

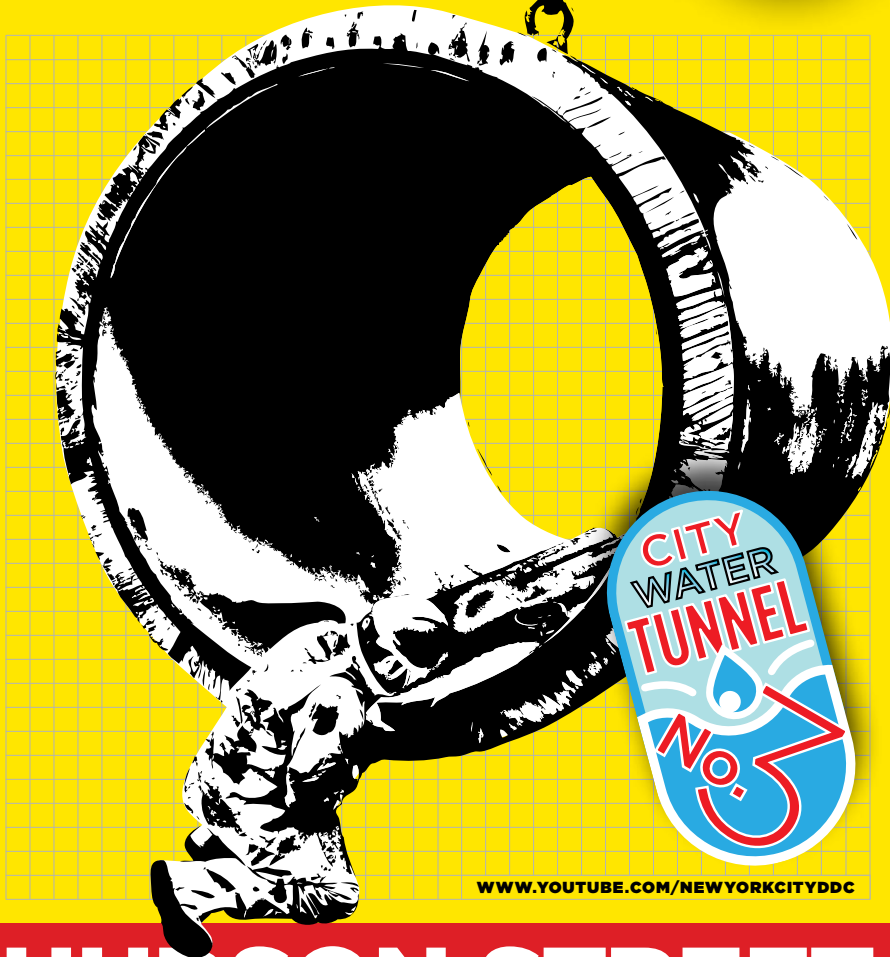


NEW YORK CITY DEPARTMENT OF DESIGN + CONSTRUCTION

INFRASTRUCTURE DIVISION
OFFICE OF COMMUNITY
OUTREACH AND NOTIFICATION



PROJECT ID: **MED596**
SUMMER 2010 - WINTER 2015



WWW.YOUTUBE.COM/NEWYORKCITYDDC

HUDSON STREET

A CITY WATER TUNNEL No. 3 PROJECT

MICHAEL R. BLOOMBERG
Mayor

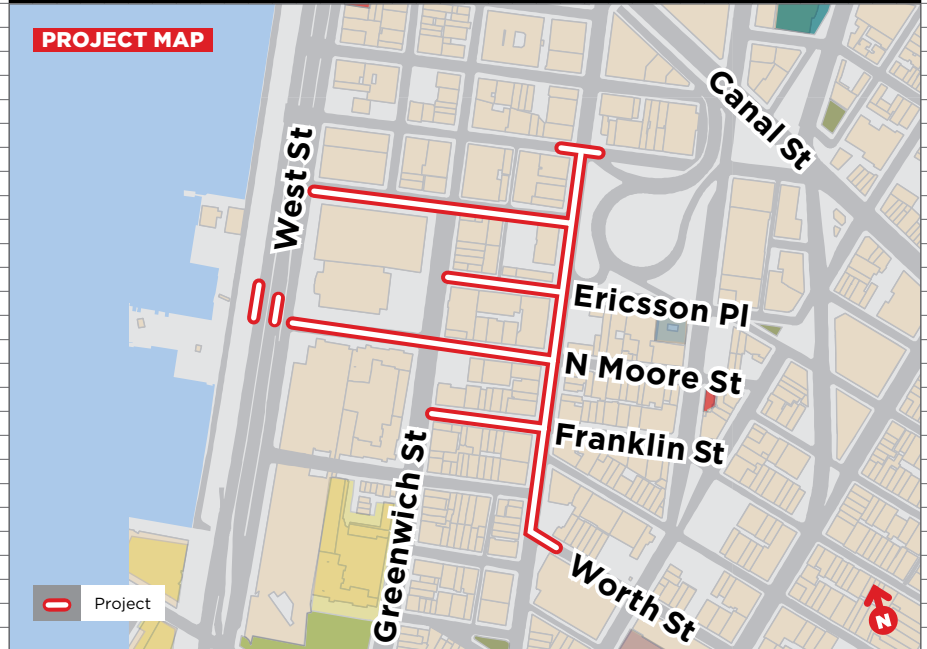
DAVID J. BURNEY, FAIA
Commissioner

ERIC C. MACFARLANE, P.E.
Deputy Commissioner Infrastructure

HUDSON STREET

PROJECT ID: **MED596**

PROJECT MAP



WHAT TO EXPECT

The City of New York Department of Design and Construction (DDC) is managing a project to reconstruct existing water mains and utility infrastructure along Hudson Street and adjacent streets in the Tribeca West Historic District. A significant element of the project is the construction of a new trunk water main that will, in the future, be connected to a shaft distribution chamber to City Water Tunnel No. 3 (See below for more on this). The project is scheduled to commence in Summer 2010 and has a completion date of Winter 2015.

CONNECTING TO CITY WATER TUNNEL No. 3

New York City's water distribution infrastructure is aging and in need of repair and upgrades. To accomplish this, the City of New York is constructing a new water tunnel, City Tunnel No. 3 (see How the System Works for more on the different types of water mains and their functions.)

This project (**ID No. MED-596**) is one of eleven (11) such planned projects in Manhattan that will connect new shaft distribution chambers to City Tunnel No. 3. Upon completion of the shaft connections, chambers and the tunnel, the City will be able to activate sections of the new tunnel and begin rehabilitating City Tunnel Number One & Two. In addition, improvement to storm drainage structures are planned for this project.

CONNECTING TO 3rd WATER TUNNEL SHAFTS

MED No.	LOCATION	DATE
595	Lafayette Street	ACTIVE
596	Hudson Street	ACTIVE
599	W.48 th Street	2010
600	E.59 th Street	ACTIVE
606	Grand Street	2010
609	W.60 th Street	2010
610	8 th Avenue	2010
598	W.30 th Street	UPCOMING
603	Houston Street	UPCOMING
607	2 nd Avenue	UPCOMING



WATER SERVICE INTERRUPTIONS

