/22/02 | 5.000 | GOOD | 3800 | \$5,472,000.00 | 5 |
| 2244470 | K | SEELEY ST | PROSPECT AVE | | O | 1 | STATE | 05/09/01 | 4.100 | FAIR | 7700 | \$11,088,000.00 | 7 |
| 2244480 | K | 5TH AVE | GREENWOOD CEMETERY | | O | 1 | STATE | 05/14/01 | 5.000 | GOOD | 3600 | \$5,184,000.00 | 7 |
| 2245010 | M | 11TH AVE VIADUCT | LIRR WEST SIDE YARD | AL | O | 39 | STATE | 11/27/02 | 3.875 | FAIR | 157500 | \$226,800,000.00 | 4 |
| 2245040 | M | FORT TRYON PARK | SOUTH OF CLOISTERS | | O | 1 | CITY | 04/05/01 | 5.467 | GOOD | 750 | \$1,080,000.00 | 12 |
| 2245050 | M | FORT TRYON PARK | UNDERPASS | | O | 1 | CITY | 05/08/02 | 4.867 | FAIR | 750 | \$1,080,000.00 | 12 |
| 2245060 | M | W 37TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 07/22/02 | 3.961 | FAIR | 7600 | \$10,944,000.00 | 4 |
| 2245070 | M | W 38TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/26/02 | 4.076 | FAIR | 6200 | \$8,928,000.00 | 4 |
| 2245080 | M | W 39TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/26/02 | 4.288 | FAIR | 6300 | \$9,072,000.00 | 4 |
| 2245090 | M | W 43RD ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/20/02 | 4.764 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245100 | M | W 44TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/20/02 | 4.661 | FAIR | 4300 | \$6,192,000.00 | 4 |
| 2245110 | M | W 45TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/21/02 | 4.632 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245120 | M | W 46TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/05/02 | 4.558 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245130 | M | W 47TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/28/02 | 4.720 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245140 | M | W 48TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/29/02 | 4.735 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245150 | M | W 49TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/05/02 | 4.573 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245160 | M | W 51ST ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/30/02 | 4.794 | FAIR | 4300 | \$6,192,000.00 | 4 |
| 2245170 | M | W 52ND ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/29/02 | 5.073 | GOOD | 4300 | \$6,192,000.00 | 4 |
| 2245180 | M | W 53RD ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/29/02 | 5.338 | GOOD | 5100 | \$7,344,000.00 | 4 |
| 2245190 | M | W 58TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/06/02 | 4.588 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245209 | M | 11TH AVE | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/17/02 | 4.470 | FAIR | 15400 | \$22,176,000.00 | 4 |
| 2245210 | M | W 42ND ST | AMTRAK 30 ST BRANCH | A | O | 4 | STATE | 07/22/02 | 4.428 | FAIR | 10300 | \$14,832,000.00 | 4 |
| 2245220 | M | W 57TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/17/02 | 4.838 | FAIR | 9100 | \$13,104,000.00 | 4 |
| 2245230 | M | W 148TH ST PED BRDG | AMTRAK 30 ST BRANCH | A | O-PED | 3 | CITY | 09/07/01 | 3.692 | FAIR | 1100 | \$1,584,000.00 | 9 |
| 2245250 | M | W 158TH ST | AMTRAK 30 ST BRANCH | A | O | 7 | STATE | 08/14/01 | 6.430 | VGOOD | 29170 | \$42,004,800.00 | 12 |
| 2245260 | M | W 173RD ST PED BRDG | AMTRAK 30 ST BRANCH | A | O-PED | 2 | CITY | 10/15/02 | 4.657 | FAIR | 1500 | \$2,160,000.00 | 12 |
| 2245290 | M | W 155TH ST PED BRDG | AMTRAK 30 ST BRANCH | A | O-PED | 3 | CITY | 09/09/02 | 3.646 | FAIR | 800 | \$1,152,000.00 | 9 |
| 2245300 | M | INWOOD HILL PK FTBR | AMTRAK 30 ST BRANCH | A | O-PED | 6 | CITY | 09/30/02 | 4.361 | FAIR | 700 | \$1,008,000.00 | 12 |
| 2245319 | M | E 97TH ST | METRO NORTH MAIN LN | M | O | 1 | STATE | 11/25/02 | 4.686 | FAIR | 3200 | \$4,608,000.00 | 8 |
| 2245330 | M | W 41ST ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 07/22/02 | 4.158 | FAIR | 6200 | \$8,928,000.00 | 4 |
| 2245340 | M | W 50TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/30/02 | 4.647 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245350 | M | W 54TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/03/02 | 5.603 | GOOD | 4700 | \$6,768,000.00 | 4 |
| 2245360 | M | W 55TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/03/02 | 5.529 | GOOD | 4300 | \$6,192,000.00 | 4 |
| 2245370 | M | W 56TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/03/02 | 5.367 | GOOD | 4400 | \$6,336,000.00 | 4 |
| 2245380 | M | E 66TH ST | PED WALK N. OF ZOO | | O | 1 | STATE | 03/18/02 | 5.000 | GOOD | 1500 | \$2,160,000.00 | 8 |
| 2245400 | M | PED BRDG W OF 8TH AV | W 155TH ST | | O-PED | 1 | CITY | 11/20/00 | 1.000 | POOR | 400 | \$576,000.00 | 10 |
| 2245420 | M | W 65TH ST E.B. | BRIDLE PATH W END | | O | 1 | STATE | 04/01/02 | 4.863 | FAIR | 1600 | \$2,304,000.00 | 64 |
| 2245440 | M | W 40TH ST | AMTRAK 30 ST BRANCH | A | O | 4 | STATE | 06/26/02 | 3.955 | FAIR | 9400 | \$13,536,000.00 | 4 |
| 2245460 | M | PARK AVE S.B. | E 45TH ST | | O | 1 | STATE | 05/04/02 | 4.945 | FAIR | 2400 | \$3,456,000.00 | 5 |
| 2245470 | M | PARK AVE N.B | E 45TH ST | | O | 1 | STATE | 04/24/02 | 4.864 | FAIR | 2400 | \$3,456,000.00 | 5 |
| 2245480 | M | TO GWB OPP W 171ST ST | RIVERSIDE DRIVE | | O | 1 | STATE | 09/03/02 | 5.333 | GOOD | 10800 | \$15,552,000.00 | 12 |
| 2246000 | M | WEST DRIVE | PED BET 61ST & 62ST | | O | 1 | STATE | 03/14/02 | 5.266 | GOOD | 2500 | \$3,600,000.00 | 64 |
| 2246030 | M | PEDESTRIAN BRIDGE | POND | | O-PED | 1 | CITY | 07/12/02 | 4.448 | FAIR | 1400 | \$2,016,000.00 | 64 |
| 2246040 | M | EAST DR AT CNTRL PARK | PEDESTRIAN WALK | | O | 1 | CITY | 06/08/01 | 5.000 | GOOD | 1200 | \$1,728,000.00 | 5 |
| 2246050 | M | CENTRAL DRIVE | PED OPP 63RD ST | | O | 1 | STATE | 03/25/02 | 5.000 | GOOD | 2000 | \$2,880,000.00 | 64 |
| 2246069 | M | EAST DRIVE | PEDESTRIAN WALK | | O | 1 | STATE | 03/25/02 | 4.500 | FAIR | 2700 | \$3,888,000.00 | 64 |
| 2246070 | M | CPK UNDER CNTR DR | OPP 65TH ST-IN E&W | | O | 1 | CITY | 05/29/02 | 5.733 | GOOD | 1200 | \$1,728,000.00 | 64 |
| 2246080 | M | WEST DRIVE | BRIDLE PATH @ 64TH ST | | O | 1 | STATE | 04/02/02 | 4.666 | FAIR | 2000 | \$2,880,000.00 | 64 |
| 2246090 | M | PED BRDG OPP 65 ST | TRANSVERSE RD #1 | | O-PED | 1 | CITY | 03/30/02 | 4.655 | FAIR | 2300 | \$3,312,000.00 | 64 |
| 2246100 | M | CNTRAL DRIVE | TRANSVERSE RD #1 | | O | 1 | STATE | 05/18/02 | 4.333 | FAIR | 6000 | \$8,640,000.00 | 64 |
| 2246110 | M | EAST DRIVE | TRANSVERSE RD #1 | | O | 1 | STATE | 05/19/02 | 4.566 | FAIR | 6000 | \$8,640,000.00 | 64 |
| 2246120 | M | WEST DRIVE | TRANSVERSE RD #1 | | O | 1 | STATE | 05/19/02 | 4.833 | FAIR | 7900 | \$11,376,000.00 | 64 |
| 2246130 | M | CENTRAL PARK | UNDER EAST DRIVE | | O | 1 | CITY | 04/25/02 | 4.233 | FAIR | 1200 | \$1,728,000.00 | 64 |
| 2246140 | M | 72ND ST ENT TO W DR | BRIDLE PATH | | O | 1 | STATE | 02/26/02 | 4.866 | FAIR | 3600 | \$5,184,000.00 | 64 |
| 2246150 | M | 72ND ST CROSS DR | NEAR CONCERT GRNDS | | O | 3 | STATE | 03/06/02 | 4.941 | FAIR | 7300 | \$10,512,000.00 | 64 |
| 2246170 | M | EAST DRIVE | PED WALK @ 73RD ST | | O | 1 | STATE | 03/06/02 | 5.018 | GOOD | 1900 | \$2,736,000.00 | 64 |
| 2246230 | M | EAST DRIVE | TRANSVERSE RD #2 | | O | 1 | STATE | 06/02/02 | 4.533 | FAIR | 6500 | \$9,360,000.00 | 64 |
| 2246240 | M | WEST DRIVE | TRANSVERSE RD #2 | | O | 1 | STATE | 06/02/02 | 4.166 | FAIR | 7200 | \$10,368,000.00 | 64 |

| INVENTORY SORTED BY B.I.N. | | | | | | | | | | | | | |
|----------------------------|------|------------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2246250 | M | EAST DRIVE | TRANSVERSE RD #3 | | O | 1 | STATE | 04/21/02 | 4.466 | FAIR | 5100 | \$7,344,000.00 | 64 |
| 2246260 | M | WEST DRIVE | TRANSVERSE RD #3 | | O | 1 | STATE | 04/21/02 | 4.800 | FAIR | 5100 | \$7,344,000.00 | 64 |
| 2246270 | M | EAST DRIVE | TRANSVERSE RD #4 | | O | 1 | STATE | 06/08/02 | 3.966 | FAIR | 7000 | \$10,080,000.00 | 64 |
| 2246280 | M | WEST DRIVE | TRANSVERSE RD #4 | | O | 1 | STATE | 06/08/02 | 4.133 | FAIR | 4700 | \$6,768,000.00 | 64 |
| 2246330 | M | WEST DRIVE | FEEDER TO LAKE | | WO | 1 | STATE | 03/04/02 | 5.000 | GOOD | 6700 | \$9,648,000.00 | 64 |
| 2246350 | M | CNTRL PK OVER E DRIVE | S OF CLEOPATRAS NDL | | O | 1 | CITY | 05/07/02 | 4.800 | FAIR | 750 | \$1,080,000.00 | 64 |
| 2246360 | M | WEST DRIVE | PED WALK OPP 82 ST | | O | 1 | STATE | 03/05/02 | 6.136 | VGOOD | 3100 | \$4,464,000.00 | 64 |
| 2246400 | M | E FOOTBRIDGE | TRANSVERSE RD #2 | | O-PED | 1 | CITY | 10/18/02 | 4.500 | FAIR | 3700 | \$5,328,000.00 | 64 |
| 2246410 | M | TRANSVERSE RD. #1 | PED WALK NEAR 5 AV | | O | 1 | STATE | 03/15/02 | 4.363 | FAIR | 2000 | \$2,880,000.00 | 8 |
| 2246430 | M | WEST DRIVE | PED OPP 109TH ST | | O | 1 | STATE | 03/08/02 | 4.183 | FAIR | 1200 | \$1,728,000.00 | 64 |
| 2246440 | M | PED IN CTR OF PK | TRANSVERSE RD NO.2 | | O-PED | 1 | CITY | 10/12/02 | 4.172 | FAIR | 5900 | \$8,496,000.00 | 64 |
| 2246450 | M | 79 ST ENTR TO E DR | PED PATH OPP 77TH ST | | O | 1 | STATE | 02/27/02 | 5.190 | GOOD | 5000 | \$7,200,000.00 | 64 |
| 2246460 | M | 77 ST ENTR TO W DR | PED PATH OPP 77TH ST | | O | 2 | STATE | 03/07/02 | 4.789 | FAIR | 5800 | \$8,352,000.00 | 64 |
| 2246470 | M | EAST DRIVE | THE LOCH | | WO | 1 | STATE | 04/03/02 | 4.700 | FAIR | 1100 | \$1,584,000.00 | 64 |
| 2246489 | M | W 181 ST | RAMP TO WASH BR | | O | 1 | STATE | 03/28/02 | 4.633 | FAIR | 8200 | \$11,808,000.00 | 12 |
| 2246490 | M | A.C. POWELL BLVD N.B. | A.C. POWELL BLVD | | O | 1 | STATE | 04/10/02 | 4.061 | FAIR | 5600 | \$8,064,000.00 | 10 |
| 2246500 | M | FORT TRYON PLACE | ENTR FROM RIVERSIDE DR | | O | 1 | STATE | 04/12/02 | 4.233 | FAIR | 6600 | \$9,504,000.00 | 12 |
| 2246510 | M | CORBIN PL OVERPASS | CORBIN PLACE | | O | 1 | STATE | 03/11/02 | 5.133 | GOOD | 2200 | \$3,168,000.00 | 12 |
| 2246540 | M | E 34TH ST | PARK AVE TUNNEL | | OT | 1 | STATE | 10/31/02 | 3.766 | FAIR | 36200 | \$52,128,000.00 | 5 |
| 2246550 | M | PARK AVE VIADUCT | E 42ND ST | | O | 10 | STATE | 10/30/02 | 4.597 | FAIR | 19600 | \$28,224,000.00 | 6 |
| 2246560 | M | TUDOR CITY PLACE | E 42ND ST | | O | 1 | STATE | 04/25/02 | 5.055 | GOOD | 6600 | \$9,504,000.00 | 6 |
| 2246570 | M | UNITED NATIONS PL | FIRST AVE TUNNEL | | OT | 2 | STATE | 10/31/02 | 5.000 | GOOD | 92200 | \$132,768,000.00 | 6 |
| 2246600 | M | W 176TH ST PED BRDG | APPROACH TO G.W.B. | | O-PED | 1 | CITY | 03/14/02 | 4.517 | FAIR | 1200 | \$1,728,000.00 | 12 |
| 2246620 | M | PEDESTRIAN BRIDGE | E 128TH ST | | O-PED | 18 | CITY | 04/24/02 | 4.717 | FAIR | 2300 | \$3,312,000.00 | 11 |
| 2246660 | M | RIVERSIDE DRIVE | W 125TH ST & OTHERS | | O | 27 | STATE | 07/03/01 | 4.500 | FAIR | 148300 | \$213,552,000.00 | 9 |
| 2246670 | M | W 134 ST VIADUCT | RIVERSIDE DRIVE | | O | 3 | STATE | 06/15/01 | 5.000 | GOOD | 7927 | \$11,414,880.00 | 9 |
| 2246690 | M | ISHAM PK VEHICULR | HARLEM RIVER INLET | | O | 1 | STATE | 11/12/02 | 6.652 | VGOOD | 700 | \$1,008,000.00 | 10 |
| 2246710 | M | W 153 ST | A.C. POWELL BLVD | | O | 1 | STATE | 04/10/02 | 4.388 | FAIR | 3082 | \$4,438,080.00 | 12 |
| 2246720 | M | RIVERSIDE DRIVE | W 158TH ST | | O | 77 | STATE | 08/30/01 | 3.541 | FAIR | 181400 | \$261,216,000.00 | 9 |
| 2246970 | M | RIVERSIDE DRIVE | W 96TH ST | | O | 3 | STATE | 10/16/02 | 5.352 | GOOD | 10600 | \$15,264,000.00 | 7 |
| 2246980 | M | RIVERSIDE DRIVE | W 138TH ST | | O | 1 | STATE | 04/23/02 | 4.900 | FAIR | 6700 | \$9,648,000.00 | 9 |
| 2246990 | M | 129 - 130 ST PED BRDG | RAMP OFF 3RD AVE | | O-PED | 5 | CITY | 05/29/02 | 4.238 | FAIR | 500 | \$720,000.00 | 11 |
| 2247020 | Q | 94TH ST PED BRDG | LIRR N SIDE DIV | L | O-PED | 5 | CITY | 12/16/02 | 4.211 | FAIR | 500 | \$720,000.00 | 4 |
| 2247040 | Q | UNION ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/17/01 | 6.390 | VGOOD | 3313 | \$4,770,720.00 | 7 |
| 2247050 | Q | BOWNE AVE | LIRR N SIDE DIV | L | O | 1 | STATE | 08/01/02 | 5.862 | GOOD | 4974 | \$7,162,560.00 | 7 |
| 2247060 | Q | PARSONS BLVD | LIRR N SIDE DIV | L | O | 1 | STATE | 08/02/02 | 5.450 | GOOD | 4200 | \$6,048,000.00 | 7 |
| 2247070 | Q | 147TH ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/18/01 | 5.745 | GOOD | 2800 | \$4,032,000.00 | 7 |
| 2247080 | Q | 149TH ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/20/01 | 4.857 | FAIR | 4100 | \$5,904,000.00 | 7 |
| 2247090 | Q | 149TH PLACE | LIRR N SIDE DIV | L | O | 2 | STATE | 07/19/01 | 5.385 | GOOD | 4300 | \$6,192,000.00 | 7 |
| 2247100 | Q | 150TH ST | LIRR N SIDE DIV | L | O | 2 | STATE | 07/23/01 | 6.588 | VGOOD | 7830 | \$11,275,200.00 | 7 |
| 2247110 | Q | MURRAY ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/24/01 | 5.555 | GOOD | 4000 | \$5,760,000.00 | 7 |
| 2247120 | Q | WOODSIDE AVE | LIRR MAIN LINE | L | O | 3 | STATE | 10/27/01 | 4.428 | FAIR | 14900 | \$21,456,000.00 | 2 |
| 2247130 | Q | CORPORAL KENNEDY ST | LIRR N SIDE DIV | L | O | 1 | STATE | 10/09/01 | 6.529 | VGOOD | 4340 | \$6,249,600.00 | 11 |
| 2247140 | Q | BELL BLVD | LIRR N SIDE DIV | L | O | 1 | STATE | 07/30/01 | 5.881 | GOOD | 4320 | \$6,220,800.00 | 11 |
| 2247150 | Q | 65TH ST | LIRR N SIDE DIV | L | O | 3 | STATE | 10/26/01 | 6.611 | VGOOD | 6344 | \$8,640,000.00 | 2 |
| 2247160 | Q | 65TH PLACE | LIRR N SHR DIV | L | O | 3 | STATE | 10/26/01 | 6.500 | VGOOD | 8381 | \$12,068,640.00 | 2 |
| 2247170 | Q | DOUGLSTON PKWY | LIRR N SIDE DIV | L | O | 3 | STATE | 07/01/02 | 5.288 | GOOD | 6300 | \$9,072,000.00 | 11 |
| 2247180 | Q | GRAND AVE | LIRR MAIN LINE | L | O | 3 | STATE | 07/23/02 | 5.000 | GOOD | 7415 | \$10,677,600.00 | 4 |
| 2247190 | Q | 55TH AVE PED BRDG | LIRR MAIN LINE | L | O-PED | 3 | CITY | 01/09/03 | 4.510 | FAIR | 13000 | \$18,720,000.00 | 4 |
| 2247220 | Q | 80TH ROAD | LIRR MAIN LINE | L | O | 3 | STATE | 09/14/01 | 4.873 | FAIR | 4100 | \$5,904,000.00 | 9 |
| 2247230 | Q | 82ND AVE | LIRR MAIN LINE | L | O | 3 | STATE | 09/14/01 | 5.442 | GOOD | 4100 | \$5,904,000.00 | 9 |
| 2247240 | Q | LEFFERTS BLVD | LIRR MAIN LINE | L | O | 3 | STATE | 09/05/01 | 5.972 | GOOD | 5460 | \$7,862,400.00 | 9 |
| 2247260 | Q | JACKSON AVE | LIRR,AMT,CON NE | L | O | 1 | STATE | 11/04/02 | 6.183 | VGOOD | 4517 | \$6,504,480.00 | 2 |
| 2247270 | Q | 21ST STREET | CONRAIL | C | O | 6 | STATE | 07/16/01 | 5.736 | GOOD | 17590 | \$25,329,600.00 | 2 |
| 2247290 | Q | 49TH AVE | LIRR,AMT,CON NE | L | O | 5 | STATE | 11/01/02 | 4.388 | FAIR | 20200 | \$29,088,000.00 | 2 |
| 2247300 | Q | THOMPSON AVE | AMTRAK YARD | L | O | 14 | STATE | 08/18/00 | 5.527 | GOOD | 61280 | \$88,243,200.00 | 2 |
| 2247310 | Q | QUEENS BLVD | AMTRAK & LIRR YARD | L | O | 19 | STATE | 10/12/01 | 3.722 | FAIR | 92400 | \$133,056,000.00 | 2 |
| 2247320 | Q | HONEYWELL ST | AMTRAK & LIRR YARD | AL | O | 22 | STATE | 12/07/01 | 2.328 | POOR | 98300 | \$141,552,000.00 | 2 |
| 2247330 | Q | 39TH ST (NORTH) | SUNNYSIDE YARDS | AL | O | 14 | STATE | 10/11/01 | 6.666 | VGOOD | 48200 | \$69,408,000.00 | 2 |
| 2247370 | Q | 37TH AVE | CONRAIL HELLGATE | C | O | 1 | STATE | 09/25/01 | 4.818 | FAIR | 5300 | \$7,632,000.00 | 2 |
| 2247380 | Q | ROOSEVELT AVE | CONRAIL HELLGATE | C | O | 2 | STATE | 09/23/02 | 5.041 | GOOD | 5200 | \$7,488,000.00 | 2 |
| 2247390 | Q | 41ST AVE | CONRAIL HELLGATE | C | O | 2 | STATE | 09/24/01 | 4.942 | FAIR | 4000 | \$5,760,000.00 | 2 |
| 2247400 | Q | WOODSIDE AVE | CONRAIL | C | O | 1 | STATE | 06/25/01 | 5.066 | GOOD | 8200 | \$11,808,000.00 | 2 |
| 2247410 | Q | 43RD AVE | CONRAIL | C | O | 1 | STATE | 06/25/01 | 5.033 | GOOD | 4800 | \$6,912,000.00 | 2 |
| 2247420 | Q | 44TH AVE | CONRAIL | C | O | 1 | STATE | 06/26/01 | 5.033 | GOOD | 5100 | \$7,344,000.00 | 2 |
| 2247430 | Q | 45TH AVE | CONRAIL | C | O | 1 | STATE | 06/27/01 | 3.918 | FAIR | 2400 | \$3,456,000.00 | 2 |
| 2247440 | Q | GRAND AVE | CONRAIL | C | O | 1 | STATE | 07/03/01 | 4.396 | FAIR | 3400 | \$4,896,000.00 | 5 |
| 2247450 | Q | 57TH AVE | CONRAIL | C | O | 1 | STATE | 07/02/01 | 6.195 | VGOOD | 2248 | \$3,456,000.00 | 5 |
| 2247460 | Q | CALDWELL AVE | CONRAIL | C | O | 1 | STATE | 09/24/02 | 6.638 | VGOOD | 2243 | \$3,229,920.00 | 5 |
| 2247470 | Q | ELIOT AVE | CONRAIL | C | O | 1 | STATE | 07/05/01 | 5.250 | GOOD | 3600 | \$5,184,000.00 | 5 |
| 2247480 | Q | JUNIPER BLVD SO | CONRAIL | C | O | 1 | STATE | 07/06/01 | 5.833 | GOOD | 8500 | \$12,240,000.00 | 5 |
| 2247490 | Q | 69TH ST JUNPR BLVD | CONRAIL | C | O | 1 | STATE | 09/25/02 | 5.454 | GOOD | 6175 | \$8,892,000.00 | 5 |
| 2247500 | Q | METROPOLITAN AVE | CONRAIL | C | O | 1 | STATE | 07/31/01 | 4.633 | FAIR | 18650 | \$26,856,000.00 | 5 |
| 2247530 | Q | ANDREWS AVE | LIRR MONTAUK DIV | L | O | 4 | STATE | 08/07/02 | 4.241 | FAIR | 3200 | \$4,608,000.00 | 5 |
| 2247540 | Q | 60TH ST | LIRR MONTAUK DIV | L | O | 2 | STATE | 08/06/01 | 5.083 | GOOD | 5340 | \$7,689,600.00 | 5 |
| 2247550 | Q | ELIOT AVE | LIRR MONTAUK DIV | L | O | 2 | STATE | 08/06/01 | 5.893 | GOOD | 9200 | \$13,248,000.00 | 5 |
| 2247570 | Q | 80TH ST | 71ST TO 77TH AVE | L | O | 5 | STATE | 08/09/02 | 5.169 | GOOD | 11725 | \$16,884,000.00 | 5 |
| 2247590 | Q | FOREST PARK DRIVE | LIRR MONTAUK DIV | L | O | 5 | STATE | 07/30/02 | 5.403 | GOOD | 6000 | \$8,640,000.00 | 9 |
| 2247600 | Q | PARK LANE SOUTH | LIRR MONTAUK DIV | AL | O | 1 | STATE | 07/31/02 | 7.000 | VGOOD | 3024 | \$8,496,000.00 | 9 |
| 2247620 | Q | MYRTLE AVE | ABANDONED LIRR | L | O | 3 | STATE | 03/27/02 | 5.250 | GOOD | 6725 | \$9,684,000.00 | 4 |
| 2247630 | Q | PED BRG NEAR UNION TPK | ABANDONED LIRR | | O-PED | 8 | CITY | 07/25/02 | 5.154 | GOOD | 900 | \$1,296,000.00 | 5 |
| 2247640 | Q | 39 ST (SOUTH) | AMTRAK & LIRR YARD | AL | O | 9 | STATE | 11/09/01 | 6.180 | VGOOD | 34100 | \$49,104,000.00 | 2 |
| 2247650 | Q | 60TH RD PED BRDG | LIRR MAIN LINE | L | O-PED | 3 | CITY | 01/14/03 | 5.207 | GOOD | 2293 | \$3,301,920.00 | 5 |
| 2247660 | Q | FOREST PARK DRIVE | ABANDONED LIRR | L | O | 6 | STATE | 08/29/02 | 5.253 | GOOD | 10000 | \$14,400,000.00 | 9 |
| 2247680 | Q | 221ST ST | LIRR N SIDE DIV | L | O | 3 | STATE | 07/26/01 | 5.882 | GOOD | 6050 | \$8,712,000.00 | 11 |
| 2248019 | Q | WOODHAVEN BLVD | ATLANTIC AVE | | O | 3 | STATE | 07/15/02 | 4.472 | FAIR | 19400 | \$27,936,000.00 | 9 |

| INVENTORY SORTED BY B.I.N. | | | | | | | | | | | | | |
|----------------------------|------|------------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2248020 | Q | WHITELAW PED BRDG | CONDUIT AVE | | O-PED | 7 | CITY | 04/08/02 | 4.660 | FAIR | 5500 | \$7,920,000.00 | 10 |
| 2248039 | Q | CROSS BAY BLVD | CONDUIT BLVD | | O | 2 | STATE | 07/12/02 | 3.638 | FAIR | 17000 | \$24,480,000.00 | 10 |
| 2248040 | Q | LINDEN BLVD | CONDUIT AVE | | O | 1 | STATE | 05/23/02 | 5.233 | GOOD | 3352 | \$4,826,880.00 | 10 |
| 2248129 | Q | UNION TPKE | CREEDMOORE HOSP RD | | O | 1 | STATE | 05/25/01 | 5.166 | GOOD | 3500 | \$5,040,000.00 | 13 |
| 2248159 | Q | WOODHAVEN BLVD | QUEENS BLVD | | O | 2 | STATE | 06/18/02 | 4.307 | FAIR | 11500 | \$16,560,000.00 | 6 |
| 2248160 | Q | ELLIOT AVE | QUEENS BLVD | | O | 2 | STATE | 08/23/02 | 4.921 | FAIR | 13785 | \$19,850,400.00 | 12 |
| 2248200 | Q | RUST ST | FLUSHING AVE | | O | 1 | STATE | 06/06/01 | 5.546 | GOOD | 2900 | \$4,176,000.00 | 5 |
| 2248220 | Q | FLUSHING AV SERVICE | FLUSHING AVE | | O | 1 | STATE | 05/22/01 | 5.050 | GOOD | 3000 | \$4,320,000.00 | 5 |
| 2248230 | Q | BEACH CHANNEL DR WB | BEACH CHANNEL DR EB | | O | 1 | STATE | 06/15/01 | 4.533 | FAIR | 3600 | \$5,184,000.00 | 84 |
| 2248240 | Q | SERVICE RD | TURNAROUND | | O | 1 | STATE | 05/22/01 | 5.186 | GOOD | 2900 | \$4,176,000.00 | 5 |
| 2248250 | Q | 102ND ST | HAWTREE BASIN | | WO | 3 | STATE | 07/17/01 | 6.941 | VGOOD | 3200 | \$4,608,000.00 | 10 |
| 2248260 | Q | FLUSHING MEADW PARK | MEADOW LAKE & 69TH RD | | WO | 5 | STATE | 04/25/02 | 4.890 | FAIR | 4200 | \$6,048,000.00 | 81 |
| 2248299 | Q | INTER PKWY-UNION TPK | AUSTIN ST | | O | 1 | STATE | 03/22/02 | 4.750 | FAIR | 5900 | \$8,496,000.00 | 9 |
| 2248300 | Q | 71ST AVE | COOPER AVE | | O | 1 | STATE | 05/17/01 | 4.440 | FAIR | 2800 | \$4,032,000.00 | 5 |
| 2248340 | Q | FOREST PARK DR | MYRTLE AVE | | O | 3 | STATE | 05/08/01 | 5.190 | GOOD | 5100 | \$7,344,000.00 | 9 |
| 2248369 | Q | ROCKAWAY BLVD | THURSTON BASIN | | WO | 2 | STATE | 09/17/02 | 5.263 | GOOD | 6000 | \$8,640,000.00 | 83 |
| 2249040 | R | TOMPKINS AVE | B&O RR (ABANDONED) | | O | 1 | STATE | 04/09/02 | 6.437 | VGOOD | 5096 | \$7,338,240.00 | 1 |
| 2249070 | R | JOHN ST | B&O RAILROAD | O | O-PED | 3 | CITY | 02/13/01 | 6.806 | VGOOD | 5800 | \$8,352,000.00 | 1 |
| 2249090 | R | MORNINGSTAR ROAD | B&O RAILROAD | O | O | 4 | STATE | 04/24/01 | 5.508 | GOOD | 7900 | \$11,376,000.00 | 1 |
| 2249100 | R | GRANITE AVE | B&O RAILROAD | O | O | 4 | STATE | 04/10/02 | 6.237 | VGOOD | 7300 | \$10,512,000.00 | 1 |
| 2249110 | R | LAKE AVE | B&O RAILROAD | O | O | 3 | STATE | 04/23/01 | 6.000 | GOOD | 5900 | \$8,496,000.00 | 1 |
| 2249120 | R | SIMONSON AVE | B&O RAILROAD | O | O | 3 | STATE | 04/30/01 | 6.111 | VGOOD | 5819 | \$8,379,360.00 | 1 |
| 2249130 | R | VAN NAME AVE | B&O RAILROAD | O | O | 3 | STATE | 04/11/02 | 5.389 | GOOD | 5474 | \$7,882,560.00 | 1 |
| 2249140 | R | VAN PELT AVE | B&O RAILROAD | O | O | 3 | STATE | 04/27/01 | 5.779 | GOOD | 5000 | \$7,200,000.00 | 1 |
| 2249160 | R | DE HART AVE | B&O RAILROAD | O | O | 4 | STATE | 05/02/01 | 6.518 | VGOOD | 6700 | \$9,648,000.00 | 1 |
| 2249170 | R | UNION AVE | B&O RAILROAD | O | O | 4 | STATE | 05/07/01 | 5.425 | GOOD | 6500 | \$9,360,000.00 | 1 |
| 2249180 | R | HARBOR ROAD | B&O RAILROAD | O | O | 4 | STATE | 05/01/01 | 6.254 | VGOOD | 6615 | \$9,525,600.00 | 1 |
| 2249200 | R | SOUTH AVE | B&O RAILROAD | O | O | 3 | STATE | 08/10/01 | 7.000 | VGOOD | 8322 | \$14,544,000.00 | 1 |
| 2249210 | R | MAIN ST PED BRDG | SIRT SOUTH SHORE | S | O-PED | 9 | CITY | 05/15/02 | 4.684 | FAIR | 4000 | \$576,000.00 | 3 |
| 2249230 | R | TRACY AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 9 | CITY | 05/28/02 | 3.372 | FAIR | 200 | \$288,000.00 | 3 |
| 2249240 | R | ARTHUR KILL ROAD | SIRT SOUTH SHORE | S | O | 1 | STATE | 06/17/02 | 4.833 | FAIR | 3700 | \$5,328,000.00 | 3 |
| 2249250 | R | BETHEL AV PED BRDG | SIRT SOUTH SHORE | S | O-PED | 12 | CITY | 05/28/02 | 3.764 | FAIR | 500 | \$720,000.00 | 3 |
| 2249269 | R | PAGE AVE | SIRT SOUTH SHORE | S | O | 4 | STATE | 07/26/01 | 6.361 | VGOOD | 30420 | \$43,804,800.00 | 3 |
| 2249270 | R | RICHMMD VALLY ROAD | SIRT SOUTH SHORE | S | O | 4 | STATE | 08/21/01 | 5.327 | GOOD | 9300 | \$13,392,000.00 | 3 |
| 2249280 | R | COZZINS BLVD PED BRDG | SIRT SOUTH SHORE | S | O-PED | 7 | CITY | 05/18/02 | 4.794 | FAIR | 200 | \$288,000.00 | 3 |
| 2249290 | R | SEGUINE AVE | SIRT SOUTH SHORE | S | O | 1 | STATE | 07/31/01 | 6.468 | VGOOD | 2200 | \$3,168,000.00 | 3 |
| 2249300 | R | HUGUENOT AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/02/01 | 4.818 | FAIR | 4900 | \$7,056,000.00 | 3 |
| 2249320 | R | ALBEE AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 08/04/01 | 4.786 | FAIR | 6500 | \$9,360,000.00 | 3 |
| 2249330 | R | ANNADALE ROAD | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/08/01 | 4.454 | FAIR | 4500 | \$6,480,000.00 | 3 |
| 2249350 | R | NELSON AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 1 | CITY | 06/14/03 | 5.176 | GOOD | 300 | \$432,000.00 | 3 |
| 2249360 | R | GIFFORDS LANE | SIRT SOUTH SHORE | S | O | 1 | STATE | 06/18/02 | 5.843 | GOOD | 3042 | \$4,380,480.00 | 3 |
| 2249370 | R | GREAVES AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 07/11/01 | 7.000 | VGOOD | 6100 | \$8,784,000.00 | 3 |
| 2249380 | R | GUYON AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 08/14/01 | 4.836 | FAIR | 6900 | \$9,936,000.00 | 3 |
| 2249390 | R | CEDARVIEW AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 5 | CITY | 05/23/02 | 4.684 | FAIR | 600 | \$864,000.00 | 3 |
| 2249400 | R | BEACH AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/15/01 | 5.818 | GOOD | 3700 | \$5,328,000.00 | 2 |
| 2249410 | R | ROSS AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 07/27/01 | 5.500 | GOOD | 3800 | \$5,472,000.00 | 2 |
| 2249420 | R | ROSE AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 07/30/01 | 5.712 | GOOD | 3800 | \$5,472,000.00 | 2 |
| 2249430 | R | NEW DORP LANE | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/16/01 | 5.060 | GOOD | 7600 | \$10,944,000.00 | 2 |
| 2249440 | R | BANCROFT AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 08/22/01 | 5.622 | GOOD | 5900 | \$8,496,000.00 | 2 |
| 2249450 | R | FREMONT AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 3 | CITY | 05/29/02 | 4.411 | FAIR | 800 | \$1,152,000.00 | 2 |
| 2249460 | R | LINCOLN AVE | SIRT SOUTH SHORE | S | O | 1 | STATE | 08/23/01 | 5.807 | GOOD | 4500 | \$6,480,000.00 | 2 |
| 2249470 | R | MIDLAND AVE | SIRT SOUTH SHORE | S | O | 1 | STATE | 08/27/01 | 5.634 | GOOD | 3000 | \$4,320,000.00 | 2 |
| 2249480 | R | FINGERBOARD ROAD | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/28/01 | 6.777 | VGOOD | 5100 | \$7,344,000.00 | 2 |
| 2249490 | R | CLOVE ROAD | SIRT SOUTH SHORE | S | O | 3 | STATE | 06/19/02 | 6.263 | VGOOD | 5270 | \$11,808,000.00 | 2 |
| 2249510 | R | TOMPKINS AVE | WILLOW AVE, SIRT | S | O | 2 | STATE | 06/20/02 | 5.525 | GOOD | 5378 | \$7,744,320.00 | 1 |
| 2249520 | R | HANNAH ST | SIRT SOUTH SHORE | S | O | 10 | STATE | 09/07/01 | 5.322 | GOOD | 10020 | \$14,428,800.00 | 1 |
| 2249530 | R | MINTHORNE ST PED BRDG | SIRT SOUTH SHORE | S | O-PED | 23 | CITY | 09/13/02 | 6.510 | VGOOD | 1600 | \$2,304,000.00 | 1 |
| 2249580 | R | BELFIELD AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 5 | CITY | 05/22/02 | 4.330 | FAIR | 400 | \$576,000.00 | 3 |
| 2249760 | R | MARTLINGS AVE | RICHMOND LAKE DAM | | WO | 2 | STATE | 05/11/01 | 4.933 | FAIR | 7000 | \$10,080,000.00 | 1 |
| 2249800 | R | FOREST AVE | CLOVE LAKES PK STREAM | | WO | 1 | STATE | 10/01/01 | 4.766 | FAIR | 1600 | \$2,304,000.00 | 1 |
| 2249810 | R | HYLAN BLVD | LEMON CREEK | | WO | 1 | STATE | 04/12/02 | 6.625 | VGOOD | 11400 | \$16,416,000.00 | 3 |
| 2249820 | R | ARTHUR KILL ROAD | ARTHUR KILL STREAM | | WO | 1 | STATE | 04/19/01 | 4.122 | FAIR | 2000 | \$2,880,000.00 | 3 |
| 2249840 | R | TOMPKINS AVE | GREENFIELD AVE | | O | 1 | STATE | 04/15/02 | 5.276 | GOOD | 2562 | \$3,689,280.00 | 1 |
| 2249860 | R | SLATER BLVD | NEW CREEK | | WO | 1 | STATE | 04/20/01 | 4.264 | FAIR | 3500 | \$5,040,000.00 | 2 |
| 2249870 | R | TRAVIS AVE | MAIN CREEK | | WO | 1 | STATE | 06/17/02 | 4.218 | FAIR | 1700 | \$2,448,000.00 | 2 |
| 2249880 | R | CHELSEA ROAD | SAWMILL CREEK | | WO | 1 | STATE | 05/24/01 | 7.000 | VGOOD | 2205 | \$3,163,680.00 | 2 |
| 2257569 | M | MILLER HIGHWAY | TERRAIN | | A | 63 | STATE | 08/28/01 | 5.070 | GOOD | 287539 | \$414,056,160.00 | 7 |
| 2266129 | Q | WINCHESTER BLVD S.B. | BCIP | | A | 1 | STATE | 05/24/02 | 4.591 | FAIR | 4400 | \$6,336,000.00 | 11 |
| 2266139 | Q | WINCHESTER BLVD N.B. | BCIP | | A | 1 | STATE | 05/24/02 | 4.714 | FAIR | 6400 | \$9,216,000.00 | 11 |
| 2266149 | Q | HEMPSTEAD AVE | CROSS ISLAND PKWY | | A | 2 | STATE | 07/11/02 | 4.076 | FAIR | 9500 | \$13,680,000.00 | 13 |
| 2266160 | Q | 6781 SB TO BCIP EB | ACCESS RD FROM 6781 | | A | 1 | STATE | 05/20/02 | 4.437 | FAIR | 2300 | \$3,312,000.00 | 7 |
| 2266229 | M | HHP | PED UNDERPASS @ 148 ST | | A | 1 | STATE | 04/08/02 | 5.620 | GOOD | 1800 | \$2,592,000.00 | 9 |
| 2266230 | M | HHP | PED UNDERPASS INWD PK | | A | 1 | STATE | 02/22/02 | 6.210 | VGOOD | 800 | \$1,152,000.00 | 12 |
| 2266240 | M | HHP | PED UNDERPASS INWD PK | | A | 1 | STATE | 03/11/02 | 5.761 | GOOD | 1100 | \$1,584,000.00 | 12 |
| 2266540 | B | BRUCKNER BLVD | OVRPAS | | A | 2 | STATE | 06/19/01 | 4.548 | FAIR | 32900 | \$47,376,000.00 | 1 |
| 2266770 | Q | CROSS ISLAND PKWY | LAURELTON PKWY | | A | 1 | STATE | 07/03/02 | 5.250 | GOOD | 9508 | \$13,691,520.00 | 13 |
| 2267130 | M | RIVERSIDE DRIVE | W 145TH ST | | O | 1 | STATE | 04/02/01 | 4.866 | FAIR | 5800 | \$8,352,000.00 | 9 |
| 2267160 | Q | ROOSEVELT AVE | FLUSHING MDW PK ROAD | | O | 4 | STATE | 06/12/01 | 4.746 | FAIR | 7280 | \$10,483,200.00 | 84 |
| 2267199 | Q | FRANCIS LEWIS BLVD | PARK ROAD | | O | 1 | STATE | 06/14/01 | 5.333 | GOOD | 7085 | \$10,202,400.00 | 8 |
| 2267240 | M | HRD NB RAMP | HARLEM RIVER DR | | A | 51 | STATE | 11/26/02 | 2.930 | POOR | 112860 | \$162,518,400.00 | 12 |
| 2267250 | M | HHP | AMTRAK 30TH ST LINE | A | A | 55 | STATE | 07/22/02 | 3.435 | FAIR | 40000 | \$57,600,000.00 | 7 |
| 2267380 | M | WEST STREET | RECTOR ST | | AT | 1 | STATE | 08/20/01 | 5.033 | GOOD | 4320 | \$6,220,800.00 | 1 |
| 2267717 | M | 79 ST PED PLAZA | 79 ST BT BASIN GAR | | A | 10 | STATE | 04/25/01 | 4.592 | FAIR | 27400 | \$39,456,000.00 | 7 |
| 2267718 | M | 79 ST TRAFFIC CIRC | 79 ST PED PLAZA | | A | 34 | STATE | 09/26/01 | 3.803 | FAIR | 24130 | \$34,747,200.00 | 7 |

