

LEGEND:

- Indicates street line heretofore established and hereby retained.
- Indicates street line and elevated public highway line heretofore established and hereby eliminated.
- Indicates street line and line of Willis Avenue Bridge hereby established.
- Indicates roadway and sidewalk treatment hereby established or heretofore established and hereby retained.
- × × × × × Indicates bridge or bridge approach line heretofore established and hereby eliminated.
- Indicates U.S. Pierhead and Bulkhead Line.
- Indicates Theoretical Grade Line (TGL).
- 615.00 Indicates dimension heretofore established and hereby retained.
- 149.94 Indicates dimension heretofore established and hereby eliminated.
- 151.82 Indicates dimension hereby established.
- 15' Indicates roadway and sidewalk treatment dimension heretofore established and hereby retained.
- 12' Indicates roadway and sidewalk treatment dimension hereby established.
- 90' Indicates roadway and sidewalk treatment dimension heretofore established and hereby eliminated.
- 22' Indicates tie-in distance to an elevation hereby established.
- 50' Indicates tie-in distance to an elevation heretofore established and hereby retained.
- 34' Indicates tie-in distance to an elevation heretofore established and hereby eliminated.
- 9.50 Indicates elevation heretofore established and hereby retained.
- 83.8 Indicates elevation below structure heretofore established and hereby retained.
- 32.9 Indicates elevation on bridge approach ramp and elevation on Willis Avenue Bridge hereby established.
- 32.9 Indicates elevation heretofore established and hereby eliminated.
- P.C. Indicates Point of Curvature.
- P.T. Indicates Point of Tangency.
- P.C.C. Indicates Point of Compound Curvature.
- 1811 Indicates block number.
- PARK Indicates Park heretofore established and hereby retained.

Elevations refer to the datum of the Borough of Manhattan, which is 2.750 feet above the U.S.C. & G. Mean Sea Level Survey Datum at Sandy Hook, New Jersey.
Elevations are taken at top of curb unless otherwise noted.
All dimensions and elevations are in feet.

I, YVETTE V. GRUEL, SECRETARY OF THE CITY PLANNING COMMISSION, DO HEREBY CERTIFY THAT THIS MAP IS ONE OF SEVERAL SIMILAR MAPS APPROVED BY THE CITY PLANNING COMMISSION ON JULY 27, 2011 (CALENDAR NO. 2) AND SUBSEQUENTLY APPROVED BY THE PRESIDENT OF THE BOROUGH OF MANHATTAN ON SEPTEMBER 27, 2011 WHICH ACTION COMPRISED FINAL APPROVAL, AND THAT THIS MAP WAS FILED ON THE DATE OF THIS CERTIFICATION AND WILL TAKE EFFECT ON THE FOLLOWING DAY.

DATED: NEW YORK 5-4-12

Yvette V. Gruel
SECRETARY OF THE CITY PLANNING COMMISSION

CITY OF NEW YORK
BOROUGH OF MANHATTAN
OFFICE OF THE PRESIDENT
TOPOGRAPHICAL BUREAU

MAP ACC. NO. 30216

SHOWING
MODIFICATION OF THE LINES AND GRADES OF
**THE WILLIS AVENUE BRIDGE
THE HARLEM RIVER DRIVE,
AND MARGINAL STREET, WHARF OR PLACE*,**
AND
THE ELIMINATION OF
AN ELEVATED PUBLIC HIGHWAY
AND
THE DELINEATION OF
BRIDGE APPROACH RAMPS
WITHIN

AN AREA GENERALLY BOUNDED BY EAST 122ND STREET, EAST 128TH STREET,
THE WESTERLY LINE OF FIRST AVENUE, AND THE DIVIDING BOROUGH LINE OF
THE BRONX AND MANHATTAN