During the course of this project, water service disruptions will be necessary while the old mains are removed and new mains installed. If it is necessary for us to turn off your water service, you will receive written notice informing you by the afternoon of the day before service interruption. We suggest you store drinking water to have available in your home or business for the period that water service is suspended. Water service is always restored at the end of the workday. Be sure to turn off any open valves or faucets to prevent flooding when water service is restored. After water service is restored, the water may be discolored by sediment that has built up in the older pipes, including the service connection to the internal pipes in your building. Even if no construction is performed in front of your building the process of shutting down the old pipes can result in discoloration. If this occurs, run only cold water until it appears clear.

NOTE If your water service is not restored within three (3) hours of the time indicated on the Shut-Off Notice, please call the 311 Service Center.

SPECIAL NEEDS

Individuals with special needs who may be uniquely impacted by this project should contact the project's Community Construction Liaison, as soon as possible, to make them aware of your situation. DDC will work with you to attempt to minimize the inconvenience as much as possible.

PROPERTY DAMAGE CONCERNS

Under the terms of the contract, the Contractor is responsible for the repair of any proven property damage and restoration of the construction area, including sidewalks and curbs, to at least the condition that existed prior to the start of construction. As a protection for the City of New York and the property owners along the route of the construction, preconstruction pictures are taken. The contract requires the Contractor to maintain property damage and liability insurance coverage until the completion of all work. You are advised to inform the **Contractor** and the **Resident Engineer** in the first instance of any property damage you may have, and if the **Contractor** fails to respond within **10 days**, you should inform the **DDC Borough Director** in writing. For more details, please contact the **Community Construction Liaison**.