| INVENTORY SORTED BY B.I.N. | | | | | | | | | | | | | |
|----------------------------|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2267860 | K | BROOKLYN BR APPROACH | SANDS STREET | | O | 1 | STATE | 05/14/02 | 4.732 | FAIR | 6490 | \$9,345,600.00 | 2 |
| 2268350 | K | BROOKLYN PROMENADE | 2781 N.B. (B.Q.E.) | | A-PED | 35 | CITY | 09/04/01 | 4.286 | FAIR | 46184 | \$66,504,960.00 | 6 |
| 2268480 | M | CHAMBERS ST PED BRDG | WEST SIDE HWY | | O-PED | 8 | CITY | 08/06/02 | 6.849 | VGOOD | 3344 | \$4,815,360.00 | 1 |
| 2268497 | K | 2781 W.B. (B.Q.E.) | FURMAN ST | | A | 45 | STATE | 06/11/01 | 4.375 | FAIR | 78022 | \$112,351,680.00 | 2 |
| 2268498 | K | 2781 E.B. (B.Q.E.) | 2781 W.B. (B.Q.E.) | | A | 69 | STATE | 06/20/01 | 3.827 | FAIR | 120734 | \$173,856,960.00 | 2 |
| 2268507 | K | 2781 W.B. (B.Q.E.) | YORK ST | | A | 6 | STATE | 06/25/01 | 4.205 | FAIR | 9380 | \$13,507,200.00 | 2 |
| 2268508 | K | 2781 E.B. (B.Q.E.) | 2781 W.B. (B.Q.E.) | | A | 11 | STATE | 05/21/01 | 3.620 | FAIR | 17956 | \$25,856,640.00 | 2 |
| 2268517 | K | 2781 W.B. (B.Q.E.) | FURMAN ST | | A | 7 | STATE | 05/16/01 | 4.205 | FAIR | 10988 | \$15,822,720.00 | 2 |
| 2268518 | K | 2781 E.B. (B.Q.E.) | 2781 W.B. (B.Q.E.) | | A | 5 | STATE | 05/17/01 | 4.285 | FAIR | 8375 | \$12,060,000.00 | 2 |
| 2268650 | M | FDR NB 42ND TO 49ST | EAST RIVER | | A | 119 | STATE | 08/27/01 | 4.415 | FAIR | 30767 | \$44,304,480.00 | 6 |
| 2268760 | M | PS-5 PEDESTRIAN BR. | TENTH AVENUE | | O-PED | 5 | CITY | 06/19/01 | 6.592 | VGOOD | 1500 | \$2,160,000.00 | 12 |
| 2268770 | Q | SPRINGFIELD BLVD | EQUES. PATH (ABAND.) | | O | 1 | STATE | 06/29/01 | 4.777 | FAIR | 1470 | \$2,116,800.00 | 13 |
| 2268920 | R | AMBOY ROAD | LEMON CREEK | | WO | 1 | STATE | 04/17/02 | 7.000 | VGOOD | 1310 | \$2,079,360.00 | 3 |
| 2268930 | M | MORRIS ST PED BRDG | BKLN-BATTERY TUNN PLZ | | A-PED | 3 | CITY | 06/13/02 | 4.535 | FAIR | 1200 | \$1,728,000.00 | 1 |
| 2269030 | B | MATTHEWSON ROAD | MAC CRACKEN AVE | | O | 15 | STATE | 10/18/00 | 3.758 | FAIR | 14880 | \$21,427,200.00 | 7 |
| 2269190 | M | W.70TH STREET | AMTRAK | A | O | 3 | STATE | 08/13/01 | 6.944 | VGOOD | 17433 | \$25,103,520.00 | 7 |
| 2269210 | M | W.68TH STREET | AMTRAK | A | O | 3 | STATE | 08/13/01 | 6.796 | VGOOD | 5382 | \$7,702,560.00 | 7 |
| 2269260 | K | W. 8TH STREET | SURF AVE. | | O-PED | 55 | CITY | 08/14/01 | 4.111 | FAIR | 14742 | \$21,228,480.00 | 13 |
| 2269600 | K | ERSKINE STREET | BSHP | | A | 1 | STATE | 08/26/02 | 6.906 | VGOOD | 8258 | \$11,891,520.00 | 56 |
| 2300130 | Q | HOOK CREEK | HOOK CREEK BRIDGE | | WO | 3 | STATE | 07/18/01 | 6.474 | VGOOD | 18302 | \$26,354,880.00 | 13 |
| 7703720 | Q | 216TH ST PED BRDG | LIRR PORT WASH BRANCH | L | O-PED | 5 | CITY | 01/30/03 | 3.939 | FAIR | 400 | \$576,000.00 | 11 |
| 7705510 | Q | 167TH ST PED BRDG | LIRR PORT WASH BRANCH | L | O-PED | 3 | CITY | 11/14/01 | 4.208 | FAIR | 600 | \$864,000.00 | 7 |
| 205580A | Q | N.BLVD WB TO 678I SB | VACANT LAND | | AR | 16 | STATE | 10/03/02 | 5.571 | GOOD | 8600 | \$12,384,000.00 | 7 |
| 206672A | B | 174TH ST-NTH PED BRDG | 895I - SHERIDAN EXPWY | | A-PED | 4 | CITY | 03/12/02 | 4.958 | FAIR | 1800 | \$2,592,000.00 | 9 |
| 206672B | B | 174TH ST-STH PED BRDG | 895I - SHERIDAN EXPWY | | A-PED | 4 | CITY | 03/12/02 | 4.986 | FAIR | 1900 | \$2,736,000.00 | 9 |
| 222933A | M | RAMP FROM S.B. HHP | W 135 ST | | AR | 9 | STATE | 07/11/02 | 4.746 | FAIR | 12900 | \$18,576,000.00 | 9 |
| 222933B | M | RAMP TO N.B. HHP | W 135 ST | | AR | 14 | STATE | 03/29/02 | 4.422 | FAIR | 14400 | \$20,736,000.00 | 9 |
| 222934A | M | RAMP TO N.B. HHP | AMTRAK WEST SIDE | A | AR | 26 | STATE | 09/24/02 | 3.666 | FAIR | 10800 | \$15,552,000.00 | 12 |
| 223201A | M | FDR DR N.B. OFF RMP | FDR DR & SOUTH ST | | AR | 17 | STATE | 03/20/02 | 3.597 | FAIR | 102225 | \$147,204,000.00 | 1 |
| 223201B | M | STH ST RMP TO FDR S.B. | SOUTH ST | | AR | 10 | STATE | 03/07/02 | 3.925 | FAIR | 44625 | \$64,260,000.00 | 1 |
| 223201C | M | STH ST RMP TO FDR | SOUTH ST | | AR | 8 | STATE | 04/02/02 | 4.701 | FAIR | 39150 | \$56,376,000.00 | 1 |
| 223201D | M | RAMP TO N.B. FDR DRIVE | FDR & SOUTH ST. | | AR | 22 | STATE | 06/10/02 | 5.491 | GOOD | 15825 | \$22,788,000.00 | 1 |
| 223204A | M | FDR NB TO HOUSTON ST | RELIEF | | AR | 4 | STATE | 03/21/02 | 4.000 | FAIR | 7642 | \$11,004,480.00 | 3 |
| 223204B | M | HOUSTON ST RAMP TO FDR | RELIEF | | AR | 4 | STATE | 03/21/02 | 4.416 | FAIR | 7642 | \$11,004,480.00 | 3 |
| 224001A | M | PARK ROW TO BKLN | WILLIAM ST N.B. | | OE | 3 | STATE | 05/01/02 | 4.138 | FAIR | 8685 | \$12,506,400.00 | 1 |
| 224001B | M | TO BKLN FRM FDR | FRANKFRT & CITY | | OE | 31 | STATE | 04/24/02 | 4.037 | FAIR | 51400 | \$74,016,000.00 | 1 |
| 224001C | M | PEARL ST TO BKLN | LAND ADJ TO BRDG | | OE | 12 | STATE | 04/17/02 | 3.711 | FAIR | 6489 | \$9,344,160.00 | 3 |
| 224001D | M | TO FDR DR N.B. | PEARL STREET | | OE | 30 | STATE | 05/08/01 | 5.358 | GOOD | 49600 | \$71,424,000.00 | 1 |
| 224001E | M | TO PEARL ST | LAND ADJ TO BRDG | | OE | 3 | STATE | 04/03/01 | 5.394 | GOOD | 5300 | \$7,632,000.00 | 6 |
| 224001F | M | PEARL ST TO FDR DR | LAND ADJ TO BRDG | | OE | 3 | STATE | 04/05/02 | 5.309 | GOOD | 5200 | \$7,488,000.00 | 1 |
| 224001G | M | TO PARK ROW | ROSE ST | | OE | 11 | STATE | 07/14/01 | 4.736 | FAIR | 16551 | \$23,833,440.00 | 1 |
| 224004A | M | TO QNS FRM E 59TH ST | FIRST AVE | | OE | 13 | STATE | 11/25/02 | 5.788 | GOOD | 14800 | \$21,312,000.00 | 6 |
| 224004B | M | TO E 60TH ST FROM QNS | FIRST AVE | | OE | 13 | STATE | 11/26/02 | 5.791 | GOOD | 14800 | \$21,312,000.00 | 6 |
| 224004C | M | TO E 62ND ST FROM QNS | E 60TH ST | | OE | 10 | STATE | 11/27/02 | 4.984 | FAIR | 16720 | \$24,076,800.00 | 6 |
| 224004D | M | TO QNS FROM E 58TH ST | E 59TH ST | | OE | 12 | STATE | 11/22/02 | 4.584 | FAIR | 11781 | \$16,964,640.00 | 6 |
| 224004E | Q | TO NY FR THOMSON AVE | JACKSON AVE | | OE | 64 | STATE | 12/15/00 | 3.886 | FAIR | 104600 | \$150,624,000.00 | 2 |
| 224004F | Q | TO NY FROM 21ST ST | 21ST ST (QUEENS) | | OE | 63 | STATE | 12/15/00 | 4.439 | FAIR | 63310 | \$91,166,400.00 | 2 |
| 224004G | Q | TO NY FROM 11TH ST | TERRAIN (CHAMBER) | | OE | 36 | STATE | 10/30/02 | 4.634 | FAIR | 8360 | \$12,038,400.00 | 1 |
| 224004H | Q | TO 21ST ST FROM NY | 22ND ST | | OE | 34 | STATE | 11/02/00 | 4.211 | FAIR | 48100 | \$69,264,000.00 | 2 |
| 224004I | Q | TO THOMSON AVE FROM NY | JACKSON AVE | | OE | 38 | STATE | 11/12/02 | 5.245 | GOOD | 59100 | \$85,104,000.00 | 2 |
| 224004J | M | 25X | NYC GARAGE | | OE | 14 | STATE | 11/21/02 | 4.780 | FAIR | 22058 | \$31,763,520.00 | 6 |
| 224005A | M | FROM FDR DRIVE | HARLEM RIVER DR | | OR | 19 | STATE | 06/03/02 | 3.940 | FAIR | 29900 | \$43,056,000.00 | 11 |
| 224005B | B | TO BRUCKNER BLVD | RELIEF | | OR | 5 | STATE | 09/27/01 | 4.208 | FAIR | 12100 | \$17,424,000.00 | 1 |
| 224006A | B | TO BRUCKNER BLVD | RELIEF | | OR | 11 | STATE | 05/20/02 | 2.966 | POOR | 11100 | \$15,984,000.00 | 1 |
| 224007A | M | TO MADISON AVENUE | RELIEF | | OR | 9 | STATE | 08/06/02 | 5.704 | GOOD | 22600 | \$32,544,000.00 | 11 |
| 224501B | M | W 33RD ST | AMTRAK 30 ST BRANCH | A | O | 8 | STATE | 06/28/02 | 4.347 | FAIR | 16500 | \$23,760,000.00 | 4 |
| 224501C | M | W 33RD ST | LAND ADJ TO AMTRAK | A | O | 2 | STATE | 05/11/01 | 4.555 | FAIR | 4620 | \$6,652,800.00 | 4 |
| 224501D | M | W 34TH ST | AMTRAK 30 ST BRANCH | A | O | 4 | STATE | 05/15/01 | 4.319 | FAIR | 11800 | \$16,992,000.00 | 4 |
| 224501E | M | W 35TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/25/02 | 4.347 | FAIR | 6500 | \$9,360,000.00 | 4 |
| 224501F | M | W 36TH ST | AMTRAK 30 ST BRANCH | A | O | 7 | STATE | 06/26/02 | 4.089 | FAIR | 16400 | \$23,616,000.00 | 4 |
| 226672A | M | W 31ST ST | AMTRAK LAYUP TRACKS | A | O | 9 | STATE | 07/22/02 | 3.587 | FAIR | 8800 | \$12,672,000.00 | 4 |
| 226771A | M | 79 ST RAMP TO HHP | 79 ST BT BASIN GAR | | AR | 4 | STATE | 05/22/01 | 4.241 | FAIR | 3131 | \$4,508,640.00 | 7 |
| 226771B | M | 79 ST RAMP TO GAR | 79 ST BT BASIN GAR | | AR | 21 | STATE | 09/26/01 | 4.403 | FAIR | 7114 | \$10,244,160.00 | 7 |
| 226771C | M | GAR RAMP TO 79 ST | 79 ST BT BASIN GAR | | AR | 21 | STATE | 10/08/01 | 4.596 | FAIR | 9095 | \$13,096,800.00 | 7 |
| 226771D | M | SB HHP RAMP TO 79 ST | 79 ST BT BASIN GAR | | AR | 4 | STATE | 05/22/01 | 4.370 | FAIR | 2601 | \$3,745,440.00 | 7 |
| M00001 | M | PEDESTRIAN TUNNEL | BROADWAY TO | | O-PED | 1 | CITY | 10/25/02 | 4.556 | FAIR | 2000 | \$2,880,000.00 | 12 |
| M00003 | M | HHP ON/OFF RMP-79 WB | PEDESTRIAN PATH | | A | 1 | CITY | 01/18/02 | 4.767 | FAIR | 900 | \$1,296,000.00 | 7 |
| M00004 | M | HHP ON/OFF RMP-79 EB | PEDESTRIAN PATH | | A | 1 | CITY | 07/24/01 | 4.933 | FAIR | 900 | \$1,296,000.00 | 7 |
| Q00002 | Q | BCIP | PATH OPPOSITE 88TH RD | | A | 1 | CITY | 03/20/01 | 5.633 | GOOD | 1200 | \$1,728,000.00 | 13 |
| 755 BRIDGES | | | | | | 4502 | SPANS | | | | 14236127 | \$20,647,143,840 | |

| INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT | | | | | | | | | | | | | |
|--|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2241000 | B | WESTCHESTER AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/05/00 | 5.170 | GOOD | 1740 | \$2,505,600.00 | 1 |
| 2241010 | B | E 156TH STREET | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/06/00 | 4.555 | FAIR | 2400 | \$3,456,000.00 | 1 |
| 2241020 | B | E 161ST STREET | CONRAIL PT MORRIS | C | O | 1 | STATE | 07/08/02 | 3.454 | FAIR | 12800 | \$18,432,000.00 | 1 |
| 2241040 | B | THIRD AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/08/00 | 4.625 | FAIR | 2700 | \$3,888,000.00 | 1 |
| 2241050 | B | E 149TH ST/JACKSON AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/12/00 | 5.250 | GOOD | 65000 | \$93,600,000.00 | 1 |
| 2241060 | B | ST. MARYS & CONCORD | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/12/00 | 5.333 | GOOD | 4500 | \$6,480,000.00 | 1 |
| 2241070 | B | WALES AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/13/00 | 6.566 | VGOOD | 2535 | \$3,312,000.00 | 1 |
| 2241080 | B | SOUTHERN BLVD | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/14/00 | 4.185 | FAIR | 3900 | \$5,616,000.00 | 1 |
| 2241099 | B | BRUCKNER BLVD | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/15/00 | 6.796 | VGOOD | 6700 | \$9,648,000.00 | 1 |
| 2241129 | B | E 149TH ST | AMTRAK | A | O | 2 | STATE | 06/28/02 | 4.704 | FAIR | 12575 | \$18,108,000.00 | 1 |
| 2241550 | B | E 144TH ST | METRO NORTH RR HAR | M | O | 2 | STATE | 11/02/01 | 6.708 | VGOOD | 8290 | \$11,937,600.00 | 1 |
| 2241560 | B | E 149TH ST | METRO NORTH RR HAR | M | O | 8 | STATE | 03/14/02 | 4.736 | FAIR | 27900 | \$40,176,000.00 | 1 |
| 2241590 | B | CONCOURSE VILL AVE | METRO NORTH RR HAR | M | O | 1 | STATE | 03/21/02 | 4.093 | FAIR | 17800 | \$25,632,000.00 | 1 |
| 2241600 | B | E 158TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 11/02/01 | 5.233 | GOOD | 3400 | \$4,896,000.00 | 1 |
| 2241610 | B | E 161ST ST | METRO NORTH RR HAR | M | O | 1 | STATE | 11/02/01 | 5.383 | GOOD | 6600 | \$9,504,000.00 | 1 |
| 2242260 | B | EAGLE AVE | E 161ST ST | | O | 1 | STATE | 05/13/02 | 5.234 | GOOD | 2800 | \$4,032,000.00 | 1 |
| 2242299 | B | GRAND CONCOURSE | E 138TH ST | | O | 1 | STATE | 06/04/01 | 5.600 | GOOD | 9500 | \$13,680,000.00 | 1 |
| 2266540 | B | BRUCKNER BLVD | | | | | | | | | | | |
| 224005B | B | OVRPAS | 133RD - 135TH ST | | A | 2 | STATE | 06/19/01 | 4.548 | FAIR | 32900 | \$47,376,000.00 | 1 |
| 224006A | B | TO BRUCKNER BLVD | RELIEF | | OR | 5 | STATE | 09/27/01 | 4.208 | FAIR | 12100 | \$17,424,000.00 | 1 |
| 2240661 | B | TO BRUCKNER BLVD | RELIEF | | OR | 11 | STATE | 05/20/02 | 2.966 | POOR | 11100 | \$15,984,000.00 | 1 |
| 2066671 | B | BRUCKNER EXPWY SB | BRONX RIVER | | WMA | 3 | STATE | 07/20/01 | 5.527 | GOOD | 12400 | \$17,856,000.00 | 2 |
| 2066672 | B | BRUCKNER EXPWY NB | BRONX RIVER | | WMA | 8 | STATE | 07/30/01 | 4.761 | FAIR | 22300 | \$32,112,000.00 | 2 |
| 2075351 | B | BRUCKNER EXPWY SB | AMTRAK | A | A | 1 | STATE | 07/14/00 | 3.718 | FAIR | 11600 | \$16,704,000.00 | 2 |
| 2075352 | B | BRUCKNER EXPWY NB | AMTRAK | A | A | 1 | STATE | 07/12/00 | 3.484 | FAIR | 10900 | \$15,696,000.00 | 2 |
| 2076929 | B | BRUCKNER EXPWY | AMTRAK | A | A | 1 | STATE | 07/02/01 | 4.900 | FAIR | 3800 | \$5,472,000.00 | 2 |
| 2240180 | B | WESTCHESTER AVE | BRONX RIVER | | WO | 1 | STATE | 07/19/01 | 5.015 | GOOD | 5476 | \$7,885,440.00 | 2 |
| 2241139 | B | LEGGETT AVE | AMTRAK | A | O | 3 | STATE | 06/28/02 | 4.690 | FAIR | 28300 | \$40,752,000.00 | 2 |
| 2241159 | B | LONGWOOD AVE | AMTRAK | A | O | 2 | STATE | 06/04/02 | 6.041 | VGOOD | 10625 | \$15,300,000.00 | 2 |
| 2241169 | B | LAFAYETTE AVE | AMTRAK | A | O | 1 | STATE | 06/28/02 | 5.904 | GOOD | 12000 | \$17,280,000.00 | 2 |
| 2241170 | B | TIFFANY ST | AMTRAK | A | O | 1 | STATE | 08/01/01 | 5.941 | GOOD | 7267 | \$10,464,480.00 | 2 |
| 2241180 | B | BARRETTO ST | AMTRAK | A | O | 1 | STATE | 06/05/02 | 6.281 | VGOOD | 5313 | \$7,650,720.00 | 2 |
| 2241190 | B | HUNTS POINT AVE | AMTRAK | A | O | 1 | STATE | 06/06/02 | 5.250 | GOOD | 13700 | \$19,728,000.00 | 2 |
| 2241200 | B | FAILE ST | AMTRAK | A | O | 1 | STATE | 06/06/02 | 6.156 | VGOOD | 6208 | \$8,939,520.00 | 2 |
| 2241210 | B | BRYANT AVE | AMTRAK | A | O | 1 | STATE | 06/12/02 | 3.220 | FAIR | 5300 | \$7,632,000.00 | 2 |
| 2241230 | B | WESTCHESTER AVE | AMTRAK | A | O | 3 | STATE | 06/26/02 | 6.250 | VGOOD | 15600 | \$22,464,000.00 | 2 |
| 2241030 | B | E 163RD STREET | CONRAIL PT MORRIS | C | O | 1 | STATE | 07/09/02 | 4.870 | FAIR | 3200 | \$4,608,000.00 | 3 |
| 2241110 | B | MELROSE AVE | CONRAIL PT MORRIS | C | O | 8 | STATE | 08/06/01 | 6.208 | VGOOD | 37854 | \$54,509,760.00 | 3 |
| 2241620 | B | E 162ND ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/23/02 | 4.983 | FAIR | 4700 | \$6,768,000.00 | 3 |
| 2241630 | B | E 165TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 04/10/02 | 4.483 | FAIR | 16400 | \$23,616,000.00 | 3 |
| 2241650 | B | E 167TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/20/02 | 5.862 | GOOD | 3363 | \$4,842,720.00 | 3 |
| 2241660 | B | E 168TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/21/02 | 4.921 | FAIR | 7700 | \$11,088,000.00 | 3 |
| 2241670 | B | E 169TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/22/02 | 4.875 | FAIR | 3300 | \$4,752,000.00 | 3 |
| 2241680 | B | E 170TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/02/02 | 6.450 | VGOOD | 3150 | \$4,536,000.00 | 3 |
| 2241700 | B | ST PAULS PL PED BRDG | METRO NORTH RR HAR | M | O-PED | 2 | CITY | 08/29/02 | 6.296 | VGOOD | 600 | \$864,000.00 | 3 |
| 2241710 | B | CLAREMONT PKWY | METRO NORTH RR HAR | M | O | 1 | STATE | 02/27/02 | 4.484 | FAIR | 6300 | \$9,072,000.00 | 3 |
| 2241720 | B | E 173RD ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/26/02 | 4.583 | FAIR | 3000 | \$4,320,000.00 | 3 |
| 2241740 | B | E 175TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/28/02 | 4.093 | FAIR | 3600 | \$5,184,000.00 | 3 |
| 2076640 | B | DEPOT PLACE | CONRAIL HUDSON DIV | C | O | 11 | STATE | 10/31/01 | 5.611 | GOOD | 30192 | \$43,476,480.00 | 4 |
| 2241409 | B | GRAND CONCOURSE | METRO NORTH RR HAR | TCM | O | 1 | STATE | 03/19/02 | 3.843 | FAIR | 16100 | \$23,184,000.00 | 4 |
| 2241410 | B | WALTON AVE | METRO NORTH RR HUD | M | O | 1 | STATE | 03/21/02 | 5.234 | GOOD | 3600 | \$5,184,000.00 | 4 |
| 2241420 | B | GERARD AVE | METRO NORTH RR HUD | M | O | 1 | STATE | 03/23/02 | 6.765 | VGOOD | 5063 | \$7,290,720.00 | 4 |
| 2241430 | B | RIVER AVE | METRO NORTH RR HUD | M | O | 1 | STATE | 11/02/01 | 6.421 | VGOOD | 5040 | \$7,257,600.00 | 4 |
| 2242200 | B | YANKEE STDM PED BRDG | E 153 ST, METRO NORTH | M | O-PED | 5 | CITY | 09/03/02 | 5.000 | GOOD | 4200 | \$6,048,000.00 | 4 |
| 2242259 | B | GRAND CONCOURSE | E 161ST ST | | O | 1 | STATE | 10/10/00 | 3.500 | FAIR | 24100 | \$34,704,000.00 | 4 |
| 2242280 | B | GRAND CONCOURSE | E 167TH ST | | O | 2 | STATE | 08/21/02 | 4.578 | FAIR | 42900 | \$61,776,000.00 | 4 |
| 2242300 | B | GRAND CONCOURSE | E 170TH ST | | O | 2 | STATE | 07/01/02 | 4.789 | FAIR | 39300 | \$56,592,000.00 | 4 |
| 2242319 | B | GRAND CONCOURSE | E 174TH ST | T | O | 1 | STATE | 05/15/02 | 4.066 | FAIR | 14900 | \$21,456,000.00 | 4 |
| 2242329 | B | GRAND CONCOURSE | E 175TH ST | T | O | 1 | STATE | 09/12/00 | 4.466 | FAIR | 11900 | \$17,136,000.00 | 4 |
| 2241460 | B | W TREMONT AVE | METRO NORTH RR HUD | M | O | 8 | STATE | 09/09/02 | 4.761 | FAIR | 12900 | \$18,576,000.00 | 5 |
| 2242330 | B | GRAND CONCOURSE | E TREMONT AVE | | O | 1 | STATE | 10/19/01 | 6.483 | VGOOD | 11700 | \$16,848,000.00 | 5 |
| 2242350 | B | EAST FORDHAM RD | GRAND CONCOURSE | | O | 1 | STATE | 05/10/02 | 4.566 | FAIR | 10300 | \$14,832,000.00 | 5 |
| 2242360 | B | GRAND CONCOURSE | BURNSIDE AVE | | O | 2 | STATE | 09/29/00 | 4.588 | FAIR | 8400 | \$12,096,000.00 | 5 |
| 2241760 | B | E TREMONT AVE | METRO NORTH RR HAR | M | O | 1 | STATE | 05/15/01 | 3.593 | FAIR | 7300 | \$10,512,000.00 | 6 |
| 2241770 | B | E 178TH ST PED BRDG | METRO NORTH RR HAR | M | O-PED | 1 | CITY | 08/28/02 | 6.730 | VGOOD | 700 | \$1,008,000.00 | 6 |
| 2241780 | B | E 179TH ST PED BRDG | METRO NORTH RR HAR | M | O-PED | 6 | CITY | 08/27/02 | 6.000 | GOOD | 700 | \$1,008,000.00 | 6 |
| 2241790 | B | E 180TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/05/02 | 4.078 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2241800 | B | E 183TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/06/02 | 4.328 | FAIR | 3600 | \$5,184,000.00 | 6 |
| 2241810 | B | E 188TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/07/02 | 4.281 | FAIR | 5300 | \$7,632,000.00 | 6 |
| 2241820 | B | E 187TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/08/02 | 4.843 | FAIR | 3800 | \$5,472,000.00 | 6 |
| 2241839 | B | E 189TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 11/02/01 | 6.533 | VGOOD | 43157 | \$62,146,080.00 | 6 |
| 2242030 | B | CROTONA AVE | BRONX PELHAM PKWY | | O | 2 | STATE | 06/04/02 | 5.315 | GOOD | 7600 | \$10,944,000.00 | 6 |
| 2242149 | B | E TREMONT AVE | BRONX RIVER | | WO | 2 | STATE | 05/15/02 | 4.777 | FAIR | 12900 | \$18,576,000.00 | 6 |
| 2242400 | B | E 180TH ST | BRONX RIVER | | WO | 1 | STATE | 07/03/00 | 4.809 | FAIR | 4500 | \$6,480,000.00 | 6 |
| 2230287 | B | JEROME AVE | MOSHOLU PARKWAY | T | A | 3 | STATE | 06/25/01 | 5.052 | GOOD | 11800 | \$16,992,000.00 | 7 |
| 2241470 | B | W FORDHAM RD | METRO NORTH RR HUD | M | O | 5 | STATE | 10/27/01 | 6.333 | VGOOD | 16052 | \$23,114,880.00 | 7 |
| 2241489 | B | W 225TH ST | CONRAIL PUTNAM | C | O | 2 | STATE | 07/10/02 | 5.432 | GOOD | 10900 | \$15,696,000.00 | 7 |
| 2241930 | B | BEDFORD PARK BLVD | NYCTA IND YARDS | T | O | 4 | STATE | 08/31/00 | 6.500 | VGOOD | 46300 | \$66,672,000.00 | 7 |
| 2241940 | B | W 205TH ST | NYCTA IND YARDS | T | O | 4 | STATE | 11/06/00 | 6.666 | VGOOD | 32508 | \$54,432,000.00 | 7 |
| 2242340 | B | GRAND CONCOURSE | EAST KINGSBRIDGE | | O | 2 | STATE | 09/14/00 | 4.714 | FAIR | 16500 | \$23,760,000.00 | 7 |
| 2242370 | B | GRAND CONCOURSE | BEDFORD PARK BLVD | | O | 1 | STATE | 05/14/02 | 4.921 | FAIR | 8418 | \$12,121,920.00 | 7 |
| 2242380 | B | GRAND CONCOURSE | E 204TH ST | | O | 1 | STATE | 06/05/01 | 5.828 | GOOD | 9272 | \$13,351,680.00 | 7 |
| 2269030 | B | MATTHEWSON ROAD | MAC CRACKEN AVE | | O | 15 | STATE | 10/18/00 | 3.758 | FAIR | 14880 | \$21,427,200.00 | 7 |
| 2229440 | B | HHP | KAPPOCK ST | | A | 1 | STATE | 09/21/01 | 4.655 | FAIR | 3900 | \$5,616,000.00 | 8 |
| 2229450 | B | 232ND ST | HHP | | A | 2 | STATE | 10/12/01 | 4.342 | FAIR | 4900 | \$7,056,000.00 | 8 |
| 2229460 | B | 236TH ST PED BRDG | HHP | | A-PED | 3 | CITY | 10/22/02 | 4.894 | FAIR | 2500 | \$3,600,000.00 | 8 |
| 2229470 | B | 239TH ST | HHP | | A | 2 | STATE | 08/02/01 | 4.710 | FAIR | 6100 | \$8,784,000.00 | 8 |
| 2229480 | B | MANHATTAN COLL PKWY | HHP | | A | 3 | STATE | 06/26/01 | 4.184 | FAIR | 6200 | \$8,928,000.00 | 8 |
| 2229490 | B | 246TH ST | HHP | | A | 2 | STATE | 06/26/01 | 4.552 | FAIR | 5600 | \$8,064,000.00 | 8 |

| INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT | | | | | | | | | | | | | |
|--|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2229500 | B | 252ND ST | HHP | | A | 2 | STATE | 02/06/02 | 4.026 | FAIR | 4500 | \$6,480,000.00 | 8 |
| 2229510 | B | RIVERDALE AVE | HHP | | A | 2 | STATE | 10/09/01 | 4.052 | FAIR | 5200 | \$7,488,000.00 | 8 |
| 2229520 | B | FIELDSTON ROAD | HHP | | A | 1 | STATE | 10/10/01 | 4.793 | FAIR | 6600 | \$9,504,000.00 | 8 |
| 2229530 | B | HHP | BROADWAY | | A | 1 | STATE | 10/11/01 | 4.595 | FAIR | 7500 | \$10,800,000.00 | 8 |
| 2241490 | B | W 230TH ST | CONRAIL PUTNAM | C | O | 1 | STATE | 04/16/01 | 5.843 | GOOD | 5600 | \$8,064,000.00 | 8 |
| 2241509 | B | W 231ST ST | CONRAIL PUTNAM | C | O | 1 | STATE | 10/06/00 | 5.764 | GOOD | 4723 | \$6,801,120.00 | 8 |
| 2241510 | B | W 233RD ST | CONRAIL PUTNAM | C | O | 1 | STATE | 04/11/01 | 5.470 | GOOD | 3760 | \$5,414,400.00 | 8 |
| 2241520 | B | W 234TH ST | CONRAIL PUTNAM | C | O | 1 | STATE | 05/23/01 | 5.568 | GOOD | 3770 | \$5,428,800.00 | 8 |
| 1066510 | B | BRUCKNER EXP.(2066510) | WESTCHESTER CREEK | | WMA | 17 | STATE | 08/12/02 | 3.820 | FAIR | 39400 | \$56,736,000.00 | 9 |
| 2066720 | B | E 174TH ST | SHERIDAN EXPWY/AMTRAK | A | A | 13 | STATE | 06/15/00 | 4.486 | FAIR | 47430 | \$68,299,200.00 | 9 |
| 2241269 | B | E 177TH ST | AMTRAK | A | O | 3 | STATE | 06/24/02 | 5.513 | GOOD | 16606 | \$23,912,640.00 | 9 |
| 2241270 | B | EAST TREMONT AVE | AMTRAK | A | O | 2 | STATE | 06/17/02 | 5.722 | GOOD | 22300 | \$32,112,000.00 | 9 |
| 2241329 | B | WHITE PLAINS ROAD | AMTRAK | A | O | 1 | STATE | 06/18/02 | 4.953 | FAIR | 6900 | \$9,936,000.00 | 9 |
| 2241330 | B | UNIONPORT ROAD | AMTRAK | A | O | 1 | STATE | 06/19/02 | 4.875 | FAIR | 4400 | \$6,336,000.00 | 9 |
| 206672A | B | 174TH ST-NTH PED BRDG | 895I - SHERIDAN EXPWY | | A-PED | 4 | CITY | 03/12/02 | 4.958 | FAIR | 1800 | \$2,592,000.00 | 9 |
| 206672B | B | 174TH ST-STH PED BRDG | 895I - SHERIDAN EXPWY | | A-PED | 4 | CITY | 03/12/02 | 4.986 | FAIR | 1900 | \$2,736,000.00 | 9 |
| 2075820 | B | E TREMONT AVE | HUTCHINSON RVR PKWY | | A | 2 | STATE | 08/14/01 | 4.152 | FAIR | 10200 | \$14,688,000.00 | 10 |
| 2075837 | B | WESTCHESTER AVE | HUTCHINSON RVR PKWY | | A | 2 | STATE | 06/28/02 | 4.388 | FAIR | 15858 | \$22,835,520.00 | 10 |
| 2075849 | B | BRONX PELHAM PKWY | HUTCHINSON RVR PKWY | | A | 2 | STATE | 08/20/02 | 4.289 | FAIR | 17600 | \$25,344,000.00 | 10 |
| 2075859 | B | HUTCHINSON RVR PKWY | HUTCHINSON RIVER | | WMA | 7 | STATE | 10/13/00 | 5.375 | GOOD | 60500 | \$87,120,000.00 | 10 |
| 2076109 | B | BE NB SERVICE RD | HUTCHINSON RVR PKWY | | A | 2 | STATE | 10/09/01 | 4.736 | FAIR | 7800 | \$11,232,000.00 | 10 |
| 2076129 | B | BE SB SERVICE RD | HUTCHINSON RVR PKWY | | A | 2 | STATE | 04/17/02 | 5.105 | GOOD | 7100 | \$10,224,000.00 | 10 |
| 2241390 | B | SHORE RD CIRCLE | AMTRAK | A | O | 2 | STATE | 06/29/01 | 3.253 | FAIR | 4800 | \$6,912,000.00 | 10 |
| 2241959 | B | HUTCHINSON RVR PKWY | AMTRAK | A | O | 1 | STATE | 06/21/02 | 6.067 | VGOOD | 15444 | \$22,239,360.00 | 10 |
| 2229560 | B | BRONX PELHAM PKWY | AMTRAK,METRO NORTH | MA | A | 3 | STATE | 07/02/02 | 4.750 | FAIR | 24591 | \$35,411,040.00 | 11 |
| 2241369 | B | WILLIAMSBRIDGE RD | AMTRAK | A | O | 2 | STATE | 06/20/02 | 4.835 | FAIR | 10400 | \$14,976,000.00 | 11 |
| 2241910 | B | GUN HILL ROAD | NYCTA-DYRE AVE LN | T | O | 1 | STATE | 07/21/02 | 6.906 | VGOOD | 75000 | \$9,072,000.00 | 11 |
| 1067150 | B | NEREID AVE (2241880) | BRONX RIVER PKWY | M | O | 10 | STATE | 11/20/01 | 4.210 | FAIR | 57750 | \$83,160,000.00 | 12 |
| 2229579 | B | BOSTON POST ROAD | HUTCHINSON RIVER | | WO | 14 | STATE | 07/13/01 | 4.611 | FAIR | 95700 | \$137,808,000.00 | 12 |
| 2241860 | B | GUN HILL RD | METRO NORTH RR HAR | M | O | 2 | STATE | 03/15/02 | 4.279 | FAIR | 9000 | \$12,960,000.00 | 12 |
| 2241870 | B | E 233RD ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/15/02 | 5.156 | GOOD | 7664 | \$11,036,160.00 | 12 |
| 2241890 | B | E 241ST ST | BRP, METRO NORTH HAR | M | O | 28 | STATE | 11/15/01 | 4.736 | FAIR | 49500 | \$71,280,000.00 | 12 |
| 2241900 | B | EASTCHESTER ROAD | NYCTA-DYRE AVE LN | T | O | 3 | STATE | 07/21/02 | 5.138 | GOOD | 13500 | \$19,440,000.00 | 12 |
| 2242071 | B | BRONX BLVD S.B. | BRONX RIVER | | WO | 1 | STATE | 05/24/02 | 4.700 | FAIR | 1800 | \$2,592,000.00 | 12 |
| 2242072 | B | BRONX BLVD N.B. | BRONX RIVER | | WO | 1 | STATE | 05/24/02 | 5.033 | GOOD | 1800 | \$2,592,000.00 | 12 |
| 2242081 | B | BRONX BLVD S.B. | BRONX RIVER | | WO | 1 | STATE | 05/20/02 | 4.466 | FAIR | 2800 | \$4,032,000.00 | 12 |
| 2242082 | B | BRONX BLVD N.B. | BRONX RIVER | | WO | 1 | STATE | 05/20/02 | 4.466 | FAIR | 2800 | \$4,032,000.00 | 12 |
| 2242430 | B | GUN HILL ROAD | BRONX BLVD | | O | 4 | STATE | 07/12/00 | 5.052 | GOOD | 9400 | \$13,536,000.00 | 12 |
| 2242440 | B | GUN HILL ROAD | BRONX RIVER | | WO | 1 | STATE | 04/25/02 | 5.300 | GOOD | 8700 | \$12,528,000.00 | 12 |
| 2242459 | B | E 233RD ST | BRONX RIVER | | WO | 1 | STATE | 05/24/02 | 4.366 | FAIR | 7000 | \$10,080,000.00 | 12 |
| 2242460 | B | E 233RD ST | ENTR RD BNX RVR PKWY | | O | 1 | STATE | 02/04/02 | 5.600 | GOOD | 5300 | \$7,632,000.00 | 12 |
| 2229540 | B | VAN CRTLDT PARK | HHP | | A-PED | 2 | CITY | 10/23/02 | 4.565 | FAIR | 3900 | \$5,616,000.00 | 26 |
| 2229550 | B | VAN CRTLDT EQUES | HHP | | A-PED | 2 | CITY | 10/23/02 | 4.821 | FAIR | 2100 | \$3,024,000.00 | 26 |
| 2230290 | B | MOSHOLU PARKWAY | EQUESTRIAN PATH | | A | 1 | STATE | 01/29/02 | 4.724 | FAIR | 4300 | \$6,192,000.00 | 26 |
| 2230300 | B | MOSHOLU PARKWAY | CONRAIL (ABANDONED) | C | A | 1 | STATE | 09/18/00 | 4.229 | FAIR | 5200 | \$7,488,000.00 | 26 |
| 2230310 | B | MOSHOLU PARKWAY | SB RAMP TO HHP | | A | 2 | STATE | 10/30/01 | 5.243 | GOOD | 7400 | \$10,656,000.00 | 26 |
| 2065629 | B | BRONX RVR PKWY | BOSTON RD BX ZOO | | A | 1 | STATE | 09/20/01 | 5.275 | GOOD | 6300 | \$9,072,000.00 | 27 |
| 2230250 | B | MOSHOLU PARKWAY | BRONX RIVER | | A | 5 | STATE | 01/28/02 | 4.263 | FAIR | 16300 | \$23,472,000.00 | 27 |
| 2230260 | B | MOSHOLU PARKWAY | METRO NORTH | M | A | 1 | STATE | 03/16/02 | 6.484 | VGOOD | 8880 | \$12,787,200.00 | 27 |
| 2230270 | B | MOSHOLU PARKWAY | WEBSTER AVE | | A | 1 | STATE | 04/12/01 | 6.015 | VGOOD | 8480 | \$12,211,000.00 | 27 |
| 2241259 | B | 204TH ST PED BRDG | METRO NORTH RR HAR | M | O-PED | 1 | CITY | 08/26/02 | 3.950 | FAIR | 4700 | \$6,768,000.00 | 27 |
| 2241840 | B | BEDFORD PARK BLVD | METRO NORTH RR HAR | M | O | 1 | STATE | 03/09/02 | 4.716 | FAIR | 6400 | \$9,216,000.00 | 27 |
| 2242010 | B | BRONX PELHAM PKWY | BRONX RIVER | | WA | 1 | STATE | 05/24/02 | 4.931 | FAIR | 9200 | \$13,248,000.00 | 27 |
| 2242029 | B | SOUTHERN BLVD | BRONX PELHAM PKWY | | O | 2 | STATE | 06/04/02 | 4.789 | FAIR | 12900 | \$18,576,000.00 | 27 |
| 2242099 | B | PARK ROAD (204TH ST) | BRONX RIVER | | WO | 1 | STATE | 08/28/02 | 4.172 | FAIR | 4700 | \$6,768,000.00 | 27 |
| 2242100 | B | BOTANICAL GARDEN ROAD | TWIN LAKES | | O-PED | 1 | STATE | 05/17/02 | 4.966 | FAIR | 2200 | \$3,168,000.00 | 27 |
| 2242110 | B | BOSTON ROAD | BRONX RIVER | | WO | 1 | STATE | 05/16/02 | 4.272 | FAIR | 6200 | \$8,928,000.00 | 27 |
| 2242210 | B | S OF ALLERTON AVE | BRONX RIVER | | WO | 3 | STATE | 05/17/02 | 4.763 | FAIR | 6200 | \$8,928,000.00 | 27 |
| 2242220 | B | SOUTHERN BLVD | BRONX RIVER | | WO | 2 | STATE | 04/23/02 | 4.210 | FAIR | 4800 | \$6,912,000.00 | 27 |
| 2240200 | B | SHORE ROAD | HUTCHINSON RIVER | | WMO | 7 | STATE | 10/31/00 | 3.985 | FAIR | 4800 | \$120,000,000.00 | 28 |
| 2240210 | B | CITY ISLAND ROAD | EASTCHESTER BAY | | WO | 7 | STATE | 10/04/01 | 3.472 | FAIR | 28900 | \$41,616,000.00 | 28 |
| 1240090 | BM | MACOMBS DAM BRIDGE | HARLEM RIVER | | WMO | 52 | STATE | 11/18/02 | 2.722 | POOR | 139100 | \$200,304,000.00 | 10 |
| 2240089 | BM | 145TH ST BRIDGE | HARLEM RIVER | | WMO | 8 | STATE | 05/28/02 | 3.097 | FAIR | 56700 | \$81,648,000.00 | 10 |
| 2240059 | BM | WILLIS AVENUE | HARLEM RIVER | | WMO | 26 | STATE | 09/29/02 | 3.013 | FAIR | 94700 | \$136,368,000.00 | 11 |
| 2240069 | BM | THIRD AVE BRIDGE | HARLEM RIVER | | WMO | 32 | STATE | 09/04/02 | 3.152 | FAIR | 79950 | \$115,128,000.00 | 11 |
| 2240079 | BM | MADISON AVE BRIDGE | HARLEM RIVER | | WMO | 31 | STATE | 08/19/02 | 5.666 | GOOD | 80000 | \$115,200,000.00 | 11 |
| 2066919 | BM | WASHINGTON BRIDGE | HARLEM RIVER | | WO | 9 | STATE | 10/27/00 | 4.880 | FAIR | 128339 | \$184,808,160.00 | 12 |
| 2240120 | BM | W 207TH/W FORDHAM RD | HARLEM RIVER | | WMO | 5 | STATE | 05/21/02 | 5.666 | GOOD | 29682 | \$42,742,080.00 | 12 |
| 2240137 | BM | BROADWAY BRIDGE | HARLEM RIVER | T | WMO | 3 | STATE | 10/17/01 | 3.930 | FAIR | 38100 | \$54,864,000.00 | 12 |
| 2240138 | BM | NYCTA IRT | HARLEM RVR/BROADWAY | T | WMO | 3 | STATE | 10/18/01 | 4.588 | FAIR | 38100 | \$54,864,000.00 | 12 |
| 2240290 | K | METROPOLITAN AVE | ENGLISH KILLS | | WMO | 5 | STATE | 07/02/01 | 4.186 | FAIR | 15245 | \$21,952,800.00 | 1 |
| 2244421 | K | WLLMSBRG BRDG NTH APP | DRIGGS AVE | | O | 1 | STATE | 02/16/00 | 4.293 | FAIR | 3170 | \$4,564,800.00 | 1 |
| 2230410 | K | 278I (B.Q.E.) | WASHINGTON ST | | A | 1 | STATE | 04/17/02 | 4.656 | FAIR | 2500 | \$3,600,000.00 | 2 |
| 2230420 | K | 278I (B.Q.E.) | WASHINGTON ST | | A | 1 | STATE | 04/18/02 | 4.953 | FAIR | 2500 | \$3,600,000.00 | 2 |
| 2230430 | K | 278I (B.Q.E.) | PROSPECT ST | | A | 1 | STATE | 03/21/02 | 5.266 | GOOD | 1100 | \$1,584,000.00 | 2 |
| 2230440 | K | 278I (B.Q.E.) | ADAMS ST N.B. | | A | 1 | STATE | 03/21/02 | 5.200 | GOOD | 2700 | \$3,888,000.00 | 2 |
| 2230450 | K | 278I (B.Q.E.) | ADAMS ST S.B. | | A | 1 | STATE | 03/21/02 | 4.933 | FAIR | 2500 | \$3,600,000.00 | 2 |
| 2230460 | K | 278I (B.Q.E.) | PEARL ST | | A | 1 | STATE | 03/22/02 | 5.333 | GOOD | 4500 | \$6,480,000.00 | 2 |
| 2230470 | K | 278I (B.Q.E.) | JAY ST | | A | 1 | STATE | 03/29/02 | 5.233 | GOOD | 5100 | \$7,344,000.00 | 2 |
| 2230480 | K | 278I (B.Q.E.) | PROSPECT ST | | A | 1 | STATE | 03/29/02 | 5.240 | GOOD | 8400 | \$12,096,000.00 | 2 |
| 2230490 | K | | | | | | | | | | | | |

| INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT | | | | | | | | | | | | | |
|--|------|-----------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2230888 | K | 2781 E.B. (B.Q.E.) | CADMAN PLAZA / 2781 WB | | A | 2 | STATE | 05/10/02 | 4.684 | FAIR | 4500 | \$6,480,000.00 | 2 |
| 2244440 | K | SOUTH OF TILLARY ST | NAVY ST | | O-PED | 1 | CITY | 05/20/02 | 4.244 | FAIR | 6200 | \$8,928,000.00 | 2 |
| 2267860 | K | BROOKLYN BR APPROACH | SANDS STREET | | O | 1 | STATE | 05/14/02 | 4.732 | FAIR | 6490 | \$9,345,600.00 | 2 |
| 2268497 | K | 2781 W.B. (B.Q.E.) | FURMAN ST | | A | 45 | STATE | 06/11/01 | 4.375 | FAIR | 78022 | \$112,351,680.00 | 2 |
| 2268498 | K | 2781 E.B. (B.Q.E.) | 2781 W.B. (B.Q.E.) | | A | 69 | STATE | 06/20/01 | 3.827 | FAIR | 120734 | \$173,856,960.00 | 2 |
| 2268507 | K | 2781 W.B. (B.Q.E.) | YORK ST | | A | 6 | STATE | 06/25/01 | 4.205 | FAIR | 9380 | \$13,507,200.00 | 2 |
| 2268508 | K | 2781 E.B. (B.Q.E.) | 2781 W.B. (B.Q.E.) | | A | 11 | STATE | 05/21/01 | 3.620 | FAIR | 17956 | \$25,856,640.00 | 2 |
| 2268517 | K | 2781 W.B. (B.Q.E.) | FURMAN ST | | A | 7 | STATE | 05/16/01 | 4.205 | FAIR | 10988 | \$15,822,720.00 | 2 |
| 2268518 | K | 2781 E.B. (B.Q.E.) | 2781 W.B. (B.Q.E.) | | A | 5 | STATE | 05/17/01 | 4.285 | FAIR | 8375 | \$12,060,000.00 | 2 |
| 2230000 | K | HIGHLAND BLVD E.B. | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/23/02 | 4.833 | FAIR | 4900 | \$7,056,000.00 | 5 |
| 2230010 | K | HIGHLAND BLVD W.B. | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/24/02 | 5.100 | GOOD | 3500 | \$5,040,000.00 | 5 |
| 2230020 | K | HIGHLAND BLVD W.B. | JACKIE ROBINSON PKWY | | A | 2 | STATE | 04/26/02 | 4.973 | FAIR | 4700 | \$6,768,000.00 | 5 |
| 2230220 | K | HIGHLAND BLVD NB | VERMONT AVE | | A | 1 | STATE | 05/08/01 | 6.328 | VGOOD | 3995 | \$5,752,800.00 | 5 |
| 2244170 | K | ATLNTC AV SVC RD E.B. | EAST NEW YORK AVE | | O | 2 | STATE | 05/03/01 | 4.543 | FAIR | 5500 | \$7,920,000.00 | 5 |
| 2244460 | K | CONDUIT BLVD NB | ATLANTIC AVE EB | | O | 1 | STATE | 04/22/02 | 5.000 | GOOD | 3800 | \$5,472,000.00 | 5 |
| 2230350 | K | SUMMIT ST PED BRDG | 2781 (B.Q.E.) | | A-PED | 2 | STATE | 04/04/02 | 4.714 | FAIR | 1400 | \$2,016,000.00 | 6 |
| 2230360 | K | UNION ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/05/02 | 4.539 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2230370 | K | SACKETT ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/09/02 | 4.641 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2230380 | K | KANE ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/10/02 | 4.417 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2230390 | K | CONGRESS ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/12/02 | 4.285 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2230400 | K | 2781 (B.Q.E.) | ATLANTIC AVE | | A | 1 | STATE | 04/12/02 | 5.976 | GOOD | 14230 | \$20,491,200.00 | 6 |
| 2240232 | K | HAMILTON AVE BRIDGE | GOWANUS CANAL | | WMO | 3 | STATE | 08/07/02 | 4.263 | FAIR | 7300 | \$10,512,000.00 | 6 |
| 2240240 | K | NINTH ST BRIDGE | GOWANUS CANAL | | WMO | 3 | STATE | 06/19/01 | 7.000 | VGOOD | 5772 | \$30,000,000.00 | 6 |
| 2240250 | K | THIRD ST | GOWANUS CANAL | | WMO | 5 | STATE | 06/22/01 | 4.958 | FAIR | 4900 | \$15,000,000.00 | 6 |
| 2240260 | K | CARROLL ST | GOWANUS CANAL | | WMO | 2 | STATE | 06/27/02 | 4.619 | FAIR | 3000 | \$5,000,000.00 | 6 |
| 2240270 | K | UNION ST | GOWANUS CANAL | | WMO | 5 | STATE | 06/25/02 | 4.236 | FAIR | 4900 | \$15,000,000.00 | 6 |
| 2240310 | K | THIRD AVE | GOWANUS CANAL | | WO | 1 | STATE | 06/26/01 | 4.545 | FAIR | 3200 | \$4,608,000.00 | 6 |
| 2268350 | K | BROOKLYN PROMENADE | 2781 N.B. (B.Q.E.) | | A-PED | 35 | CITY | 09/04/01 | 4.286 | FAIR | 46184 | \$66,504,960.00 | 6 |
| 2066100 | K | 5TH AVE | 27 X PROSPECT EXPWY | | A | 1 | STATE | 04/02/02 | 5.208 | GOOD | 8800 | \$12,672,000.00 | 7 |
| 2240231 | K | HAMILTON AVE BRIDGE | GOWANUS CANAL | | WMO | 3 | STATE | 08/07/02 | 4.236 | FAIR | 7300 | \$10,512,000.00 | 7 |
| 2243839 | K | 4TH AVE | NYCTA BMT TRACKS | T | O | 1 | STATE | 12/07/01 | 6.916 | VGOOD | 5160 | \$5,904,000.00 | 7 |
| 2243920 | K | 7TH AVE | NYCTA BMT YARD | T | O | 2 | STATE | 08/22/02 | 3.916 | FAIR | 5200 | \$7,488,000.00 | 7 |
| 2244470 | K | SEELEY ST | PROSPECT AVE | | O | 1 | STATE | 05/09/01 | 4.100 | FAIR | 7700 | \$11,088,000.00 | 7 |
| 2244480 | K | 5TH AVE | GREENWOOD CEMETERY | | O | 1 | STATE | 05/14/01 | 5.000 | GOOD | 3600 | \$5,184,000.00 | 7 |
| 2243170 | K | STERLING PLACE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 11/06/01 | 6.593 | VGOOD | 2300 | \$3,312,000.00 | 8 |
| 2243280 | K | 6TH AVE | LIRR ATLANTIC AVE | L | O | 9 | STATE | 06/01/02 | 5.583 | GOOD | 12276 | \$17,677,440.00 | 8 |
| 2243290 | K | CARLTON AVE | LIRR ATLANTIC AVE | L | O | 7 | STATE | 06/02/02 | 4.958 | FAIR | 10823 | \$15,585,120.00 | 8 |
| 2243180 | K | ST JOHNS PLACE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 11/03/01 | 6.796 | VGOOD | 2200 | \$3,168,000.00 | 9 |
| 2243190 | K | LINCOLN PLACE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 06/24/02 | 7.000 | VGOOD | 2460 | \$4,896,000.00 | 9 |
| 2243200 | K | UNION ST | FRANKLIN SHUTTLE | T | O | 2 | STATE | 06/25/02 | 5.047 | GOOD | 4100 | \$5,904,000.00 | 9 |
| 2243210 | K | PRESIDENT ST | FRANKLIN SHUTTLE | T | O | 2 | STATE | 06/26/02 | 5.161 | GOOD | 2500 | \$3,600,000.00 | 9 |
| 2243220 | K | CARROLL ST PED BRDG | FRANKLIN SHUTTLE | T | O-PED | 3 | CITY | 09/26/02 | 5.484 | GOOD | 600 | \$864,000.00 | 9 |
| 2243230 | K | CROWN ST | FRANKLIN SHUTTLE | T | O | 3 | STATE | 11/02/01 | 5.263 | GOOD | 4800 | \$6,912,000.00 | 9 |
| 2243240 | K | MONTGOMERY ST | FRANKLIN SHUTTLE | T | O | 1 | STATE | 11/04/01 | 6.627 | VGOOD | 2030 | \$3,168,000.00 | 9 |
| 2243250 | K | WASHINGTON AVE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 06/28/02 | 6.421 | VGOOD | 3657 | \$9,360,000.00 | 9 |
| 2243260 | K | FLATBUSH AVE | FRANKLIN SHUTTLE | T | O | 2 | STATE | 06/28/02 | 5.294 | GOOD | 11300 | \$16,272,000.00 | 9 |
| 2243279 | K | EASTERN PKWY | FRANKLIN SHUTTLE | T | O | 1 | STATE | 07/01/02 | 4.861 | FAIR | 7700 | \$11,088,000.00 | 9 |
| 2231249 | K | BSHP | BAY RIDGE AVE | | A | 1 | STATE | 04/11/02 | 3.816 | FAIR | 4900 | \$7,056,000.00 | 10 |
| 2231250 | K | 81ST ST PED BR | BSHP | | A-PED | 5 | CITY | 10/23/02 | 5.292 | GOOD | 3100 | \$4,464,000.00 | 10 |
| 2231260 | K | 92ND ST PED BR | BSHP | | A-PED | 6 | CITY | 07/02/02 | 4.161 | FAIR | 3000 | \$4,320,000.00 | 10 |
| 2231270 | K | 4TH AVE | BSHP | | A | 2 | STATE | 04/10/02 | 4.842 | FAIR | 6100 | \$8,784,000.00 | 10 |
| 2243310 | K | 2ND AVE | LIRR BAY RIDGE | N | O | 6 | STATE | 07/23/02 | 3.940 | FAIR | 17000 | \$24,480,000.00 | 10 |
| 2243320 | K | 3RD AVE | LIRR BAY RIDGE | N | O | 4 | STATE | 08/30/01 | 5.708 | GOOD | 17230 | \$24,811,200.00 | 10 |
| 2243330 | K | 4TH AVE | LIRR BAY RIDGE | NT | O | 6 | STATE | 11/05/01 | 5.916 | GOOD | 19400 | \$27,936,000.00 | 10 |
| 2243580 | K | 5TH AVE | LIRR & SEA BEACH | LT | O | 4 | STATE | 08/30/02 | 4.500 | FAIR | 12500 | \$18,000,000.00 | 10 |
| 2243590 | K | 6TH AVE | LIRR & SEA BEACH | LT | O | 5 | STATE | 08/29/02 | 3.583 | FAIR | 14200 | \$20,448,000.00 | 10 |
| 2243600 | K | 7TH AVE | LIRR & SEA BEACH | LT | O | 7 | STATE | 08/28/02 | 5.666 | GOOD | 18913 | \$27,234,720.00 | 10 |
| 2243610 | K | 8TH AVE | LIRR & SEA BEACH | LT | O | 4 | STATE | 08/27/02 | 4.370 | FAIR | 11400 | \$16,416,000.00 | 10 |
| 2243620 | K | FORT HAMILTON PKWY | LIRR & SEA BEACH | LT | O | 3 | STATE | 08/26/02 | 5.627 | GOOD | 14800 | \$21,312,000.00 | 10 |
| 2243630 | K | 11TH AVE | LIRR & SEA BEACH | LT | O | 5 | STATE | 08/23/02 | 6.808 | VGOOD | 9700 | \$13,968,000.00 | 10 |
| 2243640 | K | 13TH AVE | LIRR & SEA BEACH | LT | O | 5 | STATE | 11/08/01 | 4.666 | FAIR | 16000 | \$23,040,000.00 | 10 |
| 2244150 | K | RIDGE BLVD | SHORE RD DRIVE | | O | 1 | STATE | 05/10/01 | 7.000 | VGOOD | 4350 | \$10,080,000.00 | 10 |
| 2244160 | K | 3RD AVE | SHORE RD DRIVE | | O | 1 | STATE | 05/11/01 | 7.000 | VGOOD | 4360 | \$10,224,000.00 | 10 |
| 2231290 | K | BAY 8TH ST | BSHP | | A | 1 | STATE | 05/09/01 | 6.206 | VGOOD | 4920 | \$7,084,800.00 | 11 |
| 2231300 | K | 17TH AVE PED BRDG | BSHP | | A-PED | 1 | CITY | 02/15/02 | 3.846 | FAIR | 2100 | \$3,024,000.00 | 11 |
| 2231319 | K | BSHP | BAY PKWY | | A | 1 | STATE | 04/12/02 | 4.490 | FAIR | 7200 | \$10,368,000.00 | 11 |
| 2243340 | K | 15TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/20/02 | 4.803 | FAIR | 3614 | \$5,204,160.00 | 11 |
| 2243350 | K | 60TH ST | LIRR BAY RIDGE | N | O | 1 | STATE | 09/07/01 | 6.866 | VGOOD | 3900 | \$5,616,000.00 | 11 |
| 2243360 | K | 16TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/21/02 | 6.683 | VGOOD | 4345 | \$7,632,000.00 | 11 |
| 2243650 | K | 14TH AVE | LIRR BAY RIDGE | N | O | 4 | STATE | 06/19/02 | 4.321 | FAIR | 10000 | \$14,400,000.00 | 11 |
| 2243660 | K | NEW UTRECHT AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 07/12/02 | 7.000 | VGOOD | 2400 | \$3,456,000.00 | 11 |
| 2243670 | K | 15TH AVE | BMT SEA BEACH | T | O | 6 | STATE | 07/26/02 | 4.136 | FAIR | 17300 | \$24,912,000.00 | 11 |
| 2243680 | K | 16TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 07/23/02 | 5.629 | GOOD | 6816 | \$9,815,040.00 | 11 |
| 2243690 | K | 17TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 08/22/02 | 3.710 | FAIR | 8500 | \$12,240,000.00 | 11 |
| 2243700 | K | 18TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 11/16/01 | 3.909 | FAIR | 8700 | \$12,528,000.00 | 11 |
| 2243710 | K | 19TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 08/20/02 | 4.500 | FAIR | 4800 | \$6,912,000.00 | 11 |
| 2243720 | K | 20TH AVE | BMT SEA BEACH | T | O | 6 | STATE | 08/16/02 | 4.794 | FAIR | 12500 | \$18,000,000.00 | 11 |
| 2243730 | K | 65TH ST | BMT SEA BEACH | T | O | 4 | STATE | 08/05/02 | 5.947 | GOOD | 12000 | \$17,280,000.00 | 11 |
| 2243740 | K | BAY PKWY | BMT SEA BEACH | T | O | 4 | STATE | 08/07/02 | 5.078 | GOOD | 16800 | \$24,192,000.00 | 11 |
| 2243750 | K | AVENUE O | BMT SEA BEACH | T | O | 1 | STATE | 11/20/01 | 6.568 | VGOOD | 4658 | \$6,707,520.00 | 11 |
| 2243760 | K | AVENUE P | BMT SEA BEACH | T | O | 1 | STATE | 11/21/01 | 6.883 | VGOOD | 5544 | \$8,640,000.00 | 11 |
| 2243770 | K | KINGS HIGHWAY | BMT SEA BEACH | T | O | 1 | STATE | 11/26/01 | 6.714 | VGOOD | 5032 | \$17,280,000.00 | 11 |
| 2243780 | K | HIGHLAWN AVE | BMT SEA BEACH | T | O | 1 | STATE | 11/30/01 | 7.000 | VGOOD | 6960 | \$16,272,000.00 | 11 |
| 2243800 | K | AVENUE T | BMT SEA BEACH | T | O | 1 | STATE | 11/27/01 | 6.500 | VGOOD | 5360 | \$12,240,000.00 | 11 |
| 2243820 | K | 21ST AVE | BMT SEA BEACH | T | O | 4 | STATE | 08/13/02 | 4.131 | FAIR | 21400 | \$30,816,000.00 | 11 |
| 2243370 | K | 17TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/24/02 | 5.000 | GOOD | 3406 | \$4,904,640.00 | 12 |
| 2243380 | K | 18TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/25/02 | 5.328 | GOOD | 6006 | \$8,648,640.00 | 12 |
| 2243390 | K | 52ND ST | LIRR BAY RIDGE | N | O | 2 | STATE | 06/26/02 | 4.210 | FAIR | 2800 | \$4,032,000.00 | 12 |

| INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT | | | | | | | | | | | | | |
|--|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|--------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2243400 | K | 50TH ST | LIRR BAY RIDGE | N | O | 2 | STATE | 09/13/01 | 4.771 | FAIR | 7100 | \$10,224,000.00 | 12 |
| 2243410 | K | MCDONALD AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 05/27/02 | 5.421 | GOOD | 2760 | \$3,974,400.00 | 12 |
| 2243420 | K | E 3RD ST | LIRR BAY RIDGE | N | O | 1 | STATE | 09/24/01 | 5.020 | GOOD | 1500 | \$2,160,000.00 | 12 |
| 2243439 | K | OCEAN PKWY | LIRR BAY RIDGE | N | O | 1 | STATE | 06/28/02 | 4.959 | FAIR | 7000 | \$10,080,000.00 | 12 |
| 2243440 | K | CONEY ISLAND AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 07/01/02 | 5.234 | GOOD | 3231 | \$4,652,640.00 | 12 |
| 2243840 | K | 9TH AVE | NYCTA BMT YARD | T | O | 5 | STATE | 12/10/01 | 6.777 | VGOOD | 12440 | \$17,913,600.00 | 12 |
| 2243940 | K | 9TH AVE | NYCTA IND SBWY | T | O | 5 | STATE | 12/06/01 | 4.754 | FAIR | 11900 | \$17,136,000.00 | 12 |
| 2231329 | K | BSHP | 26TH AVE | | A | 1 | STATE | 04/09/02 | 4.933 | FAIR | 6700 | \$9,648,000.00 | 13 |
| 2231330 | K | 27TH AVE PED BRDG | BSHP | | A-PED | 1 | CITY | 07/05/02 | 4.805 | FAIR | 2100 | \$3,024,000.00 | 13 |
| 2231340 | K | CROPSEY AVE | BSHP | | A | 2 | STATE | 04/17/02 | 4.944 | FAIR | 13100 | \$18,864,000.00 | 13 |
| 2231360 | K | BSHP | OCEAN PKWY | | A | 2 | STATE | 06/06/02 | 3.361 | FAIR | 11800 | \$16,992,000.00 | 13 |
| 2231370 | K | B 8TH ST ACCESS RMP | BSHP | | A | 4 | STATE | 05/17/02 | 3.958 | FAIR | 12800 | \$18,432,000.00 | 13 |
| 2231380 | K | CONEY ISLAND AVE | BSHP | | A | 4 | STATE | 12/21/01 | 6.708 | VGOOD | 19866 | \$29,664,000.00 | 13 |
| 2240301 | K | CROPSEY AVE | CONEY ISLAND CREEK | | WO | 3 | STATE | 06/08/01 | 5.194 | GOOD | 9400 | \$13,536,000.00 | 13 |
| 2240302 | K | CROPSEY AVE | CONEY ISLAND CREEK | | WO | 3 | STATE | 07/09/02 | 5.084 | GOOD | 9400 | \$13,536,000.00 | 13 |
| 2240540 | K | STILLWELL AVE | CONEY ISLAND CRK | | WO | 2 | STATE | 06/18/01 | 6.097 | VGOOD | 17000 | \$24,480,000.00 | 13 |
| 2243570 | K | 86TH ST | LIRR & SEA BEACH | LT | O | 1 | STATE | 07/31/02 | 6.250 | VGOOD | 3840 | \$26,208,000.00 | 13 |
| 2269260 | K | W. 8TH STREET | SURF AVE. | | O-PED | 55 | CITY | 08/14/01 | 4.111 | FAIR | 14742 | \$21,228,480.00 | 13 |
| 2243020 | K | PARKSIDE AVE | BMT SUBWAY, BRIGHTON | T | O | 6 | STATE | 07/10/02 | 4.217 | FAIR | 48700 | \$70,128,000.00 | 14 |
| 2243040 | K | CROOKE AVE | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 10/15/01 | 4.157 | FAIR | 6000 | \$8,640,000.00 | 14 |
| 2243050 | K | CATON AVE | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 10/24/01 | 4.500 | FAIR | 20800 | \$29,952,000.00 | 14 |
| 2243080 | K | CHURCH AVE | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 10/26/01 | 4.545 | FAIR | 18200 | \$26,208,000.00 | 14 |
| 2243100 | K | BEVERLY ROAD | BMT SUBWAY, BRIGHTON | T | O | 3 | STATE | 07/12/02 | 4.157 | FAIR | 2700 | \$3,888,000.00 | 14 |
| 2243110 | K | CORTELYOU ROAD | BMT SUBWAY, BRIGHTON | T | O | 3 | STATE | 10/29/01 | 3.926 | FAIR | 2900 | \$4,176,000.00 | 14 |
| 2243120 | K | DORCHESTER ROAD | BMT SUBWAY, BRIGHTON | T | O | 1 | STATE | 07/19/02 | 5.803 | GOOD | 4825 | \$6,948,000.00 | 14 |
| 2243130 | K | DITMAS AVE | BMT SUBWAY, BRIGHTON | T | O | 1 | STATE | 10/30/01 | 5.659 | GOOD | 4100 | \$5,904,000.00 | 14 |
| 2243140 | K | NEWKIRK AVE | BMT SUBWAY, BRIGHTON | T | O | 3 | STATE | 07/16/02 | 4.661 | FAIR | 4100 | \$5,904,000.00 | 14 |
| 2243150 | K | FOSTER AVE | BMT SUBWAY, BRIGHTON | T | O | 1 | STATE | 07/18/02 | 4.516 | FAIR | 3000 | \$4,320,000.00 | 14 |
| 2243450 | K | E 14TH ST | LIRR BAY RIDGE | N | O | 1 | STATE | 07/02/02 | 5.595 | GOOD | 1775 | \$2,556,000.00 | 14 |
| 2243460 | K | E 15TH ST - PED | LIRR BAY RIDGE | N | O-PED | 3 | CITY | 04/17/02 | 3.650 | FAIR | 900 | \$1,296,000.00 | 14 |
| 2243480 | K | OCEAN AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 07/03/02 | 4.859 | FAIR | 5000 | \$7,200,000.00 | 14 |
| 2243490 | K | BEDFORD AVE | LIRR BAY RIDGE | N | O | 6 | STATE | 07/10/02 | 4.777 | FAIR | 12000 | \$17,280,000.00 | 14 |
| 2243500 | K | NOSTRAND AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 07/11/02 | 5.186 | GOOD | 4320 | \$6,220,800.00 | 14 |
| 2231390 | K | E 12TH ST | BSHP | | A | 4 | STATE | 04/19/02 | 4.958 | FAIR | 17200 | \$24,768,000.00 | 15 |
| 2231409 | K | BSHP | SHEEPSHEAD BAY ROAD | | A | 1 | STATE | 04/23/02 | 4.967 | FAIR | 6500 | \$9,360,000.00 | 15 |
| 2231419 | K | BSHP | OCEAN AVE | | A | 3 | STATE | 04/23/02 | 4.486 | FAIR | 14000 | \$20,160,000.00 | 15 |
| 2231429 | K | BSHP | BEDFORD AVE | | A | 3 | STATE | 04/25/02 | 4.277 | FAIR | 12000 | \$17,280,000.00 | 15 |
| 2231439 | K | BSHP | NOSTRAND AVE | | A | 3 | STATE | 04/29/02 | 4.097 | FAIR | 13000 | \$18,720,000.00 | 15 |
| 2231449 | K | KNAPP ST | BSHP | | A | 1 | STATE | 04/30/02 | 4.593 | FAIR | 9500 | \$13,680,000.00 | 15 |
| 2233080 | K | E 14 ST PED BR | BSHP | | A-PED | 14 | CITY | 08/05/02 | 4.700 | FAIR | 4700 | \$6,768,000.00 | 15 |
| 2240320 | K | OCEAN AVE PED BRDG | SHEEPSHEAD BAY | | WO-PED | 30 | CITY | 03/28/02 | 4.175 | FAIR | 4000 | \$5,760,000.00 | 15 |
| 2243790 | K | AVENUE S | BMT SEA BEACH | T | O | 1 | STATE | 12/03/01 | 6.600 | VGOOD | 5360 | \$6,912,000.00 | 15 |
| 2243810 | K | AVENUE U | BMT SEA BEACH | T | O | 1 | STATE | 08/01/02 | 6.568 | VGOOD | 5880 | \$12,240,000.00 | 15 |
| 2243569 | K | ATLANTIC AVE | LIRR ATLANTIC AVE | L | O | 75 | STATE | 06/11/02 | 3.873 | FAIR | 135100 | \$194,544,000.00 | 16 |
| 2243850 | K | LIBERTY AVE | LIRR BAY RIDGE | N | O | 4 | STATE | 10/03/01 | 4.191 | FAIR | 6400 | \$9,216,000.00 | 16 |
| 2243860 | K | GLENMORE AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 07/16/02 | 4.087 | FAIR | 5700 | \$8,208,000.00 | 16 |
| 2243870 | K | PITKIN AVE | LIRR BAY RIDGE | N | O | 3 | STATE | 07/18/02 | 4.294 | FAIR | 5600 | \$8,064,000.00 | 16 |
| 2243890 | K | SUTTER AVE | LIRR BAY RIDGE | N | O | 3 | STATE | 10/09/01 | 4.117 | FAIR | 5400 | \$7,776,000.00 | 16 |
| 2243900 | K | BLAKE AVE | LIRR BAY RIDGE LINE | N | O | 3 | STATE | 07/19/02 | 5.309 | GOOD | 4900 | \$7,056,000.00 | 16 |
| 2243910 | K | LIVONIA AVE PED BRDG | LIRR BAY RIDGE LINE | N | O-PED | 3 | CITY | 01/18/03 | 5.375 | GOOD | 2500 | \$3,600,000.00 | 16 |
| 2244180 | K | ATLNTC AV SVC RD W.B. | EAST NEW YORK AVE | | O | 2 | STATE | 05/07/01 | 4.491 | FAIR | 6200 | \$8,928,000.00 | 16 |
| 2231479 | K | BSHP | MILL BASIN | | WMA | 14 | STATE | 07/22/02 | 3.313 | FAIR | 73500 | \$105,840,000.00 | 18 |
| 2231489 | K | BSHP | PAERDEGAT BASIN | | WA | 15 | STATE | 07/23/02 | 3.259 | FAIR | 58300 | \$83,952,000.00 | 18 |
| 2243510 | K | FLATBUSH AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 09/26/01 | 4.666 | FAIR | 5700 | \$8,208,000.00 | 18 |
| 2243520 | K | BROOKLYN AVE | LIRR BAY RIDGE | N | O | 3 | STATE | 09/27/01 | 5.920 | GOOD | 4500 | \$6,480,000.00 | 18 |
| 2243530 | K | AVENUE H | LIRR BAY RIDGE | N | O | 2 | STATE | 09/28/01 | 6.823 | VGOOD | 35100 | \$50,544,000.00 | 18 |
| 2243010 | K | LINCOLN ROAD | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 07/03/02 | 4.250 | FAIR | 6100 | \$8,784,000.00 | 55 |
| 2244010 | K | PROSPECT PK E DRIVE | ENDALE ARCH E DRIVE | | O | 1 | CITY | 05/07/02 | 4.367 | FAIR | 900 | \$1,296,000.00 | 55 |
| 2244020 | K | W DR OV WK-MA.ENT | MEADOWPORT ARCH | | O | 1 | STATE | 04/24/01 | 5.571 | GOOD | 2500 | \$3,600,000.00 | 55 |
| 2244030 | K | EAST DRIVE | BRIDLE PATH | | O | 1 | STATE | 04/25/01 | 5.183 | GOOD | 2000 | \$2,880,000.00 | 55 |
| 2244040 | K | EAST DRIVE | EAST WOOD ARCH | | O | 1 | CITY | 06/08/01 | 4.200 | FAIR | 900 | \$1,296,000.00 | 55 |
| 2244050 | K | CENTRAL DRIVE | PED PATH & STREAM | | WO | 3 | STATE | 04/27/01 | 5.315 | GOOD | 7400 | \$10,656,000.00 | 55 |
| 2244060 | K | CLEFT RIDGE SPAN | PROSPECT PARK | | O | 1 | CITY | 06/21/01 | 4.500 | FAIR | 900 | \$1,296,000.00 | 55 |
| 2244120 | K | HILL DRIVE | PROSPECT PK LAKE | | WO | 3 | STATE | 05/01/01 | 3.636 | FAIR | 7800 | \$11,232,000.00 | 55 |
| 2231450 | K | BSHP | GERRITSEN INLET | | WA | 11 | STATE | 07/17/02 | 3.582 | FAIR | 46400 | \$66,816,000.00 | 56 |
| 2231460 | K | FLATBUSH AVE | BSHP | | A | 2 | STATE | 12/21/01 | 6.808 | VGOOD | 14058 | \$19,584,000.00 | 56 |
| 2231499 | K | BSHP | ROCKAWAY PKWY | | A | 4 | STATE | 06/06/02 | 3.833 | FAIR | 11500 | \$16,560,000.00 | 56 |
| 2231509 | K | BSHP | FRESH CREEK | | WA | 5 | STATE | 08/06/02 | 3.111 | FAIR | 23000 | \$33,120,000.00 | 56 |
| 2231519 | K | PENNSYLVANIA AVE | BSHP | | A | 2 | STATE | 05/18/01 | 6.277 | VGOOD | 6191 | \$8,915,040.00 | 56 |
| 2269600 | K | ERSKINE STREET | BSHP | | A | 1 | STATE | 08/26/02 | 6.906 | VGOOD | 8258 | \$11,891,520.00 | 56 |
| 2240019 | KM | BROOKLYN BRIDGE | 2781 (B.Q.E.) | | WEO | 75 | STATE | 11/30/00 | 2.930 | POOR | 503788 | \$725,454,720.00 | 3 |
| 2240027 | KM | MANHATTAN BRIDGE(LL) | EAST RIVER | T | WEO | 23 | STATE | 11/17/00 | 3.472 | FAIR | 616390 | \$887,601,600.00 | 3 |
| 2240028 | KM | MANHATTAN BRIDGE(UL) | NYCTA TRACKS-BMT | T | WEO | 43 | STATE | 10/16/00 | 3.500 | FAIR | 587424 | \$845,890,560.00 | 3 |
| 2240039 | KM | WILLIAMSBURG BRIDGE | EAST RIVER | T | WEO | 72 | STATE | 12/06/00 | 2.680 | POOR | 741000 | \$1,067,040,000.00 | 3 |
| 2240370 | KQ | BRIDGE | NEWTOWN CREEK | L | WMO | 12 | STATE | 12/20/01 | 5.666 | GOOD | 76106 | \$109,592,640.00 | 2 |
| 2240639 | KQ | PULASKI BRIDGE | NEWTOWN CREEK | | WMO | 48 | STATE | 06/11/02 | 5.211 | GOOD | 205770 | \$296,308,800.00 | 2 |
| 2240390 | KQ | GRAND ST BRIDGE | NEWTOWN CREEK | | WMO | 2 | STATE | 09/09/02 | 4.569 | FAIR | 5100 | \$25,000,000.00 | 5 |
| 2232000 | M | BATTERY PLACE | FDR DRIVE | | AT | 2 | CITY | 06/13/01 | 4.614 | FAIR | 75000 | \$108,000,000.00 | 1 |
| 2267380 | M | WEST STREET | RECTOR ST | | AT | 1 | STATE | 08/20/01 | 5.033 | GOOD | 4320 | \$6,220,800.00 | 1 |
| 2268480 | M | CHAMBERS ST PED BRDG | WEST SIDE HWY | | O-PED | 8 | CITY | 08/06/02 | 6.849 | VGOOD | 3344 | \$4,815,360.00 | 1 |
| 2268930 | M | MORRIS ST PED BRDG | BKLN-BATTERY TUNN PLZ | | A-PED | 3 | CITY | 06/13/02 | 4.535 | FAIR | 1200 | \$1,728,000.00 | 1 |
| 223201A | M | FDR DR N.B. OFF RMP | FDR DR & SOUTH ST | | AR | 17 | STATE | 03/20/02 | 3.597 | FAIR | 102225 | \$147,204,000.00 | 1 |
| 223201B | M | STH ST RMP TO FDR S.B. | SOUTH ST | | AR | 10 | STATE | 03/07/02 | 3.925 | FAIR | 44625 | \$64,260,000.00 | 1 |
| 223201C | M | STH ST RMP TO FDR | SOUTH ST | | AR | 8 | STATE | 04/02/02 | 4.701 | FAIR | 39150 | \$56,376,000.00 | 1 |
| 223201D | M | RAMP TO N.B. FDR DRIVE | FDR & SOUTH ST. | | AR | 22 | STATE | 06/10/02 | 5.491 | GOOD | 15825 | \$22,788,000.00 | 1 |
| 224001A | M | PARK ROW TO BKLN | WILLIAM ST N.B. | | OE | 3 | STATE | 05/01/02 | 4.138 | FAIR | 8685 | \$12,506,400.00 | 1 |
| 224001B | M | TO BKLN FRM FDR | FRANKFRT & CITY | | OE | 31 | STATE | 04/24/02 | 4.037 | FAIR | 51400 | \$74,016,000.00 | 1 |
| 224001D | M | TO FDR DR N.B. | PEARL STREET | | OE | 30 | STATE | 05/08/01 | 5.358 | GOOD | 49600 | \$71,424,000.00 | 1 |

| INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT | | | | | | | | | | | | | |
|--|------|---|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 224001F | M | PEARL ST TO FDR DR | LAND ADJ TO BRDG | | OE | 3 | STATE | 04/05/02 | 5.309 | GOOD | 5200 | \$7,488,000.00 | 1 |
| 224001G | M | TO PARK ROW | ROSE ST | | OE | 11 | STATE | 07/14/01 | 4.736 | FAIR | 16551 | \$23,833,440.00 | 1 |
| 2232029 | M | CORLEARS PARK ROAD | FDR DRIVE | | A | 4 | STATE | 03/27/02 | 4.125 | FAIR | 4100 | \$5,904,000.00 | 3 |
| 2232030 | M | DELANCEY ST PED BRDG | FDR DRIVE | | A-PED | 9 | CITY | 07/29/02 | 4.406 | FAIR | 2900 | \$4,176,000.00 | 3 |
| 2232040 | M | HOUSTON ST | FDR DRIVE | | A | 2 | STATE | 06/07/02 | 3.090 | FAIR | 11010 | \$15,854,400.00 | 3 |
| 2232050 | M | E 6TH ST PED BRDG | FDR DRIVE | | A-PED | 22 | CITY | 10/06/02 | 4.267 | FAIR | 2200 | \$3,168,000.00 | 3 |
| 2233020 | M | E 10TH ST PED BRDG | FDR DRIVE | | A-PED | 22 | CITY | 04/18/01 | 3.681 | FAIR | 1632 | \$2,350,080.00 | 3 |
| 223204A | M | FDR NB TO HOUSTON ST HOUSTON ST RAMP TO FDR | RELIEF | | AR | 4 | STATE | 03/21/02 | 4.000 | FAIR | 7642 | \$11,004,480.00 | 3 |
| 223204B | M | | RELIEF | | AR | 4 | STATE | 03/21/02 | 4.416 | FAIR | 7642 | \$11,004,480.00 | 3 |
| 224001C | M | PEARL ST TO BKLN | LAND ADJ TO BRDG | | OE | 12 | STATE | 04/17/02 | 3.711 | FAIR | 6489 | \$9,344,160.00 | 3 |
| 2245010 | M | 11TH AVE VIADUCT | LIRR WEST SIDE YARD | AL | O | 39 | STATE | 11/27/02 | 3.875 | FAIR | 157500 | \$226,800,000.00 | 4 |
| 2245060 | M | W 37TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 07/22/02 | 3.961 | FAIR | 7600 | \$10,944,000.00 | 4 |
| 2245070 | M | W 38TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/26/02 | 4.076 | FAIR | 6200 | \$8,928,000.00 | 4 |
| 2245080 | M | W 39TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/26/02 | 4.288 | FAIR | 6300 | \$9,072,000.00 | 4 |
| 2245090 | M | W 43RD ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/20/02 | 4.764 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245100 | M | W 44TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/20/02 | 4.661 | FAIR | 4300 | \$6,192,000.00 | 4 |
| 2245110 | M | W 45TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/21/02 | 4.632 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245120 | M | W 46TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/05/02 | 4.558 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245130 | M | W 47TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/28/02 | 4.720 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245140 | M | W 48TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/29/02 | 4.735 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245150 | M | W 49TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/05/02 | 4.573 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245160 | M | W 51ST ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/30/02 | 4.794 | FAIR | 4300 | \$6,192,000.00 | 4 |
| 2245170 | M | W 52ND ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/29/02 | 5.073 | GOOD | 4300 | \$6,192,000.00 | 4 |
| 2245180 | M | W 53RD ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/29/02 | 5.338 | GOOD | 5100 | \$7,344,000.00 | 4 |
| 2245190 | M | W 58TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/06/02 | 4.588 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245209 | M | 11TH AVE | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/17/02 | 4.470 | FAIR | 15400 | \$22,176,000.00 | 4 |
| 2245210 | M | W 42ND ST | AMTRAK 30 ST BRANCH | A | O | 4 | STATE | 07/22/02 | 4.428 | FAIR | 10300 | \$14,832,000.00 | 4 |
| 2245220 | M | W 57TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/17/02 | 4.838 | FAIR | 9100 | \$13,104,000.00 | 4 |
| 2245330 | M | W 41ST ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 07/22/02 | 4.158 | FAIR | 6200 | \$8,928,000.00 | 4 |
| 2245340 | M | W 50TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/30/02 | 4.647 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245350 | M | W 54TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/03/02 | 5.603 | GOOD | 4700 | \$6,768,000.00 | 4 |
| 2245360 | M | W 55TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/03/02 | 5.529 | GOOD | 4300 | \$6,192,000.00 | 4 |
| 2245370 | M | W 56TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/03/02 | 5.367 | GOOD | 4400 | \$6,336,000.00 | 4 |
| 2245440 | M | W 40TH ST | AMTRAK 30 ST BRANCH | A | O | 4 | STATE | 06/26/02 | 3.955 | FAIR | 9400 | \$13,536,000.00 | 4 |
| 224501B | M | W 33RD ST | AMTRAK 30 ST BRANCH | A | O | 8 | STATE | 06/28/02 | 4.347 | FAIR | 16500 | \$23,760,000.00 | 4 |
| 224501C | M | W 33RD ST | LAND ADJ TO AMTRAK | A | O | 2 | STATE | 05/11/01 | 4.555 | FAIR | 4620 | \$6,652,800.00 | 4 |
| 224501D | M | W 34TH ST | AMTRAK 30 ST BRANCH | A | O | 4 | STATE | 05/15/01 | 4.319 | FAIR | 11800 | \$16,992,000.00 | 4 |
| 224501E | M | W 35TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/25/02 | 4.347 | FAIR | 6500 | \$9,360,000.00 | 4 |
| 224501F | M | W 36TH ST | AMTRAK 30 ST BRANCH | A | O | 7 | STATE | 06/26/02 | 4.089 | FAIR | 16400 | \$23,616,000.00 | 4 |
| 226672A | M | W 31ST ST | AMTRAK LAYUP TRACKS | A | O | 9 | STATE | 07/22/02 | 3.587 | FAIR | 8800 | \$12,672,000.00 | 4 |
| 2245460 | M | PARK AVE S.B. | E 45TH ST | | O | 1 | STATE | 05/04/02 | 4.945 | FAIR | 2400 | \$3,456,000.00 | 5 |
| 2245470 | M | PARK AVE N.B | E 45TH ST | | O | 1 | STATE | 04/24/02 | 4.864 | FAIR | 2400 | \$3,456,000.00 | 5 |
| 2246040 | M | EAST DR AT CNTRL PARK | PEDESTRIAN WALK | | O | 1 | CITY | 06/08/01 | 5.000 | GOOD | 1200 | \$1,728,000.00 | 5 |
| 2246540 | M | E 34TH ST | PARK AVE TUNNEL | | OT | 1 | STATE | 10/31/02 | 3.766 | FAIR | 36200 | \$52,128,000.00 | 5 |
| 2232070 | M | 25TH ST PED BRDG | FDR DRIVE | | A-PED | 4 | CITY | 06/03/01 | 3.983 | FAIR | 1700 | \$2,448,000.00 | 6 |
| 2232100 | M | E 51ST ST PED BRDG | FDR DRIVE | | A-PED | 10 | CITY | 01/13/02 | 4.156 | FAIR | 2800 | \$4,032,000.00 | 6 |
| 2233040 | M | E 60TH ST | FDR DRIVE | | A | 17 | STATE | 05/07/02 | 3.318 | FAIR | 24480 | \$35,251,200.00 | 6 |
| 2246550 | M | PARK AVE VIADUCT | E 42ND ST | | O | 10 | STATE | 10/30/02 | 4.597 | FAIR | 19600 | \$28,224,000.00 | 6 |
| 2246560 | M | TUDOR CITY PLACE | E 42ND ST | | O | 1 | STATE | 04/25/02 | 5.055 | GOOD | 6600 | \$9,504,000.00 | 6 |
| 2246570 | M | UNITED NATIONS PL | FIRST AVE TUNNEL | | OT | 2 | STATE | 10/31/02 | 5.000 | GOOD | 92200 | \$132,768,000.00 | 6 |
| 2268650 | M | FDR NB 42ND TO 49ST | EAST RIVER | | A | 119 | STATE | 08/27/01 | 4.415 | FAIR | 30767 | \$44,304,480.00 | 6 |
| 224001E | M | TO PEARL ST | LAND ADJ TO BRDG | | OE | 3 | STATE | 04/03/01 | 5.394 | GOOD | 5300 | \$7,632,000.00 | 6 |
| 224004A | M | TO QNS FRM E 59TH ST | FIRST AVE | | OE | 13 | STATE | 11/25/02 | 5.788 | GOOD | 14800 | \$21,312,000.00 | 6 |
| 224004B | M | TO E 60TH ST FROM QNS | FIRST AVE | | OE | 13 | STATE | 11/26/02 | 5.791 | GOOD | 14800 | \$21,312,000.00 | 6 |
| 224004C | M | TO E 62ND ST FROM QNS | E 60TH ST | | OE | 10 | STATE | 11/27/02 | 4.984 | FAIR | 16720 | \$24,076,800.00 | 6 |
| 224004D | M | TO QNS FROM E 58TH ST | E 59TH ST | | OE | 12 | STATE | 11/22/02 | 4.584 | FAIR | 11781 | \$16,964,640.00 | 6 |
| 224004J | M | 25X | NYC GARAGE | | OE | 14 | STATE | 11/21/02 | 4.780 | FAIR | 22058 | \$31,763,520.00 | 6 |
| 2229289 | M | HHP VIADUCT | W 72 ST TO W 79 ST | A | A | 145 | STATE | 09/23/02 | 3.298 | FAIR | 236100 | \$339,984,000.00 | 7 |
| 2229290 | M | W 79 ST | AMTRAK | A | A | 1 | STATE | 09/26/02 | 4.423 | FAIR | 4500 | \$6,480,000.00 | 7 |
| 2229309 | M | HHP | RIVERSIDE PARK | | A | 1 | STATE | 02/25/02 | 5.266 | GOOD | 2400 | \$3,456,000.00 | 7 |
| 2229311 | M | HHP SB | RAMP TO 96 ST | | A | 1 | STATE | 03/01/02 | 4.272 | FAIR | 2000 | \$2,880,000.00 | 7 |
| 2229312 | M | HHP NB | RAMP TO 96 ST | | A | 1 | STATE | 03/01/02 | 4.272 | FAIR | 2000 | \$2,880,000.00 | 7 |
| 2229321 | M | HHP SB | RAMP TO 96 ST | | A | 1 | STATE | 06/06/02 | 5.200 | GOOD | 2000 | \$2,880,000.00 | 7 |
| 2229322 | M | HHP NB | RAMP TO 96 ST | | A | 1 | STATE | 06/06/02 | 5.166 | GOOD | 2000 | \$2,880,000.00 | 7 |
| 2246970 | M | RIVERSIDE DRIVE | W 96TH ST | | O | 3 | STATE | 10/16/02 | 5.352 | GOOD | 10600 | \$15,264,000.00 | 7 |
| 2257569 | M | MILLER HIGHWAY | TERRAIN | | A | 63 | STATE | 08/28/01 | 5.070 | GOOD | 287539 | \$414,056,160.00 | 7 |
| 2267250 | M | HHP | AMTRAK 30TH ST LINE | A | A | 55 | STATE | 07/22/02 | 3.435 | FAIR | 40000 | \$57,600,000.00 | 7 |
| 2267717 | M | 79 ST PED PLAZA | 79 ST BT BASIN GAR | | A | 10 | STATE | 04/25/01 | 4.592 | FAIR | 27400 | \$39,456,000.00 | 7 |
| 2267718 | M | 79 ST TRAFFIC CIRC | 79 ST PED PLAZA | | A | 34 | STATE | 09/26/01 | 3.803 | FAIR | 24130 | \$34,747,200.00 | 7 |
| 2269190 | M | W.70TH STREET | AMTRAK | A | O | 3 | STATE | 08/13/01 | 6.944 | VGOOD | 17433 | \$25,103,520.00 | 7 |
| 2269210 | M | W.68TH STREET | AMTRAK | A | O | 3 | STATE | 08/13/01 | 6.796 | VGOOD | 5382 | \$7,702,560.00 | 7 |
| 226771A | M | 79 ST RAMP TO HHP | 79 ST BT BASIN GAR | | AR | 4 | STATE | 05/22/01 | 4.241 | FAIR | 3131 | \$4,508,640.00 | 7 |
| 226771B | M | 79 ST RAMP TO GAR | 79 ST BT BASIN GAR | | AR | 21 | STATE | 09/26/01 | 4.403 | FAIR | 7114 | \$10,244,160.00 | 7 |
| 226771C | M | GAR RAMP TO 79 ST | 79 ST BT BASIN GAR | | AR | 21 | STATE | 10/08/01 | 4.596 | FAIR | 9095 | \$13,096,800.00 | 7 |
| 226771D | M | SB HHP RAMP TO 79 ST | 79 ST BT BASIN GAR | | AR | 4 | STATE | 05/22/01 | 4.370 | FAIR | 2601 | \$3,745,440.00 | 7 |
| M00003 | M | HHP ON/OFF RMP-79 WB | PEDESTRIAN PATH | | A | 1 | CITY | 01/18/02 | 4.767 | FAIR | 900 | \$1,296,000.00 | 7 |
| M00004 | M | HHP ON/OFF RMP-79 EB | PEDESTRIAN PATH | | A | 1 | CITY | 07/24/01 | 4.933 | FAIR | 900 | \$1,296,000.00 | 7 |
| 2232110 | M | E 64TH ST PED BRDG | FDR DRIVE | | A-PED | 13 | CITY | 06/27/01 | 5.266 | GOOD | 2100 | \$3,024,000.00 | 8 |
| 2232120 | M | E 71ST ST PED BRDG | FDR DRIVE | | A-PED | 19 | CITY | 05/31/01 | 7.000 | VGOOD | 1800 | \$2,592,000.00 | 8 |
| 2232140 | M | E 78TH ST PED BRDG | FDR DRIVE | | A-PED | 9 | CITY | 01/28/02 | 3.549 | FAIR | 1700 | \$2,448,000.00 | 8 |
| 2232158 | M | FDR DRIVE S.B. | FDR DRIVE N.B. | | AT | 56 | STATE | 11/15/01 | 4.772 | FAIR | 54302 | \$78,194,880.00 | 8 |
| 2232167 | M | PROMENADE OVER FDR | FDR/E79TH ST-E91ST ST | | A-PED | 53 | STATE | 11/12/01 | 3.285 | FAIR | 93000 | \$133,920,000.00 | 8 |
| 2232168 | M | BREARLY SCHOOL | FDR DR PROMENADE | | A | 7 | STATE | 05/16/97 | 4.649 | FAIR | 3700 | \$5,328,000.00 | 8 |
| 2233038 | M | FDR DRIVE SB | FDR NB / E 62ND ST | | AT | 46 | STATE | 06/09/02 | 2.509 | POOR | 70113 | \$100,962,720.00 | 8 |
| 2245319 | M | E 97TH ST | METRO NORTH MAIN LN | M | O | 1 | STATE | 11/25/02 | 4.686 | FAIR | 3200 | \$4,608,000.00 | 8 |
| 2245380 | M | E 66TH ST | PED WALK N. OF ZOO | | O | 1 | STATE | 03/18/02 | 5.000 | GOOD | 1500 | \$2,160,000.00 | 8 |
| 2246410 | M | TRANSVERSE RD. #1 | PED WALK NEAR 5 AV | | O | 1 | STATE | 03/15/02 | 4.363 | FAIR | 2000 | \$2,880,000.00 | 8 |
| 2229339 | M | HHP | ST CLAIR PLACE | | A | 64 | STATE | 04/14/02 | 4.014 | FAIR | 370000 | \$532,800,000.00 | 9 |

| INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT | | | | | | | | | | | | | |
|--|------|-----------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2245230 | M | W 148TH ST PED BRDG | AMTRAK 30 ST BRANCH | A | O-PED | 3 | CITY | 09/07/01 | 3.692 | FAIR | 1100 | \$1,584,000.00 | 9 |
| 2245290 | M | W 155TH ST PED BRDG | AMTRAK 30 ST BRANCH | A | O-PED | 3 | CITY | 09/09/02 | 3.646 | FAIR | 800 | \$1,152,000.00 | 9 |
| 2246660 | M | RIVERSIDE DRIVE | W 125TH ST & OTHERS | | O | 27 | STATE | 07/03/01 | 4.500 | FAIR | 148300 | \$213,552,000.00 | 9 |
| 2246670 | M | W 134 ST VIADUCT | RIVERSIDE DRIVE | | O | 3 | STATE | 06/15/01 | 5.000 | GOOD | 7927 | \$11,414,880.00 | 9 |
| 2246720 | M | RIVERSIDE DRIVE | W 158TH ST | | O | 77 | STATE | 08/30/01 | 3.541 | FAIR | 181400 | \$261,216,000.00 | 9 |
| 2246980 | M | RIVERSIDE DRIVE | W 138TH ST | | O | 1 | STATE | 04/23/02 | 4.900 | FAIR | 6700 | \$9,648,000.00 | 9 |
| 2266229 | M | HHP | PED UNDERPASS @ 148 ST | | A | 1 | STATE | 04/08/02 | 5.620 | GOOD | 1800 | \$2,592,000.00 | 9 |
| 2267130 | M | RIVERSIDE DRIVE | W 145TH ST | | O | 1 | STATE | 04/02/01 | 4.866 | FAIR | 5800 | \$8,352,000.00 | 9 |
| 222933A | M | RAMP FROM S.B. HHP | W 135 ST | | AR | 9 | STATE | 07/11/02 | 4.746 | FAIR | 12900 | \$18,576,000.00 | 9 |
| 222933B | M | RAMP TO N.B. HHP | W 135 ST | | AR | 14 | STATE | 03/29/02 | 4.422 | FAIR | 14400 | \$20,736,000.00 | 9 |
| 2245400 | M | PED BRDG W OF 8TH AV | W 155TH ST | | O-PED | 1 | CITY | 11/20/00 | 1.000 | POOR | 400 | \$576,000.00 | 10 |
| 2246490 | M | A.C. POWELL BLVD N.B. | A.C. POWELL BLVD | | O | 1 | STATE | 04/10/02 | 4.061 | FAIR | 5600 | \$8,064,000.00 | 10 |
| 2246710 | M | W 153 ST | A.C. POWELL BLVD | | O | 1 | STATE | 04/10/02 | 4.388 | FAIR | 3082 | \$4,438,080.00 | 10 |
| 2232180 | M | E 103RD ST PED BRDG | FDR DRIVE | | A-PED | 20 | CITY | 01/19/02 | 4.911 | FAIR | 6000 | \$8,640,000.00 | 11 |
| 2232190 | M | E 111TH ST PED BRDG | FDR DRIVE | | A-PED | 14 | CITY | 01/29/02 | 3.800 | FAIR | 2600 | \$3,744,000.00 | 11 |
| 2232200 | M | E 120TH ST PED BRDG | FDR DRIVE | | A-PED | 23 | CITY | 09/25/02 | 4.500 | FAIR | 2500 | \$3,600,000.00 | 11 |
| 2233059 | M | HARLEM RIVER DRIVE | RAMP TO HRD N.B. | | A | 11 | STATE | 10/11/02 | 3.268 | FAIR | 51000 | \$73,440,000.00 | 11 |
| 2240620 | M | WARDS ISLAND PED BRDG | HARLEM RIVER | | WMO-PED | 10 | CITY | 04/24/02 | 4.049 | FAIR | 12600 | \$18,144,000.00 | 11 |
| 2246620 | M | PEDESTRIAN BRIDGE | E 128TH ST | | O-PED | 18 | CITY | 04/24/02 | 4.717 | FAIR | 2300 | \$3,312,000.00 | 11 |
| 2246990 | M | 129 - 130 ST PED BRDG | RAMP OFF 3RD AVE | | O-PED | 5 | CITY | 05/29/02 | 4.238 | FAIR | 500 | \$720,000.00 | 11 |
| 224005A | M | FROM FDR DRIVE | HARLEM RIVER DR | | OR | 19 | STATE | 06/03/02 | 3.940 | FAIR | 29900 | \$43,056,000.00 | 11 |
| 224007A | M | TO MADISON AVENUE | RELIEF | | OR | 9 | STATE | 08/06/02 | 5.704 | GOOD | 22600 | \$32,544,000.00 | 11 |
| 2229349 | M | HHP | W 158 ST | A | A | 44 | STATE | 10/02/02 | 4.154 | FAIR | 140000 | \$201,600,000.00 | 12 |
| 2229400 | M | W 181ST ST PED BRDG | HHP N.B. | | A-PED | 6 | CITY | 01/22/02 | 4.338 | FAIR | 1500 | \$2,160,000.00 | 12 |
| 2245040 | M | FORT TRYON PARK | SOUTH OF CLOISTERS | | O | 1 | CITY | 04/05/01 | 5.467 | GOOD | 750 | \$1,080,000.00 | 12 |
| 2245050 | M | FORT TRYON PARK | UNDERPASS | | O | 1 | CITY | 05/08/02 | 4.867 | FAIR | 750 | \$1,080,000.00 | 12 |
| 2245250 | M | W 158TH ST | AMTRAK 30 ST BRANCH | A | O | 7 | STATE | 08/14/01 | 6.430 | VGOOD | 29170 | \$42,004,800.00 | 12 |
| 2245260 | M | W 173RD ST PED BRDG | AMTRAK 30 ST BRANCH | A | O-PED | 2 | CITY | 10/15/02 | 4.657 | FAIR | 1500 | \$2,160,000.00 | 12 |
| 2245300 | M | INWOOD HILL PK FTBR | AMTRAK 30 ST BRANCH | A | O-PED | 6 | CITY | 09/30/02 | 4.361 | FAIR | 700 | \$1,008,000.00 | 12 |
| 2245480 | M | TO GWB OPP W 171ST ST | RIVERSIDE DRIVE | | O | 1 | STATE | 09/03/02 | 5.333 | GOOD | 10800 | \$15,552,000.00 | 12 |
| 2246489 | M | W 181 ST | RAMP TO WASH BR | | O | 1 | STATE | 03/28/02 | 4.633 | FAIR | 8200 | \$11,808,000.00 | 12 |
| 2246500 | M | FORT TRYON PLACE | ENTR FROM RIVERSIDE DR | | O | 1 | STATE | 04/12/02 | 4.233 | FAIR | 6600 | \$9,504,000.00 | 12 |
| 2246510 | M | CORBIN PL OVERPASS | CORBIN PLACE | | O | 1 | STATE | 03/11/02 | 5.133 | GOOD | 2200 | \$3,168,000.00 | 12 |
| 2246600 | M | W 176TH ST PED BRDG | APPROACH TO G.W.B. | | O-PED | 1 | CITY | 03/14/02 | 4.517 | FAIR | 1200 | \$1,728,000.00 | 12 |
| 2246690 | M | ISHAM PK VEHICULR | HARLEM RIVER INLET | | O | 1 | STATE | 11/12/02 | 6.652 | VGOOD | 700 | \$1,008,000.00 | 12 |
| 2266230 | M | HHP | PED UNDERPASS INWD PK | | A | 1 | STATE | 02/22/02 | 6.210 | VGOOD | 800 | \$1,152,000.00 | 12 |
| 2266240 | M | HHP | PED UNDERPASS INWD PK | | A | 1 | STATE | 03/11/02 | 5.761 | GOOD | 1100 | \$1,584,000.00 | 12 |
| 2267240 | M | HRD NB RAMP | HARLEM RIVER DR | | A | 51 | STATE | 11/26/02 | 2.930 | POOR | 112860 | \$162,518,400.00 | 12 |
| 2268760 | M | PS-5 PEDESTRIAN BR. | TENTH AVENUE | | O-PED | 5 | CITY | 06/19/01 | 6.592 | VGOOD | 1500 | \$2,160,000.00 | 12 |
| 222934A | M | RAMP TO N.B. HHP | AMTRAK WEST SIDE | A | AR | 26 | STATE | 09/24/02 | 3.666 | FAIR | 10800 | \$15,552,000.00 | 12 |
| M00001 | M | PEDESTRIAN TUNNEL | BROADWAY TO | | O-PED | 1 | CITY | 10/25/02 | 4.556 | FAIR | 2000 | \$2,880,000.00 | 12 |
| 2245420 | M | W 65TH ST E.B. | BRIDLE PATH W END | | O | 1 | STATE | 04/01/02 | 4.863 | FAIR | 1600 | \$2,304,000.00 | 64 |
| 2246000 | M | WEST DRIVE | PED BET 61ST & 62ST | | O | 1 | STATE | 03/14/02 | 5.266 | GOOD | 2500 | \$3,600,000.00 | 64 |
| 2246030 | M | PEDESTRIAN BRIDGE | POND | | O-PED | 1 | CITY | 07/12/02 | 4.448 | FAIR | 1400 | \$2,016,000.00 | 64 |
| 2246050 | M | CENTRAL DRIVE | PED OPP 63RD ST | | O | 1 | STATE | 03/25/02 | 5.000 | GOOD | 2000 | \$2,880,000.00 | 64 |
| 2246069 | M | EAST DRIVE | PEDESTRIAN WALK | | O | 1 | STATE | 03/25/02 | 4.500 | FAIR | 2700 | \$3,888,000.00 | 64 |
| 2246070 | M | CPK UNDER CENTR DR | OPP 65TH ST-IN E&W | | O | 1 | CITY | 05/29/02 | 5.733 | GOOD | 1200 | \$1,728,000.00 | 64 |
| 2246080 | M | WEST DRIVE | BRIDLE PATH @ 64TH ST | | O | 1 | STATE | 04/02/02 | 4.666 | FAIR | 2000 | \$2,880,000.00 | 64 |
| 2246090 | M | PED BRDG OPP 65 ST | TRANSVERSE RD #1 | | O-PED | 1 | CITY | 03/30/02 | 4.655 | FAIR | 2300 | \$3,312,000.00 | 64 |
| 2246100 | M | CONTRAL DRIVE | TRANSVERSE RD #1 | | O | 1 | STATE | 05/18/02 | 4.333 | FAIR | 6000 | \$8,640,000.00 | 64 |
| 2246110 | M | EAST DRIVE | TRANSVERSE RD #1 | | O | 1 | STATE | 05/19/02 | 4.566 | FAIR | 6000 | \$8,640,000.00 | 64 |
| 2246120 | M | WEST DRIVE | TRANSVERSE RD #1 | | O | 1 | STATE | 05/19/02 | 4.833 | FAIR | 7900 | \$11,376,000.00 | 64 |
| 2246130 | M | CENTRAL PARK | UNDER EAST DRIVE | | O | 1 | CITY | 04/25/02 | 4.233 | FAIR | 1200 | \$1,728,000.00 | 64 |
| 2246140 | M | 72ND ST ENT TO W DR | BRIDLE PATH | | O | 1 | STATE | 02/26/02 | 4.866 | FAIR | 3600 | \$5,184,000.00 | 64 |
| 2246150 | M | 72ND ST CROSS DR | NEAR CONCERT GRNDS | | O | 3 | STATE | 03/06/02 | 4.941 | FAIR | 7300 | \$10,512,000.00 | 64 |
| 2246170 | M | EAST DRIVE | PED WALK @ 73RD ST | | O | 1 | STATE | 03/06/02 | 5.018 | GOOD | 1900 | \$2,736,000.00 | 64 |
| 2246230 | M | EAST DRIVE | TRANSVERSE RD #2 | | O | 1 | STATE | 06/02/02 | 4.533 | FAIR | 6500 | \$9,360,000.00 | 64 |
| 2246240 | M | WEST DRIVE | TRANSVERSE RD #2 | | O | 1 | STATE | 06/02/02 | 4.166 | FAIR | 7200 | \$10,368,000.00 | 64 |
| 2246250 | M | EAST DRIVE | TRANSVERSE RD #3 | | O | 1 | STATE | 04/21/02 | 4.466 | FAIR | 5100 | \$7,344,000.00 | 64 |
| 2246260 | M | WEST DRIVE | TRANSVERSE RD #3 | | O | 1 | STATE | 04/21/02 | 4.800 | FAIR | 5100 | \$7,344,000.00 | 64 |
| 2246270 | M | EAST DRIVE | TRANSVERSE RD #4 | | O | 1 | STATE | 06/08/02 | 3.966 | FAIR | 7000 | \$10,080,000.00 | 64 |
| 2246280 | M | WEST DRIVE | TRANSVERSE RD #4 | | O | 1 | STATE | 06/08/02 | 4.133 | FAIR | 4700 | \$6,768,000.00 | 64 |
| 2246330 | M | WEST DRIVE | FEEDER TO LAKE | | WO | 1 | STATE | 03/04/02 | 5.000 | GOOD | 6700 | \$9,648,000.00 | 64 |
| 2246350 | M | CNTRL PK OVER E DRIVE | S OF CLEOPATRAS NDL | | O | 1 | CITY | 05/07/02 | 4.800 | FAIR | 750 | \$1,080,000.00 | 64 |
| 2246360 | M | WEST DRIVE | PED WALK OPP 82 ST | | O | 1 | STATE | 03/05/02 | 6.136 | VGOOD | 3100 | \$4,464,000.00 | 64 |
| 2246400 | M | E FOOTBRIDGE | TRANSVERSE RD #2 | | O-PED | 1 | CITY | 10/18/02 | 4.500 | FAIR | 3700 | \$5,328,000.00 | 64 |
| 2246430 | M | WEST DRIVE | PED OPP 109TH ST | | O | 1 | STATE | 03/08/02 | 4.183 | FAIR | 1200 | \$1,728,000.00 | 64 |
| 2246440 | M | PED IN CTR OF PK | TRANSVERSE RD NO.2 | | O-PED | 1 | CITY | 10/12/02 | 4.172 | FAIR | 5900 | \$8,496,000.00 | 64 |
| 2246450 | M | 79 ST ENTR TO E DR | PED PATH OPP 77TH ST | | O | 1 | STATE | 02/27/02 | 5.190 | GOOD | 5000 | \$7,200,000.00 | 64 |
| 2246460 | M | 77 ST ENTR TO W DR | PED PATH OPP 77TH ST | | O | 2 | STATE | 03/07/02 | 4.789 | FAIR | 5800 | \$8,352,000.00 | 64 |
| 2246470 | M | EAST DRIVE | THE LOCH | | WO | 1 | STATE | 04/03/02 | 4.700 | FAIR | 1100 | \$1,584,000.00 | 64 |
| 2240047 | MQ | QUEENSBORO BRIDGE(LL) | EAST RIVER | L | WEO | 53 | STATE | 12/20/00 | 4.861 | FAIR | 626900 | \$902,736,000.00 | 6 |
| 2240048 | MQ | QUEENSBORO BRIDGE(UL) | EAST RIVER-LL | | WEO | 37 | STATE | 12/20/00 | 4.471 | FAIR | 322300 | \$464,112,000.00 | 6 |
| 2240640 | MQ | ROOSEVELT ISLAND | E. RIVER E. CHANNEL | | WMO | 8 | STATE | 06/14/02 | 4.291 | FAIR | 36500 | \$52,560,000.00 | 8 |
| 2230600 | Q | STEINWAY ST | 2781 W.B. (B.Q.E.) | | A | 1 | STATE | 02/14/02 | 4.333 | FAIR | 4200 | \$6,048,000.00 | 1 |
| 2230610 | Q | STEINWAY ST | 2781 E.B. (B.Q.E.) | | A | 1 | STATE | 02/13/02 | 4.027 | FAIR | 4200 | \$6,048,000.00 | 1 |
| 2230620 | Q | 37TH ST | 2781 (B.Q.E.) | | A | 2 | STATE | 05/15/02 | 4.666 | FAIR | 5300 | \$7,632,000.00 | 1 |
| 2230630 | Q | 35TH ST | 2781 (B.Q.E.) | | A | 4 | STATE | 08/20/02 | 4.819 | FAIR | 9000 | \$12,960,000.00 | 1 |
| 2230640 | Q | 32ND ST | 2781 (B.Q.E.) | | A | 2 | STATE | 05/04/01 | 4.930 | FAIR | 8100 | \$11,664,000.00 | 1 |
| 2230657 | Q | 31ST ST | 2781 (B.Q.E.) | | A | 2 | STATE | 08/09/02 | 5.222 | GOOD | 9500 | \$13,680,000.00 | 1 |
| 2230690 | Q | BQE EAST LEG NB | 32ND AVE | | A | 1 | STATE | 06/04/02 | 4.312 | FAIR | 6160 | \$8,870,400.00 | 1 |
| 2230700 | Q | BQE EAST LEG | TO BQE WEST LEG | | A | 14 | STATE | 05/13/02 | 3.611 | FAIR | 16800 | \$24,192,000.00 | 1 |
| 2230710 | Q | 2781 S.B. (B.Q.E.) | 32ND AVE | | A | 1 | STATE | 10/31/02 | 4.390 | FAIR | 4500 | \$6,480,000.00 | 1 |
| 2230720 | Q | BQE EAST LEG | BQE NB WEST LEG | | A | 1 | STATE | 05/14/02 | 4.328 | FAIR | 2700 | \$3,888,000.00 | 1 |
| 2230730 | Q | 31ST AVE | 2781 (B.Q.E.) | | A | 1 | STATE | 09/04/02 | 3.546 | FAIR | 3700 | \$5,328,000.00 | 1 |
| 2230740 | Q | BQE WEST LEG SB | 31ST AVE | | A | 1 | STATE | 08/30/02 | 4.531 | FAIR | 3700 | \$5,328,000.00 | 1 |

| INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT | | | | | | | | | | | | | |
|--|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2230750 | Q | BQE EAST LEG SB | 31ST AVE | | A | 1 | STATE | 08/27/02 | 4.156 | FAIR | 2900 | \$4,176,000.00 | 1 |
| 2230760 | Q | BQE WEST LEG NB | 31ST AVE | | A | 1 | STATE | 09/05/02 | 4.234 | FAIR | 2900 | \$4,176,000.00 | 1 |
| 2230770 | Q | BQE WEST LEG | 30TH AVE | | A | 1 | STATE | 06/18/01 | 4.468 | FAIR | 6500 | \$9,360,000.00 | 1 |
| 2230790 | Q | BULOVA AVE | BQE WEST LEG | | A | 2 | STATE | 04/24/02 | 5.666 | GOOD | 3300 | \$4,752,000.00 | 1 |
| 2230800 | Q | 49TH ST | BQE WEST LEG | | A | 2 | STATE | 05/22/02 | 5.194 | GOOD | 4900 | \$7,056,000.00 | 1 |
| 2230810 | Q | ASTORIA BLVD E.B. | BQE WEST LEG | | A | 4 | STATE | 06/05/02 | 4.308 | FAIR | 8200 | \$11,808,000.00 | 1 |
| 2230820 | Q | 47TH ST | GCP | | A | 2 | STATE | 06/06/02 | 4.944 | FAIR | 5700 | \$8,208,000.00 | 1 |
| 2230830 | Q | BQE WEST LEG | GCP | | A | 2 | STATE | 08/09/02 | 4.861 | FAIR | 7600 | \$10,944,000.00 | 1 |
| 2230840 | Q | 44TH ST | GCP | | A | 2 | STATE | 05/29/02 | 4.833 | FAIR | 5000 | \$7,200,000.00 | 1 |
| 2230890 | Q | 49TH ST | GCP | | A | 2 | STATE | 07/31/02 | 4.777 | FAIR | 5500 | \$7,920,000.00 | 1 |
| 2240660 | Q | RIKERS ISLAND BRIDGE | RIKERS ISL CHANNEL | | WO | 56 | STATE | 09/06/01 | 4.647 | FAIR | 183100 | \$263,664,000.00 | 1 |
| 224004G | Q | TO NY FROM 11TH ST | TERRAIN (CHAMBER) | | OE | 36 | STATE | 10/30/02 | 4.634 | FAIR | 8360 | \$12,038,400.00 | 1 |
| 1247280 | Q | 51 AVE PED BR.2247280 | LIRR MAIN LINE | L | O-PED | 5 | CITY | 01/07/03 | 3.355 | FAIR | 700 | \$1,008,000.00 | 2 |
| 2065930 | Q | HAMILTON PLACE | 495I (L.I.E.) | | A | 2 | STATE | 07/30/02 | 6.402 | VGOOD | 11111 | \$16,254,720.00 | 2 |
| 2065940 | Q | GRAND AVE | 495I (L.I.E.) | | A | 2 | STATE | 06/22/00 | 5.208 | GOOD | 12376 | \$17,821,440.00 | 2 |
| 2065950 | Q | 69TH STREET | 495I (L.I.E.) | | A | 2 | STATE | 06/28/01 | 5.611 | GOOD | 10336 | \$14,883,840.00 | 2 |
| 2230520 | Q | 65TH PLACE | 278I (B.Q.E.) | | A | 2 | STATE | 03/05/02 | 4.455 | FAIR | 11600 | \$16,704,000.00 | 2 |
| 2230530 | Q | QUEENS BLVD | 278I (B.Q.E.) | | A | 2 | STATE | 08/23/02 | 4.680 | FAIR | 23500 | \$33,840,000.00 | 2 |
| 2230540 | Q | WOODSIDE AVE | 278I (B.Q.E.) | | A | 1 | STATE | 01/21/02 | 5.140 | GOOD | 7500 | \$10,800,000.00 | 2 |
| 2230550 | Q | 69TH ST | 278I (B.Q.E.) | | A | 2 | STATE | 05/06/02 | 4.842 | FAIR | 12600 | \$18,144,000.00 | 2 |
| 2230560 | Q | 70TH ST | 278I (B.Q.E.) | | A | 2 | STATE | 05/06/02 | 5.125 | GOOD | 8500 | \$12,240,000.00 | 2 |
| 2230570 | Q | 41ST AVE | 278I (B.Q.E.) | | A | 3 | STATE | 03/27/02 | 5.013 | GOOD | 8800 | \$12,672,000.00 | 2 |
| 2230587 | Q | ROOSEVELT AVE | 278I (B.Q.E.) | | A | 2 | STATE | 03/28/02 | 4.647 | FAIR | 6600 | \$9,504,000.00 | 2 |
| 2230590 | Q | BROADWAY | 278I (B.Q.E.) | | O | 2 | STATE | 06/04/02 | 3.842 | FAIR | 16000 | \$23,040,000.00 | 2 |
| 2230669 | Q | 278I (B.Q.E.) | 35TH AVE | | A | 1 | STATE | 10/04/02 | 3.718 | FAIR | 6500 | \$9,360,000.00 | 2 |
| 2230679 | Q | 278I (B.Q.E.) | 34TH AVE | | A | 3 | STATE | 05/17/02 | 4.166 | FAIR | 9500 | \$13,680,000.00 | 2 |
| 2230680 | Q | 278I (B.Q.E.) | NORTHERN BLVD | | A | 1 | STATE | 05/24/02 | 4.571 | FAIR | 5900 | \$8,496,000.00 | 2 |
| 2230869 | Q | QUEENS BLVD | ACCESS RD BQE S.B. | | A | 1 | STATE | 07/24/02 | 4.204 | FAIR | 7900 | \$11,376,000.00 | 2 |
| 2240410 | Q | BORDEN AVE | DUTCH KILLS | | WMO | 2 | STATE | 07/30/01 | 3.791 | FAIR | 8400 | \$12,096,000.00 | 2 |
| 2240450 | Q | HUNTERS PT AVE BRIDGE | DUTCH KILLS | | WMO | 4 | STATE | 05/13/02 | 5.166 | GOOD | 11544 | \$16,623,360.00 | 2 |
| 2247120 | Q | WOODSIDE AVE | LIRR MAIN LINE | L | O | 3 | STATE | 10/27/01 | 4.428 | FAIR | 14900 | \$21,456,000.00 | 2 |
| 2247150 | Q | 65TH ST | LIRR N SIDE DIV | L | O | 3 | STATE | 10/26/01 | 6.611 | VGOOD | 6344 | \$8,640,000.00 | 2 |
| 2247160 | Q | 65TH PLACE | LIRR N SHR DIV | L | O | 3 | STATE | 10/26/01 | 6.500 | VGOOD | 8381 | \$12,068,640.00 | 2 |
| 2247260 | Q | JACKSON AVE | LIRR,AMT,CON NE | L | O | 1 | STATE | 11/04/02 | 6.183 | VGOOD | 4517 | \$6,504,480.00 | 2 |
| 2247270 | Q | 21ST STREET | CONRAIL | C | O | 6 | STATE | 07/16/01 | 5.736 | GOOD | 17590 | \$25,329,600.00 | 2 |
| 2247290 | Q | 49TH AVE | LIRR,AMT,CON NE | L | O | 5 | STATE | 11/01/02 | 4.388 | FAIR | 20200 | \$29,088,000.00 | 2 |
| 2247300 | Q | THOMPSON AVE | AMTRAK YARD | L | O | 14 | STATE | 08/18/00 | 5.527 | GOOD | 61280 | \$88,243,200.00 | 2 |
| 2247310 | Q | QUEENS BLVD | AMTRAK & LIRR YARD | L | O | 19 | STATE | 10/12/01 | 3.722 | FAIR | 92400 | \$133,056,000.00 | 2 |
| 2247320 | Q | HONEYWELL ST | AMTRAK & LIRR YARD | AL | O | 22 | STATE | 12/07/01 | 2.328 | POOR | 98300 | \$141,552,000.00 | 2 |
| 2247330 | Q | 39TH ST (NORTH) | SUNNYSIDE YARDS | AL | O | 14 | STATE | 10/11/01 | 6.666 | VGOOD | 48200 | \$69,408,000.00 | 2 |
| 2247370 | Q | 37TH AVE | CONRAIL HELLGATE | C | O | 1 | STATE | 09/25/01 | 4.818 | FAIR | 5300 | \$7,632,000.00 | 2 |
| 2247380 | Q | ROOSEVELT AVE | CONRAIL HELLGATE | C | O | 2 | STATE | 09/23/02 | 5.041 | GOOD | 5200 | \$7,488,000.00 | 2 |
| 2247390 | Q | 41ST AVE | CONRAIL HELLGATE | C | O | 2 | STATE | 09/24/01 | 4.942 | FAIR | 4000 | \$5,760,000.00 | 2 |
| 2247400 | Q | WOODSIDE AVE | CONRAIL | C | O | 1 | STATE | 06/25/01 | 5.066 | GOOD | 8200 | \$11,808,000.00 | 2 |
| 2247410 | Q | 43RD AVE | CONRAIL | C | O | 1 | STATE | 06/25/01 | 5.033 | GOOD | 4800 | \$6,912,000.00 | 2 |
| 2247420 | Q | 44TH AVE | CONRAIL | C | O | 1 | STATE | 06/26/01 | 5.033 | GOOD | 5100 | \$7,344,000.00 | 2 |
| 2247430 | Q | 45TH AVE | CONRAIL | C | O | 1 | STATE | 06/27/01 | 3.918 | FAIR | 2400 | \$3,456,000.00 | 2 |
| 2247640 | Q | 39 ST (SOUTH) | AMTRAK & LIRR YARD | AL | O | 9 | STATE | 11/09/01 | 6.180 | VGOOD | 34100 | \$49,104,000.00 | 2 |
| 224004E | Q | TO NY FR THOMSON AVE | JACKSON AVE | | OE | 64 | STATE | 12/15/00 | 3.886 | FAIR | 104600 | \$150,624,000.00 | 2 |
| 224004F | Q | TO NY FROM 21ST ST | 21ST ST (QUEENS) | | OE | 63 | STATE | 12/15/00 | 4.439 | FAIR | 63310 | \$91,166,400.00 | 2 |
| 224004H | Q | TO 21ST ST FROM NY | 22ND ST | | OE | 34 | STATE | 11/02/00 | 4.211 | FAIR | 48100 | \$69,264,000.00 | 2 |
| 224004I | Q | TO THOMSON AVE FROM NY | JACKSON AVE | | OE | 38 | STATE | 11/12/02 | 5.245 | GOOD | 59100 | \$85,104,000.00 | 2 |
| 2230780 | Q | BQE EAST LEG | 30TH AVE | | A | 3 | STATE | 05/01/02 | 4.097 | FAIR | 9400 | \$13,536,000.00 | 3 |
| 1247010 | Q | 91 PLACE (2247010) | LIRR PT WASH BRANCH | L | O | 3 | STATE | 11/26/02 | 3.318 | FAIR | 4200 | \$6,048,000.00 | 4 |
| 2247020 | Q | 94TH ST PED BRDG | LIRR N SIDE DIV | L | O-PED | 5 | CITY | 12/16/02 | 4.211 | FAIR | 500 | \$720,000.00 | 4 |
| 2247180 | Q | GRAND AVE | LIRR MAIN LINE | L | O | 3 | STATE | 07/23/02 | 5.000 | GOOD | 7415 | \$10,677,600.00 | 4 |
| 2247190 | Q | 55TH AVE PED BRDG | LIRR MAIN LINE | L | O-PED | 3 | CITY | 01/09/03 | 4.510 | FAIR | 13000 | \$18,720,000.00 | 4 |
| 2247620 | Q | MYRTLE AVE | ABANDONED LIRR | L | O | 3 | STATE | 03/27/02 | 5.250 | GOOD | 6725 | \$9,684,000.00 | 4 |
| 1247560 | Q | METROPOLITAN AVE | LIRR MONTAUK DIV | L | O | 2 | STATE | 08/27/02 | 3.888 | FAIR | 20900 | \$30,096,000.00 | 5 |
| 2230040 | Q | CYPRESS HILLS ST | JACKIE ROBINSON PKWY | | A | 1 | STATE | 07/10/02 | 5.611 | GOOD | 5000 | \$7,200,000.00 | 5 |
| 2230050 | Q | CYP HILLS CEM WEST | JACKIE ROBINSON PKWY | | A | 3 | STATE | 06/04/02 | 3.954 | FAIR | 4400 | \$6,336,000.00 | 5 |
| 2230070 | Q | CYP HILLS CEM EAST | JACKIE ROBINSON PKWY | | A | 3 | STATE | 04/26/02 | 4.113 | FAIR | 4400 | \$6,336,000.00 | 5 |
| 2230099 | Q | JACKIE ROBINSON PKWY | CYPRESS HILLS CEMETRY | | A | 1 | STATE | 01/17/02 | 5.482 | GOOD | 4200 | \$6,048,000.00 | 5 |
| 2247440 | Q | GRAND AVE | CONRAIL | C | O | 1 | STATE | 07/03/01 | 4.396 | FAIR | 3400 | \$4,896,000.00 | 5 |
| 2247450 | Q | 57TH AVE | CONRAIL | C | O | 1 | STATE | 07/02/01 | 6.195 | VGOOD | 2248 | \$3,456,000.00 | 5 |
| 2247460 | Q | CALDWELL AVE | CONRAIL | C | O | 1 | STATE | 09/24/02 | 6.638 | VGOOD | 2243 | \$3,229,920.00 | 5 |
| 2247470 | Q | ELIOT AVE | CONRAIL | C | O | 1 | STATE | 07/05/01 | 5.250 | GOOD | 3600 | \$5,184,000.00 | 5 |
| 2247480 | Q | JUNIPER BLVD SO | CONRAIL | C | O | 1 | STATE | 07/06/01 | 5.833 | GOOD | 8500 | \$12,240,000.00 | 5 |
| 2247490 | Q | 69TH ST JUNPR BLVD | CONRAIL | C | O | 1 | STATE | 09/25/02 | 5.454 | GOOD | 6175 | \$8,892,000.00 | 5 |
| 2247500 | Q | METROPOLITAN AVE | CONRAIL | C | O | 1 | STATE | 07/31/01 | 4.633 | FAIR | 18650 | \$26,856,000.00 | 5 |
| 2247530 | Q | ANDREWS AVE | LIRR MONTAUK DIV | L | O | 4 | STATE | 08/07/02 | 4.241 | FAIR | 3200 | \$4,608,000.00 | 5 |
| 2247540 | Q | 60TH ST | LIRR MONTAUK DIV | L | O | 2 | STATE | 08/06/01 | 5.083 | GOOD | 5340 | \$7,689,600.00 | 5 |
| 2247550 | Q | ELIOT AVE | LIRR MONTAUK DIV | L | O | 2 | STATE | 08/06/01 | 5.893 | GOOD | 9200 | \$13,248,000.00 | 5 |
| 2247570 | Q | 80TH ST | 71ST TO 77TH AVE | L | O | 5 | STATE | 08/09/02 | 5.169 | GOOD | 11725 | \$16,884,000.00 | 5 |
| 2247630 | Q | PED BRG NEAR UNION TPK | ABANDONED LIRR | | O-PED | 8 | CITY | 07/25/02 | 5.154 | GOOD | 900 | \$1,296,000.00 | 5 |
| 2247650 | Q | 60TH RD PED BRDG | LIRR MAIN LINE | L | O-PED | 3 | CITY | 01/14/03 | 5.207 | GOOD | 2293 | \$3,301,920.00 | 5 |
| 2248200 | Q | RUST ST | FLUSHING AVE | | O | 1 | STATE | 06/06/01 | 5.546 | GOOD | 2900 | \$4,176,000.00 | 5 |
| 2248220 | Q | FLUSHING AV SERVICE | FLUSHING AVE | | O | 1 | STATE | 05/22/01 | 5.050 | GOOD | 3000 | \$4,320,000.00 | 5 |
| 2248240 | Q | SERVICE RD | OVER FLUSHING AVE | | O | 1 | STATE | 05/22/01 | 5.186 | GOOD | 2900 | \$4,176,000.00 | 5 |
| 2248300 | Q | 71ST AVE | COOPER AVE | | O | 1 | STATE | 05/17/01 | 4.440 | FAIR | 2800 | \$4,032,000.00 | 5 |
| 1247200 | Q | 67 AVE PED BR 2247200 | LIRR MAIN LINE | L | O-PED | 3 | CITY | 11/19/01 | 4.479 | FAIR | 1300 | \$1,872,000.00 | 6 |
| 2066002 | Q | 495I (2066000) | WOODHAVEN BLVD | | A | 2 | STATE | 07/10/02 | 4.319 | FAIR | 25200 | \$36,288,000.00 | 6 |
| 2248159 | Q | WOODHAVEN BLVD | QUEENS BLVD | | O | 2 | STATE | 06/18/02 | 4.307 | FAIR | 11500 | \$16,560,000.00 | 6 |
| 1065210 | Q | WHITESTONE EXP NB | BCIP (2065210) | | A | 1 | STATE | 08/14/02 | 4.682 | FAIR | 2500 | \$3,600,000.00 | 7 |
| 2055801 | Q | NORTHERN BLVD W.B. | FLUSHING RIVER | | WO | 40 | STATE | 09/18/02 | 4.816 | FAIR | 71900 | \$103,536,000.00 | 7 |
| 2055802 | Q | NORTHERN BLVD E.B. | FLUSHING RIVER | | WO | 40 | STATE | 09/18/02 | 4.507 | FAIR | 78894 | \$113,607,360.00 | 7 |

| INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT | | | | | | | | | | | | | |
|--|------|----------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2231900 | Q | BCIP | FORT TOTTEN ENTRANCE | | A | 1 | STATE | 08/02/02 | 4.671 | FAIR | 4900 | \$7,056,000.00 | 7 |
| 2231910 | Q | UTOPIA PKWY | BCIP | | A | 2 | STATE | 03/14/02 | 5.136 | GOOD | 7200 | \$10,368,000.00 | 7 |
| 2231920 | Q | 160TH ST | BCIP | | A | 2 | STATE | 05/09/01 | 6.319 | VGOOD | 5500 | \$7,920,000.00 | 7 |
| 2231930 | Q | FRANCIS LEWIS BLVD | BCIP | | A | 3 | STATE | 02/28/02 | 4.772 | FAIR | 9100 | \$13,104,000.00 | 7 |
| 2231940 | Q | CLINTONVILLE ST | BCIP | | A | 2 | STATE | 02/28/02 | 4.727 | FAIR | 7400 | \$10,656,000.00 | 7 |
| 2231950 | Q | 150TH ST | BCIP | | A | 2 | STATE | 02/22/02 | 5.136 | GOOD | 5900 | \$8,496,000.00 | 7 |
| 2231960 | Q | 149TH ST | BCIP | | A | 2 | STATE | 02/22/02 | 4.977 | FAIR | 6100 | \$8,784,000.00 | 7 |
| 2231970 | Q | 14TH AVE | BCIP | | A | 2 | STATE | 02/22/02 | 4.977 | FAIR | 8100 | \$11,664,000.00 | 7 |
| 2231980 | Q | 147TH ST | BCIP | | A | 2 | STATE | 02/12/02 | 4.750 | FAIR | 6300 | \$9,072,000.00 | 7 |
| 2247040 | Q | UNION ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/17/01 | 6.390 | VGOOD | 3313 | \$4,770,720.00 | 7 |
| 2247050 | Q | BOWNE AVE | LIRR N SIDE DIV | L | O | 1 | STATE | 08/01/02 | 5.862 | GOOD | 4974 | \$7,162,560.00 | 7 |
| 2247060 | Q | PARSONS BLVD | LIRR N SIDE DIV | L | O | 1 | STATE | 08/02/02 | 5.450 | GOOD | 4200 | \$6,048,000.00 | 7 |
| 2247070 | Q | 147TH ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/18/01 | 5.745 | GOOD | 2800 | \$4,032,000.00 | 7 |
| 2247080 | Q | 149TH ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/20/01 | 4.857 | FAIR | 4100 | \$5,904,000.00 | 7 |
| 2247090 | Q | 149TH PLACE | LIRR N SIDE DIV | L | O | 2 | STATE | 07/19/01 | 5.385 | GOOD | 4300 | \$6,192,000.00 | 7 |
| 2247100 | Q | 150TH ST | LIRR N SIDE DIV | L | O | 2 | STATE | 07/23/01 | 6.588 | VGOOD | 7830 | \$11,275,200.00 | 7 |
| 2247110 | Q | MURRAY ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/24/01 | 5.555 | GOOD | 4000 | \$5,760,000.00 | 7 |
| 2266160 | Q | 6781 SB TO BCIP EB | ACCESS RD FROM 6781 | | A | 1 | STATE | 05/20/02 | 4.437 | FAIR | 2300 | \$3,312,000.00 | 7 |
| 7705510 | Q | 167TH ST PED BRDG | LIRR PORT WASH BRANCH | L | O-PED | 3 | CITY | 11/14/01 | 4.208 | FAIR | 600 | \$864,000.00 | 7 |
| 205580A | Q | N.BLVD WB TO 6781 SB | VACANT LAND | | AR | 16 | STATE | 10/03/02 | 5.571 | GOOD | 8600 | \$12,384,000.00 | 7 |
| 2267199 | Q | FRANCIS LEWIS BLVD | PARK ROAD | | O | 1 | STATE | 06/14/01 | 5.333 | GOOD | 7085 | \$10,202,400.00 | 8 |
| 2230209 | Q | QUEENS BLVD | JACKIE ROBINSON PKWY | T | A | 5 | STATE | 06/18/02 | 4.698 | FAIR | 90000 | \$129,600,000.00 | 9 |
| 2247220 | Q | 80TH ROAD | LIRR MAIN LINE | L | O | 3 | STATE | 09/14/01 | 4.873 | FAIR | 4100 | \$5,904,000.00 | 9 |
| 2247230 | Q | 82ND AVE | LIRR MAIN LINE | L | O | 3 | STATE | 09/14/01 | 5.442 | GOOD | 4100 | \$5,904,000.00 | 9 |
| 2247240 | Q | LEFFERTS BLVD | LIRR MAIN LINE | L | O | 3 | STATE | 09/05/01 | 5.972 | GOOD | 5460 | \$7,862,400.00 | 9 |
| 2247590 | Q | FOREST PARK DRIVE | LIRR MONTAUK DIV | L | O | 5 | STATE | 07/30/02 | 5.403 | GOOD | 6000 | \$8,640,000.00 | 9 |
| 2247600 | Q | PARK LANE SOUTH | LIRR MONTAUK DIV | AL | O | 1 | STATE | 07/31/02 | 7.000 | VGOOD | 3024 | \$8,496,000.00 | 9 |
| 2247660 | Q | FOREST PARK DRIVE | ABANDONED LIRR | L | O | 6 | STATE | 08/29/02 | 5.253 | GOOD | 10000 | \$14,400,000.00 | 9 |
| 2248019 | Q | WOODHAVEN BLVD | ATLANTIC AVE | | O | 3 | STATE | 07/15/02 | 4.472 | FAIR | 19400 | \$27,936,000.00 | 9 |
| 2248299 | Q | INTER PKWY-UNION TPK | AUSTIN ST | | O | 1 | STATE | 03/22/02 | 4.750 | FAIR | 5900 | \$8,496,000.00 | 9 |
| 2248340 | Q | FOREST PARK DR | MYRTLE AVE | | O | 3 | STATE | 05/08/01 | 5.190 | GOOD | 5100 | \$7,344,000.00 | 9 |
| 2231559 | Q | CROSS BAY BLVD | BSHP | | A | 4 | STATE | 05/07/02 | 5.277 | GOOD | 23205 | \$33,415,200.00 | 10 |
| 2231560 | Q | S CONDUIT BLVD | BSOP | | A | 2 | STATE | 05/15/02 | 5.690 | GOOD | 15776 | \$22,717,440.00 | 10 |
| 2231570 | Q | COHANCY ST | BSOP | | A | 2 | STATE | 05/15/02 | 4.727 | FAIR | 6400 | \$9,216,000.00 | 10 |
| 2231580 | Q | AQUEDUCT RCTK RAMP | BSOP | | A | 4 | STATE | 07/25/02 | 4.263 | FAIR | 14000 | \$20,160,000.00 | 10 |
| 2231590 | Q | 130TH ST | BSOP | | A | 2 | STATE | 03/06/02 | 4.750 | FAIR | 6800 | \$9,792,000.00 | 10 |
| 2240650 | Q | 163RD ST PED BRDG | HAWTREE BASIN | | WO-PED | 13 | CITY | 04/02/02 | 4.370 | FAIR | 5000 | \$7,200,000.00 | 10 |
| 2248020 | Q | WHITELAW PED BRDG | CONDUIT AVE | | O-PED | 7 | CITY | 04/08/02 | 4.660 | FAIR | 5500 | \$7,920,000.00 | 10 |
| 2248039 | Q | CROSS BAY BLVD | CONDUIT BLVD | | O | 2 | STATE | 07/12/02 | 3.638 | FAIR | 17000 | \$24,480,000.00 | 10 |
| 2248040 | Q | LINDEN BLVD | CONDUIT AVE | | O | 1 | STATE | 05/23/02 | 5.233 | GOOD | 3352 | \$4,826,880.00 | 10 |
| 2248250 | Q | 102ND ST | HAWTREE BASIN | | WO | 3 | STATE | 07/17/01 | 6.941 | VGOOD | 3200 | \$4,608,000.00 | 10 |
| 2231860 | Q | W ALLEY ROAD | BCIP | | A | 2 | STATE | 08/15/02 | 5.636 | GOOD | 7200 | \$10,368,000.00 | 11 |
| 2231870 | Q | NORTHERN BLVD | BCIP | | A | 2 | STATE | 09/03/02 | 6.569 | VGOOD | 8951 | \$12,816,000.00 | 11 |
| 2231880 | Q | CROCHERON PK PED | BCIP | | A-PED | 9 | CITY | 12/17/02 | 4.582 | FAIR | 2300 | \$3,312,000.00 | 11 |
| 2231890 | Q | 28TH AVE PED BRDG | BCIP | | A-PED | 24 | CITY | 08/05/02 | 5.016 | GOOD | 7600 | \$10,944,000.00 | 11 |
| 2240440 | Q | NORTHERN BLVD | ALLEY CREEK | | WO | 2 | STATE | 06/10/02 | 5.000 | GOOD | 8300 | \$11,952,000.00 | 11 |
| 2247130 | Q | CORPORAL KENNEDY ST | LIRR N SIDE DIV | L | O | 1 | STATE | 10/09/01 | 6.529 | VGOOD | 4340 | \$6,249,600.00 | 11 |
| 2247140 | Q | BELL BLVD | LIRR N SIDE DIV | L | O | 1 | STATE | 07/30/01 | 5.881 | GOOD | 4320 | \$6,220,800.00 | 11 |
| 2247170 | Q | DOUGLASTON PKWY | LIRR N SIDE DIV | L | O | 3 | STATE | 07/01/02 | 5.288 | GOOD | 6300 | \$9,072,000.00 | 11 |
| 2247680 | Q | 221ST ST | LIRR N SIDE DIV | L | O | 3 | STATE | 07/26/01 | 5.882 | GOOD | 6050 | \$8,712,000.00 | 11 |
| 2266129 | Q | WINCHESTER BLVD S.B. | BCIP | | A | 1 | STATE | 05/24/02 | 4.591 | FAIR | 4400 | \$6,336,000.00 | 11 |
| 2266139 | Q | WINCHESTER BLVD N.B. | BCIP | | A | 1 | STATE | 05/24/02 | 4.714 | FAIR | 6400 | \$9,216,000.00 | 11 |
| 7703720 | Q | 216TH ST PED BRDG | LIRR PORT WASH BRANCH | L | O-PED | 5 | CITY | 01/30/03 | 3.939 | FAIR | 400 | \$576,000.00 | 11 |
| 2248160 | Q | ELLIOT AVE | QUEENS BLVD | | O | 2 | STATE | 08/23/02 | 4.921 | FAIR | 13785 | \$19,850,400.00 | 12 |
| 2231610 | Q | GUY R. BREWER BLVD | BSOP | | A | 2 | STATE | 11/20/02 | 4.113 | FAIR | 7300 | \$10,512,000.00 | 13 |
| 2231620 | Q | FARMERS BLVD | BSOP | | A | 2 | STATE | 06/25/02 | 4.568 | FAIR | 6400 | \$9,216,000.00 | 13 |
| 2231630 | Q | SPRINGFIELD BLVD | BSOP | | A | 2 | STATE | 06/03/02 | 4.681 | FAIR | 8500 | \$12,240,000.00 | 13 |
| 2231640 | Q | 225TH ST | BSOP | | A | 2 | STATE | 06/28/02 | 4.727 | FAIR | 7000 | \$10,080,000.00 | 13 |
| 2231650 | Q | SUNRISE HWY W.B. | BLP E.B. | | A | 1 | STATE | 04/23/02 | 4.622 | FAIR | 4100 | \$5,904,000.00 | 13 |
| 2231660 | Q | SUNRISE HWY W.B. | BLP W.B. | | A | 2 | STATE | 06/26/02 | 4.531 | FAIR | 5350 | \$7,704,000.00 | 13 |
| 2231670 | Q | N CONDUIT AVE W.B. | BLP E.B. | | A | 1 | STATE | 01/28/02 | 4.916 | FAIR | 4000 | \$5,760,000.00 | 13 |
| 2231680 | Q | N CONDUIT AVE WB | BLP W.B. | | A | 2 | STATE | 02/11/02 | 4.931 | FAIR | 6500 | \$9,360,000.00 | 13 |
| 2231690 | Q | FRANCIS LEWIS BLVD | BLP E.B. | | A | 1 | STATE | 05/23/02 | 5.333 | GOOD | 6000 | \$8,640,000.00 | 13 |
| 2231700 | Q | FRANCIS LEWIS BLVD | BLP W.B. | | A | 1 | STATE | 04/16/02 | 4.933 | FAIR | 6000 | \$8,640,000.00 | 13 |
| 2231710 | Q | MERRICK BLVD | BLP E.B. | | A | 1 | STATE | 05/07/02 | 4.533 | FAIR | 6000 | \$8,640,000.00 | 13 |
| 2231720 | Q | MERRICK BLVD | BLP W.B. | | A | 1 | STATE | 05/20/02 | 4.200 | FAIR | 6000 | \$8,640,000.00 | 13 |
| 2231730 | Q | 130TH AVE | BLP E.B. | | A | 1 | STATE | 01/17/02 | 5.266 | GOOD | 4400 | \$6,336,000.00 | 13 |
| 2231740 | Q | 130TH AVE | BLP W.B. | | A | 1 | STATE | 01/18/02 | 4.666 | FAIR | 4400 | \$6,336,000.00 | 13 |
| 2231750 | Q | LINDEN BLVD | BCIP | | A | 2 | STATE | 03/21/02 | 4.477 | FAIR | 6700 | \$9,648,000.00 | 13 |
| 2231760 | Q | BCIP | DUTCH BROADWAY-115 AVE | | A | 1 | STATE | 03/11/02 | 4.348 | FAIR | 7300 | \$10,512,000.00 | 13 |
| 2231770 | Q | BELMONT PARK RAMP | BCIP | | A | 1 | STATE | 05/10/02 | 4.781 | FAIR | 3200 | \$4,608,000.00 | 13 |
| 2231780 | Q | HEMPSTEAD AVE | BCIP | | A | 2 | STATE | 06/12/02 | 4.225 | FAIR | 14200 | \$20,448,000.00 | 13 |
| 2231800 | Q | SUPERIOR ROAD | BCIP | | A | 2 | STATE | 05/07/02 | 4.227 | FAIR | 7000 | \$10,080,000.00 | 13 |
| 2231819 | Q | JAMAICA AVE | BCIP | | A | 2 | STATE | 03/26/02 | 4.727 | FAIR | 11500 | \$16,560,000.00 | 13 |
| 2231829 | Q | BRADDOCK AVE | BCIP | | A | 2 | STATE | 03/26/02 | 4.909 | FAIR | 10600 | \$15,264,000.00 | 13 |
| 2231840 | Q | HILLSIDE AVE | BCIP | | A | 2 | STATE | 06/28/02 | 4.184 | FAIR | 9672 | \$13,927,680.00 | 13 |
| 2231850 | Q | UNION TPKE | BCIP | | A | 2 | STATE | 09/13/02 | 4.318 | FAIR | 13600 | \$19,584,000.00 | 13 |
| 2248129 | Q | UNION TPKE | CREEDMOORE HOSP RD | | O | 1 | STATE | 05/25/01 | 5.166 | GOOD | 3500 | \$5,040,000.00 | 13 |
| 2266149 | Q | HEMPSTEAD AVE | CROSS ISLAND PKWY | | A | 2 | STATE | 07/11/02 | 4.076 | FAIR | 9500 | \$13,680,000.00 | 13 |
| 2266770 | Q | CROSS ISLAND PKWY | LAURELTON PKWY | | A | 1 | STATE | 07/03/02 | 5.250 | GOOD | 9508 | \$13,691,520.00 | 13 |
| 2268770 | Q | SPRINGFIELD BLVD | EQUES. PATH (ABAND.) | | O | 1 | STATE | 06/29/01 | 4.777 | FAIR | 1470 | \$2,116,800.00 | 13 |
| 2300130 | Q | HOOK CREEK | HOOK CREEK BRIDGE | | WO | 3 | STATE | 07/18/01 | 6.474 | VGOOD | 18302 | \$26,354,880.00 | 13 |
| Q00002 | Q | BCIP | PATH OPPOSITE 88TH RD | | A | 1 | CITY | 03/20/01 | 5.633 | GOOD | 1200 | \$1,728,000.00 | 13 |
| 2240507 | Q | ROOSEVELT AVE | 6781 - VAN WYCK EXPWY | | WA | 27 | STATE | 11/13/02 | 3.380 | FAIR | 84424 | \$121,570,560.00 | 81 |
| 2248260 | Q | FLUSHING MEADOW PARK | MEADOW LAKE & 69TH RD | | WO | 5 | STATE | 04/25/02 | 4.890 | FAIR | 4200 | \$6,048,000.00 | 81 |
| 2230120 | Q | MYRTLE AVE | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/24/02 | 5.611 | GOOD | 6400 | \$9,216,000.00 | 82 |
| 2230179 | Q | JACKIE ROBINSON PKWY | METROPOLITAN AVE | | A | 2 | STATE | 02/19/02 | 5.321 | GOOD | 8673 | \$12,489,120.00 | 82 |
| 2230180 | Q | UNION TPKE | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/09/02 | 5.984 | GOOD | 5359 | \$7,716,960.00 | 82 |
| 2230190 | Q | MARKWOOD ROAD | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/19/02 | 5.388 | GOOD | 4400 | \$6,336,000.00 | 82 |

