

cc: DiMartino
Farag
Lipski
Gainer
Uriko
D. Smith
Aggarwal
Suspense
RA:lp

Copy to:
Mr. A.E. Shaw, Jr., P.E.,
Amtrak
National Railroad Passenger
30th Street, Station 330
Philadelphia, PA 19104

Dispatched

FEB 25 1988

Bureau of Heavy Construction
Mail Room

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February 22, 1988

Yalcin M. Tarhan
Acting Project Engineer
Parsons Brinckerhoff Quade & Douglas, Inc.
One Penn Plaza
New York, NY 10119

RE: Westside Connection Project, North Access Tunnel from W. 33rd Street to W. 38th Street, Borough of Manhattan

Dear Mr. Tarhan:

This is in reply to your letter dated February 10, 1988 with which you submitted three (3) sets of final plans for the above referenced project. The submitted plans have been reviewed and are hereby approved. A set of plans, stamped "Approved" is enclosed herewith for your records.

It is advised that the incoming pipe into pressure relief manhole as shown on drawing No. C-21 be bent 90° downwards.

The agreement between Amtrak and this department is presently being finalized and should be completed prior to the start of construction.

Please advise Mr. Carlton Hinds, P.E., Chief, Private and Other Agencies Inspection Section, Bureau of Sewers, 40 Worth Street, New York, NY 10013, Telephone #(212) 566-6032, at least fifteen (15) days before commencing construction. After completion of work, submit one (1) set of as-built drawings on three (3) mils mylar for our records.

Very truly yours,

MAGDI FARAG, P.E., CHIEF
Division of Sewer Regulations &
Control, Bureau of Sewers

**Parsons
Brinckerhoff**

**Parsons
Brinckerhoff
Quade &
Douglas, Inc.**

One Penn Plaza
New York, NY 10119
212-613-5000

February 10, 1988

Engineers
Planners

Cable: Parklap, New York
Telex: RCA 232 117 PKLP UR

Mr. Magdi Farag, P.E., Chief
Division of Sewer Regulations and Control
Bureau of Sewers
40 Worth Street
New York, NY 10013

Re: AMTRAK North Access Tunnel
Westside Connection Project

Dear Mr. Farag:

The following is a response to your letter dated January 27, 1988 and two additional comments transmitted to us through Mr. D. Smith of your organization on January 29, 1988. In addition, please find enclosed three (3) sets of the contract plans reflecting compliance with your comments.

Comment No. 1

Pressure relief manhole detail is shown on Dwg. No. C-21.

Comment No. 2

Drawing No. C-11 has been changed to show the size of the existing sewer at chamber No. 1.

Comment No. 3

Detail of the replacement splash blocks is shown on drawing No. C-22.

Comment No. 5

The drawing numbers as indicated in our letter of January 6, 1988 are incorrect. The correct members are Drawing No. S-60 (Sheet 093) and Drawing No. S-61 (Sheet 094).

Comment No. 6

Messrs. M. Swedlow and D. Smith of your organization informed us on February 4th, and February 5th, 1988 that the Bureau of Sewer has reconsidered this comment and decided that aluminum stop planks may be used. (See copies of telephone conversation memorandums). Therefore, this comment was disregarded.

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Comment No. 7 (by Mr. D. Smith)

The added manhole opening in the Flow Redirection Chamber near Chamber No. 3 has been relocated to be aligned with the steps. See Drawing No. S-35.

Comment No. 8 (by Mr.D. Smith)

The longitudinal bars of the 48" diameter pipe encasement are #6 @ 12" and the bottom bars are extended to tie the pipe encasement with the flow redirection chamber. See Drawing No. S-35.

We trust this submittal resolves all your comments on the siphon design for the North Access Connection Tunnel.

As you are aware this project has enormous benefits to the transportation system in New York City. It will increase riderships, improve public services, reduce public cost, reduce auto usage and provide significant environmental improvement. Therefore, an expeditious approval will serve well the City of New York and AMTRAK.

Very truly yours,

PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.


Yalcin M. Tarhan
Acting Project Manager

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Encl.

cc: Mr. A. Shaw - Amtrak