IMPORTANT If you believe the City is responsible, or if you wish to file a property damage claim with the New York City Comptroller's Office, you must do so within **90 days** of the occurrence. For information please contact the **Community Construction Liaison**.

NOTE: Work operations will not occur simultaneously on every street segment within a particular phase.

PROJECT PHASING

The street segments included in the contract cover a significant area of Tribeca (see map on page below). In order to minimize the impact of construction within the community, the DDC decided to stage the project in phases and focus work operations in each phase to a specific area. This would require the contractor to concentrate work operations within a specific street segment and prohibit work operations from occurring simultaneously throughout Tribeca. The following map indicates the three (3) phases and related schedules.



PROJECT SCOPE AND SCHEDULE

WORK ON THIS PROJECT WILL INCLUDE, BUT IS NOT LIMITED TO:

TRUNK WATER MAINS

DISTRIBUTION WATER MAINS

STREET RECONSTRUCTION AND RESURFACING

UTILITY UPGRADES

COBBLESTONE STREET REPLACEMENT IN HISTORIC DISTRICT



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COMMUNITY IMPACTS

DDC is committed to maintaining a work site that is safe and well kept. However, dust, noise and heavy equipment are common elements of construction and we ask for your patience during the project. Once construction work begins, there may be several active zones or work areas. As construction work moves from one area to the next, detours and closures may be necessary. However, deliveries to commercial and residential properties and emergency vehicle access will be allowed. Please be aware of, read and obey construction signs. During this work, DDC will make every effort to minimize disruption and inconvenience to residents, pedestrians and businesses.

PLEASE TAKE NOTE OF THE FOLLOWING IMPACTS

PARKING To facilitate construction, some parking may need to be temporarily eliminated. DDC will provide advance notification when this occurs.

STREET CLOSURES and/or limited access signs will be posted in advance.

PEDESTRIAN ACCESS to buildings will be maintained at all times.

DRIVEWAY/LOADING DOCK ACCESS may be temporarily interrupted in order to complete construction (**coordination plan will be discussed as needed**).

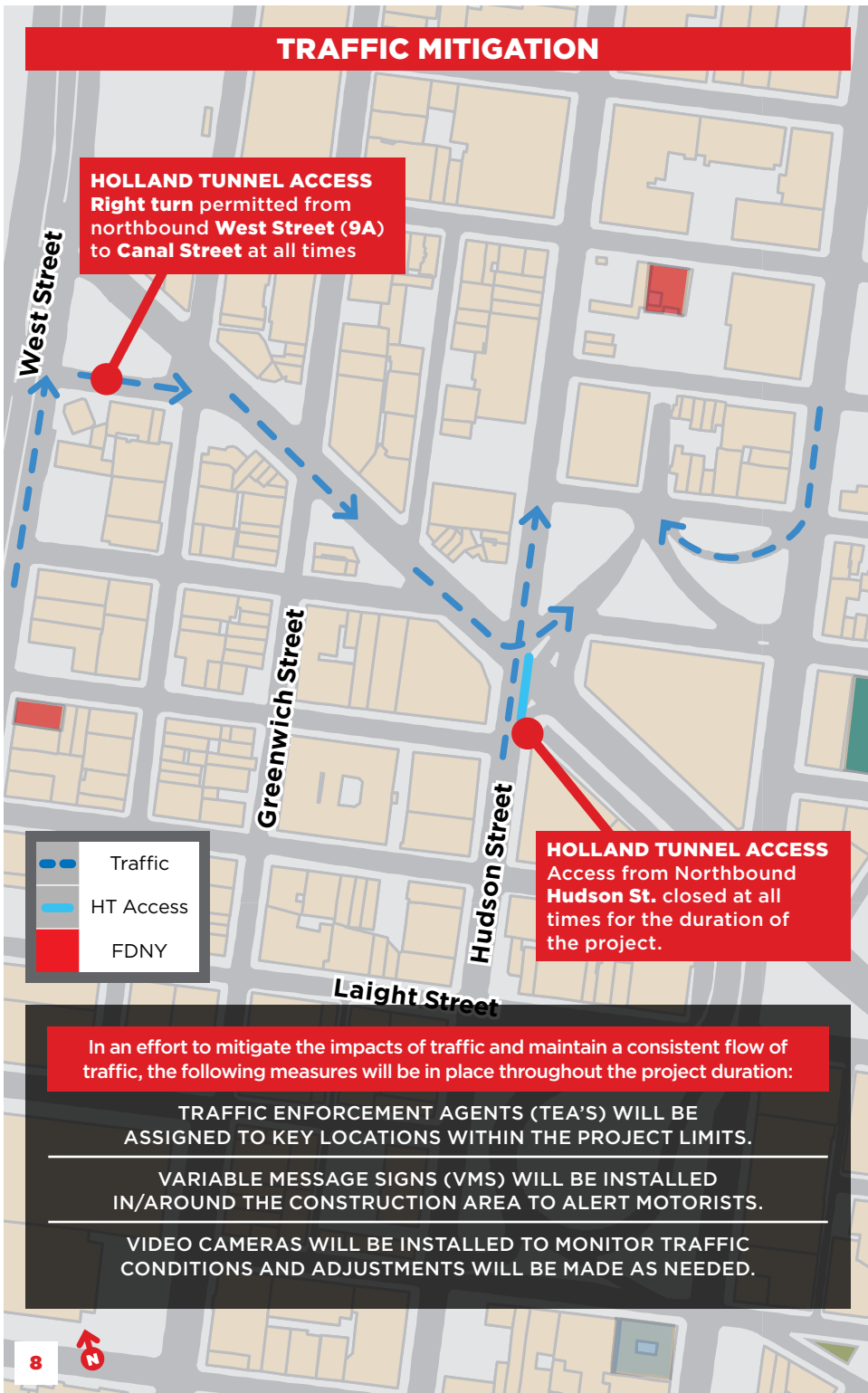
PUBLIC TRANSPORTATION Bus stops and/or bus routes may be relocated/detoured during the course of this construction. Signs and directions will be posted noting the changes.