| INVENTORY SORTED BY BOROUGH AND COMMUNITY BOARD DISTRICT | | | | | | | | | | | | | |
|--|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2248369 | Q | ROCKAWAY BLVD | THURSTON BASIN | | WO | 2 | STATE | 09/17/02 | 5.263 | GOOD | 6000 | \$8,640,000.00 | 83 |
| 2248230 | Q | BEACH CHANNEL DR WB | BEACH CHANNEL DR EB | | O | 1 | STATE | 06/15/01 | 4.533 | FAIR | 3600 | \$5,184,000.00 | 84 |
| 2267160 | Q | ROOSEVELT AVE | FLUSHING MDW PK ROAD | | O | 4 | STATE | 06/12/01 | 4.746 | FAIR | 7280 | \$10,483,200.00 | 84 |
| 2249040 | R | TOMPKINS AVE | B&O RR (ABANDONED) | | O | 1 | STATE | 04/09/02 | 6.437 | VGOOD | 5096 | \$7,338,240.00 | 1 |
| 2249070 | R | JOHN ST | B&O RAILROAD | O | O-PED | 3 | CITY | 02/13/01 | 6.806 | VGOOD | 5800 | \$8,352,000.00 | 1 |
| 2249090 | R | MORNINGSTAR ROAD | B&O RAILROAD | O | O | 4 | STATE | 04/24/01 | 5.508 | GOOD | 7900 | \$11,376,000.00 | 1 |
| 2249100 | R | GRANITE AVE | B&O RAILROAD | O | O | 4 | STATE | 04/10/02 | 6.237 | VGOOD | 7300 | \$10,512,000.00 | 1 |
| 2249110 | R | LAKE AVE | B&O RAILROAD | O | O | 3 | STATE | 04/23/01 | 6.000 | GOOD | 5900 | \$8,496,000.00 | 1 |
| 2249120 | R | SIMONSON AVE | B&O RAILROAD | O | O | 3 | STATE | 04/30/01 | 6.111 | VGOOD | 5819 | \$8,379,360.00 | 1 |
| 2249130 | R | VAN NAME AVE | B&O RAILROAD | O | O | 3 | STATE | 04/11/02 | 5.389 | GOOD | 5474 | \$7,882,560.00 | 1 |
| 2249140 | R | VAN PELT AVE | B&O RAILROAD | O | O | 3 | STATE | 04/27/01 | 5.779 | GOOD | 5000 | \$7,200,000.00 | 1 |
| 2249160 | R | DE HART AVE | B&O RAILROAD | O | O | 4 | STATE | 05/02/01 | 6.518 | VGOOD | 6700 | \$9,648,000.00 | 1 |
| 2249170 | R | UNION AVE | B&O RAILROAD | O | O | 4 | STATE | 05/07/01 | 5.425 | GOOD | 6500 | \$9,360,000.00 | 1 |
| 2249180 | R | HARBOR ROAD | B&O RAILROAD | O | O | 4 | STATE | 05/01/01 | 6.254 | VGOOD | 6615 | \$9,525,600.00 | 1 |
| 2249200 | R | SOUTH AVE | B&O RAILROAD | O | O | 3 | STATE | 08/10/01 | 7.000 | VGOOD | 8322 | \$14,544,000.00 | 1 |
| 2249510 | R | TOMPKINS AVE | WILLOW AVE, SIRT | S | O | 2 | STATE | 06/20/02 | 5.525 | GOOD | 5378 | \$7,744,320.00 | 1 |
| 2249520 | R | HANNAH ST | SIRT SOUTH SHORE | S | O | 10 | STATE | 09/07/01 | 5.322 | GOOD | 10020 | \$14,428,800.00 | 1 |
| 2249530 | R | MINTHORNE ST PED BRDG | SIRT SOUTH SHORE | S | O-PED | 23 | CITY | 09/13/02 | 6.510 | VGOOD | 1600 | \$2,304,000.00 | 1 |
| 2249760 | R | MARTLINGS AVE | RICHMOND LAKE DAM | | WO | 2 | STATE | 05/11/01 | 4.933 | FAIR | 7000 | \$10,080,000.00 | 1 |
| 2249800 | R | FOREST AVE | CLOVE LAKES PK STREAM | | WO | 1 | STATE | 10/01/01 | 4.766 | FAIR | 1600 | \$2,304,000.00 | 1 |
| 2249840 | R | TOMPKINS AVE | GREENFIELD AVE | | O | 1 | STATE | 04/15/02 | 5.276 | GOOD | 2562 | \$3,689,280.00 | 1 |
| 2240350 | R | RICHMOND AVE | RICHMOND CREEK | | WO | 3 | STATE | 07/24/01 | 6.152 | VGOOD | 32589 | \$46,928,160.00 | 2 |
| 2249400 | R | BEACH AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/15/01 | 5.818 | GOOD | 3700 | \$5,328,000.00 | 2 |
| 2249410 | R | ROSS AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 07/27/01 | 5.500 | GOOD | 3800 | \$5,472,000.00 | 2 |
| 2249420 | R | ROSE AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 07/30/01 | 5.712 | GOOD | 3800 | \$5,472,000.00 | 2 |
| 2249430 | R | NEW DORP LANE | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/16/01 | 5.060 | GOOD | 7600 | \$10,944,000.00 | 2 |
| 2249440 | R | BANCROFT AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 08/22/01 | 5.622 | GOOD | 5900 | \$8,496,000.00 | 2 |
| 2249450 | R | FREMONT AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 3 | CITY | 05/29/02 | 4.411 | FAIR | 800 | \$1,152,000.00 | 2 |
| 2249460 | R | LINCOLN AVE | SIRT SOUTH SHORE | S | O | 1 | STATE | 08/23/01 | 5.807 | GOOD | 4500 | \$6,480,000.00 | 2 |
| 2249470 | R | MIDLAND AVE | SIRT SOUTH SHORE | S | O | 1 | STATE | 08/27/01 | 5.634 | GOOD | 3000 | \$4,320,000.00 | 2 |
| 2249480 | R | FINGERBOARD ROAD | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/28/01 | 6.777 | VGOOD | 5100 | \$7,344,000.00 | 2 |
| 2249490 | R | CLOVE ROAD | SIRT SOUTH SHORE | S | O | 3 | STATE | 06/19/02 | 6.263 | VGOOD | 5270 | \$11,808,000.00 | 2 |
| 2249860 | R | SLATER BLVD | NEW CREEK | | WO | 1 | STATE | 04/20/01 | 4.264 | FAIR | 3500 | \$5,040,000.00 | 2 |
| 2249870 | R | TRAVIS AVE | MAIN CREEK | | WO | 1 | STATE | 06/17/02 | 4.218 | FAIR | 1700 | \$2,448,000.00 | 2 |
| 2249880 | R | CHELSEA ROAD | SAWMILL CREEK | | WO | 1 | STATE | 05/24/01 | 7.000 | VGOOD | 2205 | \$3,163,680.00 | 2 |
| 2249210 | R | MAIN ST PED BRDG | SIRT SOUTH SHORE | S | O-PED | 9 | CITY | 05/15/02 | 4.684 | FAIR | 400 | \$576,000.00 | 3 |
| 2249230 | R | TRACY AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 9 | CITY | 05/28/02 | 3.372 | FAIR | 200 | \$288,000.00 | 3 |
| 2249240 | R | ARTHUR KILL ROAD | SIRT SOUTH SHORE | S | O | 1 | STATE | 06/17/02 | 4.833 | FAIR | 3700 | \$5,328,000.00 | 3 |
| 2249250 | R | BETHEL AV PED BRDG | SIRT SOUTH SHORE | S | O-PED | 12 | CITY | 05/28/02 | 3.764 | FAIR | 500 | \$720,000.00 | 3 |
| 2249269 | R | PAGE AVE | SIRT SOUTH SHORE | S | O | 4 | STATE | 07/26/01 | 6.361 | VGOOD | 30420 | \$43,804,800.00 | 3 |
| 2249270 | R | RICHMOND VALLY ROAD | SIRT SOUTH SHORE | S | O | 4 | STATE | 08/21/01 | 5.327 | GOOD | 9300 | \$13,392,000.00 | 3 |
| 2249280 | R | COZZINS BLVD PED BRDG | SIRT SOUTH SHORE | S | O-PED | 7 | CITY | 05/18/02 | 4.794 | FAIR | 200 | \$288,000.00 | 3 |
| 2249290 | R | SEGUINE AVE | SIRT SOUTH SHORE | S | O | 1 | STATE | 07/31/01 | 6.468 | VGOOD | 2200 | \$3,168,000.00 | 3 |
| 2249300 | R | HUGUENOT AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/02/01 | 4.818 | FAIR | 4900 | \$7,056,000.00 | 3 |
| 2249320 | R | ALBEE AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 08/04/01 | 4.786 | FAIR | 6500 | \$9,360,000.00 | 3 |
| 2249330 | R | ANNADALE ROAD | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/08/01 | 4.454 | FAIR | 4500 | \$6,480,000.00 | 3 |
| 2249350 | R | NELSON AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 1 | CITY | 06/14/03 | 5.176 | GOOD | 300 | \$432,000.00 | 3 |
| 2249360 | R | GIFFORDS LANE | SIRT SOUTH SHORE | S | O | 1 | STATE | 06/18/02 | 5.843 | GOOD | 3042 | \$4,380,480.00 | 3 |
| 2249370 | R | GREAVES AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 07/11/01 | 7.000 | VGOOD | 6100 | \$8,784,000.00 | 3 |
| 2249380 | R | GUYON AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 08/14/01 | 4.836 | FAIR | 6900 | \$9,936,000.00 | 3 |
| 2249390 | R | CEDARVIEW AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 5 | CITY | 05/23/02 | 4.684 | FAIR | 600 | \$864,000.00 | 3 |
| 2249580 | R | BELFIELD AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 5 | CITY | 05/22/02 | 4.330 | FAIR | 400 | \$576,000.00 | 3 |
| 2249810 | R | HYLAN BLVD | LEMON CREEK | | WO | 1 | STATE | 04/12/02 | 6.625 | VGOOD | 11400 | \$16,416,000.00 | 3 |
| 2249820 | R | ARTHUR KILL ROAD | ARTHUR KILL STREAM | | WO | 1 | STATE | 04/19/01 | 4.122 | FAIR | 2000 | \$2,880,000.00 | 3 |
| 2268920 | R | AMBOY ROAD | LEMON CREEK | | WO | 1 | STATE | 04/17/02 | 7.000 | VGOOD | 1310 | \$2,079,360.00 | 3 |
| 755 BRIDGES | | | | | | 4502 | SPANS | | | | 14236127 | \$20,647,143,840 | |

| INVENTORY SORTED BY FEATURE CARRIED | | | | | | | | | | | | | |
|-------------------------------------|------|-----------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2248250 | Q | 102ND ST | HAWTREE BASIN | | WO | 3 | STATE | 07/17/01 | 6.941 | VGOOD | 3200 | \$4,608,000.00 | 10 |
| 2245209 | M | 11TH AVE | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/17/02 | 4.470 | FAIR | 15400 | \$22,176,000.00 | 4 |
| 2243630 | K | 11TH AVE | LIRR & SEA BEACH | LT | O | 5 | STATE | 08/23/02 | 6.808 | VGOOD | 9700 | \$13,968,000.00 | 10 |
| 2245010 | M | 11TH AVE VIADUCT | LIRR WEST SIDE YARD | AL | O | 39 | STATE | 11/27/02 | 3.875 | FAIR | 157500 | \$226,800,000.00 | 4 |
| 2246990 | M | 129 - 130 ST PED BRDG | RAMP OFF 3RD AVE | | O-PED | 5 | CITY | 05/29/02 | 4.238 | FAIR | 500 | \$720,000.00 | 11 |
| 2231730 | Q | 130TH AVE | BLP E.B. | | A | 1 | STATE | 01/17/02 | 5.266 | GOOD | 4400 | \$6,336,000.00 | 13 |
| 2231740 | Q | 130TH AVE | BLP W.B. | | A | 1 | STATE | 01/18/02 | 4.666 | FAIR | 4400 | \$6,336,000.00 | 13 |
| 2231590 | Q | 130TH ST | BSOP | | A | 2 | STATE | 03/06/02 | 4.750 | FAIR | 6800 | \$9,792,000.00 | 10 |
| 2243640 | K | 13TH AVE | LIRR & SEA BEACH | LT | O | 5 | STATE | 11/08/01 | 4.666 | FAIR | 16000 | \$23,040,000.00 | 10 |
| 2240089 | BM | 145TH ST BRIDGE | HARLEM RIVER | | WMO | 8 | STATE | 05/28/02 | 3.097 | FAIR | 56700 | \$81,648,000.00 | 10 |
| 2231980 | Q | 147TH ST | BCIP | | A | 2 | STATE | 02/12/02 | 4.750 | FAIR | 6300 | \$9,072,000.00 | 7 |
| 2247070 | Q | 147TH ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/18/01 | 5.745 | GOOD | 2800 | \$4,032,000.00 | 7 |
| 2247090 | Q | 149TH PLACE | LIRR N SIDE DIV | L | O | 2 | STATE | 07/19/01 | 5.385 | GOOD | 4300 | \$6,192,000.00 | 7 |
| 2231960 | Q | 149TH ST | BCIP | | A | 2 | STATE | 02/22/02 | 4.977 | FAIR | 6100 | \$8,784,000.00 | 7 |
| 2247080 | Q | 149TH ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/20/01 | 4.857 | FAIR | 4100 | \$5,904,000.00 | 7 |
| 2231970 | Q | 14TH AVE | BCIP | | A | 2 | STATE | 02/22/02 | 4.977 | FAIR | 8100 | \$11,664,000.00 | 7 |
| 2243650 | K | 14TH AVE | LIRR BAY RIDGE | N | O | 4 | STATE | 06/19/02 | 4.321 | FAIR | 10000 | \$14,400,000.00 | 11 |
| 2231950 | Q | 150TH ST | BCIP | | A | 2 | STATE | 02/22/02 | 5.136 | GOOD | 5900 | \$8,496,000.00 | 7 |
| 2247100 | Q | 150TH ST | LIRR N SIDE DIV | L | O | 2 | STATE | 07/23/01 | 6.588 | VGOOD | 7830 | \$11,275,200.00 | 7 |
| 2243670 | K | 15TH AVE | BMT SEA BEACH | T | O | 6 | STATE | 07/26/02 | 4.136 | FAIR | 17300 | \$24,912,000.00 | 11 |
| 2243340 | K | 15TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/20/02 | 4.803 | FAIR | 3614 | \$5,204,160.00 | 11 |
| 2231920 | Q | 160TH ST | BCIP | | A | 2 | STATE | 05/09/01 | 6.319 | VGOOD | 5500 | \$7,920,000.00 | 7 |
| 2240650 | Q | 163RD ST PED BRDG | HAWTREE BASIN | | WO-PED | 13 | CITY | 04/02/02 | 4.370 | FAIR | 5000 | \$7,200,000.00 | 10 |
| 7705510 | Q | 167TH ST PED BRDG | LIRR PORT WASH BRANCH | L | O-PED | 3 | CITY | 11/14/01 | 4.208 | FAIR | 600 | \$864,000.00 | 7 |
| 2243680 | K | 16TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 07/23/02 | 5.629 | GOOD | 6816 | \$9,815,040.00 | 11 |
| 2243360 | K | 16TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/21/02 | 6.683 | VGOOD | 4345 | \$7,632,000.00 | 11 |
| 206672A | B | 174TH ST-NTH PED BRDG | 895I - SHERIDAN EXPWY | | A-PED | 4 | CITY | 03/12/02 | 4.958 | FAIR | 1800 | \$2,592,000.00 | 9 |
| 206672B | B | 174TH ST-STH PED BRDG | 895I - SHERIDAN EXPWY | | A-PED | 4 | CITY | 03/12/02 | 4.986 | FAIR | 1900 | \$2,736,000.00 | 9 |
| 2243690 | K | 17TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 08/22/02 | 3.710 | FAIR | 8500 | \$12,240,000.00 | 11 |
| 2243370 | K | 17TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/24/02 | 5.000 | GOOD | 3406 | \$4,904,640.00 | 12 |
| 2231300 | K | 17TH AVE PED BRDG | BSHP | | A-PED | 1 | CITY | 02/15/02 | 3.846 | FAIR | 2100 | \$3,024,000.00 | 11 |
| 2243700 | K | 18TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 11/16/01 | 3.909 | FAIR | 8700 | \$12,528,000.00 | 11 |
| 2243380 | K | 18TH AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 06/25/02 | 5.328 | GOOD | 6006 | \$8,648,640.00 | 12 |
| 2243710 | K | 19TH AVE | BMT SEA BEACH | T | O | 4 | STATE | 08/20/02 | 4.500 | FAIR | 4800 | \$6,912,000.00 | 11 |
| 2241259 | B | 204TH ST PED BRDG | METRO NORTH RR HAR | M | O-PED | 1 | CITY | 08/26/02 | 3.950 | FAIR | 4700 | \$6,768,000.00 | 27 |
| 2243720 | K | 20TH AVE | BMT SEA BEACH | T | O | 6 | STATE | 08/16/02 | 4.794 | FAIR | 12500 | \$18,000,000.00 | 11 |
| 7703720 | Q | 216TH ST PED BRDG | LIRR PORT WASH BRANCH | L | O-PED | 5 | CITY | 01/30/03 | 3.939 | FAIR | 400 | \$576,000.00 | 11 |
| 2243820 | K | 21ST AVE | BMT SEA BEACH | T | O | 4 | STATE | 08/13/02 | 4.131 | FAIR | 21400 | \$30,816,000.00 | 11 |
| 2247270 | Q | 21ST STREET | CONRAIL | C | O | 6 | STATE | 07/16/01 | 5.736 | GOOD | 17590 | \$25,329,600.00 | 2 |
| 2247680 | Q | 221ST ST | LIRR N SIDE DIV | L | O | 3 | STATE | 07/26/01 | 5.882 | GOOD | 6050 | \$8,712,000.00 | 11 |
| 2231640 | Q | 225TH ST | BSOP | | A | 2 | STATE | 06/28/02 | 4.727 | FAIR | 7000 | \$10,080,000.00 | 13 |
| 2229450 | B | 232ND ST | HHP | | A | 2 | STATE | 10/12/01 | 4.342 | FAIR | 4900 | \$7,056,000.00 | 8 |
| 2229460 | B | 236TH ST PED BRDG | HHP | | A-PED | 3 | CITY | 10/22/02 | 4.894 | FAIR | 2500 | \$3,600,000.00 | 8 |
| 2229470 | B | 239TH ST | HHP | | A | 2 | STATE | 08/02/01 | 4.710 | FAIR | 6100 | \$8,784,000.00 | 8 |
| 2229490 | B | 246TH ST | HHP | | A | 2 | STATE | 06/26/01 | 4.552 | FAIR | 5600 | \$8,064,000.00 | 8 |
| 2229500 | B | 252ND ST | HHP | | A | 2 | STATE | 02/06/02 | 4.026 | FAIR | 4500 | \$6,480,000.00 | 8 |
| 2232070 | M | 25TH ST PED BRDG | FDR DRIVE | | A-PED | 4 | CITY | 06/03/01 | 3.983 | FAIR | 1700 | \$2,448,000.00 | 6 |
| 224004J | M | 25X | NYC GARAGE | | OE | 14 | STATE | 11/21/02 | 4.780 | FAIR | 22058 | \$31,763,520.00 | 6 |
| 2230679 | Q | 278I (B.Q.E.) | 34TH AVE | | A | 3 | STATE | 05/17/02 | 4.166 | FAIR | 9500 | \$13,680,000.00 | 2 |
| 2230669 | Q | 278I (B.Q.E.) | 35TH AVE | | A | 1 | STATE | 10/04/02 | 3.718 | FAIR | 6500 | \$9,360,000.00 | 2 |
| 2230440 | K | 278I (B.Q.E.) | ADAMS ST N.B. | | A | 1 | STATE | 03/21/02 | 5.200 | GOOD | 2700 | \$3,888,000.00 | 2 |
| 2230450 | K | 278I (B.Q.E.) | ADAMS ST S.B. | | A | 1 | STATE | 03/21/02 | 4.933 | FAIR | 2500 | \$3,600,000.00 | 2 |
| 2230400 | K | 278I (B.Q.E.) | ATLANTIC AVE | | A | 1 | STATE | 04/12/02 | 5.976 | GOOD | 14230 | \$20,491,200.00 | 6 |
| 2230470 | K | 278I (B.Q.E.) | JAY ST | | A | 1 | STATE | 03/29/02 | 5.233 | GOOD | 5100 | \$7,344,000.00 | 2 |
| 2230857 | K | 278I (B.Q.E.) | JORALEMON ST | | A | 1 | STATE | 05/06/02 | 5.030 | GOOD | 2100 | \$3,024,000.00 | 2 |
| 2230858 | K | 278I (B.Q.E.) | JORALEMON ST / BQE WB | | A | 2 | STATE | 05/06/02 | 3.887 | FAIR | 5900 | \$8,496,000.00 | 2 |
| 2230510 | K | 278I (B.Q.E.) | NASSAU ST | | A | 6 | STATE | 04/03/02 | 4.611 | FAIR | 51200 | \$73,728,000.00 | 2 |
| 2230680 | Q | 278I (B.Q.E.) | NORTHERN BLVD | | A | 1 | STATE | 05/24/02 | 4.571 | FAIR | 5900 | \$8,496,000.00 | 2 |
| 2230460 | K | 278I (B.Q.E.) | PEARL ST | | A | 1 | STATE | 03/22/02 | 5.333 | GOOD | 4500 | \$6,480,000.00 | 2 |
| 2230430 | K | 278I (B.Q.E.) | PROSPECT ST | | A | 1 | STATE | 03/21/02 | 5.266 | GOOD | 1100 | \$1,584,000.00 | 2 |
| 2230480 | K | 278I (B.Q.E.) | PROSPECT ST | | A | 1 | STATE | 03/29/02 | 5.240 | GOOD | 8400 | \$12,096,000.00 | 2 |
| 2230500 | K | 278I (B.Q.E.) | RAMP TO BQE EB | | A | 1 | STATE | 03/28/02 | 5.566 | GOOD | 1300 | \$1,872,000.00 | 2 |
| 2230490 | K | 278I (B.Q.E.) | SANDS ST | | A | 1 | STATE | 03/29/02 | 5.092 | GOOD | 12600 | \$18,144,000.00 | 2 |
| 2230410 | K | 278I (B.Q.E.) | WASHINGTON ST | | A | 1 | STATE | 04/17/02 | 4.656 | FAIR | 2500 | \$3,600,000.00 | 2 |
| 2230420 | K | 278I (B.Q.E.) | WASHINGTON ST | | A | 1 | STATE | 04/18/02 | 4.953 | FAIR | 2500 | \$3,600,000.00 | 2 |
| 2268498 | K | 278I E.B. (B.Q.E.) | 278I W.B. (B.Q.E.) | | A | 69 | STATE | 06/20/01 | 3.827 | FAIR | 120734 | \$173,856,960.00 | 2 |
| 2268508 | K | 278I E.B. (B.Q.E.) | 278I W.B. (B.Q.E.) | | A | 11 | STATE | 05/21/01 | 3.620 | FAIR | 17956 | \$25,856,640.00 | 2 |
| 2268518 | K | 278I E.B. (B.Q.E.) | 278I W.B. (B.Q.E.) | | A | 5 | STATE | 05/17/01 | 4.285 | FAIR | 8375 | \$12,060,000.00 | 2 |
| 2230888 | K | 278I E.B. (B.Q.E.) | CADMAN PLAZA / 278I WB | | A | 2 | STATE | 05/10/02 | 4.684 | FAIR | 4500 | \$6,480,000.00 | 2 |
| 2230710 | Q | 278I S.B. (B.Q.E.) | 32ND AVE | | A | 1 | STATE | 10/31/02 | 4.390 | FAIR | 4500 | \$6,480,000.00 | 1 |
| 2230887 | K | 278I W.B. (B.Q.E.) | CADMAN PLAZA | | A | 2 | STATE | 05/09/02 | 4.250 | FAIR | 4500 | \$6,480,000.00 | 2 |
| 2268497 | K | 278I W.B. (B.Q.E.) | FURMAN ST | | A | 45 | STATE | 06/11/01 | 4.375 | FAIR | 78022 | \$112,351,680.00 | 2 |
| 2268517 | K | 278I W.B. (B.Q.E.) | FURMAN ST | | A | 7 | STATE | 05/16/01 | 4.205 | FAIR | 10988 | \$15,822,720.00 | 2 |
| 2268507 | K | 278I W.B. (B.Q.E.) | YORK ST | | A | 6 | STATE | 06/25/01 | 4.205 | FAIR | 9380 | \$13,507,200.00 | 2 |
| 2231330 | K | 27TH AVE PED BRDG | BSHP | | A-PED | 1 | CITY | 07/05/02 | 4.805 | FAIR | 2100 | \$3,024,000.00 | 13 |
| 2231890 | Q | 28TH AVE PED BRDG | BCIP | | A-PED | 24 | CITY | 08/05/02 | 5.016 | GOOD | 7600 | \$10,944,000.00 | 11 |
| 2243310 | K | 2ND AVE | LIRR BAY RIDGE | N | O | 6 | STATE | 07/23/02 | 3.940 | FAIR | 17000 | \$24,480,000.00 | 10 |
| 2230730 | Q | 31ST AVE | 278I (B.Q.E.) | | A | 1 | STATE | 09/04/02 | 3.546 | FAIR | 3700 | \$5,328,000.00 | 1 |
| 2230657 | Q | 31ST ST | 278I (B.Q.E.) | | A | 2 | STATE | 08/09/02 | 5.222 | GOOD | 9500 | \$13,680,000.00 | 1 |
| 2230640 | Q | 32ND ST | 278I (B.Q.E.) | | A | 2 | STATE | 05/04/01 | 4.930 | FAIR | 8100 | \$11,664,000.00 | 1 |
| 2230630 | Q | 35TH ST | 278I (B.Q.E.) | | A | 4 | STATE | 08/20/02 | 4.819 | FAIR | 9000 | \$12,960,000.00 | 1 |
| 2247370 | Q | 37TH AVE | CONRAIL HELLGATE | C | O | 1 | STATE | 09/25/01 | 4.818 | FAIR | 5300 | \$7,632,000.00 | 2 |
| 2230620 | Q | 37TH ST | 278I (B.Q.E.) | | A | 2 | STATE | 05/15/02 | 4.666 | FAIR | 5300 | \$7,632,000.00 | 1 |
| 2247640 | Q | 39 ST (SOUTH) | AMTRAK & LIRR YARD | AL | O | 9 | STATE | 11/09/01 | 6.180 | VGOOD | 34100 | \$49,104,000.00 | 2 |
| 2247330 | Q | 39TH ST (NORTH) | SUNNYSIDE YARDS | AL | O | 14 | STATE | 10/11/01 | 6.666 | VGOOD | 48200 | \$69,408,000.00 | 2 |
| 2243320 | K | 3RD AVE | LIRR BAY RIDGE | N | O | 4 | STATE | 08/30/01 | 5.708 | GOOD | 17230 | \$24,811,200.00 | 10 |
| 2244160 | K | 3RD AVE | SHORE RD DRIVE | | O | 1 | STATE | 05/11/01 | 7.000 | VGOOD | 4360 | \$10,224,000.00 | 10 |
| 2230570 | Q | 41ST AVE | 278I (B.Q.E.) | | A | 3 | STATE | 03/27/02 | 5.013 | GOOD | 8800 | \$12,672,000.00 | 2 |
| 2247390 | Q | 41ST AVE | CONRAIL HELLGATE | C | O | 2 | STATE | 09/24/01 | 4.942 | FAIR | 4000 | \$5,760,000.00 | 2 |

| INVENTORY SORTED BY FEATURE CARRIED | | | | | | | | | | | | | |
|-------------------------------------|------|-----------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2247410 | Q | 43RD AVE | CONRAIL | C | O | 1 | STATE | 06/25/01 | 5.033 | GOOD | 4800 | \$6,912,000.00 | 2 |
| 2247420 | Q | 44TH AVE | CONRAIL | C | O | 1 | STATE | 06/26/01 | 5.033 | GOOD | 5100 | \$7,344,000.00 | 2 |
| 2230840 | Q | 44TH ST | GCP | | A | 2 | STATE | 05/29/02 | 4.833 | FAIR | 5000 | \$7,200,000.00 | 1 |
| 2247430 | Q | 45TH AVE | CONRAIL | C | O | 1 | STATE | 06/27/01 | 3.918 | FAIR | 2400 | \$3,456,000.00 | 2 |
| 2230820 | Q | 47TH ST | GCP | | A | 2 | STATE | 06/06/02 | 4.944 | FAIR | 5700 | \$8,208,000.00 | 1 |
| 2066002 | Q | 4951 (2066000) | WOODHAVEN BLVD | | A | 2 | STATE | 07/10/02 | 4.319 | FAIR | 25200 | \$36,288,000.00 | 6 |
| 2247290 | Q | 49TH AVE | LIRR,AMT,CON NE | L | O | 5 | STATE | 11/01/02 | 4.388 | FAIR | 20200 | \$29,088,000.00 | 2 |
| 2230800 | Q | 49TH ST | BQE WEST LEG | | A | 2 | STATE | 05/22/02 | 5.194 | GOOD | 4900 | \$7,056,000.00 | 1 |
| 2230890 | Q | 49TH ST | GCP | | A | 2 | STATE | 07/31/02 | 4.777 | FAIR | 5500 | \$7,920,000.00 | 1 |
| 2231270 | K | 4TH AVE | BSHP | | A | 2 | STATE | 04/10/02 | 4.842 | FAIR | 6100 | \$8,784,000.00 | 10 |
| 2243330 | K | 4TH AVE | LIRR BAY RIDGE | NT | O | 6 | STATE | 11/05/01 | 5.916 | GOOD | 19400 | \$27,936,000.00 | 10 |
| 2243839 | K | 4TH AVE | NYCTA BMT TRACKS | T | O | 1 | STATE | 12/07/01 | 6.916 | VGOOD | 5160 | \$5,904,000.00 | 7 |
| 2243400 | K | 50TH ST | LIRR BAY RIDGE | N | O | 2 | STATE | 09/13/01 | 4.771 | FAIR | 7100 | \$10,224,000.00 | 12 |
| 1247280 | Q | 51 AVE PED BR.2247280 | LIRR MAIN LINE | L | O-PED | 5 | CITY | 01/07/03 | 3.355 | FAIR | 700 | \$1,008,000.00 | 2 |
| 2243390 | K | 52ND ST | LIRR BAY RIDGE | N | O | 2 | STATE | 06/26/02 | 4.210 | FAIR | 2800 | \$4,032,000.00 | 12 |
| 2247190 | Q | 55TH AVE PED BRDG | LIRR MAIN LINE | L | O-PED | 3 | CITY | 01/09/03 | 4.510 | FAIR | 13000 | \$18,720,000.00 | 4 |
| 2247450 | Q | 57TH AVE | CONRAIL | C | O | 1 | STATE | 07/02/01 | 6.195 | VGOOD | 2248 | \$3,456,000.00 | 5 |
| 2066100 | K | 5TH AVE | 27 X PROSPECT EXPWY | | A | 1 | STATE | 04/02/02 | 5.208 | GOOD | 8800 | \$12,672,000.00 | 7 |
| 2244480 | K | 5TH AVE | GREENWOOD CEMETERY | | O | 1 | STATE | 05/14/01 | 5.000 | GOOD | 3600 | \$5,184,000.00 | 7 |
| 2243580 | K | 5TH AVE | LIRR & SEA BEACH | LT | O | 4 | STATE | 08/30/02 | 4.500 | FAIR | 12500 | \$18,000,000.00 | 10 |
| 2247650 | Q | 60TH RD PED BRDG | LIRR MAIN LINE | L | O-PED | 3 | CITY | 01/14/03 | 5.207 | GOOD | 2293 | \$3,301,920.00 | 5 |
| 2243350 | K | 60TH ST | LIRR BAY RIDGE | N | O | 1 | STATE | 09/07/01 | 6.866 | VGOOD | 3900 | \$5,616,000.00 | 11 |
| 2247540 | Q | 60TH ST | LIRR MONTAUK DIV | L | O | 2 | STATE | 08/06/01 | 5.083 | GOOD | 5340 | \$7,689,600.00 | 5 |
| 2230520 | Q | 65TH PLACE | 2781 (B.Q.E.) | | A | 2 | STATE | 03/05/02 | 4.455 | FAIR | 11600 | \$16,704,000.00 | 2 |
| 2247160 | Q | 65TH PLACE | LIRR N SHR DIV | L | O | 3 | STATE | 10/26/01 | 6.500 | VGOOD | 8381 | \$12,068,640.00 | 2 |
| 2243730 | K | 65TH ST | BMT SEA BEACH | T | O | 4 | STATE | 08/05/02 | 5.947 | GOOD | 12000 | \$17,280,000.00 | 11 |
| 2247150 | Q | 65TH ST | LIRR N SIDE DIV | L | O | 3 | STATE | 10/26/01 | 6.611 | VGOOD | 6344 | \$8,640,000.00 | 2 |
| 1247200 | Q | 67 AVE PED BR 2247200 | LIRR MAIN LINE | L | O-PED | 3 | CITY | 11/19/01 | 4.479 | FAIR | 1300 | \$1,872,000.00 | 6 |
| 2266160 | Q | 6781 SB TO BCIP EB | ACCESS RD FROM 6781 | | A | 1 | STATE | 05/20/02 | 4.437 | FAIR | 2300 | \$3,312,000.00 | 7 |
| 2230550 | Q | 69TH ST | 2781 (B.Q.E.) | | A | 2 | STATE | 05/06/02 | 4.842 | FAIR | 12600 | \$18,144,000.00 | 2 |
| 2247490 | Q | 69TH ST JUNPR BLVD | CONRAIL | C | O | 1 | STATE | 09/25/02 | 5.454 | GOOD | 6175 | \$8,892,000.00 | 5 |
| 2065950 | Q | 69TH STREET | 4951 (L.I.E.) | | A | 2 | STATE | 06/28/01 | 5.611 | GOOD | 10336 | \$14,883,840.00 | 2 |
| 2243590 | K | 6TH AVE | LIRR & SEA BEACH | LT | O | 5 | STATE | 08/29/02 | 3.583 | FAIR | 14200 | \$20,448,000.00 | 10 |
| 2243280 | K | 6TH AVE | LIRR ATLANTIC AVE | L | O | 9 | STATE | 06/01/02 | 5.583 | GOOD | 12276 | \$17,677,440.00 | 8 |
| 2230560 | Q | 70TH ST | 2781 (B.Q.E.) | | A | 2 | STATE | 05/06/02 | 5.125 | GOOD | 8500 | \$12,240,000.00 | 2 |
| 2248300 | Q | 71ST AVE | COOPER AVE | | O | 1 | STATE | 05/17/01 | 4.440 | FAIR | 2800 | \$4,032,000.00 | 5 |
| 2246150 | M | 72ND ST CROSS DR | NEAR CONCERT GRNDS | | O | 3 | STATE | 03/06/02 | 4.941 | FAIR | 7300 | \$10,512,000.00 | 64 |
| 2246140 | M | 72ND ST ENT TO W DR | BRIDLE PATH | | O | 1 | STATE | 02/26/02 | 4.866 | FAIR | 3600 | \$5,184,000.00 | 64 |
| 2246460 | M | 77 ST ENTR TO W DR | PED PATH OPP 77TH ST | | O | 2 | STATE | 03/07/02 | 4.789 | FAIR | 5800 | \$8,352,000.00 | 64 |
| 2246450 | M | 79 ST ENTR TO E DR | PED PATH OPP 77TH ST | | O | 1 | STATE | 02/27/02 | 5.190 | GOOD | 5000 | \$7,200,000.00 | 64 |
| 2267717 | M | 79 ST PED PLAZA | 79 ST BT BASIN GAR | | A | 10 | STATE | 04/25/01 | 4.592 | FAIR | 27400 | \$39,456,000.00 | 7 |
| 226771B | M | 79 ST RAMP TO GAR | 79 ST BT BASIN GAR | | AR | 21 | STATE | 09/26/01 | 4.403 | FAIR | 7114 | \$10,244,160.00 | 7 |
| 226771A | M | 79 ST RAMP TO HHP | 79 ST BT BASIN GAR | | AR | 4 | STATE | 05/22/01 | 4.241 | FAIR | 3131 | \$4,508,640.00 | 7 |
| 2267718 | M | 79 ST TRAFFIC CIRC | 79 ST PED PLAZA | | A | 34 | STATE | 09/26/01 | 3.803 | FAIR | 24130 | \$34,747,200.00 | 7 |
| 2243600 | K | 7TH AVE | LIRR & SEA BEACH | LT | O | 7 | STATE | 08/28/02 | 5.666 | GOOD | 18913 | \$27,234,720.00 | 10 |
| 2243920 | K | 7TH AVE | NYCTA BMT YARD | T | O | 2 | STATE | 08/22/02 | 3.916 | FAIR | 5200 | \$7,488,000.00 | 7 |
| 2247220 | Q | 80TH ROAD | LIRR MAIN LINE | L | O | 3 | STATE | 09/14/01 | 4.873 | FAIR | 4100 | \$5,904,000.00 | 9 |
| 2247570 | Q | 80TH ST | 71ST TO 77TH AVE | L | O | 5 | STATE | 08/09/02 | 5.169 | GOOD | 11725 | \$16,884,000.00 | 5 |
| 2231250 | K | 81ST ST PED BR | BSHP | | A-PED | 5 | CITY | 10/23/02 | 5.292 | GOOD | 3100 | \$4,464,000.00 | 10 |
| 2247230 | Q | 82ND AVE | LIRR MAIN LINE | L | O | 3 | STATE | 09/14/01 | 5.442 | GOOD | 4100 | \$5,904,000.00 | 9 |
| 2243570 | K | 86TH ST | LIRR & SEA BEACH | LT | O | 1 | STATE | 07/31/02 | 6.250 | VGOOD | 3840 | \$26,208,000.00 | 13 |
| 2243610 | K | 8TH AVE | LIRR & SEA BEACH | LT | O | 4 | STATE | 08/27/02 | 4.370 | FAIR | 11400 | \$16,416,000.00 | 10 |
| 1247010 | Q | 91 PLACE (2247010) | LIRR PT WASH BRANCH | L | O | 3 | STATE | 11/26/02 | 3.318 | FAIR | 4200 | \$6,048,000.00 | 4 |
| 2231260 | K | 92ND ST PED BR | BSHP | | A-PED | 6 | CITY | 07/02/02 | 4.161 | FAIR | 3000 | \$4,320,000.00 | 10 |
| 2247020 | Q | 94TH ST PED BRDG | LIRR N SIDE DIV | L | O-PED | 5 | CITY | 12/16/02 | 4.211 | FAIR | 5000 | \$7,200,000.00 | 4 |
| 2243840 | K | 9TH AVE | NYCTA BMT YARD | T | O | 5 | STATE | 12/10/01 | 6.777 | VGOOD | 12440 | \$17,913,600.00 | 12 |
| 2243940 | K | 9TH AVE | NYCTA IND SBWY | T | O | 5 | STATE | 12/06/01 | 4.754 | FAIR | 11900 | \$17,136,000.00 | 12 |
| 2246490 | M | A.C. POWELL BLVD N.B. | A.C. POWELL BLVD | | O | 1 | STATE | 04/10/02 | 4.061 | FAIR | 5600 | \$8,064,000.00 | 10 |
| 2249320 | R | ALBEE AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 08/04/01 | 4.786 | FAIR | 6500 | \$9,360,000.00 | 3 |
| 2268920 | R | AMBOY ROAD | LEMON CREEK | | WO | 1 | STATE | 04/17/02 | 7.000 | VGOOD | 1310 | \$2,079,360.00 | 3 |
| 2247530 | Q | ANDREWS AVE | LIRR MONTAUK DIV | L | O | 4 | STATE | 08/07/02 | 4.241 | FAIR | 3200 | \$4,608,000.00 | 5 |
| 2249330 | R | ANNADALE ROAD | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/08/01 | 4.454 | FAIR | 4500 | \$6,480,000.00 | 3 |
| 2231580 | Q | AQUEDUCT RCTK RAMP | BSOP | | A | 4 | STATE | 07/25/02 | 4.263 | FAIR | 14000 | \$20,160,000.00 | 10 |
| 2249820 | R | ARTHUR KILL ROAD | ARTHUR KILL STREAM | | WO | 1 | STATE | 04/19/01 | 4.122 | FAIR | 2000 | \$2,880,000.00 | 3 |
| 2249240 | R | ARTHUR KILL ROAD | SIRT SOUTH SHORE | S | O | 1 | STATE | 06/17/02 | 4.833 | FAIR | 3700 | \$5,328,000.00 | 3 |
| 2230810 | Q | ASTORIA BLVD E.B. | BQE WEST LEG | | A | 4 | STATE | 06/05/02 | 4.308 | FAIR | 8200 | \$11,808,000.00 | 1 |
| 2243569 | K | ATLANTIC AVE | LIRR ATLANTIC AVE | L | O | 75 | STATE | 06/11/02 | 3.873 | FAIR | 135100 | \$194,544,000.00 | 16 |
| 2244170 | K | ATLNTC AV SVC RD E.B. | EAST NEW YORK AVE | | O | 2 | STATE | 05/03/01 | 4.543 | FAIR | 5500 | \$7,920,000.00 | 5 |
| 2244180 | K | ATLNTC AV SVC RD W.B. | EAST NEW YORK AVE | | O | 2 | STATE | 05/07/01 | 4.491 | FAIR | 6200 | \$8,928,000.00 | 16 |
| 2243530 | K | AVENUE H | LIRR BAY RIDGE | N | O | 2 | STATE | 09/28/01 | 6.823 | VGOOD | 35100 | \$50,544,000.00 | 18 |
| 2243750 | K | AVENUE O | BMT SEA BEACH | T | O | 1 | STATE | 11/20/01 | 6.568 | VGOOD | 4658 | \$6,707,520.00 | 11 |
| 2243760 | K | AVENUE P | BMT SEA BEACH | T | O | 1 | STATE | 11/21/01 | 6.883 | VGOOD | 5544 | \$8,640,000.00 | 11 |
| 2243790 | K | AVENUE S | BMT SEA BEACH | T | O | 1 | STATE | 12/03/01 | 6.600 | VGOOD | 5360 | \$6,912,000.00 | 15 |
| 2243800 | K | AVENUE T | BMT SEA BEACH | T | O | 1 | STATE | 11/27/01 | 6.500 | VGOOD | 5360 | \$12,240,000.00 | 11 |
| 2243810 | K | AVENUE U | BMT SEA BEACH | T | O | 1 | STATE | 08/01/02 | 6.568 | VGOOD | 5880 | \$12,240,000.00 | 15 |
| 2231370 | K | B 8TH ST ACCESS RMP | BSHP | | A | 4 | STATE | 05/17/02 | 3.958 | FAIR | 12800 | \$18,432,000.00 | 13 |
| 2249440 | R | BANCROFT AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 08/22/01 | 5.622 | GOOD | 5900 | \$8,496,000.00 | 2 |
| 2241180 | B | BARRETTO ST | AMTRAK | A | O | 1 | STATE | 06/05/02 | 6.281 | VGOOD | 5313 | \$7,650,720.00 | 2 |
| 2232000 | M | BATTERY PLACE | FDR DRIVE | | AT | 2 | CITY | 06/13/01 | 4.614 | FAIR | 75000 | \$108,000,000.00 | 1 |
| 2231290 | K | BAY 8TH ST | BSHP | | A | 1 | STATE | 05/09/01 | 6.206 | VGOOD | 4920 | \$7,084,800.00 | 11 |
| 2243740 | K | BAY PKWY | BMT SEA BEACH | T | O | 4 | STATE | 08/07/02 | 5.078 | GOOD | 16800 | \$24,192,000.00 | 11 |
| 2231760 | Q | BCIP | DUTCH BROADWAY-115 AVE | | A | 1 | STATE | 03/11/02 | 4.348 | FAIR | 7300 | \$10,512,000.00 | 13 |
| 2231900 | Q | BCIP | FORT TOTTEN ENTRANCE | | A | 1 | STATE | 08/02/02 | 4.671 | FAIR | 4900 | \$7,056,000.00 | 7 |
| Q00002 | Q | BCIP | PATH OPPOSITE 88TH RD | | A | 1 | CITY | 03/20/01 | 5.633 | GOOD | 1200 | \$1,728,000.00 | 13 |
| 2076109 | B | BE NB SERVICE RD | HUTCHINSON RVR PKWY | | A | 2 | STATE | 10/09/01 | 4.736 | FAIR | 7800 | \$11,232,000.00 | 10 |
| 2076129 | B | BE SB SERVICE RD | HUTCHINSON RVR PKWY | | A | 2 | STATE | 04/17/02 | 5.105 | GOOD | 7100 | \$10,224,000.00 | 10 |
| 2249400 | R | BEACH AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/15/01 | 5.818 | GOOD | 3700 | \$5,328,000.00 | 2 |
| 2248230 | Q | BEACH CHANNEL DR WB | BEACH CHANNEL DR EB | | O | 1 | STATE | 06/15/01 | 4.533 | FAIR | 3600 | \$5,184,000.00 | 84 |
| 2243490 | K | BEDFORD AVE | LIRR BAY RIDGE | N | O | 6 | STATE | 07/10/02 | 4.777 | FAIR | 12000 | \$17,280,000.00 | 14 |