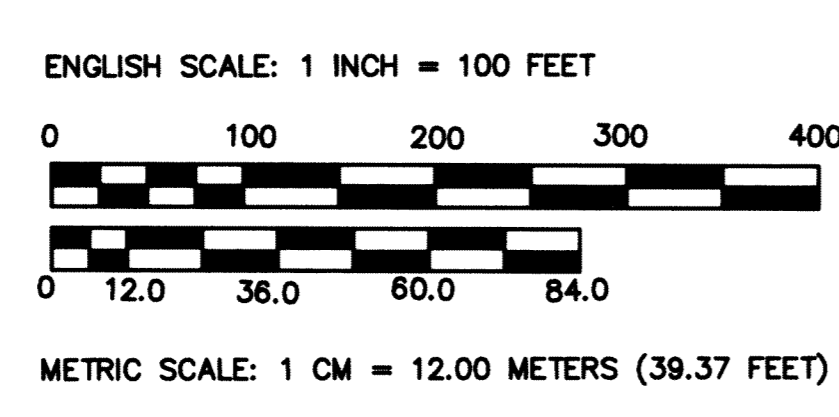
* THIS CHANGE TO MARGINAL STREET, WHARF, OR PLACE, WHERE SUCH MARGINAL STREET, WHARF, OR PLACE IS SHOWN ON ANY EXISTING PLANS FOR THE WATER FRONT OR PORTION THEREOF, IS HEREBY INCORPORATED INTO THIS MAP.