YOU WILL RECEIVE NOTIFICATION OF THE ABOVE RESTRICTIONS FROM THE COMMUNITY CONSTRUCTION LIAISON (CCL).

WORK HOURS

Due to the high importance of this project and necessity of completing the job within the **5 1/2 year duration, work hours for this project will be extended beyond the normal construction schedule of 7:00AM - 3:30PM**. As such, the hours of operation will vary depending on the location and traffic volumes and will occur on weekdays, night and weekends. All advisories issued by DDC will state the hours of operation. For a full listing of the work hours by location, please contact the Community Construction Liaison.

TRAFFIC MITIGATION



TRAFFIC PATTERNS DURING CONSTRUCTION

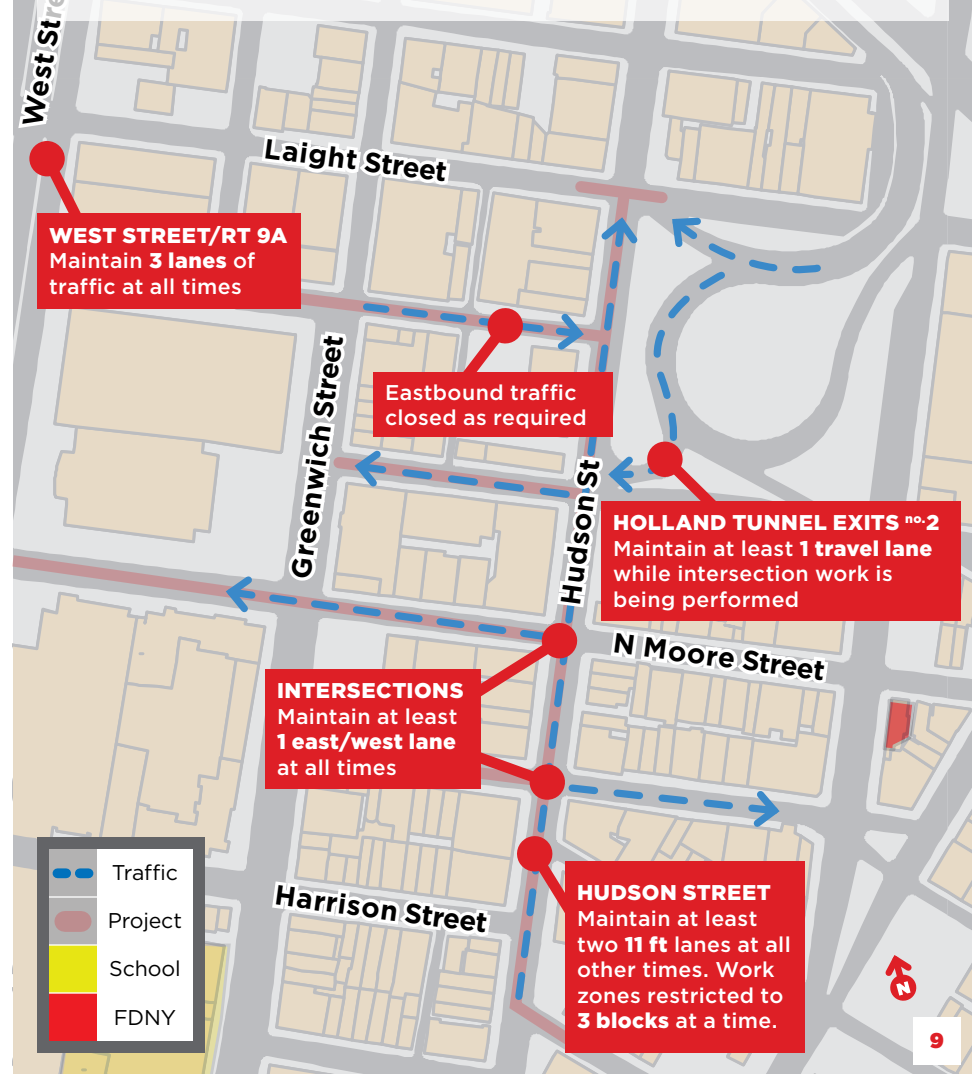
Due to the proximity of the Holland Tunnel, the DDC coordinated extensively with the NYC Department of Transportation (DOT) and the Port Authority of New York/ New Jersey (PANYNJ) during the design phase. Traffic studies were conducted and after review, a traffic scheme was developed that balances the needs of construction with the needs of motorists traveling into and out of the Holland Tunnel (see map below and on page 5). The following are the minimum number of travel lanes that need to be maintained during construction:

Hudson St Maintain at least **two (2) eleven (11) foot travel lanes**. On **Hudson St**, the contractor will be restricted to a **work zone of 3 blocks at a time**.

West St/Route 9A Maintain **3 lanes of traffic** on in both directions at all times.

Hubert & N Moore St Maintain at **least 2 travel lanes** between **West & Greenwich St**.

Maintain at least **one eleven foot travel lane** on all other streets.