| INVENTORY SORTED BY FEATURE CARRIED | | | | | | | | | | | | | |
|-------------------------------------|------|------------------------|----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2241840 | B | BEDFORD PARK BLVD | METRO NORTH RR HAR | M | O | 1 | STATE | 03/09/02 | 4.716 | FAIR | 6400 | \$9,216,000.00 | 27 |
| 2241930 | B | BEDFORD PARK BLVD | NYCTA IND YARDS | T | O | 4 | STATE | 08/31/00 | 6.500 | VGOOD | 46300 | \$66,672,000.00 | 7 |
| 2249580 | R | BELFIELD AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 5 | CITY | 05/22/02 | 4.330 | FAIR | 400 | \$576,000.00 | 3 |
| 2247140 | Q | BELL BLVD | LIRR N SIDE DIV | L | O | 1 | STATE | 07/30/01 | 5.881 | GOOD | 4320 | \$6,220,800.00 | 11 |
| 2231770 | Q | BELMONT PARK RAMP | BCIP | | A | 1 | STATE | 05/10/02 | 4.781 | FAIR | 3200 | \$4,608,000.00 | 13 |
| 2249250 | R | BETHEL AV PED BRDG | SIRT SOUTH SHORE | S | O-PED | 12 | CITY | 05/28/02 | 3.764 | FAIR | 500 | \$720,000.00 | 3 |
| 2243100 | K | BEVERLY ROAD | BMT SUBWAY, BRIGHTON | T | O | 3 | STATE | 07/12/02 | 4.157 | FAIR | 2700 | \$3,888,000.00 | 14 |
| 2243900 | K | BLAKE AVE | LIRR BAY RIDGE LINE | N | O | 3 | STATE | 07/19/02 | 5.309 | GOOD | 4900 | \$7,056,000.00 | 16 |
| 2240410 | Q | BORDEN AVE | DUTCH KILLS | | WMO | 2 | STATE | 07/30/01 | 3.791 | FAIR | 8400 | \$12,096,000.00 | 2 |
| 2229579 | B | BOSTON POST ROAD | HUTCHINSON RIVER | | WO | 14 | STATE | 07/13/01 | 4.611 | FAIR | 95700 | \$137,808,000.00 | 12 |
| 2242110 | B | BOSTON ROAD | BRONX RIVER | | WO | 1 | STATE | 05/16/02 | 4.272 | FAIR | 6200 | \$8,928,000.00 | 27 |
| 2242100 | B | BOTANICAL GARDEN ROAD | TWIN LAKES | | O-PED | 1 | STATE | 05/17/02 | 4.966 | FAIR | 2200 | \$3,168,000.00 | 27 |
| 2247050 | Q | BOWNE AVE | LIRR N SIDE DIV | L | O | 1 | STATE | 08/01/02 | 5.862 | GOOD | 4974 | \$7,162,560.00 | 7 |
| 2230780 | Q | BQE EAST LEG | 30TH AVE | | A | 3 | STATE | 05/01/02 | 4.097 | FAIR | 9400 | \$13,536,000.00 | 3 |
| 2230720 | Q | BQE EAST LEG | BQE NB WEST LEG | | A | 1 | STATE | 05/14/02 | 4.328 | FAIR | 2700 | \$3,888,000.00 | 1 |
| 2230700 | Q | BQE EAST LEG | TO BQE WEST LEG | | A | 14 | STATE | 05/13/02 | 3.611 | FAIR | 16800 | \$24,192,000.00 | 1 |
| 2230690 | Q | BQE EAST LEG NB | 32ND AVE | | A | 1 | STATE | 06/04/02 | 4.312 | FAIR | 6160 | \$8,870,400.00 | 1 |
| 2230750 | Q | BQE EAST LEG SB | 31ST AVE | | A | 1 | STATE | 08/27/02 | 4.156 | FAIR | 2900 | \$4,176,000.00 | 1 |
| 2230770 | Q | BQE WEST LEG | 30TH AVE | | A | 1 | STATE | 06/18/01 | 4.468 | FAIR | 6500 | \$9,360,000.00 | 1 |
| 2230830 | Q | BQE WEST LEG | GCP | | A | 2 | STATE | 08/09/02 | 4.861 | FAIR | 7600 | \$10,944,000.00 | 1 |
| 2230760 | Q | BQE WEST LEG NB | 31ST AVE | | A | 1 | STATE | 09/05/02 | 4.234 | FAIR | 2900 | \$4,176,000.00 | 1 |
| 2230740 | Q | BQE WEST LEG SB | 31ST AVE | | A | 1 | STATE | 08/30/02 | 4.531 | FAIR | 3700 | \$5,328,000.00 | 1 |
| 2231829 | Q | BRADDOCK AVE | BCIP | | A | 2 | STATE | 03/26/02 | 4.909 | FAIR | 10600 | \$15,264,000.00 | 13 |
| 2232168 | M | BREARLY SCHOOL | FDR DR PROMENADE | | A | 7 | STATE | 05/16/97 | 4.649 | FAIR | 3700 | \$5,328,000.00 | 8 |
| 2230590 | Q | BROADWAY | 278I (B.Q.E.) | | O | 2 | STATE | 06/04/02 | 3.842 | FAIR | 16000 | \$23,040,000.00 | 2 |
| 2240137 | BM | BROADWAY BRIDGE | HARLEM RIVER | T | WMO | 3 | STATE | 10/17/01 | 3.930 | FAIR | 38100 | \$54,864,000.00 | 12 |
| 2242072 | B | BRONX BLVD N.B. | BRONX RIVER | | WO | 1 | STATE | 05/24/02 | 5.033 | GOOD | 1800 | \$2,592,000.00 | 12 |
| 2242082 | B | BRONX BLVD N.B. | BRONX RIVER | | WO | 1 | STATE | 05/20/02 | 4.466 | FAIR | 2800 | \$4,032,000.00 | 12 |
| 2242071 | B | BRONX BLVD S.B. | BRONX RIVER | | WO | 1 | STATE | 05/24/02 | 4.700 | FAIR | 1800 | \$2,592,000.00 | 12 |
| 2242081 | B | BRONX BLVD S.B. | BRONX RIVER | | WO | 1 | STATE | 05/20/02 | 4.466 | FAIR | 2800 | \$4,032,000.00 | 12 |
| 2229560 | B | BRONX PELHAM PKWY | AMTRAK,METRO NORTH | MA | A | 3 | STATE | 07/02/02 | 4.750 | FAIR | 24591 | \$35,411,040.00 | 11 |
| 2242010 | B | BRONX PELHAM PKWY | BRONX RIVER | | WA | 1 | STATE | 05/24/02 | 4.931 | FAIR | 9200 | \$13,248,000.00 | 27 |
| 2075849 | B | BRONX PELHAM PKWY | HUTCHINSON RVR PKWY | | A | 2 | STATE | 08/20/02 | 4.289 | FAIR | 17600 | \$25,344,000.00 | 10 |
| 2065629 | B | BRONX RVR PKWY | BOSTON RD BX ZOO | | A | 1 | STATE | 09/20/01 | 5.275 | GOOD | 6300 | \$9,072,000.00 | 27 |
| 2243520 | K | BROOKLYN AVE | LIRR BAY RIDGE | N | O | 3 | STATE | 09/27/01 | 5.920 | GOOD | 4500 | \$6,648,000.00 | 18 |
| 2267860 | K | BROOKLYN BR APPROACH | SANDS STREET | | O | 1 | STATE | 05/14/02 | 4.732 | FAIR | 6490 | \$9,345,600.00 | 2 |
| 2240019 | KM | BROOKLYN BRIDGE | 278I (B.Q.E.) | | WEO | 75 | STATE | 11/30/00 | 2.930 | POOR | 503788 | \$725,454,720.00 | 3 |
| 2268350 | K | BROOKLYN PROMENADE | 278I N.B. (B.Q.E.) | | A-PED | 35 | CITY | 09/04/01 | 4.286 | FAIR | 46184 | \$66,504,960.00 | 6 |
| 2241099 | B | BRUCKNER BLVD | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/15/00 | 6.796 | VGOOD | 6700 | \$9,648,000.00 | 1 |
| 2266540 | B | BRUCKNER BLVD OVRPAS | 133RD - 135TH ST | | A | 2 | STATE | 06/19/01 | 4.548 | FAIR | 32900 | \$47,376,000.00 | 1 |
| 1066510 | B | BRUCKNER EXP.(2066510) | WESTCHESTER CREEK | | WMA | 17 | STATE | 08/12/02 | 3.820 | FAIR | 39400 | \$56,736,000.00 | 9 |
| 2076929 | B | BRUCKNER EXPWY | AMTRAK | A | A | 1 | STATE | 07/02/01 | 4.900 | FAIR | 3800 | \$5,472,000.00 | 2 |
| 2075352 | B | BRUCKNER EXPWY NB | AMTRAK | A | A | 1 | STATE | 07/12/00 | 3.484 | FAIR | 10900 | \$15,696,000.00 | 2 |
| 2066672 | B | BRUCKNER EXPWY NB | BRONX RIVER | | WMA | 8 | STATE | 07/30/01 | 4.761 | FAIR | 22300 | \$32,112,000.00 | 2 |
| 2075351 | B | BRUCKNER EXPWY SB | AMTRAK | A | A | 1 | STATE | 07/14/00 | 3.718 | FAIR | 11600 | \$16,704,000.00 | 2 |
| 2066671 | B | BRUCKNER EXPWY SB | BRONX RIVER | | WMA | 3 | STATE | 07/20/01 | 5.527 | GOOD | 12400 | \$17,856,000.00 | 2 |
| 2241210 | B | BRYANT AVE | AMTRAK | A | O | 1 | STATE | 06/12/02 | 3.220 | FAIR | 5300 | \$7,632,000.00 | 2 |
| 2231329 | K | BSHP | 26TH AVE | | A | 1 | STATE | 04/09/02 | 4.933 | FAIR | 6700 | \$9,648,000.00 | 13 |
| 2231319 | K | BSHP | BAY PKWY | | A | 1 | STATE | 04/12/02 | 4.490 | FAIR | 7200 | \$10,368,000.00 | 11 |
| 2231249 | K | BSHP | BAY RIDGE AVE | | A | 1 | STATE | 04/11/02 | 3.816 | FAIR | 4900 | \$7,056,000.00 | 10 |
| 2231429 | K | BSHP | BEDFORD AVE | | A | 3 | STATE | 04/25/02 | 4.277 | FAIR | 12000 | \$17,280,000.00 | 15 |
| 2231509 | K | BSHP | FRESH CREEK | | WA | 5 | STATE | 08/06/02 | 3.111 | FAIR | 23000 | \$33,120,000.00 | 56 |
| 2231450 | K | BSHP | GERRITSIN INLET | | WA | 11 | STATE | 07/17/02 | 3.582 | FAIR | 46400 | \$66,816,000.00 | 56 |
| 2231479 | K | BSHP | MILL BASIN | | WMA | 14 | STATE | 07/22/02 | 3.313 | FAIR | 73500 | \$105,840,000.00 | 18 |
| 2231439 | K | BSHP | NOSTRAND AVE | | A | 3 | STATE | 04/29/02 | 4.097 | FAIR | 13000 | \$18,720,000.00 | 15 |
| 2231419 | K | BSHP | OCEAN AVE | | A | 3 | STATE | 04/23/02 | 4.486 | FAIR | 14000 | \$20,160,000.00 | 15 |
| 2231360 | K | BSHP | OCEAN PKWY | | A | 2 | STATE | 06/06/02 | 3.361 | FAIR | 11800 | \$16,992,000.00 | 13 |
| 2231489 | K | BSHP | PAERDEGAT BASIN | | WA | 15 | STATE | 07/23/02 | 3.259 | FAIR | 58300 | \$83,952,000.00 | 18 |
| 2231499 | K | BSHP | ROCKAWAY PKWY | | A | 4 | STATE | 06/06/02 | 3.833 | FAIR | 11500 | \$16,560,000.00 | 56 |
| 2231409 | K | BSHP | SHEEPSHEAD BAY ROAD | | A | 1 | STATE | 04/23/02 | 4.967 | FAIR | 6500 | \$9,360,000.00 | 15 |
| 2230790 | Q | BULOVA AVE | BQE WEST LEG | | A | 2 | STATE | 04/24/02 | 5.666 | GOOD | 3300 | \$4,752,000.00 | 1 |
| 2247460 | Q | CALDWELL AVE | CONRAIL | C | O | 1 | STATE | 09/24/02 | 6.638 | VGOOD | 2243 | \$3,229,920.00 | 5 |
| 2243290 | K | CARLTON AVE | LIRR ATLANTIC AVE | L | O | 7 | STATE | 06/02/02 | 4.958 | FAIR | 10823 | \$15,585,120.00 | 8 |
| 2240260 | K | CARROLL ST | GOWANUS CANAL | | WMO | 2 | STATE | 06/27/02 | 4.619 | FAIR | 3000 | \$5,000,000.00 | 6 |
| 2243220 | K | CARROLL ST PED BRDG | FRANKLIN SHUTTLE | T | O-PED | 3 | CITY | 09/26/02 | 5.484 | GOOD | 600 | \$864,000.00 | 9 |
| 2243050 | K | CATON AVE | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 10/24/01 | 4.500 | FAIR | 20800 | \$29,952,000.00 | 14 |
| 2249390 | R | CEDARVIEW AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 5 | CITY | 05/23/02 | 4.684 | FAIR | 600 | \$864,000.00 | 3 |
| 2246050 | M | CENTRAL DRIVE | PED OPP 63RD ST | | O | 1 | STATE | 03/25/02 | 5.000 | GOOD | 2000 | \$2,880,000.00 | 64 |
| 2244050 | K | CENTRAL DRIVE | PED PATH & STREAM | | WO | 3 | STATE | 04/27/01 | 5.315 | GOOD | 7400 | \$10,656,000.00 | 55 |
| 2246130 | M | CENTRAL PARK | UNDER EAST DRIVE | | O | 1 | CITY | 04/25/02 | 4.233 | FAIR | 1200 | \$1,728,000.00 | 64 |
| 2268480 | M | CHAMBERS ST PED BRDG | WEST SIDE HWY | | O-PED | 8 | CITY | 08/06/02 | 6.849 | VGOOD | 3344 | \$4,815,360.00 | 1 |
| 2249880 | R | CHELSEA ROAD | SAWMILL CREEK | | WO | 1 | STATE | 05/24/01 | 7.000 | VGOOD | 2205 | \$3,163,680.00 | 2 |
| 2243080 | K | CHURCH AVE | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 10/26/01 | 4.545 | FAIR | 18200 | \$26,208,000.00 | 14 |
| 2240210 | B | CITY ISLAND ROAD | EASTCHESTER BAY | | WO | 7 | STATE | 10/04/01 | 3.472 | FAIR | 28900 | \$41,616,000.00 | 28 |
| 2241710 | B | CLAREMONT PKWY | METRO NORTH RR HAR | M | O | 1 | STATE | 02/27/02 | 4.484 | FAIR | 6300 | \$9,072,000.00 | 3 |
| 2244060 | K | CLEFT RIDGE SPAN | PROSPECT PARK | | O | 1 | CITY | 06/21/01 | 4.500 | FAIR | 900 | \$1,296,000.00 | 55 |
| 2231940 | Q | CLINTONVILLE ST | BCIP | | A | 2 | STATE | 02/28/02 | 4.727 | FAIR | 7400 | \$10,656,000.00 | 7 |
| 2249490 | R | CLOVE ROAD | SIRT SOUTH SHORE | S | O | 3 | STATE | 06/19/02 | 6.263 | VGOOD | 5270 | \$11,808,000.00 | 2 |
| 2246350 | M | CNTRL PK OVER E DRIVE | S OF CLEOPATRAS NDL | | O | 1 | CITY | 05/07/02 | 4.800 | FAIR | 750 | \$1,080,000.00 | 64 |
| 2231570 | Q | COHANCY ST | BSOP | | A | 2 | STATE | 05/15/02 | 4.727 | FAIR | 6400 | \$9,216,000.00 | 10 |
| 2230870 | K | COLUMBIA HEIGHTS | 278I (B.Q.E.) | | A | 1 | STATE | 05/07/02 | 4.583 | FAIR | 16500 | \$23,760,000.00 | 2 |
| 2241590 | B | CONCOURSE VILL AVE | METRO NORTH RR HAR | M | O | 1 | STATE | 03/21/02 | 4.093 | FAIR | 17800 | \$25,632,000.00 | 1 |
| 2244460 | K | CONDUIT BLVD NB | ATLANTIC AVE EB | | O | 1 | STATE | 04/22/02 | 5.000 | GOOD | 3800 | \$5,472,000.00 | 5 |
| 2231380 | K | CONEY ISLAND AVE | BSHP | | A | 4 | STATE | 12/21/01 | 6.708 | VGOOD | 19866 | \$29,664,000.00 | 13 |
| 2243440 | K | CONEY ISLAND AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 07/01/02 | 5.234 | GOOD | 3231 | \$4,652,640.00 | 12 |

| INVENTORY SORTED BY FEATURE CARRIED | | | | | | | | | | | | | |
|-------------------------------------|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2230390 | K | CONGRESS ST | 278I (B.Q.E.) | | A | 2 | STATE | 04/12/02 | 4.285 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2246100 | M | CONTRAL DRIVE | TRANSVERSE RD #1 | | O | 1 | STATE | 05/18/02 | 4.333 | FAIR | 6000 | \$8,640,000.00 | 64 |
| 2246510 | M | CORBIN PL OVERPASS | CORBIN PLACE | | O | 1 | STATE | 03/11/02 | 5.133 | GOOD | 2200 | \$3,168,000.00 | 12 |
| 2232029 | M | CORLEARS PARK ROAD | FDR DRIVE | | A | 4 | STATE | 03/27/02 | 4.125 | FAIR | 4100 | \$5,904,000.00 | 3 |
| 2247130 | Q | CORPORAL KENNEDY ST | LIRR N SIDE DIV | | O | 1 | STATE | 10/09/01 | 6.529 | VGOOD | 4340 | \$6,249,600.00 | 11 |
| 2243110 | K | CORTELYOU ROAD | BMT SUBWAY, BRIGHTON | T | O | 3 | STATE | 10/29/01 | 3.926 | FAIR | 2900 | \$4,176,000.00 | 14 |
| 2249280 | R | COZZINS BLVD PED BRDG | SIRT SOUTH SHORE | S | O-PED | 7 | CITY | 05/18/02 | 4.794 | FAIR | 200 | \$288,000.00 | 3 |
| 2246070 | M | CPK UNDER CENTR DR | OPP 65TH ST-IN E&W | | O | 1 | CITY | 05/29/02 | 5.733 | GOOD | 1200 | \$1,728,000.00 | 64 |
| 2231880 | Q | CROCHERON PK PED | BCIP | | A-PED | 9 | CITY | 12/17/02 | 4.582 | FAIR | 2300 | \$3,312,000.00 | 11 |
| 2243040 | K | CROOKE AVE | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 10/15/01 | 4.157 | FAIR | 6000 | \$8,640,000.00 | 14 |
| 2231340 | K | CROPSEY AVE | BSHP | | A | 2 | STATE | 04/17/02 | 4.944 | FAIR | 13100 | \$18,864,000.00 | 13 |
| 2240301 | K | CROPSEY AVE | CONEY ISLAND CREEK | | WO | 3 | STATE | 06/08/01 | 5.194 | GOOD | 9400 | \$13,536,000.00 | 13 |
| 2240302 | K | CROPSEY AVE | CONEY ISLAND CREEK | | WO | 3 | STATE | 07/09/02 | 5.084 | GOOD | 9400 | \$13,536,000.00 | 13 |
| 2231559 | Q | CROSS BAY BLVD | BSHP | | A | 4 | STATE | 05/07/02 | 5.277 | GOOD | 23205 | \$33,415,200.00 | 10 |
| 2248039 | Q | CROSS BAY BLVD | CONDUIT BLVD | | O | 2 | STATE | 07/12/02 | 3.638 | FAIR | 17000 | \$24,480,000.00 | 10 |
| 2266770 | Q | CROSS ISLAND PKWY | LAURELTON PKWY | | A | 1 | STATE | 07/03/02 | 5.250 | GOOD | 9508 | \$13,691,520.00 | 13 |
| 2242030 | B | CROTONA AVE | BRONX PELHAM PKWY | | O | 2 | STATE | 06/04/02 | 5.315 | GOOD | 7600 | \$10,944,000.00 | 6 |
| 2243230 | K | CROWN ST | FRANKLIN SHUTTLE | T | O | 3 | STATE | 11/02/01 | 5.263 | GOOD | 4800 | \$6,912,000.00 | 9 |
| 2230070 | Q | CYP HILLS CEM EAST | JACKIE ROBINSON PKWY | | A | 3 | STATE | 04/26/02 | 4.113 | FAIR | 4400 | \$6,336,000.00 | 5 |
| 2230050 | Q | CYP HILLS CEM WEST | JACKIE ROBINSON PKWY | | A | 3 | STATE | 06/04/02 | 3.954 | FAIR | 4400 | \$6,336,000.00 | 5 |
| 2230040 | Q | CYPRESS HILLS ST | JACKIE ROBINSON PKWY | | A | 1 | STATE | 07/10/02 | 5.611 | GOOD | 5000 | \$7,200,000.00 | 5 |
| 2249160 | R | DE HART AVE | B&O RAILROAD | O | O | 4 | STATE | 05/02/01 | 6.518 | VGOOD | 6700 | \$9,648,000.00 | 1 |
| 2232030 | M | DELANCEY ST PED BRDG | FDR DRIVE | | A-PED | 9 | CITY | 07/29/02 | 4.406 | FAIR | 2900 | \$4,176,000.00 | 3 |
| 2076640 | B | DEPOT PLACE | CONRAIL HUDSON DIV | C | O | 11 | STATE | 10/31/01 | 5.611 | GOOD | 30192 | \$43,476,480.00 | 4 |
| 2243130 | K | DITMAS AVE | BMT SUBWAY, BRIGHTON | T | O | 1 | STATE | 10/30/01 | 5.659 | GOOD | 4100 | \$5,904,000.00 | 14 |
| 2243120 | K | DORCHESTER ROAD | BMT SUBWAY, BRIGHTON | T | O | 1 | STATE | 07/19/02 | 5.803 | GOOD | 4825 | \$6,948,000.00 | 14 |
| 2247170 | Q | DOUGLASTON PKWY | LIRR N SIDE DIV | | L | 3 | STATE | 07/01/02 | 5.288 | GOOD | 6300 | \$9,072,000.00 | 11 |
| 2232180 | M | E 103RD ST PED BRDG | FDR DRIVE | | A-PED | 20 | CITY | 01/19/02 | 4.911 | FAIR | 6000 | \$8,640,000.00 | 11 |
| 2233020 | M | E 10TH ST PED BRDG | FDR DRIVE | | A-PED | 22 | CITY | 04/18/01 | 3.681 | FAIR | 1632 | \$2,350,080.00 | 3 |
| 2232190 | M | E 111TH ST PED BRDG | FDR DRIVE | | A-PED | 14 | CITY | 01/29/02 | 3.800 | FAIR | 2600 | \$3,744,000.00 | 11 |
| 2232200 | M | E 120TH ST PED BRDG | FDR DRIVE | | A-PED | 23 | CITY | 09/25/02 | 4.500 | FAIR | 2500 | \$3,600,000.00 | 11 |
| 2231390 | K | E 12TH ST | BSHP | | A | 4 | STATE | 04/19/02 | 4.958 | FAIR | 17200 | \$24,768,000.00 | 15 |
| 2233080 | K | E 14 ST PED BR | BSHP | | A-PED | 14 | CITY | 08/05/02 | 4.700 | FAIR | 4700 | \$6,768,000.00 | 15 |
| 2241550 | B | E 144TH ST | METRO NORTH RR HAR | M | O | 2 | STATE | 11/02/01 | 6.708 | VGOOD | 8290 | \$11,937,600.00 | 1 |
| 2241129 | B | E 149TH ST | AMTRAK | A | O | 2 | STATE | 06/28/02 | 4.704 | FAIR | 12575 | \$18,108,000.00 | 1 |
| 2241560 | B | E 149TH ST | METRO NORTH RR HAR | M | O | 8 | STATE | 03/14/02 | 4.736 | FAIR | 27900 | \$40,176,000.00 | 1 |
| 2241050 | B | E 149TH ST/JACKSON AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/12/00 | 5.250 | GOOD | 65000 | \$93,600,000.00 | 1 |
| 2243450 | K | E 14TH ST | LIRR BAY RIDGE | N | O | 1 | STATE | 07/02/02 | 5.595 | GOOD | 1775 | \$2,556,000.00 | 14 |
| 2241010 | B | E 156TH STREET | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/06/00 | 4.555 | FAIR | 2400 | \$3,456,000.00 | 1 |
| 2241600 | B | E 158TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 11/02/01 | 5.233 | GOOD | 3400 | \$4,896,000.00 | 1 |
| 2243460 | K | E 15TH ST - PED | LIRR BAY RIDGE | N | O-PED | 3 | CITY | 04/17/02 | 3.650 | FAIR | 900 | \$1,296,000.00 | 14 |
| 2241610 | B | E 161ST ST | METRO NORTH RR HAR | M | O | 1 | STATE | 11/02/01 | 5.383 | GOOD | 6600 | \$9,504,000.00 | 1 |
| 2241020 | B | E 161ST STREET | CONRAIL PT MORRIS | C | O | 1 | STATE | 07/08/02 | 3.454 | FAIR | 12800 | \$18,432,000.00 | 1 |
| 2241620 | B | E 162ND ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/23/02 | 4.983 | FAIR | 4700 | \$6,768,000.00 | 3 |
| 2241030 | B | E 163RD STREET | CONRAIL PT MORRIS | C | O | 1 | STATE | 07/09/02 | 4.870 | FAIR | 3200 | \$4,608,000.00 | 3 |
| 2241630 | B | E 165TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 04/10/02 | 4.483 | FAIR | 16400 | \$23,616,000.00 | 3 |
| 2241650 | B | E 167TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/20/02 | 5.862 | GOOD | 3363 | \$4,842,720.00 | 3 |
| 2241660 | B | E 168TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/21/02 | 4.921 | FAIR | 7700 | \$11,088,000.00 | 3 |
| 2241670 | B | E 169TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/22/02 | 4.875 | FAIR | 3300 | \$4,752,000.00 | 3 |
| 2241680 | B | E 170TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/02/02 | 6.450 | VGOOD | 3150 | \$4,536,000.00 | 3 |
| 2241720 | B | E 173RD ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/26/02 | 4.583 | FAIR | 3000 | \$4,320,000.00 | 3 |
| 2066720 | B | E 174TH ST | SHERIDAN EXPWY/AMTRAK | A | A | 13 | STATE | 06/15/00 | 4.486 | FAIR | 47430 | \$68,299,200.00 | 9 |
| 2241740 | B | E 175TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 02/28/02 | 4.093 | FAIR | 3600 | \$5,184,000.00 | 3 |
| 2241269 | B | E 177TH ST | AMTRAK | A | O | 3 | STATE | 06/24/02 | 5.513 | GOOD | 16606 | \$23,912,640.00 | 9 |
| 2241770 | B | E 178TH ST PED BRDG | METRO NORTH RR HAR | M | O-PED | 1 | CITY | 08/28/02 | 6.730 | VGOOD | 700 | \$1,008,000.00 | 6 |
| 2241780 | B | E 179TH ST PED BRDG | METRO NORTH RR HAR | M | O-PED | 6 | CITY | 08/27/02 | 6.000 | GOOD | 700 | \$1,008,000.00 | 6 |
| 2242400 | B | E 180TH ST | BRONX RIVER | | WO | 1 | STATE | 07/03/00 | 4.809 | FAIR | 4500 | \$6,480,000.00 | 6 |
| 2241790 | B | E 180TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/05/02 | 4.078 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2241800 | B | E 183TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/06/02 | 4.328 | FAIR | 3600 | \$5,184,000.00 | 6 |
| 2241820 | B | E 187TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/08/02 | 4.843 | FAIR | 3800 | \$5,472,000.00 | 6 |
| 2241810 | B | E 188TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/07/02 | 4.281 | FAIR | 5300 | \$7,632,000.00 | 6 |
| 2241839 | B | E 189TH ST | METRO NORTH RR HAR | M | O | 1 | STATE | 11/02/01 | 6.533 | VGOOD | 43157 | \$62,146,080.00 | 6 |
| 2242459 | B | E 233RD ST | BRONX RIVER | | WO | 1 | STATE | 05/24/02 | 4.366 | FAIR | 7000 | \$10,080,000.00 | 12 |
| 2242460 | B | E 233RD ST | ENTR RD BNX RVR PKWY | | O | 1 | STATE | 02/04/02 | 5.600 | GOOD | 5300 | \$7,632,000.00 | 12 |
| 2241870 | B | E 233RD ST | METRO NORTH RR HAR | M | O | 1 | STATE | 03/15/02 | 5.156 | GOOD | 7664 | \$11,036,160.00 | 12 |
| 2241890 | B | E 241ST ST | BRP, METRO NORTH HAR | M | O | 28 | STATE | 11/15/01 | 4.736 | FAIR | 49500 | \$71,280,000.00 | 12 |
| 2246540 | M | E 34TH ST | PARK AVE TUNNEL | | OT | 1 | STATE | 10/31/02 | 3.766 | FAIR | 36200 | \$52,128,000.00 | 5 |
| 2243420 | K | E 3RD ST | LIRR BAY RIDGE | N | O | 1 | STATE | 09/24/01 | 5.020 | GOOD | 1500 | \$2,160,000.00 | 12 |
| 2232100 | M | E 51ST ST PED BRDG | FDR DRIVE | | A-PED | 10 | CITY | 01/13/02 | 4.156 | FAIR | 2800 | \$4,032,000.00 | 6 |
| 2233040 | M | E 60TH ST | FDR DRIVE | | A | 17 | STATE | 05/07/02 | 3.318 | FAIR | 24480 | \$35,251,200.00 | 6 |
| 2232110 | M | E 64TH ST PED BRDG | FDR DRIVE | | A-PED | 13 | CITY | 06/27/01 | 5.266 | GOOD | 2100 | \$3,024,000.00 | 8 |
| 2245380 | M | E 66TH ST | PED WALK N. OF ZOO | | O | 1 | STATE | 03/18/02 | 5.000 | GOOD | 1500 | \$2,160,000.00 | 8 |
| 2232050 | M | E 6TH ST PED BRDG | FDR DRIVE | | A-PED | 22 | CITY | 10/06/02 | 4.267 | FAIR | 2200 | \$3,168,000.00 | 3 |
| 2232120 | M | E 71ST ST PED BRDG | FDR DRIVE | | A-PED | 19 | CITY | 05/31/01 | 7.000 | VGOOD | 1800 | \$2,592,000.00 | 8 |
| 2232140 | M | E 78TH ST PED BRDG | FDR DRIVE | | A-PED | 9 | CITY | 01/28/02 | 3.549 | FAIR | 1700 | \$2,448,000.00 | 8 |
| 2245319 | M | E 97TH ST | METRO NORTH MAIN LN | M | O | 1 | STATE | 11/25/02 | 4.686 | FAIR | 3200 | \$4,608,000.00 | 8 |
| 2246400 | M | E FOOTBRIDGE | TRANSVERSE RD #2 | | O-PED | 1 | CITY | 10/18/02 | 4.500 | FAIR | 3700 | \$5,328,000.00 | 64 |
| 2242149 | B | E TREMONT AVE | BRONX RIVER | | WO | 2 | STATE | 05/15/02 | 4.777 | FAIR | 12900 | \$18,576,000.00 | 6 |
| 2075820 | B | E TREMONT AVE | HUTCHINSON RVR PKWY | | A | 2 | STATE | 08/14/01 | 4.152 | FAIR | 10200 | \$14,688,000.00 | 10 |
| 2241760 | B | E TREMONT AVE | METRO NORTH RR HAR | M | O | 1 | STATE | 05/15/01 | 3.593 | FAIR | 7300 | \$10,512,000.00 | 6 |
| 2242260 | B | EAGLE AVE | E 161ST ST | | O | 1 | STATE | 05/13/02 | 5.234 | GOOD | 2800 | \$4,032,000.00 | 1 |
| 2246040 | M | EAST DR AT CNTRL PARK | PEDESTRIAN WALK | | O | 1 | CITY | 06/08/01 | 5.000 | GOOD | 1200 | \$1,728,000.00 | 5 |
| 2244030 | K | EAST DRIVE | BRIDLE PATH | | O | 1 | STATE | 04/25/01 | 5.183 | GOOD | 2000 | \$2,880,000.00 | 55 |
| 2244040 | K | EAST DRIVE | EAST WOOD ARCH | | O | 1 | CITY | 06/08/01 | 4.200 | FAIR | 900 | \$1,296,000.00 | 55 |
| 2246170 | M | EAST DRIVE | PED WALK @ 73RD ST | | O | 1 | STATE | 03/06/02 | 5.018 | GOOD | 1900 | \$2,736,000.00 | 64 |
| 2246069 | M | EAST DRIVE | PEDESTRIAN WALK | | O | 1 | STATE | 03/25/02 | 4.500 | FAIR | 2700 | \$3,888,000.00 | 64 |
| 2246470 | M | EAST DRIVE | THE LOCH | | WO | 1 | STATE | 04/03/02 | 4.700 | FAIR | 1100 | \$1,584,000.00 | 64 |
| 2246110 | M | EAST DRIVE | TRANSVERSE RD #1 | | O | 1 | STATE | 05/19/02 | 4.566 | FAIR | 6000 | \$8,640,000.00 | 64 |
| 2246230 | M | EAST DRIVE | TRANSVERSE RD #2 | | O | 1 | STATE | 06/02/02 | 4.533 | FAIR | 6500 | \$9,360,000.00 | 64 |

| INVENTORY SORTED BY FEATURE CARRIED | | | | | | | | | | | | | | |
|-------------------------------------|------|-----------------------|------------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|--|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD | |
| 2246250 | M | EAST DRIVE | TRANSVERSE RD #3 | | O | 1 | STATE | 04/21/02 | 4.466 | FAIR | 5100 | \$7,344,000.00 | 64 | |
| 2246270 | M | EAST DRIVE | TRANSVERSE RD #4 | | O | 1 | STATE | 06/08/02 | 3.966 | FAIR | 7000 | \$10,080,000.00 | 64 | |
| 2242350 | B | EAST FORDHAM RD | GRAND CONCOURSE | | O | 1 | STATE | 05/10/02 | 4.566 | FAIR | 10300 | \$14,832,000.00 | 5 | |
| 2241270 | B | EAST TREMONT AVE | AMTRAK | A | O | 2 | STATE | 06/17/02 | 5.722 | GOOD | 22300 | \$32,112,000.00 | 9 | |
| 2241900 | B | EASTCHESTER ROAD | NYCTA-DYRE AVE LN | T | O | 3 | STATE | 07/21/02 | 5.138 | GOOD | 13500 | \$19,440,000.00 | 12 | |
| 2243279 | K | EASTERN PKWY | FRANKLIN SHUTTLE | T | O | 1 | STATE | 07/01/02 | 4.861 | FAIR | 7700 | \$11,088,000.00 | 9 | |
| 2247470 | Q | ELIOT AVE | CONRAIL | C | O | 1 | STATE | 07/05/01 | 5.250 | GOOD | 3600 | \$5,184,000.00 | 5 | |
| 2247550 | Q | ELIOT AVE | LIRR MONTAUK DIV | L | O | 2 | STATE | 08/06/01 | 5.893 | GOOD | 9200 | \$13,248,000.00 | 5 | |
| 2248160 | Q | ELLIOT AVE | QUEENS BLVD | | O | 2 | STATE | 08/23/02 | 4.921 | FAIR | 13785 | \$19,850,400.00 | 12 | |
| 2269600 | K | ERSKINE STREET | BSHP | | A | 1 | STATE | 08/26/02 | 6.906 | VGOOD | 8258 | \$11,891,520.00 | 56 | |
| 2241200 | B | FAILE ST | AMTRAK | A | O | 1 | STATE | 06/06/02 | 6.156 | VGOOD | 6208 | \$8,939,520.00 | 2 | |
| 2231620 | Q | FARMERS BLVD | BSOP | | A | 2 | STATE | 06/25/02 | 4.568 | FAIR | 6400 | \$9,216,000.00 | 13 | |
| 223201A | M | FDR DR N.B. OFF RMP | FDR DR & SOUTH ST | | AR | 17 | STATE | 03/20/02 | 3.597 | FAIR | 102225 | \$147,204,000.00 | 1 | |
| 2232158 | M | FDR DRIVE S.B. | FDR DRIVE N.B. | | AT | 56 | STATE | 11/15/01 | 4.772 | FAIR | 54302 | \$78,194,880.00 | 8 | |
| 2233038 | M | FDR DRIVE SB | FDR NB / E 62ND ST | | AT | 46 | STATE | 06/09/02 | 2.509 | POOR | 70113 | \$100,962,720.00 | 8 | |
| 2268650 | M | FDR NB 42ND TO 49ST | EAST RIVER | | A | 119 | STATE | 08/27/01 | 4.415 | FAIR | 30767 | \$44,304,480.00 | 6 | |
| 223204A | M | FDR NB TO HOUSTON ST | RELIEF | | AR | 4 | STATE | 03/21/02 | 4.000 | FAIR | 7642 | \$11,004,480.00 | 3 | |
| 2229520 | B | FIELDSTON ROAD | HHP | | A | 1 | STATE | 10/10/01 | 4.793 | FAIR | 6600 | \$9,504,000.00 | 8 | |
| 2249480 | R | FINGERBOARD ROAD | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/28/01 | 6.777 | VGOOD | 5100 | \$7,344,000.00 | 2 | |
| 2231460 | K | FLATBUSH AVE | BSHP | | A | 2 | STATE | 12/21/01 | 6.808 | VGOOD | 14058 | \$19,584,000.00 | 56 | |
| 2243260 | K | FLATBUSH AVE | FRANKLIN SHUTTLE | T | O | 2 | STATE | 06/28/02 | 5.294 | GOOD | 11300 | \$16,272,000.00 | 9 | |
| 2243510 | K | FLATBUSH AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 09/26/01 | 4.666 | FAIR | 5700 | \$8,208,000.00 | 18 | |
| 2248220 | Q | FLUSHING AV SERVICE | FLUSHING AVE | | O | 1 | STATE | 05/22/01 | 5.050 | GOOD | 3000 | \$4,320,000.00 | 5 | |
| 2248260 | Q | FLUSHING MEADW PARK | MEADOW LAKE & 69TH RD | | WO | 5 | STATE | 04/25/02 | 4.890 | FAIR | 4200 | \$6,048,000.00 | 81 | |
| 2249800 | R | FOREST AVE | CLOVE LAKES PK STREAM | | WO | 1 | STATE | 10/01/01 | 4.766 | FAIR | 1600 | \$2,304,000.00 | 1 | |
| 2248340 | Q | FOREST PARK DR | MYRTLE AVE | | O | 3 | STATE | 05/08/01 | 5.190 | GOOD | 5100 | \$7,344,000.00 | 9 | |
| 2247660 | Q | FOREST PARK DRIVE | ABANDONED LIRR | L | O | 6 | STATE | 08/29/02 | 5.253 | GOOD | 10000 | \$14,400,000.00 | 9 | |
| 2247590 | Q | FOREST PARK DRIVE | LIRR MONTAUK DIV | L | O | 5 | STATE | 07/30/02 | 5.403 | GOOD | 6000 | \$8,640,000.00 | 9 | |
| 2243620 | K | FORT HAMILTON PKWY | LIRR & SEA BEACH | LT | O | 3 | STATE | 08/26/02 | 5.627 | GOOD | 14800 | \$21,312,000.00 | 10 | |
| 2245040 | M | FORT TRYON PARK | SOUTH OF CLOISTERS | | O | 1 | CITY | 04/05/01 | 5.467 | GOOD | 750 | \$1,080,000.00 | 12 | |
| 2245050 | M | FORT TRYON PARK | UNDERPASS | | O | 1 | CITY | 05/08/02 | 4.867 | FAIR | 750 | \$1,080,000.00 | 12 | |
| 2246500 | M | FORT TRYON PLACE | ENTR FROM RIVERSIDE DR | | O | 1 | STATE | 04/12/02 | 4.233 | FAIR | 6600 | \$9,504,000.00 | 12 | |
| 2243150 | K | FOSTER AVE | BMT SUBWAY, BRIGHTON | T | O | 1 | STATE | 07/18/02 | 4.516 | FAIR | 3000 | \$4,320,000.00 | 14 | |
| 2231930 | Q | FRANCIS LEWIS BLVD | BCIP | | A | 3 | STATE | 02/28/02 | 4.772 | FAIR | 9100 | \$13,104,000.00 | 7 | |
| 2231690 | Q | FRANCIS LEWIS BLVD | BLP E.B. | | A | 1 | STATE | 05/23/02 | 5.333 | GOOD | 6000 | \$8,640,000.00 | 13 | |
| 2231700 | Q | FRANCIS LEWIS BLVD | BLP W.B. | | A | 1 | STATE | 04/16/02 | 4.933 | FAIR | 6000 | \$8,640,000.00 | 13 | |
| 2267199 | Q | FRANCIS LEWIS BLVD | PARK ROAD | | O | 1 | STATE | 06/14/01 | 5.333 | GOOD | 7085 | \$10,202,400.00 | 8 | |
| 2249450 | R | FREMONT AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 3 | CITY | 05/29/02 | 4.411 | FAIR | 800 | \$1,152,000.00 | 2 | |
| 224005A | M | FROM FDR DRIVE | HARLEM RIVER DR | | OR | 19 | STATE | 06/03/02 | 3.940 | FAIR | 29900 | \$43,056,000.00 | 11 | |
| 226771C | M | GAR RAMP TO 79 ST | 79 ST BT BASIN GAR | | AR | 21 | STATE | 10/08/01 | 4.596 | FAIR | 9095 | \$13,096,800.00 | 7 | |
| 2241420 | B | GERARD AVE | METRO NORTH RR HUD | M | O | 1 | STATE | 03/23/02 | 6.765 | VGOOD | 5063 | \$7,290,720.00 | 4 | |
| 2249360 | R | GIFFORDS LANE | SIRT SOUTH SHORE | S | O | 1 | STATE | 06/18/02 | 5.843 | GOOD | 3042 | \$4,380,480.00 | 3 | |
| 2243860 | K | GLENMORE AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 07/16/02 | 4.087 | FAIR | 5700 | \$8,208,000.00 | 16 | |
| 2065940 | Q | GRAND AVE | 4951 (L.I.E.) | | A | 2 | STATE | 06/22/00 | 5.208 | GOOD | 12376 | \$17,821,440.00 | 2 | |
| 2247440 | Q | GRAND AVE | CONRAIL | C | O | 1 | STATE | 07/03/01 | 4.396 | FAIR | 3400 | \$4,896,000.00 | 5 | |
| 2247180 | Q | GRAND AVE | LIRR MAIN LINE | L | O | 3 | STATE | 07/23/02 | 5.000 | GOOD | 7415 | \$10,677,600.00 | 4 | |
| 2242370 | B | GRAND CONCOURSE | BEDFORD PARK BLVD | | O | 1 | STATE | 05/14/02 | 4.921 | FAIR | 8418 | \$12,121,920.00 | 7 | |
| 2242360 | B | GRAND CONCOURSE | BURNSIDE AVE | | O | 2 | STATE | 09/29/00 | 4.588 | FAIR | 8400 | \$12,096,000.00 | 5 | |
| 2242299 | B | GRAND CONCOURSE | E 138TH ST | | O | 1 | STATE | 06/04/01 | 5.600 | GOOD | 9500 | \$13,680,000.00 | 1 | |
| 2242259 | B | GRAND CONCOURSE | E 161ST ST | | O | 1 | STATE | 10/10/00 | 3.500 | FAIR | 24100 | \$34,704,000.00 | 4 | |
| 2242280 | B | GRAND CONCOURSE | E 167TH ST | | O | 2 | STATE | 08/21/02 | 4.578 | FAIR | 42900 | \$61,776,000.00 | 4 | |
| 2242300 | B | GRAND CONCOURSE | E 170TH ST | | O | 2 | STATE | 07/01/02 | 4.789 | FAIR | 39300 | \$56,592,000.00 | 4 | |
| 2242319 | B | GRAND CONCOURSE | E 174TH ST | T | O | 1 | STATE | 05/15/02 | 4.066 | FAIR | 14900 | \$21,456,000.00 | 4 | |
| 2242329 | B | GRAND CONCOURSE | E 175TH ST | T | O | 1 | STATE | 09/12/00 | 4.466 | FAIR | 11900 | \$17,136,000.00 | 4 | |
| 2242380 | B | GRAND CONCOURSE | E 204TH ST | | O | 1 | STATE | 06/05/01 | 5.828 | GOOD | 9272 | \$13,351,680.00 | 7 | |
| 2242330 | B | GRAND CONCOURSE | E TREMONT AVE | | O | 1 | STATE | 10/19/01 | 6.483 | VGOOD | 11700 | \$16,848,000.00 | 5 | |
| 2242340 | B | GRAND CONCOURSE | EAST KINGSBRIDGE | | O | 2 | STATE | 09/14/00 | 4.714 | FAIR | 16500 | \$23,760,000.00 | 7 | |
| 2241409 | B | GRAND CONCOURSE | METRO NORTH RR HUD | TCM | O | 1 | STATE | 03/19/02 | 3.843 | FAIR | 16100 | \$23,184,000.00 | 4 | |
| 2240390 | KQ | GRAND ST BRIDGE | NEWTOWN CREEK | | WMO | 2 | STATE | 09/09/02 | 4.569 | FAIR | 5100 | \$25,000,000.00 | 5 | |
| 2249100 | R | GRANITE AVE | B&O RAILROAD | O | O | 4 | STATE | 04/10/02 | 6.237 | VGOOD | 7300 | \$10,512,000.00 | 1 | |
| 2249370 | R | GREAVES AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 07/11/01 | 7.000 | VGOOD | 6100 | \$8,784,000.00 | 3 | |
| 2240370 | KQ | GREENPOINT AVE BRIDGE | NEWTOWN CREEK | L | WMO | 12 | STATE | 12/20/01 | 5.666 | GOOD | 76106 | \$109,592,640.00 | 2 | |
| 2241860 | B | GUN HILL RD | METRO NORTH RR HAR | M | O | 2 | STATE | 03/15/02 | 4.279 | FAIR | 9000 | \$12,960,000.00 | 12 | |
| 2242430 | B | GUN HILL ROAD | BRONX BLVD | | O | 4 | STATE | 07/12/00 | 5.052 | GOOD | 9400 | \$13,536,000.00 | 12 | |
| 2242440 | B | GUN HILL ROAD | BRONX RIVER | | WO | 1 | STATE | 04/25/02 | 5.300 | GOOD | 8700 | \$12,528,000.00 | 12 | |
| 2241910 | B | GUN HILL ROAD | NYCTA-DYRE AVE LN | T | O | 1 | STATE | 07/21/02 | 6.906 | VGOOD | 75000 | \$9,072,000.00 | 11 | |
| 2231610 | Q | GUY R. BREWER BLVD | BSOP | | A | 2 | STATE | 11/20/02 | 4.113 | FAIR | 7300 | \$10,512,000.00 | 13 | |
| 2249380 | R | GUYON AVE | SIRT SOUTH SHORE | S | O | 3 | STATE | 08/14/01 | 4.836 | FAIR | 6900 | \$9,936,000.00 | 3 | |
| 2240231 | K | HAMILTON AVE BRIDGE | GOWANUS CANAL | | WMO | 3 | STATE | 08/07/02 | 4.236 | FAIR | 7300 | \$10,512,000.00 | 7 | |
| 2240232 | K | HAMILTON AVE BRIDGE | GOWANUS CANAL | | WMO | 3 | STATE | 08/07/02 | 4.263 | FAIR | 7300 | \$10,512,000.00 | 6 | |
| 2065930 | Q | HAMILTON PLACE | 4951 (L.I.E.) | | A | 2 | STATE | 07/30/02 | 6.402 | VGOOD | 11111 | \$16,254,720.00 | 2 | |
| 2249520 | R | HANNAH ST | SIRT SOUTH SHORE | S | O | 10 | STATE | 09/07/01 | 5.322 | GOOD | 10020 | \$14,428,800.00 | 1 | |
| 2249180 | R | HARBOR ROAD | B&O RAILROAD | O | O | 4 | STATE | 05/01/01 | 6.254 | VGOOD | 6615 | \$9,525,600.00 | 1 | |
| 2233059 | M | HARLEM RIVER DRIVE | RAMP TO HRD N.B. | | A | 11 | STATE | 10/11/02 | 3.268 | FAIR | 51000 | \$73,440,000.00 | 11 | |
| 2231780 | Q | HEMPSTEAD AVE | BCIP | | A | 2 | STATE | 06/12/02 | 4.225 | FAIR | 14200 | \$20,448,000.00 | 13 | |
| 2266149 | Q | HEMPSTEAD AVE | CROSS ISLAND PKWY | | A | 2 | STATE | 07/11/02 | 4.076 | FAIR | 9500 | \$13,680,000.00 | 13 | |
| 2267250 | M | HHP | AMTRAK 30TH ST LINE | A | A | 55 | STATE | 07/22/02 | 3.435 | FAIR | 40000 | \$57,600,000.00 | 7 | |
| 2229530 | B | HHP | BROADWAY | | A | 1 | STATE | 10/11/01 | 4.595 | FAIR | 7500 | \$10,800,000.00 | 8 | |
| 2229440 | B | HHP | KAPPOCK ST | | A | 1 | STATE | 09/21/01 | 4.655 | FAIR | 3900 | \$5,616,000.00 | 8 | |
| 2266229 | M | HHP | PED UNDERPASS @ 148 ST | | A | 1 | STATE | 04/08/02 | 5.620 | GOOD | 1800 | \$2,592,000.00 | 9 | |
| 2266230 | M | HHP | PED UNDERPASS INWD PK | | A | 1 | STATE | 02/22/02 | 6.210 | VGOOD | 800 | \$1,152,000.00 | 12 | |
| 2266240 | M | HHP | PED UNDERPASS INWD PK | | A | 1 | STATE | 03/11/02 | 5.761 | GOOD | 1100 | \$1,584,000.00 | 12 | |
| 2229309 | M | HHP | RIVERSIDE PARK | | A | 1 | STATE | 02/25/ | | | | | | |