DATED: NEW YORK January 24, 2011

Scott M. Stringer
SCOTT M. STRINGER
PRESIDENT OF THE BOROUGH OF MANHATTAN

Maria Mikolajczyk
MARIA MIKOLAJCZYK, P.E.
CONSULTING ENGINEER OF THE BOROUGH OF MANHATTAN

**KEY PLAN
SCALE 1"=100'**



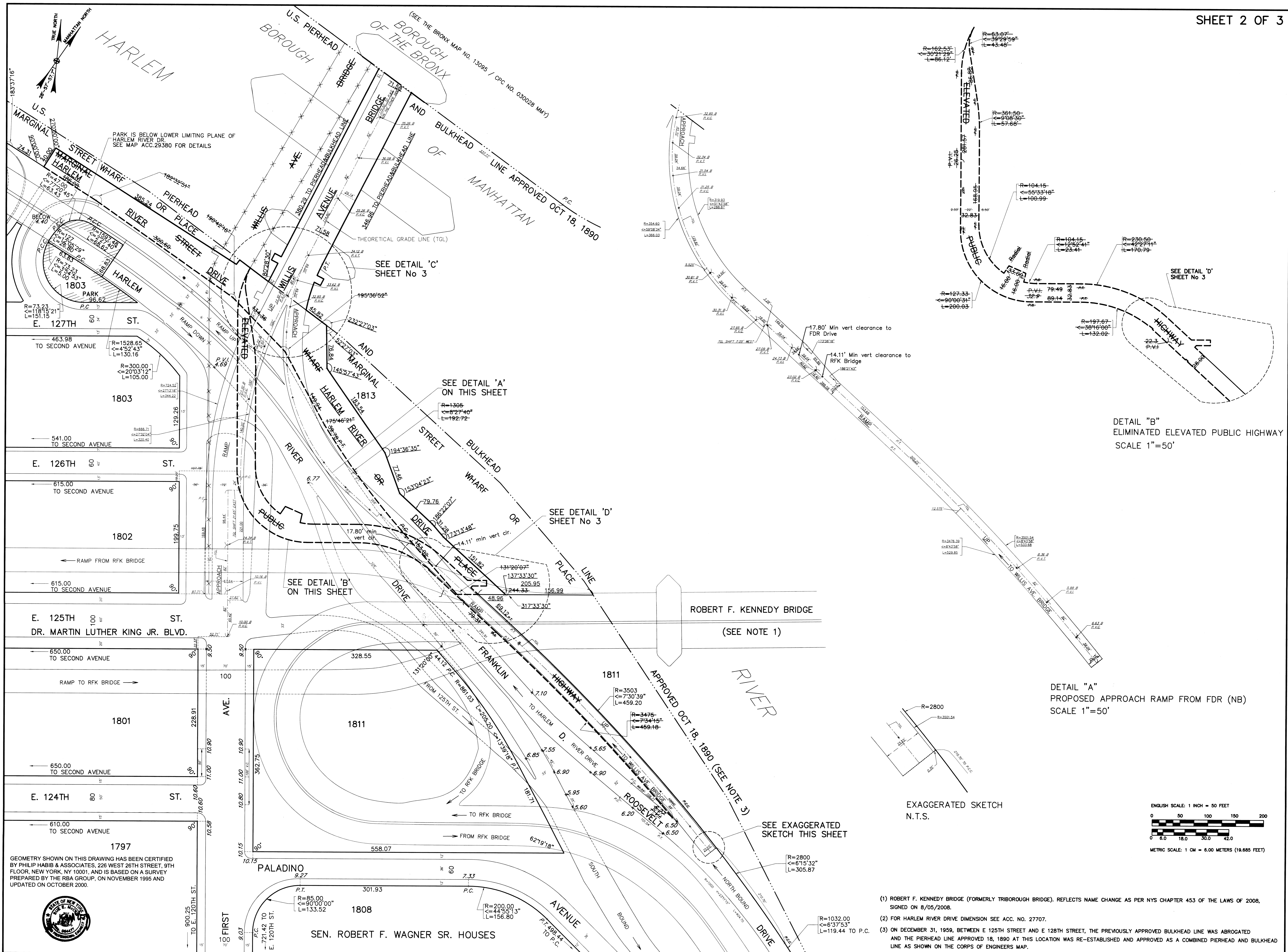
- (1) ROBERT F. KENNEDY BRIDGE (FORMERLY TRIBOROUGH BRIDGE). REFLECTS NAME CHANGE AS PER NYS CHAPTER 453 OF THE LAWS OF 2008, SIGNED ON 8/05/2008.
- (2) FOR HARLEM RIVER DRIVE DIMENSION SEE ACC. NO. 27707.
- (3) ON DECEMBER 31, 1959, BETWEEN E 125TH STREET AND E 128TH STREET, THE PREVIOUSLY APPROVED BULKHEAD LINE WAS ABROGATED AND THE PIERHEAD LINE APPROVED 18, 1890 AT THIS LOCATION WAS RE-ESTABLISHED AND APPROVED AS A COMBINED PIERHEAD AND BULKHEAD LINE AS SHOWN ON THE CORPS OF ENGINEERS MAP.

REFERENCE MAPS

ACC. NO.	CP NO.	DATED	ACC. NO.	CP NO.	DATED
29607		1959	27708		1938
29543	CP13196	1957	27707		1936
29380	CP10708	1954	27666		1935
29248	CP8956	1953	27315		1935
29216	CP9583	1953	27252		1935
29100	CP7258	1951	27253		1935
28743		1946	27249		1935
28699		1944	24297		1935
28572	CP3256	1945	6565		1900
28132	CP1440	1941			
28064	CP1439	1940			

GEOMETRY SHOWN ON THIS DRAWING HAS BEEN CERTIFIED BY PHILIP HABIB & ASSOCIATES, 226 WEST 26TH STREET, 9TH FLOOR, NEW YORK, NY 10001, AND IS BASED ON A SURVEY PREPARED BY THE RBA GROUP, ON NOVEMBER 1995 AND UPDATED ON OCTOBER 2000.