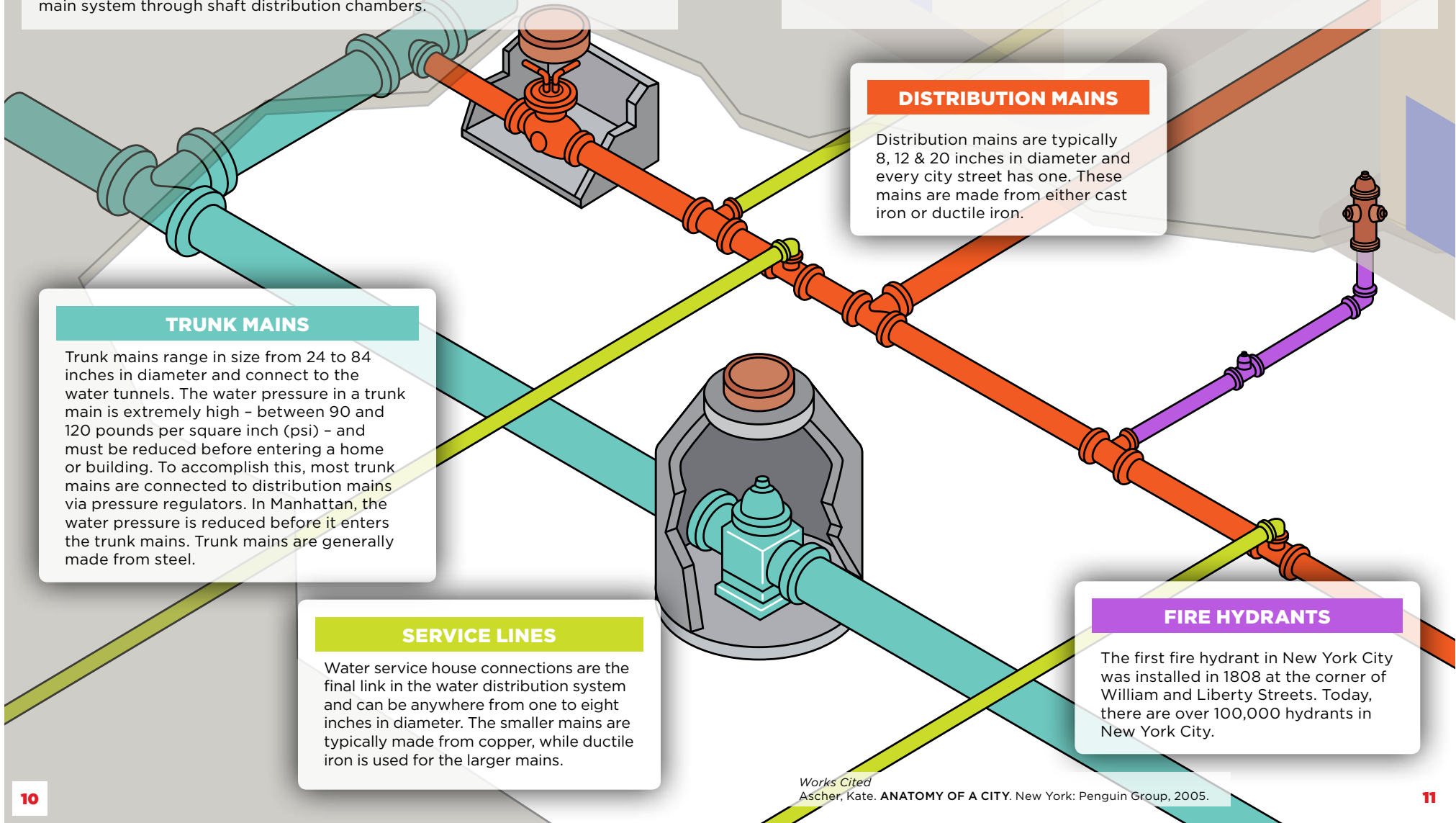
HOW THE SYSTEM WORKS

THE WATERSHED Our drinking water begins at the “Watershed.” The watershed is divided into two reservoir systems with the Croton System and the Catskill/Delaware System located East and West of the Hudson River, respectively. The watershed collects runoff in its reservoirs and conveys the water downstream towards the City through a series of aqueducts and tunnels.

THE TUNNEL SYSTEM The Catskill/Delaware System uses a 3 tunnel system, City Tunnel Nos. 1, 2 & 3, to distribute water throughout the City. All tunnels, ranging in size from 12 to 20 feet in diameter, are cut into the bedrock deep below the City. These tunnels transmit water from a control reservoir located upstate down to the City. Once in the City, the tunnels connect to the trunk main system through shaft distribution chambers.

THE TRUNK WATER MAIN SYSTEM The trunk water main system consists of about 650 miles of large steel pipe ranging in size from 24 to 84 inches in diameter. The tunnel system feeds the trunk main system through a series of shafts. The trunk water main system then feeds yet another system of smaller pipes. The smaller pipes are called distribution water mains.

THE DISTRIBUTION WATER MAIN SYSTEM This system is the most extensive. The distribution water main system is composed of over 5,700 miles of pipe ranging in size from 20 inches down to as small as 6 inches in diameter. This system is found in nearly every city street. These mains bring fresh water directly to homes, apartments, businesses and consumers through even smaller service connections.



TRUNK MAINS

Trunk mains range in size from 24 to 84 inches in diameter and connect to the water tunnels. The water pressure in a trunk main is extremely high – between 90 and 120 pounds per square inch (psi) – and must be reduced before entering a home or building. To accomplish this, most trunk mains are connected to distribution mains via pressure regulators. In Manhattan, the water pressure is reduced before it enters the trunk mains. Trunk mains are generally made from steel.

DISTRIBUTION MAINS

Distribution mains are typically 8, 12 & 20 inches in diameter and every city street has one. These mains are made from either cast iron or ductile iron.