| INVENTORY SORTED BY FEATURE CARRIED | | | | | | | | | | | | | |
|-------------------------------------|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|------------------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| M00003 | M | HHP ON/OFF RMP-79 WB | PEDESTRIAN PATH | | A | 1 | CITY | 01/18/02 | 4.767 | FAIR | 900 | \$1,296,000.00 | 7 |
| 2229311 | M | HHP SB | RAMP TO 96 ST | | A | 1 | STATE | 03/01/02 | 4.272 | FAIR | 2000 | \$2,880,000.00 | 7 |
| 2229321 | M | HHP SB | RAMP TO 96 ST | | A | 1 | STATE | 06/06/02 | 5.200 | GOOD | 2000 | \$2,880,000.00 | 7 |
| 2229289 | M | HHP VIADUCT | W 72 ST TO W 79 ST | A | A | 145 | STATE | 09/23/02 | 3.298 | FAIR | 236100 | \$339,984,000.00 | 7 |
| 2230000 | K | HIGHLAND BLVD E.B. | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/23/02 | 4.833 | FAIR | 4900 | \$7,056,000.00 | 5 |
| 2230220 | K | HIGHLAND BLVD NB | VERMONT AVE | | A | 1 | STATE | 05/08/01 | 6.328 | VGOOD | 3995 | \$5,752,800.00 | 5 |
| 2230010 | K | HIGHLAND BLVD W.B. | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/24/02 | 5.100 | GOOD | 3500 | \$5,040,000.00 | 5 |
| 2230020 | K | HIGHLAND BLVD W.B. | JACKIE ROBINSON PKWY | | A | 2 | STATE | 04/26/02 | 4.973 | FAIR | 4700 | \$6,768,000.00 | 5 |
| 2243780 | K | HIGHLAWN AVE | BMT SEA BEACH | T | O | 1 | STATE | 11/30/01 | 7.000 | VGOOD | 6960 | \$16,272,000.00 | 11 |
| 2244120 | K | HILL DRIVE | PROSPECT PK LAKE | | WO | 3 | STATE | 05/01/01 | 3.636 | FAIR | 7800 | \$11,232,000.00 | 55 |
| 2231840 | Q | HILLSIDE AVE | BCIP | | A | 2 | STATE | 06/28/02 | 4.184 | FAIR | 9672 | \$13,927,680.00 | 13 |
| 2247320 | Q | HONEYWELL ST | AMTRAK & LIRR YARD | AL | O | 22 | STATE | 12/07/01 | 2.328 | POOR | 98300 | \$141,552,000.00 | 2 |
| 2300130 | Q | HOOK CREEK | HOOK CREEK BRIDGE | | WO | 3 | STATE | 07/18/01 | 6.474 | VGOOD | 18302 | \$26,354,880.00 | 13 |
| 2232040 | M | HOUSTON ST | FDR DRIVE | | A | 2 | STATE | 06/07/02 | 3.090 | FAIR | 11010 | \$15,854,400.00 | 3 |
| 223204B | M | HOUSTON ST RAMP TO FDR | RELIEF | | AR | 4 | STATE | 03/21/02 | 4.416 | FAIR | 7642 | \$11,004,480.00 | 3 |
| 2267240 | M | HRD NB RAMP | HARLEM RIVER DR | | A | 51 | STATE | 11/26/02 | 2.930 | POOR | 112860 | \$162,518,400.00 | 12 |
| 2249300 | R | HUGUENOT AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 08/02/01 | 4.818 | FAIR | 4900 | \$7,056,000.00 | 3 |
| 2240450 | Q | HUNTERS PT AVE BRIDGE | DUTCH KILLS | | WMO | 4 | STATE | 05/13/02 | 5.166 | GOOD | 11544 | \$16,623,360.00 | 2 |
| 2241190 | B | HUNTS POINT AVE | AMTRAK | A | O | 1 | STATE | 06/06/02 | 5.250 | GOOD | 13700 | \$19,728,000.00 | 2 |
| 2241959 | B | HUTCHINSON RVR PKWY | AMTRAK | A | O | 1 | STATE | 06/21/02 | 6.067 | VGOOD | 15444 | \$22,239,360.00 | 10 |
| 2075859 | B | HUTCHINSON RVR PKWY | HUTCHINSON RIVER | | WMA | 7 | STATE | 10/13/00 | 5.375 | GOOD | 60500 | \$87,120,000.00 | 10 |
| 2249810 | R | HYLAN BLVD | LEMON CREEK | | WO | 1 | STATE | 04/12/02 | 6.625 | VGOOD | 11400 | \$16,416,000.00 | 3 |
| 2248299 | Q | INTER PKWY-UNION TPK | AUSTIN ST | | O | 1 | STATE | 03/22/02 | 4.750 | FAIR | 5900 | \$8,496,000.00 | 9 |
| 2245300 | M | INWOOD HILL PK FTBR | AMTRAK 30 ST BRANCH | A | O-PED | 6 | CITY | 09/30/02 | 4.361 | FAIR | 700 | \$1,008,000.00 | 12 |
| 2246690 | M | ISHAM PK VEHICULR | HARLEM RIVER INLET | | O | 1 | STATE | 11/12/02 | 6.652 | VGOOD | 700 | \$1,008,000.00 | 12 |
| 2230099 | Q | JACKIE ROBINSON PKWY | CYPRESS HILLS CEMETRY | | A | 1 | STATE | 01/17/02 | 5.482 | GOOD | 4200 | \$6,048,000.00 | 5 |
| 2230179 | Q | JACKIE ROBINSON PKWY | METROPOLITAN AVE | | A | 2 | STATE | 02/19/02 | 5.321 | GOOD | 8673 | \$12,489,120.00 | 82 |
| 2247260 | Q | JACKSON AVE | LIRR,AMT,CON NE | L | O | 1 | STATE | 11/04/02 | 6.183 | VGOOD | 4517 | \$6,504,480.00 | 2 |
| 2231819 | Q | JAMAICA AVE | BCIP | | A | 2 | STATE | 03/26/02 | 4.727 | FAIR | 11500 | \$16,560,000.00 | 13 |
| 2230287 | B | JEROME AVE | MOSHOLU PARKWAY | T | A | 3 | STATE | 06/25/01 | 5.052 | GOOD | 11800 | \$16,992,000.00 | 7 |
| 2249070 | R | JOHN ST | B&O RAILROAD | O | O-PED | 3 | CITY | 02/13/01 | 6.806 | VGOOD | 5800 | \$8,352,000.00 | 1 |
| 2247480 | Q | JUNIPER BLVD SO | CONRAIL | C | O | 1 | STATE | 07/06/01 | 5.833 | GOOD | 8500 | \$12,240,000.00 | 5 |
| 2230380 | K | KANE ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/10/02 | 4.417 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2243770 | K | KINGS HIGHWAY | BMT SEA BEACH | T | O | 1 | STATE | 11/26/01 | 6.714 | VGOOD | 5032 | \$17,280,000.00 | 11 |
| 2231449 | K | KNAPP ST | BSHP | | A | 1 | STATE | 04/30/02 | 4.593 | FAIR | 9500 | \$13,680,000.00 | 15 |
| 2241169 | B | LAFAYETTE AVE | AMTRAK | A | O | 1 | STATE | 06/28/02 | 5.904 | GOOD | 12000 | \$17,280,000.00 | 2 |
| 2249110 | R | LAKE AVE | B&O RAILROAD | O | O | 3 | STATE | 04/23/01 | 6.000 | GOOD | 5900 | \$8,496,000.00 | 1 |
| 2247240 | Q | LEFFERTS BLVD | LIRR MAIN LINE | L | O | 3 | STATE | 09/05/01 | 5.972 | GOOD | 5460 | \$7,862,400.00 | 9 |
| 2241139 | B | LEGGETT AVE | AMTRAK | A | O | 3 | STATE | 06/28/02 | 4.690 | FAIR | 28300 | \$40,752,000.00 | 2 |
| 2243850 | K | LIBERTY AVE | LIRR BAY RIDGE | N | O | 4 | STATE | 10/03/01 | 4.191 | FAIR | 6400 | \$9,216,000.00 | 16 |
| 2249460 | R | LINCOLN AVE | SIRT SOUTH SHORE | S | O | 1 | STATE | 08/23/01 | 5.807 | GOOD | 4500 | \$6,480,000.00 | 2 |
| 2243190 | K | LINCOLN PLACE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 06/24/02 | 7.000 | VGOOD | 2460 | \$4,896,000.00 | 9 |
| 2243010 | K | LINCOLN ROAD | BMT SUBWAY, BRIGHTON | T | O | 4 | STATE | 07/03/02 | 4.250 | FAIR | 6100 | \$8,784,000.00 | 55 |
| 2231750 | Q | LINDEN BLVD | BCIP | | A | 2 | STATE | 03/21/02 | 4.477 | FAIR | 6700 | \$9,648,000.00 | 13 |
| 2248040 | Q | LINDEN BLVD | CONDUIT AVE | | O | 1 | STATE | 05/23/02 | 5.233 | GOOD | 3352 | \$4,826,880.00 | 10 |
| 2243910 | K | LIVONIA AVE PED BRDG | LIRR BAY RIDGE LINE | N | O-PED | 3 | CITY | 01/18/03 | 5.375 | GOOD | 2500 | \$3,600,000.00 | 16 |
| 2241159 | B | LONGWOOD AVE | AMTRAK | A | O | 2 | STATE | 06/04/02 | 6.041 | VGOOD | 10625 | \$15,300,000.00 | 2 |
| 1240090 | BM | MACOMBS DAM BRIDGE | HARLEM RIVER | | WMO | 52 | STATE | 11/18/02 | 2.722 | POOR | 139100 | \$200,304,000.00 | 10 |
| 2240079 | BM | MADISON AVE BRIDGE | HARLEM RIVER | | WMO | 31 | STATE | 08/19/02 | 5.666 | GOOD | 80000 | \$115,200,000.00 | 11 |
| 2249210 | R | MAIN ST PED BRDG | SIRT SOUTH SHORE | S | O-PED | 9 | CITY | 05/15/02 | 4.684 | FAIR | 400 | \$576,000.00 | 3 |
| 2240027 | KM | MANHATTAN BRIDGE(LL) | EAST RIVER | T | WEO | 23 | STATE | 11/17/00 | 3.472 | FAIR | 616390 | \$887,601,600.00 | 3 |
| 2240028 | KM | MANHATTAN BRIDGE(UL) | NYCTA TRACKS-BMT | T | WEO | 43 | STATE | 10/16/00 | 3.500 | FAIR | 587424 | \$845,890,560.00 | 3 |
| 2229480 | B | MANHATTAN COLL PKWY | HHP | | A | 3 | STATE | 06/26/01 | 4.184 | FAIR | 6200 | \$8,928,000.00 | 8 |
| 2230190 | Q | MARKWOOD ROAD | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/19/02 | 5.388 | GOOD | 4400 | \$6,336,000.00 | 82 |
| 2249760 | R | MARTLINGS AVE | RICHMOND LAKE DAM | | WO | 2 | STATE | 05/11/01 | 4.933 | FAIR | 7000 | \$10,080,000.00 | 1 |
| 2269030 | B | MATTHEWSON ROAD | MAC CRACKEN AVE | | O | 15 | STATE | 10/18/00 | 3.758 | FAIR | 14880 | \$21,427,200.00 | 7 |
| 2243410 | K | MCDONALD AVE | LIRR BAY RIDGE | N | O | 1 | STATE | 05/27/02 | 5.421 | GOOD | 2760 | \$3,974,400.00 | 12 |
| 2241110 | B | MELROSE AVE | CONRAIL PT MORRIS | C | O | 8 | STATE | 08/06/01 | 6.208 | VGOOD | 37854 | \$54,509,760.00 | 3 |
| 2231710 | Q | MERRICK BLVD | BLP E.B. | | A | 1 | STATE | 05/07/02 | 4.533 | FAIR | 6000 | \$8,640,000.00 | 13 |
| 2231720 | Q | MERRICK BLVD | BLP W.B. | | A | 1 | STATE | 05/20/02 | 4.200 | FAIR | 6000 | \$8,640,000.00 | 13 |
| 2247500 | Q | METROPOLITAN AVE | CONRAIL | C | O | 1 | STATE | 07/31/01 | 4.633 | FAIR | 18650 | \$26,856,000.00 | 5 |
| 2240290 | K | METROPOLITAN AVE | ENGLISH KILLS | | WMO | 5 | STATE | 07/02/01 | 4.186 | FAIR | 15245 | \$21,952,800.00 | 1 |
| 1247560 | Q | METROPOLITAN AVE | LIRR MONTAUK DIV | L | O | 2 | STATE | 08/27/02 | 3.888 | FAIR | 20900 | \$30,096,000.00 | 5 |
| 2249470 | R | MIDLAND AVE | SIRT SOUTH SHORE | S | O | 1 | STATE | 08/27/01 | 5.634 | GOOD | 3000 | \$4,320,000.00 | 2 |
| 2257569 | M | MILLER HIGHWAY | TERRAIN | A | 63 | STATE | 08/28/01 | 5.070 | GOOD | 287539 | \$414,056,160.00 | 7 | |
| 2249530 | R | MINTHORNE ST PED BRDG | SIRT SOUTH SHORE | S | O-PED | 23 | CITY | 09/13/02 | 6.510 | VGOOD | 1600 | \$2,304,000.00 | 1 |
| 2243240 | K | MONTGOMERY ST | FRANKLIN SHUTTLE | T | O | 1 | STATE | 11/04/01 | 6.627 | VGOOD | 2030 | \$3,168,000.00 | 9 |
| 2249090 | R | MORNINGSTAR ROAD | B&O RAILROAD | O | O | 4 | STATE | 04/24/01 | 5.508 | GOOD | 7900 | \$11,376,000.00 | 1 |
| 2268930 | M | MORRIS ST PED BRDG | BKLN-BATTERY TUNN PLZ | | A-PED | 3 | CITY | 06/13/02 | 4.535 | FAIR | 1200 | \$1,728,000.00 | 1 |
| 2230250 | B | MOSHOLU PARKWAY | BRONX RIVER | | A | 5 | STATE | 01/28/02 | 4.263 | FAIR | 16300 | \$23,472,000.00 | 27 |
| 2230300 | B | MOSHOLU PARKWAY | CONRAIL (ABANDONED) | C | A | 1 | STATE | 09/18/00 | 4.229 | FAIR | 5200 | \$7,488,000.00 | 26 |
| 2230290 | B | MOSHOLU PARKWAY | EQUESTRIAN PATH | | A | 1 | STATE | 01/29/02 | 4.724 | FAIR | 4300 | \$6,192,000.00 | 26 |
| 2230260 | B | MOSHOLU PARKWAY | METRO NORTH | M | A | 1 | STATE | 03/16/02 | 6.484 | VGOOD | 8880 | \$12,787,200.00 | 27 |
| 2230310 | B | MOSHOLU PARKWAY | SB RAMP TO HHP | | A | 2 | STATE | 10/30/01 | 5.243 | GOOD | 7400 | \$10,656,000.00 | 26 |
| 2230270 | B | MOSHOLU PARKWAY | WEBSTER AVE | | A | 1 | STATE | 04/12/01 | 6.015 | VGOOD | 8480 | \$12,211,200.00 | 27 |
| 2247110 | Q | MURRAY ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/24/01 | 5.555 | GOOD | 4000 | \$5,760,000.00 | 7 |
| 2247620 | Q | MYRTLE AVE | ABANDONED LIRR | L | O | 3 | STATE | 03/27/02 | 5.250 | GOOD | 6725 | \$9,684,000.00 | 4 |
| 2230120 | Q | MYRTLE AVE | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/24/02 | 5.611 | GOOD | 6400 | \$9,216,000.00 | 82 |
| 2231670 | Q | N CONDUIT AVE W.B. | BLP E.B. | | A | 1 | STATE | 01/28/02 | 4.916 | FAIR | 4000 | \$5,760,000.00 | 13 |
| 2231680 | Q | N CONDUIT AVE WB | BLP W.B. | | A | 2 | STATE | 02/11/02 | 4.931 | FAIR | 6500 | \$9,360,000.00 | 13 |
| 205580A | Q | N.BLVD WB TO 678I SB | VACANT LAND | | AR | 16 | STATE | 10/03/02 | 5.571 | GOOD | 8600 | \$12,384,000.00 | 7 |
| 2249350 | R | NELSON AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 1 | CITY | 06/14/03 | 5.176 | GOOD | 300 | \$432,000.00 | 3 |
| 1067150 | | | | | | | | | | | | | |

| INVENTORY SORTED BY FEATURE CARRIED | | | | | | | | | | | | | |
|-------------------------------------|------|------------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2240440 | Q | NORTHERN BLVD | ALLEY CREEK | | WO | 2 | STATE | 06/10/02 | 5.000 | GOOD | 8300 | \$11,952,000.00 | 11 |
| 2231870 | Q | NORTHERN BLVD | BCIP | | A | 2 | STATE | 09/03/02 | 6.569 | VGOOD | 8951 | \$12,816,000.00 | 11 |
| 2055802 | Q | NORTHERN BLVD E.B. | FLUSHING RIVER | | WO | 40 | STATE | 09/18/02 | 4.507 | FAIR | 78894 | \$113,607,360.00 | 7 |
| 2055801 | Q | NORTHERN BLVD W.B. | FLUSHING RIVER | | WO | 40 | STATE | 09/18/02 | 4.816 | FAIR | 71900 | \$103,536,000.00 | 7 |
| 2243500 | K | NOSTRAND AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 07/11/02 | 5.186 | GOOD | 4320 | \$6,220,800.00 | 14 |
| 2240138 | BM | NYCTA IRT | HARLEM RVR/BROADWAY | T | WMO | 3 | STATE | 10/18/01 | 4.588 | FAIR | 38100 | \$54,864,000.00 | 12 |
| 2243480 | K | OCEAN AVE | LIRR BAY RIDGE | N | O | 2 | STATE | 07/03/02 | 4.859 | FAIR | 5000 | \$7,200,000.00 | 14 |
| 2240320 | K | OCEAN AVE PED BRDG | SHEEPSHEAD BAY | | WO-PED | 30 | CITY | 03/28/02 | 4.175 | FAIR | 4000 | \$5,760,000.00 | 15 |
| 2243439 | K | OCEAN PKWY | LIRR BAY RIDGE | N | O | 1 | STATE | 06/28/02 | 4.959 | FAIR | 7000 | \$10,080,000.00 | 12 |
| 2249269 | R | PAGE AVE | SIRT SOUTH SHORE | S | O | 4 | STATE | 07/26/01 | 6.361 | VGOOD | 30420 | \$43,804,800.00 | 3 |
| 2245470 | M | PARK AVE N.B | E 45TH ST | | O | 1 | STATE | 04/24/02 | 4.864 | FAIR | 2400 | \$3,456,000.00 | 5 |
| 2245460 | M | PARK AVE S.B. | E 45TH ST | | O | 1 | STATE | 05/04/02 | 4.945 | FAIR | 2400 | \$3,456,000.00 | 5 |
| 2246550 | M | PARK AVE VIADUCT | E 42ND ST | | O | 10 | STATE | 10/30/02 | 4.597 | FAIR | 19600 | \$28,224,000.00 | 6 |
| 2247600 | Q | PARK LANE SOUTH | LIRR MONTAUK DIV | AL | O | 1 | STATE | 07/31/02 | 7.000 | VGOOD | 3024 | \$8,496,000.00 | 9 |
| 2242099 | B | PARK ROAD (204TH ST) | BRONX RIVER | | WO | 1 | STATE | 08/28/02 | 4.172 | FAIR | 4700 | \$6,768,000.00 | 27 |
| 224001A | M | PARK ROW TO BKLN | WILLIAM ST N.B. | | OE | 3 | STATE | 05/01/02 | 4.138 | FAIR | 8685 | \$12,506,400.00 | 1 |
| 2243020 | K | PARKSIDE AVE | BMT SUBWAY, BRIGHTON | T | O | 6 | STATE | 07/10/02 | 4.217 | FAIR | 48700 | \$70,128,000.00 | 14 |
| 2247060 | Q | PARSONS BLVD | LIRR N SIDE DIV | L | O | 1 | STATE | 08/02/02 | 5.450 | GOOD | 4200 | \$6,048,000.00 | 7 |
| 224001C | M | PEARL ST TO BKLN | LAND ADJ TO BRDG | | OE | 12 | STATE | 04/17/02 | 3.711 | FAIR | 6489 | \$9,344,160.00 | 3 |
| 224001F | M | PEARL ST TO FDR DR | LAND ADJ TO BRDG | | OE | 3 | STATE | 04/05/02 | 5.309 | GOOD | 5200 | \$7,488,000.00 | 1 |
| 2246090 | M | PED BRDG OPP 65 ST | TRANSVERSE RD #1 | | O-PED | 1 | CITY | 03/30/02 | 4.655 | FAIR | 2300 | \$3,312,000.00 | 64 |
| 2245400 | M | PED BRDG W OF 8TH AV | W 155TH ST | | O-PED | 1 | CITY | 11/20/00 | 1.000 | POOR | 400 | \$576,000.00 | 10 |
| 2247630 | Q | PED BRG NEAR UNION TPK | ABANDONED LIRR | | O-PED | 8 | CITY | 07/25/02 | 5.154 | GOOD | 900 | \$1,296,000.00 | 5 |
| 2246440 | M | PED IN CTR OF PK | TRANSVERSE RD NO.2 | | O-PED | 1 | CITY | 10/12/02 | 4.172 | FAIR | 5900 | \$8,496,000.00 | 64 |
| 2246620 | M | PEDESTRIAN BRIDGE | E 128TH ST | | O-PED | 18 | CITY | 04/24/02 | 4.717 | FAIR | 2300 | \$3,312,000.00 | 11 |
| 2246030 | M | PEDESTRIAN BRIDGE | POND | | O-PED | 1 | CITY | 07/12/02 | 4.448 | FAIR | 1400 | \$2,016,000.00 | 64 |
| M00001 | M | PEDESTRIAN TUNNEL | BROADWAY TO | | O-PED | 1 | CITY | 10/25/02 | 4.556 | FAIR | 2000 | \$2,880,000.00 | 12 |
| 2231519 | K | PENNSYLVANIA AVE | BSHP | | A | 2 | STATE | 05/18/01 | 6.277 | VGOOD | 6191 | \$8,915,040.00 | 56 |
| 2243870 | K | PITKIN AVE | LIRR BAY RIDGE | N | O | 3 | STATE | 07/18/02 | 4.294 | FAIR | 5600 | \$8,064,000.00 | 16 |
| 2243210 | K | PRESIDENT ST | FRANKLIN SHUTTLE | T | O | 2 | STATE | 06/26/02 | 5.161 | GOOD | 2500 | \$3,600,000.00 | 9 |
| 2232167 | M | PROMENADE OVER FDR | FDR/E79TH ST-E91ST ST | | A-PED | 53 | STATE | 11/12/01 | 3.285 | FAIR | 93000 | \$133,920,000.00 | 8 |
| 2244010 | K | PROSPECT PK E DRIVE | ENDALE ARCH E DRIVE | | O | 1 | CITY | 05/07/02 | 4.367 | FAIR | 900 | \$1,296,000.00 | 55 |
| 2268760 | M | PS-5 PEDESTRIAN BR. | TENTH AVENUE | | O-PED | 5 | CITY | 06/19/01 | 6.592 | VGOOD | 1500 | \$2,160,000.00 | 12 |
| 2240639 | KQ | PULASKI BRIDGE | NEWTOWN CREEK | | WMO | 48 | STATE | 06/11/02 | 5.211 | GOOD | 205770 | \$296,308,800.00 | 2 |
| 2230530 | Q | QUEENS BLVD | 2781 (B.Q.E.) | | A | 2 | STATE | 08/23/02 | 4.680 | FAIR | 23500 | \$33,840,000.00 | 2 |
| 2230869 | Q | QUEENS BLVD | ACCESS RD BQE S.B. | | A | 1 | STATE | 07/24/02 | 4.204 | FAIR | 7900 | \$11,376,000.00 | 2 |
| 2247310 | Q | QUEENS BLVD | AMTRAK & LIRR YARD | L | O | 19 | STATE | 10/12/01 | 3.722 | FAIR | 92400 | \$133,056,000.00 | 2 |
| 2230209 | Q | QUEENS BLVD | JACKIE ROBINSON PKWY | T | A | 5 | STATE | 06/18/02 | 4.698 | FAIR | 90000 | \$129,600,000.00 | 9 |
| 2240047 | MQ | QUEENSBORO BRIDGE(LL) | EAST RIVER | L | WEO | 53 | STATE | 12/20/00 | 4.861 | FAIR | 626900 | \$902,736,000.00 | 6 |
| 2240048 | MQ | QUEENSBORO BRIDGE(UL) | EAST RIVER-LL | | WEO | 37 | STATE | 12/20/00 | 4.471 | FAIR | 322300 | \$464,112,000.00 | 6 |
| 222933A | M | RAMP FROM S.B. HHP | W 135 ST | | AR | 9 | STATE | 07/11/02 | 4.746 | FAIR | 12900 | \$18,576,000.00 | 9 |
| 223201D | M | RAMP TO N.B. FDR DRIVE | FDR & SOUTH ST. | | AR | 22 | STATE | 06/10/02 | 5.491 | GOOD | 15825 | \$22,788,000.00 | 1 |
| 222934A | M | RAMP TO N.B. HHP | AMTRAK WEST SIDE | A | AR | 26 | STATE | 09/24/02 | 3.666 | FAIR | 10800 | \$15,552,000.00 | 12 |
| 222933B | M | RAMP TO N.B. HHP | W 135 ST | | AR | 14 | STATE | 03/29/02 | 4.422 | FAIR | 14400 | \$20,736,000.00 | 9 |
| 2249270 | R | RICHMOND VALLY ROAD | SIRT SOUTH SHORE | S | O | 4 | STATE | 08/21/01 | 5.327 | GOOD | 9300 | \$13,392,000.00 | 3 |
| 2240350 | R | RICHMOND AVE | RICHMOND CREEK | | WO | 3 | STATE | 07/24/01 | 6.152 | VGOOD | 32589 | \$46,928,160.00 | 2 |
| 2244150 | K | RIDGE BLVD | SHORE RD DRIVE | | O | 1 | STATE | 05/10/01 | 7.000 | VGOOD | 4350 | \$10,080,000.00 | 10 |
| 2240660 | Q | RIKERS ISLAND BRIDGE | RIKERS ISL CHANNEL | | WO | 56 | STATE | 09/06/01 | 4.647 | FAIR | 183100 | \$263,664,000.00 | 1 |
| 2241430 | B | RIVER AVE | METRO NORTH RR HUD | M | O | 1 | STATE | 11/02/01 | 6.421 | VGOOD | 5040 | \$7,257,600.00 | 4 |
| 2229510 | B | RIVERDALE AVE | HHP | | A | 2 | STATE | 10/09/01 | 4.052 | FAIR | 5200 | \$7,488,000.00 | 8 |
| 2246660 | M | RIVERSIDE DRIVE | W 125TH ST & OTHERS | | O | 27 | STATE | 07/03/01 | 4.500 | FAIR | 148300 | \$213,552,000.00 | 9 |
| 2246980 | M | RIVERSIDE DRIVE | W 138TH ST | | O | 1 | STATE | 04/23/02 | 4.900 | FAIR | 6700 | \$9,648,000.00 | 9 |
| 2267130 | M | RIVERSIDE DRIVE | W 145TH ST | | O | 1 | STATE | 04/02/01 | 4.866 | FAIR | 5800 | \$8,352,000.00 | 9 |
| 2246720 | M | RIVERSIDE DRIVE | W 158TH ST | | O | 77 | STATE | 08/30/01 | 3.541 | FAIR | 181400 | \$261,216,000.00 | 9 |
| 2246970 | M | RIVERSIDE DRIVE | W 96TH ST | | O | 3 | STATE | 10/16/02 | 5.352 | GOOD | 10600 | \$15,264,000.00 | 7 |
| 2248369 | Q | ROCKAWAY BLVD | THURSTON BASIN | | WO | 2 | STATE | 09/17/02 | 5.263 | GOOD | 6000 | \$8,640,000.00 | 83 |
| 2230587 | Q | ROOSEVELT AVE | 2781 (B.Q.E.) | | A | 2 | STATE | 03/28/02 | 4.647 | FAIR | 6600 | \$9,504,000.00 | 2 |
| 2240507 | Q | ROOSEVELT AVE | 6781 - VAN WYCK EXPWY | | WA | 27 | STATE | 11/13/02 | 3.380 | FAIR | 84424 | \$121,570,560.00 | 81 |
| 2247380 | Q | ROOSEVELT AVE | CONRAIL HELLGATE | C | O | 2 | STATE | 09/23/02 | 5.041 | GOOD | 5200 | \$7,488,000.00 | 2 |
| 2267160 | Q | ROOSEVELT AVE | FLUSHING MDW PK ROAD | | O | 4 | STATE | 06/12/01 | 4.746 | FAIR | 7280 | \$10,483,200.00 | 84 |
| 2240640 | MQ | ROOSEVELT ISLAND | E. RIVER E. CHANNEL | | WMO | 8 | STATE | 06/14/02 | 4.291 | FAIR | 36500 | \$52,560,000.00 | 8 |
| 2249420 | R | ROSE AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 07/30/01 | 5.712 | GOOD | 3800 | \$5,472,000.00 | 2 |
| 2249410 | R | ROSS AVE | SIRT SOUTH SHORE | S | O | 2 | STATE | 07/27/01 | 5.500 | GOOD | 3800 | \$5,472,000.00 | 2 |
| 2248200 | Q | RUST ST | FLUSHING AVE | | O | 1 | STATE | 06/06/01 | 5.546 | GOOD | 2900 | \$4,176,000.00 | 5 |
| 2231560 | Q | S CONDUIT BLVD | BSOP | | A | 2 | STATE | 05/15/02 | 5.690 | GOOD | 15776 | \$22,717,440.00 | 10 |
| 2242210 | B | S OF ALLERTON AVE | BRONX RIVER | | WO | 3 | STATE | 05/17/02 | 4.763 | FAIR | 6200 | \$8,928,000.00 | 27 |
| 2230370 | K | SACKETT ST | 2781 (B.Q.E.) | | A | 2 | STATE | 04/09/02 | 4.641 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 226771D | M | SB HHP RAMP TO 79 ST | 79 ST BT BASIN GAR | | AR | 4 | STATE | 05/22/01 | 4.370 | FAIR | 2601 | \$3,745,440.00 | 7 |
| 2244470 | K | SEELEY ST | PROSPECT AVE | | O | 1 | STATE | 05/09/01 | 4.100 | FAIR | 7700 | \$11,088,000.00 | 7 |
| 2249290 | R | SEGUINE AVE | SIRT SOUTH SHORE | S | O | 1 | STATE | 07/31/01 | 6.468 | VGOOD | 2200 | \$3,168,000.00 | 3 |
| 2248240 | Q | SERVICE RD TURNAROUND | OVER FLUSHING AVE | | O | 1 | STATE | 05/22/01 | 5.186 | GOOD | 2900 | \$4,176,000.00 | 5 |
| 2241390 | B | SHORE RD CIRCLE | AMTRAK | A | O | 2 | STATE | 06/29/01 | 3.253 | FAIR | 4800 | \$6,912,000.00 | 10 |
| 2240200 | B | SHORE ROAD | HUTCHINSON RIVER | | WMO | 7 | STATE | 10/31/00 | 3.985 | FAIR | 4800 | \$120,000,000.00 | 28 |
| 2249120 | R | SIMONSON AVE | B&O RAILROAD | O | O | 3 | STATE | 04/30/01 | 6.111 | VGOOD | 5819 | \$8,379,360.00 | 1 |
| 2249860 | R | SLATER BLVD | NEW CREEK | | WO | 1 | STATE | 04/20/01 | 4.264 | FAIR | 3500 | \$5,040,000.00 | 2 |
| 2249200 | R | SOUTH AVE | B&O RAILROAD | O | O | 3 | STATE | 08/10/01 | 7.000 | VGOOD | 8322 | \$14,544,000.00 | 1 |
| 2244440 | K | SOUTH OF TILLARY ST | NAVY ST | | O-PED | 1 | CITY | 05/20/02 | 4.244 | FAIR | 6200 | \$8,928,000.00 | 2 |
| 2242029 | B | SOUTHERN BLVD | BRONX PELHAM PKWY | | O | 2 | STATE | 06/04/02 | 4.789 | FAIR | 12900 | \$18,576,000.00 | 27 |
| 2242220 | B | SOUTHERN BLVD | BRONX RIVER | | WO | 2 | STATE | 04/23/02 | 4.210 | FAIR | 4800 | \$6,912,000.00 | 27 |
| 2241080 | B | SOUTHERN BLVD | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/14/00 | 4.185 | FAIR | 3900 | \$5,616,000.00 | 1 |
| 2231630 | Q | SPRINGFIELD BLVD | BSOP | | A | 2 | STATE | 06/03/02 | 4.681 | FAIR | 8500 | \$12,240,000.00 | 13 |
| 2268770 | Q | SPRINGFIELD BLVD | EQUES. PATH (ABAND.) | | O | 1 | STATE | 06/29/01 | 4.777 | FAIR | 1470 | \$2,116,800.00 | 13 |
| 2243180 | K | ST JOHNS PLACE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 11/03/01 | 6.796 | VGOOD | 2200 | \$3,168,000.00 | 9 |
| 2241700 | B | ST PAULS PL PED BRDG | METRO NORTH RR HAR | M | O-PED | 2 | CITY | 08/29/02 | 6.296 | VGOOD | 600 | \$864,000.00 | 3 |
| 2241060 | B | ST. MARYS & CONCORD | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/12/00 | 5.333 | GOOD | 4500 | \$6,480,000.00 | 1 |

| INVENTORY SORTED BY FEATURE CARRIED | | | | | | | | | | | | | |
|-------------------------------------|------|------------------------|----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2230610 | Q | STEINWAY ST | 278I E.B. (B.Q.E.) | | A | 1 | STATE | 02/13/02 | 4.027 | FAIR | 4200 | \$6,048,000.00 | 1 |
| 2230600 | Q | STEINWAY ST | 278I W.B. (B.Q.E.) | | A | 1 | STATE | 02/14/02 | 4.333 | FAIR | 4200 | \$6,048,000.00 | 1 |
| 2243170 | K | STERLING PLACE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 11/06/01 | 6.593 | VGOOD | 2300 | \$3,312,000.00 | 8 |
| 223201C | M | STH ST RMP TO FDR | SOUTH ST | | AR | 8 | STATE | 04/02/02 | 4.701 | FAIR | 39150 | \$56,376,000.00 | 1 |
| 223201B | M | STH ST RMP TO FDR S.B. | SOUTH ST | | AR | 10 | STATE | 03/07/02 | 3.925 | FAIR | 44625 | \$64,260,000.00 | 1 |
| 2240540 | K | STILLWELL AVE | CONEY ISLAND CRK | | WO | 2 | STATE | 06/18/01 | 6.097 | VGOOD | 17000 | \$24,480,000.00 | 13 |
| 2230350 | K | SUMMIT ST PED BRDG | 278I (B.Q.E.) | | A-PED | 2 | STATE | 04/04/02 | 4.714 | FAIR | 1400 | \$2,016,000.00 | 6 |
| 2231650 | Q | SUNRISE HWY W.B. | BLP E.B. | | A | 1 | STATE | 04/23/02 | 4.622 | FAIR | 4100 | \$5,904,000.00 | 13 |
| 2231660 | Q | SUNRISE HWY W.B. | BLP W.B. | | A | 2 | STATE | 06/26/02 | 4.531 | FAIR | 5350 | \$7,704,000.00 | 13 |
| 2231800 | Q | SUPERIOR ROAD | BCIP | | A | 2 | STATE | 05/07/02 | 4.227 | FAIR | 7000 | \$10,080,000.00 | 13 |
| 2243890 | K | SUTTER AVE | LIRR BAY RIDGE | N | O | 3 | STATE | 10/09/01 | 4.117 | FAIR | 5400 | \$7,776,000.00 | 16 |
| 2241040 | B | THIRD AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/08/00 | 4.625 | FAIR | 2700 | \$3,888,000.00 | 1 |
| 2240310 | K | THIRD AVE | GOWANUS CANAL | | WO | 1 | STATE | 06/26/01 | 4.545 | FAIR | 3200 | \$4,608,000.00 | 6 |
| 2240069 | BM | THIRD AVE BRIDGE | HARLEM RIVER | | WMO | 32 | STATE | 09/04/02 | 3.152 | FAIR | 79950 | \$115,128,000.00 | 11 |
| 2240250 | K | THIRD ST | GOWANUS CANAL | | WMO | 5 | STATE | 06/22/01 | 4.958 | FAIR | 4900 | \$15,000,000.00 | 6 |
| 2247300 | Q | THOMPSON AVE | AMTRAK YARD | L | O | 14 | STATE | 08/18/00 | 5.527 | GOOD | 61280 | \$88,243,200.00 | 2 |
| 2241170 | B | TIFFANY ST | AMTRAK | A | O | 1 | STATE | 08/01/01 | 5.941 | GOOD | 7267 | \$10,464,480.00 | 2 |
| 224004H | Q | TO 21ST ST FROM NY | 22ND ST | | OE | 34 | STATE | 11/02/00 | 4.211 | FAIR | 48100 | \$69,264,000.00 | 2 |
| 224001B | M | TO BKLN FRM FDR | FRANKFRT & CITY | | OE | 31 | STATE | 04/24/02 | 4.037 | FAIR | 51400 | \$74,016,000.00 | 1 |
| 224005B | B | TO BRUCKNER BLVD | RELIEF | | OR | 5 | STATE | 09/27/01 | 4.208 | FAIR | 12100 | \$17,424,000.00 | 1 |
| 224006A | B | TO BRUCKNER BLVD | RELIEF | | OR | 11 | STATE | 05/20/02 | 2.966 | POOR | 11100 | \$15,984,000.00 | 1 |
| 224004B | M | TO E 60TH ST FROM QNS | FIRST AVE | | OE | 13 | STATE | 11/26/02 | 5.791 | GOOD | 14800 | \$21,312,000.00 | 6 |
| 224004C | M | TO E 62ND ST FROM QNS | E 60TH ST | | OE | 10 | STATE | 11/27/02 | 4.984 | FAIR | 16720 | \$24,076,800.00 | 6 |
| 224001D | M | TO FDR DR N.B. | PEARL STREET | | OE | 30 | STATE | 05/08/01 | 5.358 | GOOD | 49600 | \$71,424,000.00 | 1 |
| 2245480 | M | TO GWB OPP W 171ST ST | RIVERSIDE DRIVE | | O | 1 | STATE | 09/03/02 | 5.333 | GOOD | 10800 | \$15,552,000.00 | 12 |
| 224007A | M | TO MADISON AVENUE | RELIEF | | OR | 9 | STATE | 08/06/02 | 5.704 | GOOD | 22600 | \$32,544,000.00 | 11 |
| 224004E | Q | TO NY FR THOMSON AVE | JACKSON AVE | | OE | 64 | STATE | 12/15/00 | 3.886 | FAIR | 104600 | \$150,624,000.00 | 2 |
| 224004G | Q | TO NY FROM 11TH ST | TERRAIN (CHAMBER) | | OE | 36 | STATE | 10/30/02 | 4.634 | FAIR | 8360 | \$12,038,400.00 | 1 |
| 224004F | Q | TO NY FROM 21ST ST | 21ST ST (QUEENS) | | OE | 63 | STATE | 12/15/00 | 4.439 | FAIR | 63310 | \$91,166,400.00 | 2 |
| 224001G | M | TO PARK ROW | ROSE ST | | OE | 11 | STATE | 07/14/01 | 4.736 | FAIR | 16551 | \$23,833,440.00 | 1 |
| 224001E | M | TO PEARL ST | LAND ADJ TO BRDG | | OE | 3 | STATE | 04/03/01 | 5.394 | GOOD | 5300 | \$7,632,000.00 | 6 |
| 224004A | M | TO QNS FRM E 59TH ST | FIRST AVE | | OE | 13 | STATE | 11/25/02 | 5.788 | GOOD | 14800 | \$21,312,000.00 | 6 |
| 224004D | M | TO QNS FROM E 58TH ST | E 59TH ST | | OE | 12 | STATE | 11/22/02 | 4.584 | FAIR | 11781 | \$16,964,640.00 | 6 |
| 224004I | Q | TO THOMSON AVE FROM NY | JACKSON AVE | | OE | 38 | STATE | 11/12/02 | 5.245 | GOOD | 59100 | \$85,104,000.00 | 2 |
| 2249040 | R | TOMPKINS AVE | B&O RR (ABANDONED) | | O | 1 | STATE | 04/09/02 | 6.437 | VGOOD | 5096 | \$7,338,240.00 | 1 |
| 2249840 | R | TOMPKINS AVE | GREENFIELD AVE | | O | 1 | STATE | 04/15/02 | 5.276 | GOOD | 2562 | \$3,689,280.00 | 1 |
| 2249510 | R | TOMPKINS AVE | WILLOW AVE, SIRT | S | O | 2 | STATE | 06/20/02 | 5.525 | GOOD | 5378 | \$7,744,320.00 | 1 |
| 2249230 | R | TRACY AVE PED BRDG | SIRT SOUTH SHORE | S | O-PED | 9 | CITY | 05/28/02 | 3.372 | FAIR | 200 | \$288,000.00 | 3 |
| 2246410 | M | TRANSVERSE RD. #1 | PED WALK NEAR 5 AV | | O | 1 | STATE | 03/15/02 | 4.363 | FAIR | 2000 | \$2,880,000.00 | 8 |
| 2249870 | R | TRAVIS AVE | MAIN CREEK | | WO | 1 | STATE | 06/17/02 | 4.218 | FAIR | 1700 | \$2,448,000.00 | 2 |
| 2246560 | M | TUDOR CITY PLACE | E 42ND ST | | O | 1 | STATE | 04/25/02 | 5.055 | GOOD | 6600 | \$9,504,000.00 | 6 |
| 2249170 | R | UNION AVE | B&O RAILROAD | O | O | 4 | STATE | 05/07/01 | 5.425 | GOOD | 6500 | \$9,360,000.00 | 1 |
| 2230360 | K | UNION ST | 278I (B.Q.E.) | | A | 2 | STATE | 04/05/02 | 4.539 | FAIR | 5000 | \$7,200,000.00 | 6 |
| 2243200 | K | UNION ST | FRANKLIN SHUTTLE | T | O | 2 | STATE | 06/25/02 | 5.047 | GOOD | 4100 | \$5,904,000.00 | 9 |
| 2240270 | K | UNION ST | GOWANUS CANAL | | WMO | 5 | STATE | 06/25/02 | 4.236 | FAIR | 4900 | \$15,000,000.00 | 6 |
| 2247040 | Q | UNION ST | LIRR N SIDE DIV | L | O | 1 | STATE | 07/17/01 | 6.390 | VGOOD | 3313 | \$4,770,720.00 | 7 |
| 2231850 | Q | UNION TPKE | BCIP | | A | 2 | STATE | 09/13/02 | 4.318 | FAIR | 13600 | \$19,584,000.00 | 13 |
| 2248129 | Q | UNION TPKE | CREEDMOORE HOSP RD | | O | 1 | STATE | 05/25/01 | 5.166 | GOOD | 3500 | \$5,040,000.00 | 13 |
| 2230180 | Q | UNION TPKE | JACKIE ROBINSON PKWY | | A | 1 | STATE | 04/09/02 | 5.984 | GOOD | 5359 | \$7,716,960.00 | 82 |
| 2241330 | B | UNIONPORT ROAD | AMTRAK | A | O | 1 | STATE | 06/19/02 | 4.875 | FAIR | 4400 | \$6,336,000.00 | 9 |
| 2246570 | M | UNITED NATIONS PL | FIRST AVE TUNNEL | | OT | 2 | STATE | 10/31/02 | 5.000 | GOOD | 92200 | \$132,768,000.00 | 6 |
| 2231910 | Q | UTOPIA PKWY | BCIP | | A | 2 | STATE | 03/14/02 | 5.136 | GOOD | 7200 | \$10,368,000.00 | 7 |
| 2229550 | B | VAN CRTLDT EQUES | HHP | | A-PED | 2 | CITY | 10/23/02 | 4.821 | FAIR | 2100 | \$3,024,000.00 | 26 |
| 2229540 | B | VAN CRTLDT PARK | HHP | | A-PED | 2 | CITY | 10/23/02 | 4.565 | FAIR | 3900 | \$5,616,000.00 | 26 |
| 2249130 | R | VAN NAME AVE | B&O RAILROAD | O | O | 3 | STATE | 04/11/02 | 5.389 | GOOD | 5474 | \$7,882,560.00 | 1 |
| 2249140 | R | VAN PELT AVE | B&O RAILROAD | O | O | 3 | STATE | 04/27/01 | 5.779 | GOOD | 5000 | \$7,200,000.00 | 1 |
| 2246670 | M | W 134 ST VIADUCT | RIVERSIDE DRIVE | | O | 3 | STATE | 06/15/01 | 5.000 | GOOD | 7927 | \$11,414,880.00 | 9 |
| 2245230 | M | W 148TH ST PED BRDG | AMTRAK 30 ST BRANCH | A | O-PED | 3 | CITY | 09/07/01 | 3.692 | FAIR | 1100 | \$1,584,000.00 | 9 |
| 2246710 | M | W 153 ST | A.C. POWELL BLVD | | O | 1 | STATE | 04/10/02 | 4.388 | FAIR | 3082 | \$4,438,080.00 | 10 |
| 2245290 | M | W 155TH ST PED BRDG | AMTRAK 30 ST BRANCH | A | O-PED | 3 | CITY | 09/09/02 | 3.646 | FAIR | 800 | \$1,152,000.00 | 9 |
| 2245250 | M | W 158TH ST | AMTRAK 30 ST BRANCH | A | O | 7 | STATE | 08/14/01 | 6.430 | VGOOD | 29170 | \$42,004,800.00 | 12 |
| 2245260 | M | W 173RD ST PED BRDG | AMTRAK 30 ST BRANCH | A | O-PED | 2 | CITY | 10/15/02 | 4.657 | FAIR | 1500 | \$2,160,000.00 | 12 |
| 2246600 | M | W 176TH ST PED BRDG | APPROACH TO G.W.B. | | O-PED | 1 | CITY | 03/14/02 | 4.517 | FAIR | 1200 | \$1,728,000.00 | 12 |
| 2246489 | M | W 181 ST | RAMP TO WASH BR | | O | 1 | STATE | 03/28/02 | 4.633 | FAIR | 8200 | \$11,808,000.00 | 12 |
| 2229400 | M | W 181ST ST PED BRDG | HHP N.B. | | A-PED | 6 | CITY | 01/22/02 | 4.338 | FAIR | 1500 | \$2,160,000.00 | 12 |
| 2241940 | B | W 205TH ST | NYCTA IND YARDS | T | O | 4 | STATE | 11/06/00 | 6.666 | VGOOD | 32508 | \$54,432,000.00 | 7 |
| 2240120 | BM | W 207TH/W FORDHAM RD | HARLEM RIVER | | WMO | 5 | STATE | 05/21/02 | 5.666 | GOOD | 29682 | \$42,742,080.00 | 12 |
| 2241489 | B | W 225TH ST | CONRAIL PUTNAM | C | O | 2 | STATE | 07/10/02 | 5.432 | GOOD | 10900 | \$15,696,000.00 | 7 |
| 2241490 | B | W 230TH ST | CONRAIL PUTNAM | C | O | 1 | STATE | 04/16/01 | 5.843 | GOOD | 5600 | \$8,064,000.00 | 8 |
| 2241509 | B | W 231ST ST | CONRAIL PUTNAM | C | O | 1 | STATE | 10/06/00 | 5.764 | GOOD | 4723 | \$6,801,120.00 | 8 |
| 2241510 | B | W 233RD ST | CONRAIL PUTNAM | C | O | 1 | STATE | 04/11/01 | 5.470 | GOOD | 3760 | \$5,414,400.00 | 8 |
| 2241520 | B | W 234TH ST | CONRAIL PUTNAM | C | O | 1 | STATE | 05/23/01 | 5.568 | GOOD | 3770 | \$5,428,800.00 | 8 |
| 226672A | M | W 31ST ST | AMTRAK LAYUP TRACKS | A | O | 9 | STATE | 07/22/02 | 3.587 | FAIR | 8800 | \$12,672,000.00 | 4 |
| 224501B | M | W 33RD ST | AMTRAK 30 ST BRANCH | A | O | 8 | STATE | 06/28/02 | 4.347 | FAIR | 16500 | \$23,760,000.00 | 4 |
| 224501C | M | W 33RD ST | LAND ADJ TO AMTRAK | A | O | 2 | STATE | 05/11/01 | 4.555 | FAIR | 4620 | \$6,652,800.00 | 4 |
| 224501D | M | W 34TH ST | AMTRAK 30 ST BRANCH | A | O | 4 | STATE | 05/15/01 | 4.319 | FAIR | 11800 | \$16,992,000.00 | 4 |
| 224501E | M | W 35TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/25/02 | 4.347 | FAIR | 6500 | \$9,360,000.00 | 4 |
| 224501F | M | W 36TH ST | AMTRAK 30 ST BRANCH | A | O | 7 | STATE | 06/26/02 | 4.089 | FAIR | 16400 | \$23,616,000.00 | 4 |
| 2245060 | M | W 37TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 07/22/02 | 3.961 | FAIR | 7600 | \$10,944,000.00 | 4 |
| 2245070 | M | W 38TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/26/02 | 4.076 | FAIR | 6200 | \$8,928,000.00 | 4 |
| 2245080 | M | W 39TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/26/02 | 4.288 | FAIR | 6300 | \$9,072,000.00 | 4 |
| 2245440 | M | W 40TH ST | AMTRAK 30 ST BRANCH | A | O | 4 | STATE | 06/26/02 | 3.955 | FAIR | 9400 | \$13,536,000.00 | 4 |
| 2245330 | M | W 41ST ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 07/22/02 | 4.158 | FAIR | 6200 | \$8,928,000.00 | 4 |
| 2245210 | M | W 42ND ST | AMTRAK 30 ST BRANCH | A | O | 4 | STATE | 07/22/02 | 4.428 | FAIR | 10300 | \$14,832,000.00 | 4 |
| 2245090 | M | W 43RD ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/20/02 | 4.764 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245100 | M | W 44TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/20/02 | 4.661 | FAIR | 4300 | \$6,192,000.00 | 4 |
| 2245110 | M | W 45TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/21/02 | 4.632 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245120 | M | W 46TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/05/02 | 4.558 | FAIR | 4100 | \$5,904,000.00 | 4 |

