Scope of Operations

- 6000 linear miles of streets, 20,000 lane miles
- 12,300 signalized intersections
- 787 bridge structures
- 9 Staten Island Ferry boats, 22 million riders per year

During FY12

- 325,000 permits for construction on/under streets
- 564,000 inspections of permit sites
NYC DOT and its coordination partners perform:

- Capital reconstruction
- Street resurfacing
- Bridge maintenance
- Plazas, parks, and other public spaces
- Other activities that affect sidewalk or street usage
  - Utility work
  - Parades, filming, and other special events
  - Building construction
  - Transit construction
Project Coordination Goals

- Coordinate different projects that are at the same location
- Deliver quality streets by reducing street cuts
- Avoid transportation capacity reductions and other construction inconveniences
- Provide an efficient construction environment to the people and businesses of New York City
1. Advance Coordination & Planning
   • City agencies
   • High-volume permittees (utilities)

2. Permit to Work in Street

3. Perform Street Work
   • Work Safely
   • Restore the Street
   • Inspections Throughout the Process
DOT Coordination Toolbox

- **Work Rules**
  - Permits needed to close or cut street
  - Inspections during work, after street restoration
  - Protected Streets – special rules apply five years after new pavement
  - Construction Embargoes – no street work allowed in areas used for NYC Marathon, Thanksgiving Day Parade, etc.

- **Coordination Meetings**
- **Permit and Project Management Software**
- **Notifications to Stakeholders**
  - Repair Schedules, Protected Streets, Embargoes posted online
  - **DOTMap** and NYCityMap GIS
- **Street Works Manual**
http://www.nyc.gov/streetworks/

Explains the importance of coordination and documents processes for all stakeholders

Chapters

- Introduction
- Advance Notice and Coordination of Planned Street Work
- Permits and approvals
- Executing Work in the Street

Formal Announcement of New Policies

- DOTMap and other information sharing
- Incentives for Coordination and Compliance
- Permit and Inspection Technology Enhancements
Internal Stakeholders

- Capital Program Management
- Roadway Repair & Maintenance
- Traffic & Planning
- Office of Construction Mitigation and Control
- Permit Office
- Highway Inspection & Quality Assurance
- Office of Special Events
- Etc.
External Stakeholders

- **NYC Agencies**
  - Department of Design and Construction (DDC)
  - Department of Environmental Protection (DEP)
  - Department of Buildings (DOB)
  - Police Department (NYPD)
  - Etc.

- **State and Federal Agencies**

- **Utilities**

- **Construction contractors**

- **Call before you dig (New York 811)**

- **Residents, businesses, and other street users**
Extensive Infrastructure Below NYC Streets

- Sewer and water by a City agency
- Subway, 4 Commuter Rail systems, AMTRAK
- Telecom, CATV, Electric, Gas, Steam by licensed utilities
• Ideally, utilities and others should perform subsurface work just before the City repaves. Not always feasible:
  • New service, component failure, system upgrades, etc.

• Impacts of Street Cuts
  • Accelerated pavement deterioration
  • Inconvenience for road users
  • Disruption to surrounding community
  • Construction and permit fees for businesses
For City Residents:
- Less inconvenience
- Reduced utility rates

For Utilities:
- Lower fees/cost
- Less stringent restoration requirements

For DOT:
- Longer street life
- Preserve investment in pavement infrastructure

Benefits in Fewer Street Cuts
• Web Permits initiative
  • 80% of permits are now issued online
  • Improved customer convenience and DOT efficiency

• Improved Street Quality
  • Streets Rated Good increased to 73% in FY12 vs 66% in FY08

• Ongoing Process Improvements
  • Increased coordination with the major utilities who request 55% of all street cut permits
  • Research into legislative and procedural changes that may further improve project coordination
  • Research into improved construction methods and materials