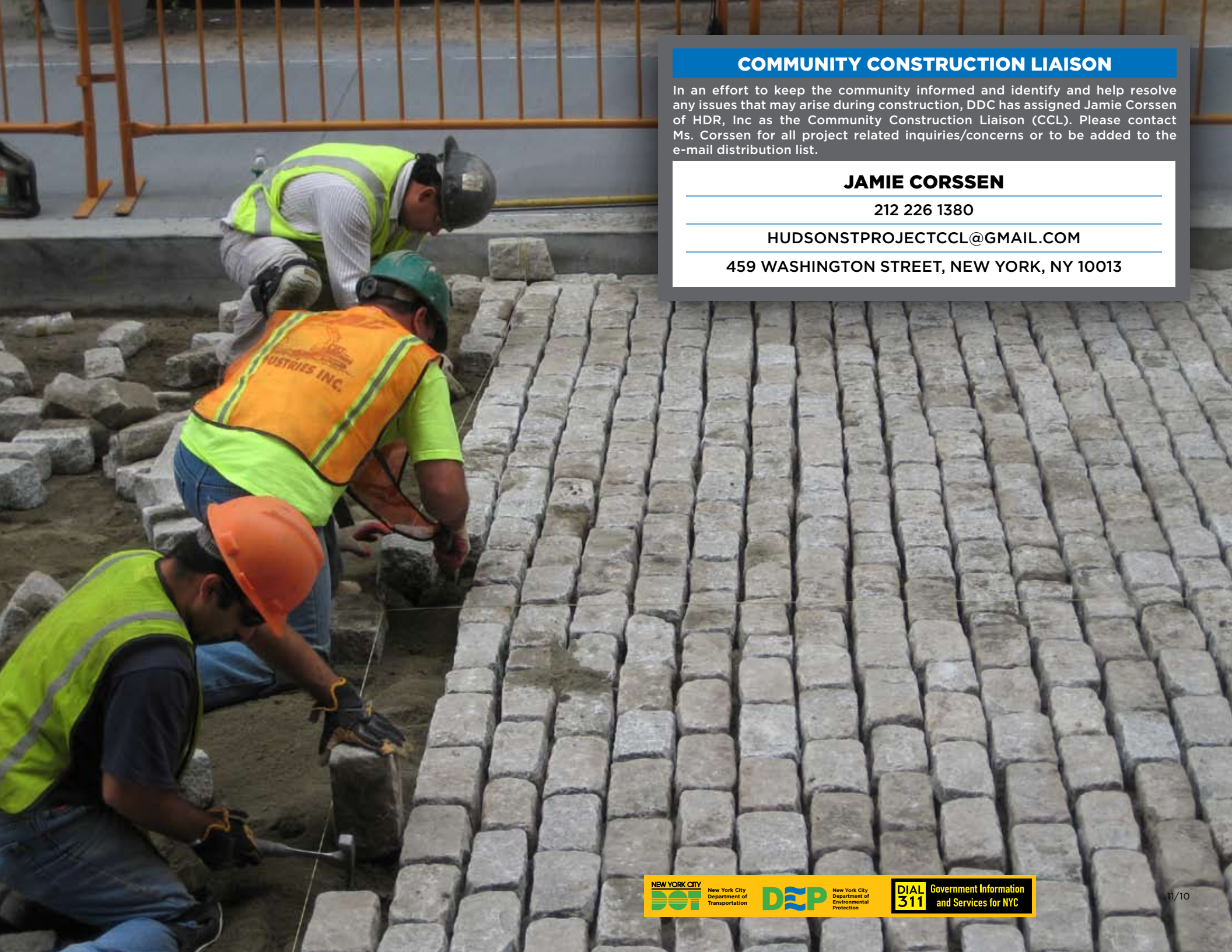
SERVICE LINES

Water service house connections are the final link in the water distribution system and can be anywhere from one to eight inches in diameter. The smaller mains are typically made from copper, while ductile iron is used for the larger mains.

FIRE HYDRANTS

The first fire hydrant in New York City was installed in 1808 at the corner of William and Liberty Streets. Today, there are over 100,000 hydrants in New York City.

Works Cited
Ascher, Kate. **ANATOMY OF A CITY**. New York: Penguin Group, 2005.



COMMUNITY CONSTRUCTION LIAISON

In an effort to keep the community informed and identify and help resolve any issues that may arise during construction, DDC has assigned Jamie Corssen of HDR, Inc as the Community Construction Liaison (CCL). Please contact Ms. Corssen for all project related inquiries/concerns or to be added to the e-mail distribution list.

JAMIE CORSSSEN

212 226 1380

HUDSONSTPROJECTCCL@GMAIL.COM

459 WASHINGTON STREET, NEW YORK, NY 10013