| INVENTORY SORTED BY FEATURE CARRIED | | | | | | | | | | | | | |
|-------------------------------------|------|-----------------------|-----------------------|-----------|-------------|-------|---------------|-----------------|--------|---------------|-----------|--------------------|----|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | RATING SOURCE | INSPECTION DATE | RATING | VERBAL RATING | DECK AREA | REPLACEMENT COST | CD |
| 2245130 | M | W 47TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/28/02 | 4.720 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245140 | M | W 48TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/29/02 | 4.735 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245150 | M | W 49TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/05/02 | 4.573 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245340 | M | W 50TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/30/02 | 4.647 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245160 | M | W 51ST ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/30/02 | 4.794 | FAIR | 4300 | \$6,192,000.00 | 4 |
| 2245170 | M | W 52ND ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/29/02 | 5.073 | GOOD | 4300 | \$6,192,000.00 | 4 |
| 2245180 | M | W 53RD ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 05/29/02 | 5.338 | GOOD | 5100 | \$7,344,000.00 | 4 |
| 2245350 | M | W 54TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/03/02 | 5.603 | GOOD | 4700 | \$6,768,000.00 | 4 |
| 2245360 | M | W 55TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/03/02 | 5.529 | GOOD | 4300 | \$6,192,000.00 | 4 |
| 2245370 | M | W 56TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/03/02 | 5.367 | GOOD | 4400 | \$6,336,000.00 | 4 |
| 2245220 | M | W 57TH ST | AMTRAK 30 ST BRANCH | A | O | 3 | STATE | 06/17/02 | 4.838 | FAIR | 9100 | \$13,104,000.00 | 4 |
| 2245190 | M | W 58TH ST | AMTRAK 30 ST BRANCH | A | O | 2 | STATE | 06/06/02 | 4.588 | FAIR | 4100 | \$5,904,000.00 | 4 |
| 2245420 | M | W 65TH ST E.B. | BRIDLE PATH W END | | O | 1 | STATE | 04/01/02 | 4.863 | FAIR | 1600 | \$2,304,000.00 | 64 |
| 2229290 | M | W 79 ST | AMTRAK | A | A | 1 | STATE | 09/26/02 | 4.423 | FAIR | 4500 | \$6,480,000.00 | 7 |
| 2231860 | Q | W ALLEY ROAD | BCIP | | A | 2 | STATE | 08/15/02 | 5.636 | GOOD | 7200 | \$10,368,000.00 | 11 |
| 2244020 | K | W DR OV WK-MA.ENT | MEADOWPORT ARCH | | O | 1 | STATE | 04/24/01 | 5.571 | GOOD | 2500 | \$3,600,000.00 | 55 |
| 2241470 | B | W FORDHAM RD | METRO NORTH RR HUD | M | O | 5 | STATE | 10/27/01 | 6.333 | VGOOD | 16052 | \$23,114,880.00 | 7 |
| 2241460 | B | W TREMONT AVE | METRO NORTH RR HUD | M | O | 8 | STATE | 09/09/02 | 4.761 | FAIR | 12900 | \$18,576,000.00 | 5 |
| 2269260 | K | W 8TH STREET | SURF AVE. | | O-PED | 55 | CITY | 08/14/01 | 4.111 | FAIR | 14742 | \$21,228,480.00 | 13 |
| 2269210 | M | W.68TH STREET | AMTRAK | A | O | 3 | STATE | 08/13/01 | 6.796 | VGOOD | 5382 | \$7,702,560.00 | 7 |
| 2269190 | M | W.70TH STREET | AMTRAK | A | O | 3 | STATE | 08/13/01 | 6.944 | VGOOD | 17433 | \$25,103,520.00 | 7 |
| 2241070 | B | W WALES AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/13/00 | 6.566 | VGOOD | 2535 | \$3,312,000.00 | 1 |
| 2241410 | B | WALTON AVE | METRO NORTH RR HUD | M | O | 1 | STATE | 03/21/02 | 5.234 | GOOD | 3600 | \$5,184,000.00 | 4 |
| 2240620 | M | WARDS ISLAND PED BRDG | HARLEM RIVER | | WMO-PED | 10 | CITY | 04/24/02 | 4.049 | FAIR | 12600 | \$18,144,000.00 | 11 |
| 2243250 | K | WASHINGTON AVE | FRANKLIN SHUTTLE | T | O | 1 | STATE | 06/28/02 | 6.421 | VGOOD | 3657 | \$9,360,000.00 | 9 |
| 2066919 | BM | WASHINGTON BRIDGE | HARLEM RIVER | | WO | 9 | STATE | 10/27/00 | 4.880 | FAIR | 128339 | \$184,808,160.00 | 12 |
| 2246080 | M | WEST DRIVE | BRIDLE PATH @ 64TH ST | | O | 1 | STATE | 04/02/02 | 4.666 | FAIR | 2000 | \$2,880,000.00 | 64 |
| 2246330 | M | WEST DRIVE | FEEDER TO LAKE | | WO | 1 | STATE | 03/04/02 | 5.000 | GOOD | 6700 | \$9,648,000.00 | 64 |
| 2246000 | M | WEST DRIVE | PED BET 61ST & 62ST | | O | 1 | STATE | 03/14/02 | 5.266 | GOOD | 2500 | \$3,600,000.00 | 64 |
| 2246430 | M | WEST DRIVE | PED OPP 109TH ST | | O | 1 | STATE | 03/08/02 | 4.183 | FAIR | 1200 | \$1,728,000.00 | 64 |
| 2246360 | M | WEST DRIVE | PED WALK OPP 82 ST | | O | 1 | STATE | 03/05/02 | 6.136 | VGOOD | 3100 | \$4,464,000.00 | 64 |
| 2246120 | M | WEST DRIVE | TRANSVERSE RD #1 | | O | 1 | STATE | 05/19/02 | 4.833 | FAIR | 7900 | \$11,376,000.00 | 64 |
| 2246240 | M | WEST DRIVE | TRANSVERSE RD #2 | | O | 1 | STATE | 06/02/02 | 4.166 | FAIR | 7200 | \$10,368,000.00 | 64 |
| 2246260 | M | WEST DRIVE | TRANSVERSE RD #3 | | O | 1 | STATE | 04/21/02 | 4.800 | FAIR | 5100 | \$7,344,000.00 | 64 |
| 2246280 | M | WEST DRIVE | TRANSVERSE RD #4 | | O | 1 | STATE | 06/08/02 | 4.133 | FAIR | 4700 | \$6,768,000.00 | 64 |
| 2267380 | M | WEST STREET | RECTOR ST | | AT | 1 | STATE | 08/20/01 | 5.033 | GOOD | 4320 | \$6,220,800.00 | 1 |
| 2241230 | B | WESTCHESTER AVE | AMTRAK | A | O | 3 | STATE | 06/26/02 | 6.250 | VGOOD | 15600 | \$22,464,000.00 | 2 |
| 2240180 | B | WESTCHESTER AVE | BRONX RIVER | | WO | 1 | STATE | 07/19/01 | 5.015 | GOOD | 5476 | \$7,885,440.00 | 2 |
| 2241000 | B | WESTCHESTER AVE | CONRAIL PT MORRIS | C | O | 1 | STATE | 09/05/00 | 5.170 | GOOD | 1740 | \$2,505,600.00 | 1 |
| 2075837 | B | WESTCHESTER AVE | HUTCHINSON RVR PKWY | | A | 2 | STATE | 06/28/02 | 4.388 | FAIR | 15858 | \$22,835,520.00 | 10 |
| 2241329 | B | WHITE PLAINS ROAD | AMTRAK | A | O | 1 | STATE | 06/18/02 | 4.953 | FAIR | 6900 | \$9,936,000.00 | 9 |
| 2248020 | Q | WHITELAW PED BRDG | CONDUIT AVE | | O-PED | 7 | CITY | 04/08/02 | 4.660 | FAIR | 5500 | \$7,920,000.00 | 10 |
| 1065210 | Q | WHITESTONE EXP NB | BCIP (2065210) | | A | 1 | STATE | 08/14/02 | 4.682 | FAIR | 2500 | \$3,600,000.00 | 7 |
| 2241369 | B | WILLIAMSBRIDGE RD | AMTRAK | A | O | 2 | STATE | 06/20/02 | 4.835 | FAIR | 10400 | \$14,976,000.00 | 11 |
| 2240039 | KM | WILLIAMSBURG BRIDGE | EAST RIVER | T | WEO | 72 | STATE | 12/06/00 | 2.680 | POOR | 741000 | \$1,067,040,000.00 | 3 |
| 2240059 | BM | WILLIS AVENUE | HARLEM RIVER | | WMO | 26 | STATE | 09/29/02 | 3.013 | FAIR | 94700 | \$136,368,000.00 | 11 |
| 2266139 | Q | WINCHESTER BLVD N.B. | BCIP | | A | 1 | STATE | 05/24/02 | 4.714 | FAIR | 6400 | \$9,216,000.00 | 11 |
| 2266129 | Q | WINCHESTER BLVD S.B. | BCIP | | A | 1 | STATE | 05/24/02 | 4.591 | FAIR | 4400 | \$6,336,000.00 | 11 |
| 2244421 | K | WLLMSBRG BRDG NTH APP | DRIGGS AVE | | O | 1 | STATE | 02/16/00 | 4.293 | FAIR | 3170 | \$4,564,800.00 | 1 |
| 2248019 | Q | WOODHAVEN BLVD | ATLANTIC AVE | | O | 3 | STATE | 07/15/02 | 4.472 | FAIR | 19400 | \$27,936,000.00 | 9 |
| 2248159 | Q | WOODHAVEN BLVD | QUEENS BLVD | | O | 2 | STATE | 06/18/02 | 4.307 | FAIR | 11500 | \$16,560,000.00 | 6 |
| 2230540 | Q | WOODSIDE AVE | 278I (B.Q.E.) | | A | 1 | STATE | 01/21/02 | 5.140 | GOOD | 7500 | \$10,800,000.00 | 2 |
| 2247400 | Q | WOODSIDE AVE | CONRAIL | C | O | 1 | STATE | 06/25/01 | 5.066 | GOOD | 8200 | \$11,808,000.00 | 2 |
| 2247120 | Q | WOODSIDE AVE | LIRR MAIN LINE | L | O | 3 | STATE | 10/27/01 | 4.428 | FAIR | 14900 | \$21,456,000.00 | 2 |
| 2242200 | B | YANKEE STDM PED BRDG | E 153 ST, METRO NORTH | M | O-PED | 5 | CITY | 09/03/02 | 5.000 | GOOD | 4200 | \$6,048,000.00 | 4 |
| 755 BRIDGES | | | | | | 4502 | SPANS | | | | 14236127 | \$20,647,143,840 | |

| STATEN ISLAND CULVERTS | | | | | | | |
|------------------------|------|-------------------|----------------------|-----------|-------------|-------|--------|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | 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 | IDLEAVE PLACE | | O | 1 | CITY |
| R00022 | R | IDLEAVE 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 |

| STATEN ISLAND CULVERTS | | | | | | | |
|------------------------|------|--------------------|-----------------------|-----------|-------------|-------|--------|
| BIN | BORO | FEATURE CARRIED | FEATURE CROSSED | RAIL ROAD | BRIDGE TYPE | SPANS | SOURCE |
| 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 |

GLOSSARY

A brief glossary of those 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.

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

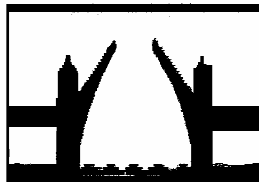
Roadway at each end of a bridge, beyond the ABUTMENT, providing access to the bridge.

ARTERIAL BRIDGE

Any bridge upon which an arterial highway runs as it crosses streets, water, railroads, etc.

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.



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.

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.

CABLE

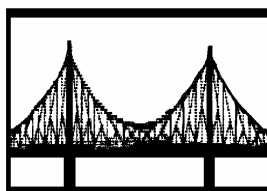
A steel rope, composed of parallel or twisted wires, used to support the road deck of SUSPENSION BRIDGES or CABLE STAYED BRIDGES.

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.

CANTILEVER BRIDGES

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.

**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.

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.

CONDITION RATING

A judgment of a structure's condition in comparison to its original as-built condition.

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.

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.

DESIGN-BUILD CONTRACTS

A delivery procedure where one company is retained to perform both design and construction, thus expediting the capital bridge rehabilitation program.

EFFLORESCENCE

White salts that water movement brings to the surface of porous construction materials.

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.

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.

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.

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.

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 Bridges are of this type.

**GUTTER**

A paved drain commonly constructed in conjunction with the curbs of the roadway.

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).

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.

MEDIAN

A strip of land between opposing lanes of roadway traffic; also known as a median strip.

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.

NONDESTRUCTIVE TESTING

A method of checking the structural quality of materials that does not damage them.

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.

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.

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.

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

Extends the useful life of a bridge and reduces the need for capital reconstruction expenditures and the associated vehicular traffic problems, including lane closures and congestion. 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 towards 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

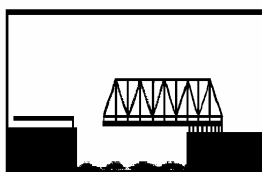
Reconstruction of severely deteriorated bridges includes extensive rehabilitation, as well as partial or complete replacement, either in-kind or newly designed.

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.

RETRACTILE BRIDGES

Retractable 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.



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.

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.



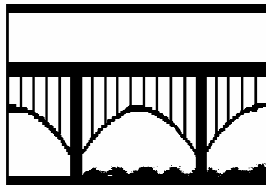
Consultants Inspecting the Splay Casting at Anchorage D of the Williamsburg Bridge, Where the Suspension Cables are Secured

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.



STEM

The vertical part of a retaining wall, usually made of concrete or masonry.

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 Engineers Installing
Strain Gauges in 1995 on
the Greenpoint Avenue Bridge

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.

SUBSTRUCTURE

The name given to those elements below a bridge's road deck system, namely the ABUTMENTS, ANCHORAGES, BEARINGS, and PIERS.

SUPERSTRUCTURE

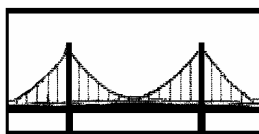
The superstructure is all that part of a structure above the bearings of simple and continuous spans, skewbacks of arches and top of footings of rigid frames; excluding backwalls, WINGWALLS and wing protection railings.

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.

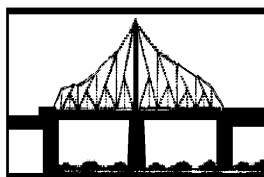
SUSPENSION BRIDGES

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.



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.



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.



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.

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.

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.



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.

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.

(Glossary Photo Credits: Peter Basich)

COMPONENTS OF THE PREVENTIVE MAINTENANCE PROGRAM*

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
(Credit: Anthony Napolitano)

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.



Cleaning Catch Basins on the Manhattan Bridge



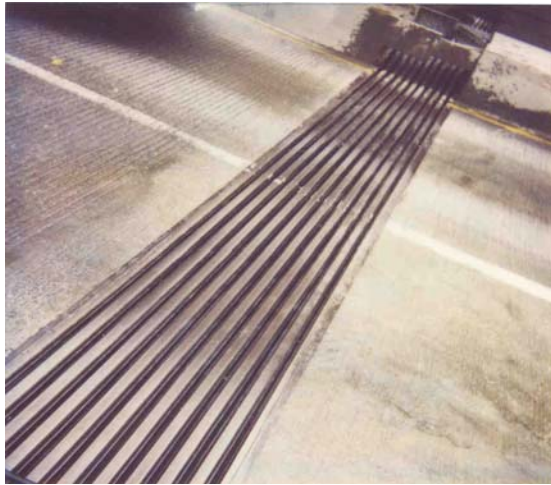
COMPONENTS OF THE PREVENTIVE MAINTENANCE PROGRAM*

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

sweeper along each curb.

Sweeping each bridge with a mechanical



Sweeping the Grand Street Bridge (Credit: Anthony Napolitano)

COMPONENTS OF THE PREVENTIVE MAINTENANCE PROGRAM*

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.



Newly Repaired Bullnose Curb and Sidewalk at Crotona Avenue
(Credit: Joseph Saverino)

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 Repair on the Grand Street Bridge (Credit: Anthony Napolitano)

*COMPONENTS OF THE PREVENTIVE MAINTENANCE PROGRAM**

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, as once corrective maintenance is necessary, it may require the bridge to be out of service for lengthy periods.

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.

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

COMPONENTS OF THE PREVENTIVE MAINTENANCE PROGRAM*



Boston Post Road Containment

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 Painting A bridge painting process that 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. 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.

COMPONENTS OF THE PREVENTIVE MAINTENANCE PROGRAM*



Spot Cleaning Before Painting on the Williamsburg Bridge



Primer Coating on the Williamsburg Bridge



Containment Examples

*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 February 2002.

MAINTENANCE PERSONNEL RESOURCES IN 2002

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 | 6 |
| BRIDGE OPERATORS (INCLUDES ASSISTANTS) | 21 | 57 |
| BRIDGE PAINTERS | 7 | 36 |
| BRIDGE REPAIRERS/RIVETERS | 3 | 35 |
| CARPENTERS | 2 | 16 |
| CEMENT MASONS | - | 7 |
| DEBRIS REMOVERS | - | 1 |
| ELECTRICIANS (INCLUDES HELPERS) | 3 | 21 |
| HIGHWAY REPAIRERS (INCLUDES ASSISTANTS & SEASONAL WORKERS) | 25 | 96 |
| MACHINISTS | - | 2 |
| MOTOR GRADER OPERATORS | - | 1 |
| OILERS | - | 14 |
| STATIONARY ENGINEERS (ELECTRIC) | - | 1 |
| TRACTOR OPERATORS | - | 1 |
| TRAFFIC DEVICE MAINTAINERS | - | 3 |
| TOTALS | 63 SUPERVISORS | 297 MECHANICS |

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 |

BRIDGE INSPECTION EQUIPMENT LIST*

| Inspector Equipment | Inspection Team Equipment | Inspection Van Equipment |
|---|---|--|
| Boots-Knee High Boots-Hip Boots Dust Masks (Disposable) Eye Goggles Hard Hat With Liner Rain Hat & Jacket OSHA Approved Respirator & Filters Work Gloves Long Cuff Work Gloves Unlined Work Gloves Lined Awl Calipers Chipping Hammer Clip Boards Deceleration Lanyards Drafting Equipment Flashlight (2 "D" Cell) Hacksaw Hacksaw Blades (Extra) Safety Vest Paint Scraper Inspection Mirror Belt With Two Drop Forged D-Rings Level 9" (Magnetic) Level 24" Pliers 8" Plumb Bob Pocket Knife Ruler 25' or 30' (Metal) Ruler 100' (Fiberglass) Scraper Blades (Extra) Snips Tool Bags (24") Wire Brush Folding Ruler 8' Class III Body Harness Lanyards Bridge Inspection Manual (New York State) Technical Advisories For Inspection Manual Emergency Procedure Instructions Rope ½" With 100' Coil | 5 Boro Map Binoculars Telephone Directory Broom Camera 35mm Digital Camera Spare Batteries For Cameras, Flashlights & Lanterns Screwdriver Set (Regular) Screwdriver Set (Phillips) Dye Penetrant Kit Flashlight & Lantern Film 35mm D-Meter With Test Block Marking Paint Spray Retract Survey Rod 25' Sledge Hammer (8 lbs.) Thermometer Spray Penetrating Oil Handheld Radios Scour Probing Rod Vernier Calipers Wrenches 12" Tool Pouch Lumber Crayons | Approved Safety Gasoline Can Bolt Cutters Drop Light Dead Weights For Rope Clip Boards Flashlight (3 "D" Cell) Locks With Chains For Extension Ladder Extension Ladder 24' First Aid Kit Flags Hand Cleaner Water Cooler Lantern (Light) Step Ladder 8' Traffic Cones Tool Chest Shovel Vehicle Radio |
| | | Put In Trucks By Highway Repairers When Needed |
| | | Generator Hand Compass Oil For Generator |

*New York City Department of Transportation, Division of Bridges. *Bridge Inspections, Research & Development Section Equipment Checklist*. 2001.

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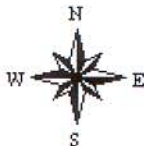
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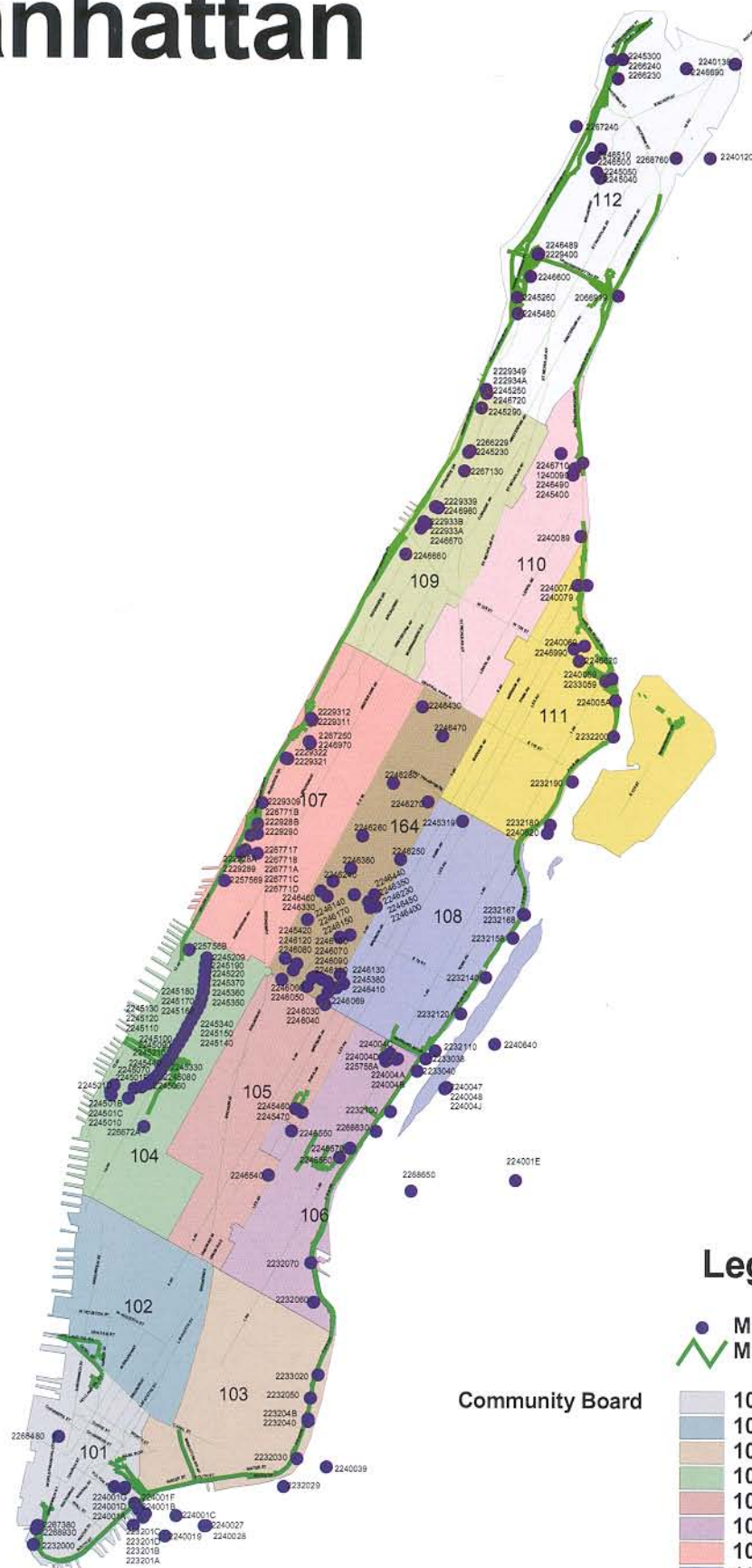
NEW YORK CITY



- Legend
- Land Bridge
 - Waterway Bridge
 - Railroad Bridge



Manhattan



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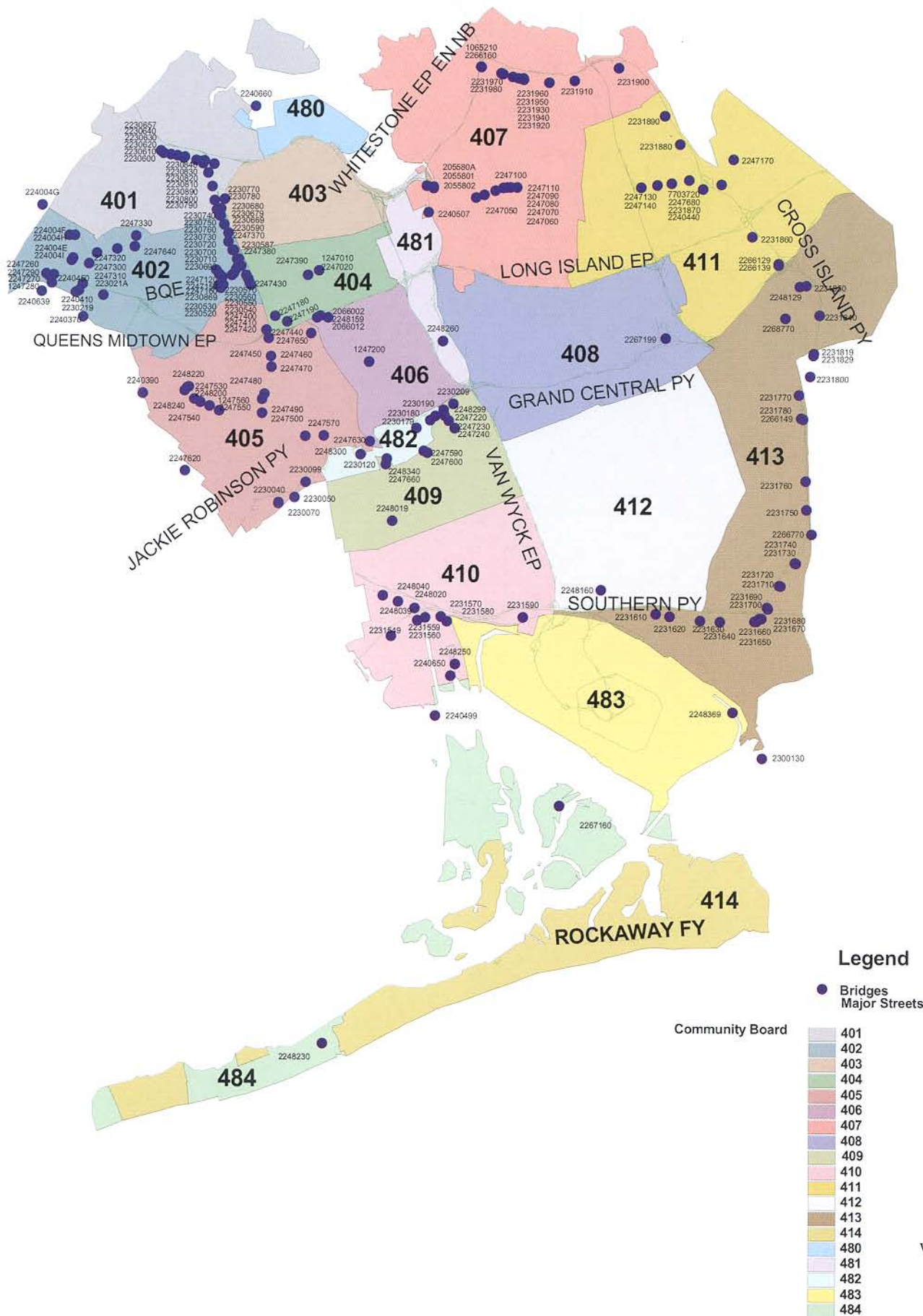
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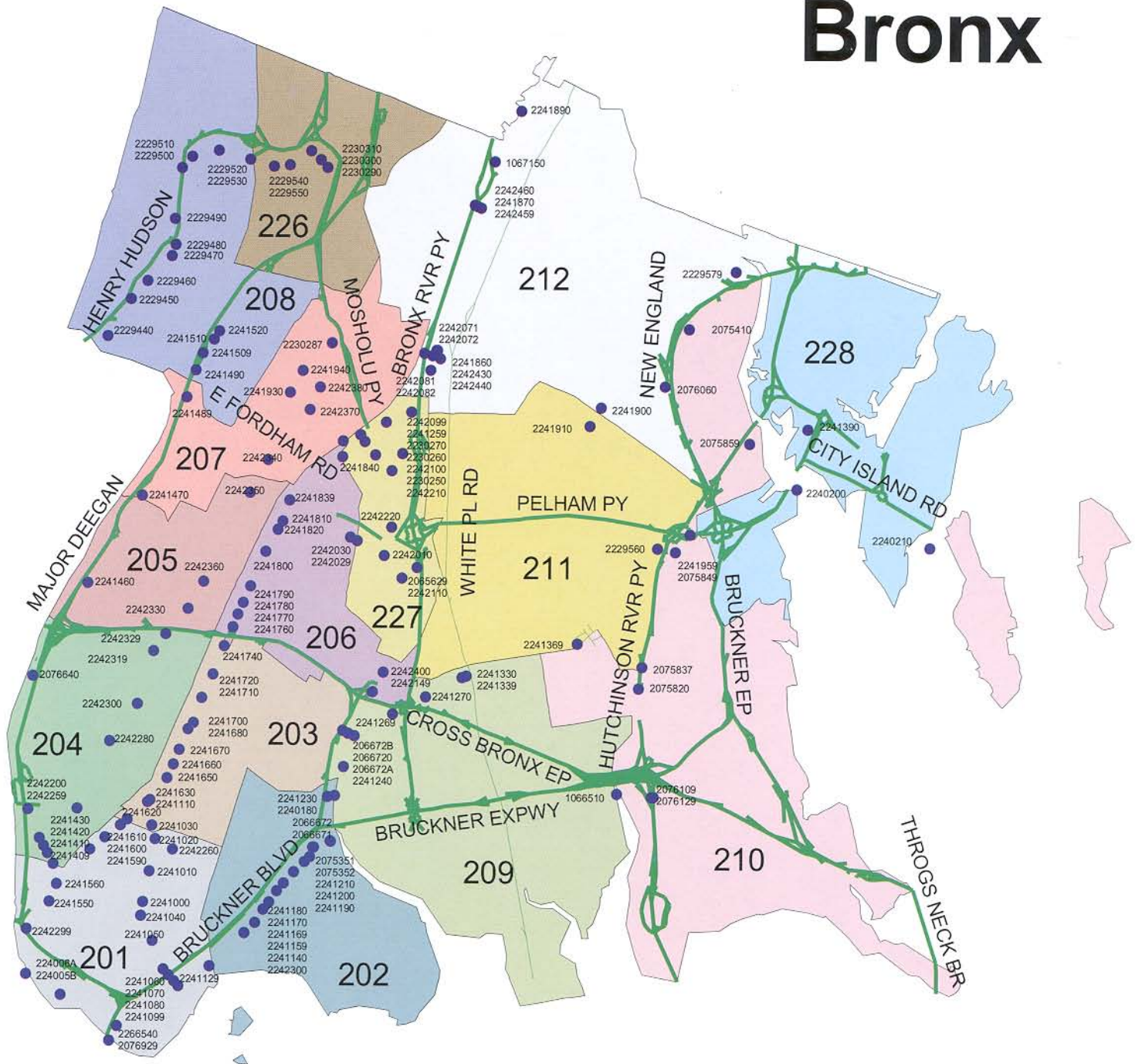
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Queens



Bronx



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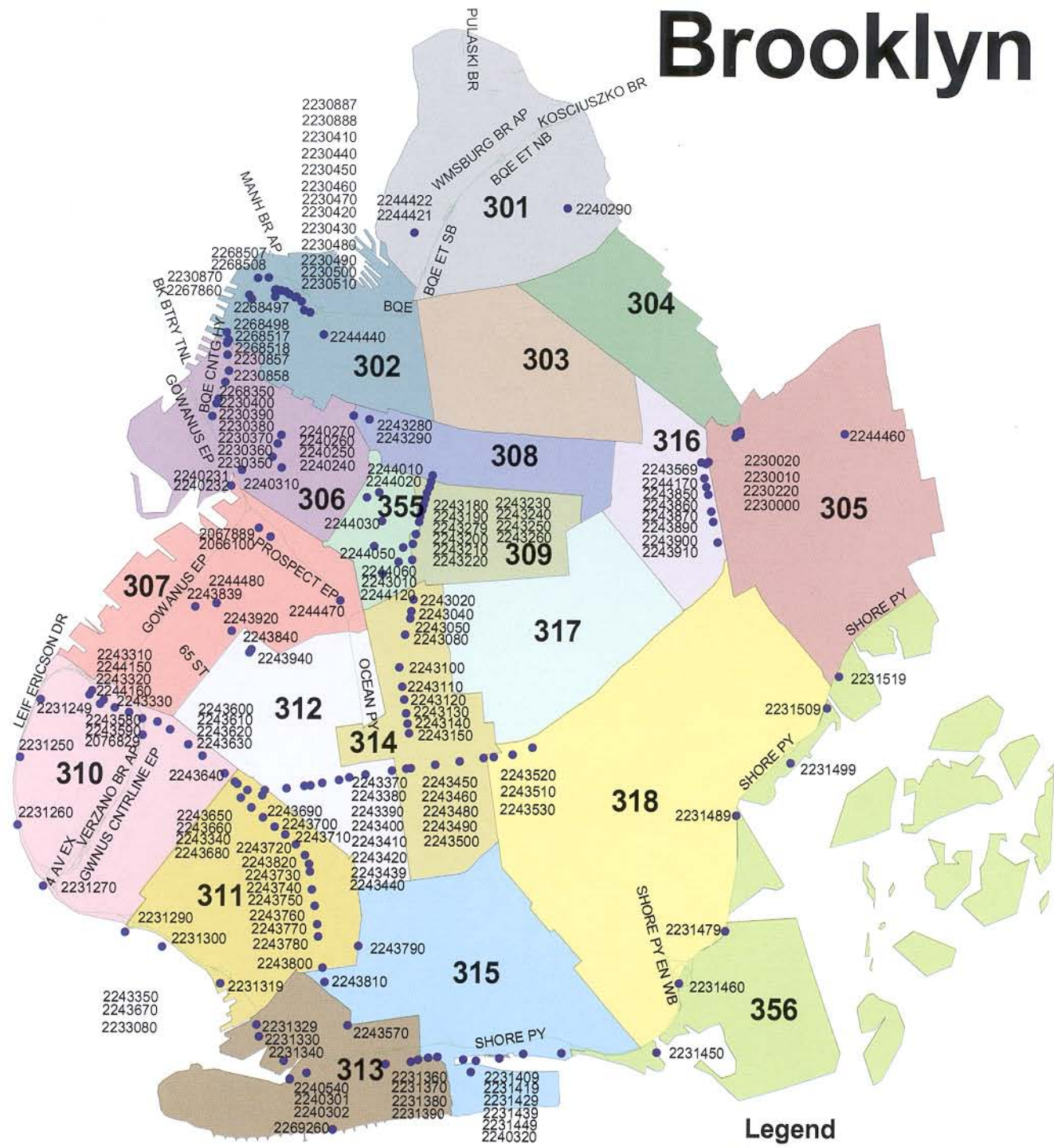
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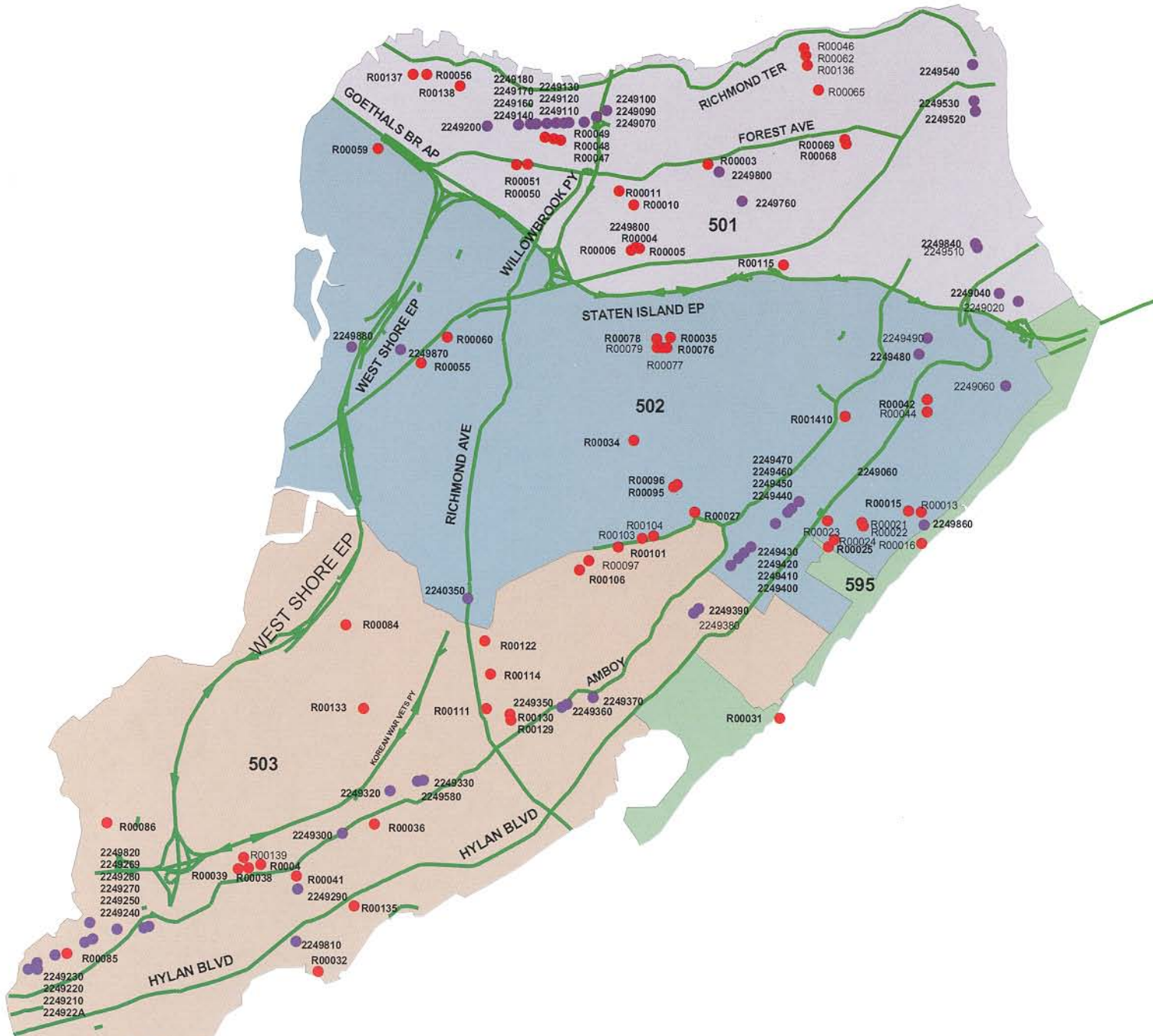
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Brooklyn



Staten Island



Legend

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 Culverts
 Major Streets

Community Board