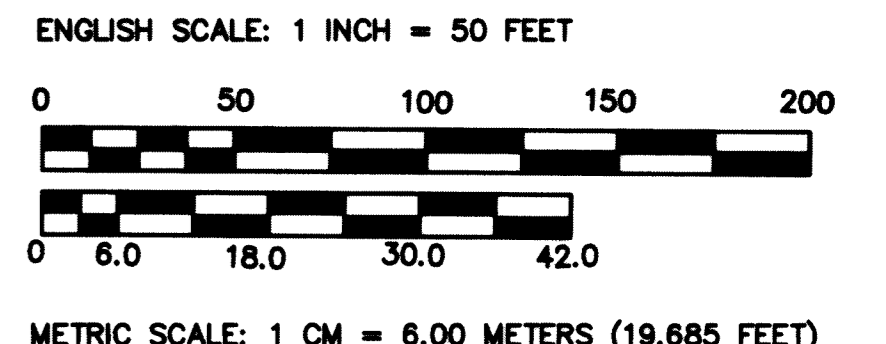




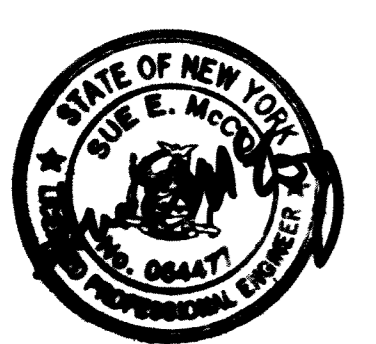
DETAIL "B"
ELIMINATED ELEVATED PUBLIC HIGHWAY
SCALE 1"=50'

DETAIL "A"
PROPOSED APPROACH RAMP FROM FDR (NB)
SCALE 1"=50'

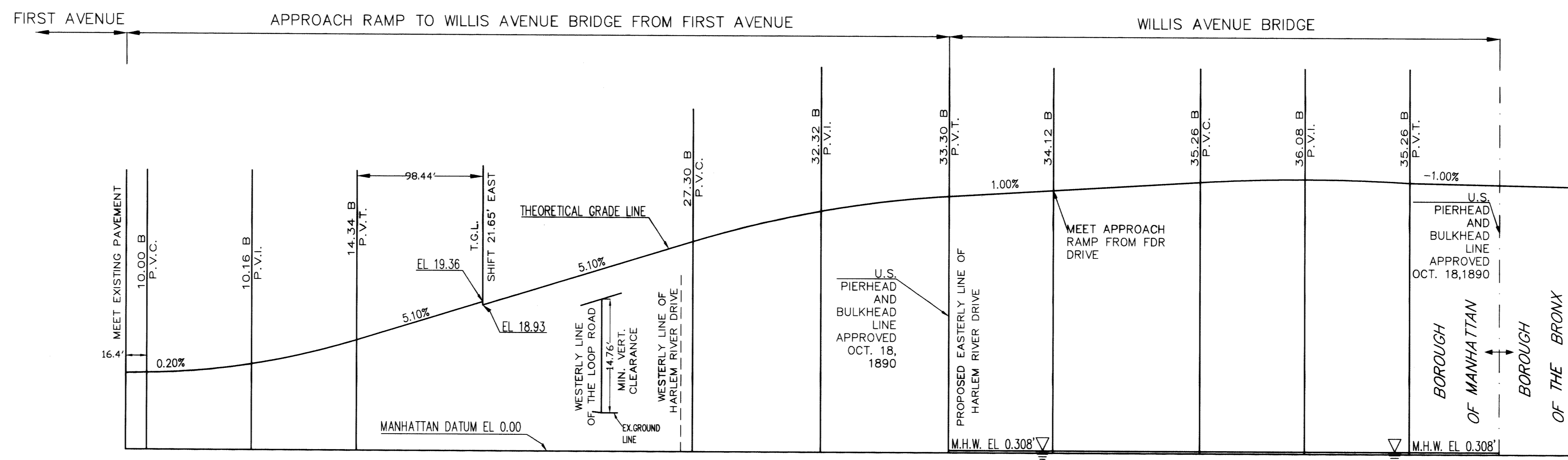
EXAGGERATED SKETCH
N.T.S.



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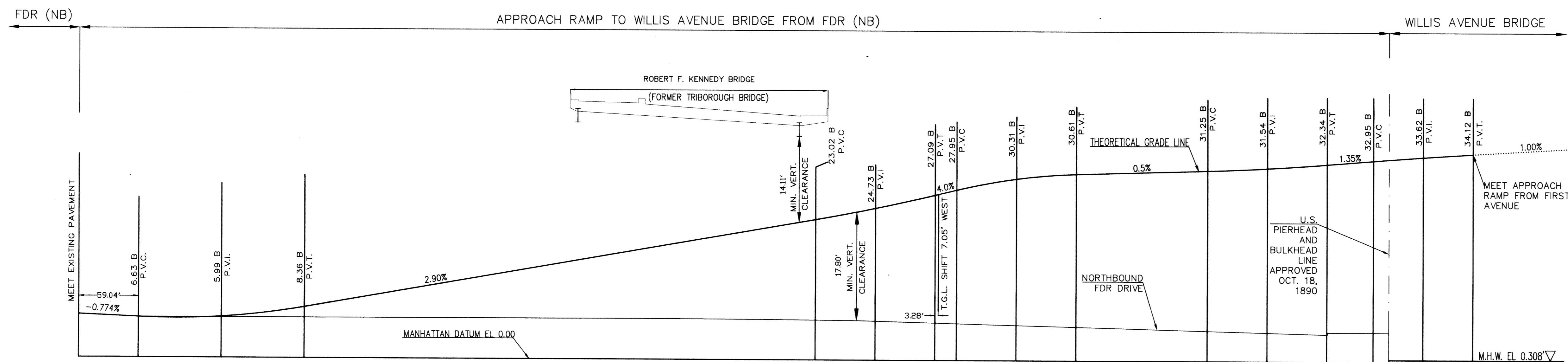


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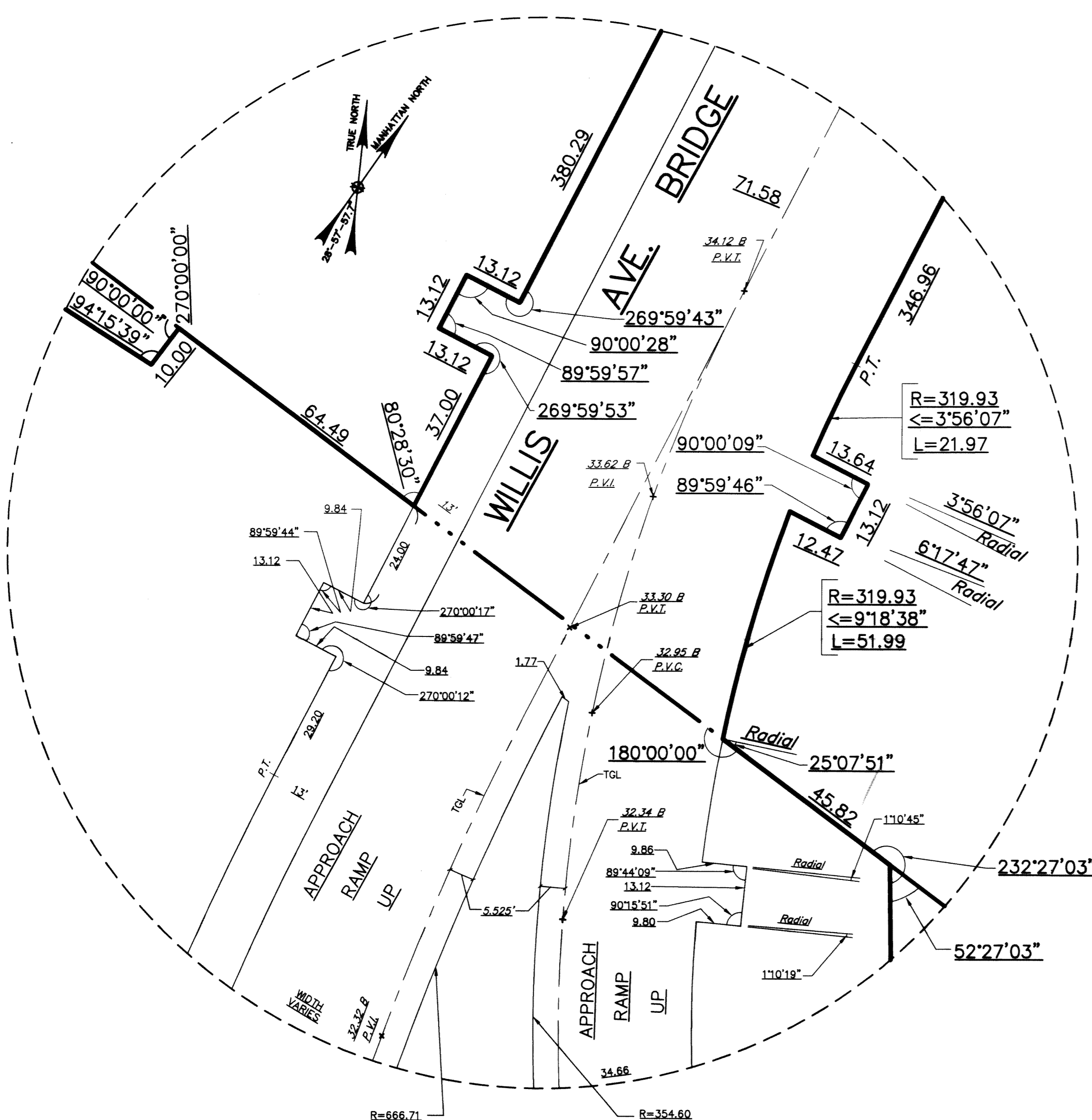
NEW APPROACH RAMP TO WILLIS AVENUE BRIDGE FROM FIRST AVENUE
PROFILE ALONG TGL (SEE SHEET 2)

SCALES
HOR: 1"=40'
VER: 1"=10'

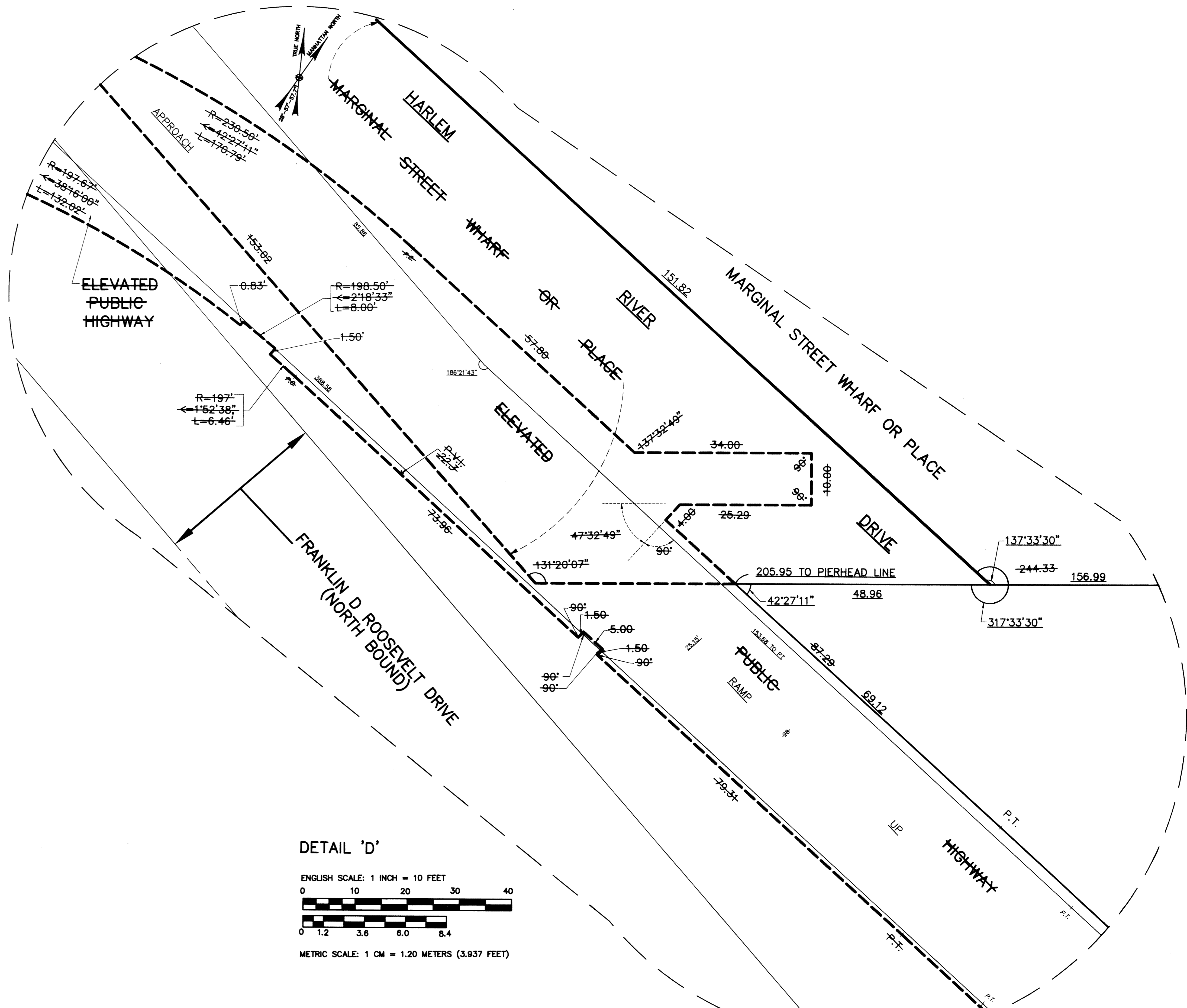
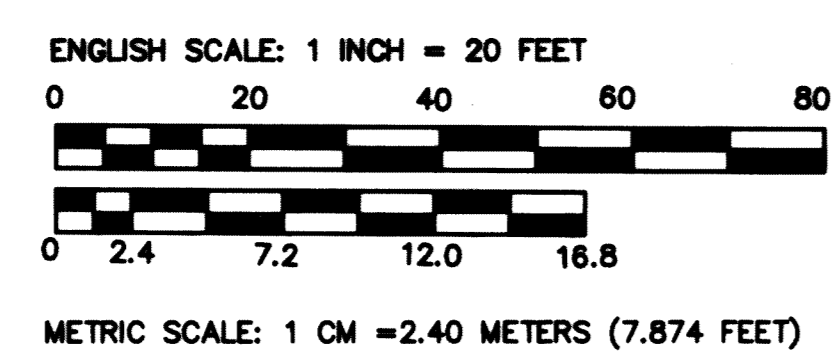


NEW APPROACH RAMP TO WILLIS AVENUE BRIDGE FROM FDR (NB)
PROFILE ALONG TGL (SEE SHEET 2)

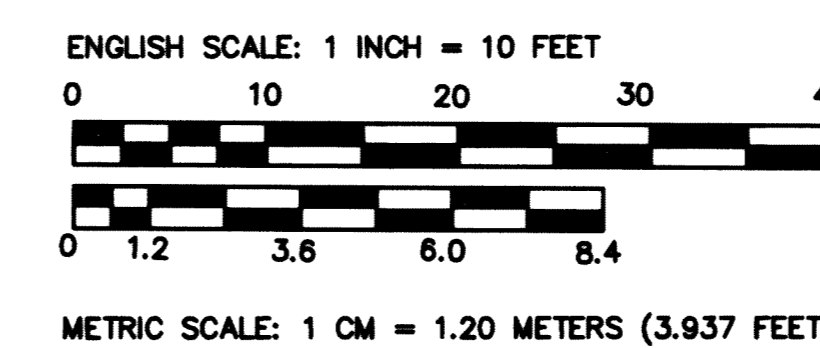
SCALES
HOR: 1"=80'
VER: 1"=10'



DETAIL 'C'



DETAIL 'D'



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