

cc: DiMartino
Novotny
Smith
Aggarwal
Vogel
Oliveri
Khan/Henneberger
Suspense
RA:lp

FILED 8696
DATE 6/11/84

June 11, 1984

DISPATCHED

JUN 13 1984

WATER POLLUTION CONTROL
MAIL ROOM

Seelye Stevenson Value & Knecht, Inc.
Engineers and Planners
99 Park Avenue
New York, NY 10016

RE: North Access Connection 10th
Avenue Tunnel Amtrak, Borough
of Manhattan

Dear Sir:

In reply to your submission of structural computations for the sewer chamber with a letter dated May 29, 1984, please be advised of the following comments of this department:

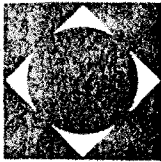
1. The thickness of the roof slab for the proposed chamber, shall be 12" minimum. The value of f_s used to compute steel for roof slab, invert slab and walls shall be 20 k.s.i. and not 24 k.s.i.
2. The precast reinforced concrete slab can not be lifted by sewer maintenance people due to its present proposed size. The design of the slab shall be changed to provide a standard removable slab with the configuration of the sewer chamber changed as marked in red on the plans.
3. The invert slab should be checked for shear and bond.
4. The invert slab has been again designed as a two way slab although our comment No. 3 (i) of our letter February 21, 1984 specifically pointed that all slabs shall be designed one way.

Please revise your structural computations in accordance with the above comments and submit three (3) sets of corrected computations and contract drawings for our review and approval.

Copy to:
Mr. Harry Kamamis, P.E.,
Director
Mass Transit Coordination
NYC Dept. of Transportation
51 Chambers St., Rm. #423
New York, NY 10007

Very truly yours,

FREDERICK NOVOTNY, P.E., CHIEF
Div. of Sewer Regulation &
Control, Bureau of Sewers



STV/SEELYE STEVENSON VALUE & KNECHT.

RAJ

ENGINEERS & PLANNERS.

99 PARK AVENUE
NEW YORK, NY, 10016
212/867-4000, Telex 64 9081 SSV&K

May 29, 1984

New York City Department of Environmental
Protection
Division of Sewer Regulation and Control
Bureau of Sewers
40 Worth Street
New York, New York 10013

Attention: Mr. Fredrick Novotny, P.E.
Chief, Division of Sewer Regulation
and Control

Reference: AMTRAK North Access Connection
Tenth Avenue Tunnel
Borough of Manhattan

Subject: Structural computations for sewer
chamber
My Letter of May 11, 1984

SSV&K No.: 22-6018

Dear Sir:

Enclosed please find the subject computations which were omitted from
enclosure with my letter of May 11, 1984.

Very truly yours,

STV/SEELYE STEVENSON VALUE & KNECHT

James P. Hynes, P.E.
Project Manager

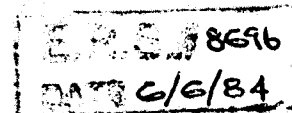
JB:mbm

Enclosures:

(1) Copy of structural computations of sewer chamber

Copies to:

R. Aggarwal - N.Y.C.D.E.P., Bureau of Sewers
J. Brusko
Central File (2)
File/JPH



TO: D. SMITH
ENG. REV SEC
6/4/84
Pm. 93

RECEIVED
BUREAU OF SEWERS
JUN 4 1984

DEPT. OF
SEWER REGULATION
AND CONTROL

DISPATCHED

FEB 22 1984

February 21, 1984
**WATER POLLUTION CONTROL
 MAIL ROOM**

Seelye Stevenson Value & Knecht, Inc.
 Engineers & Planners
 99 Park Avenue
 New York, NY 10016

RE: North Access Connection 10th Avenue
 Tunnel Amtrak, Borough of Manhattan

Dear Sir:

In reply to your submittal of contract drawings with a letter dated January 24, 1984 on the above referenced project, please be advised of the following specific comments of this department:

1. Drawing Nos. C-D2 and C-UT2 show the pressure relief manhole as type A-1 manhole. This is not acceptable as momentum of the storm water in the force main is not being broken. The details should show either the force mains coming at a higher elevation and dropping into the pressure relief manhole or provide an energy dissipating baffle wall in the manhole where the water hits before going to the outlet pipe of the manhole (see enclosed sketch).
2. Make minor corrections as marked in red on drawing. Nos. C-D2, C-UT1 and C-UT2.
3. The computations submitted for the slab for the chamber should be revised as under:
 - i) The slab shall be designed one way slab.
 - ii) The loading to be used will be the greater of the two:
 - a) 1.5K/Sq. Ft. plus own weight.
 - b) H-20 loading (including impact) plus own weight.
 - iii) The slab should be checked for shear and bond.
 - iv) The slab should be checked for lifting and lifting hooks design should be submitted.
 - v) The proposed removable precast R.C. slab shall be set in mortar as shown in DEP standards sheet No. 18 (copy enclosed).

4. Show P.C., P.I., P.T., R and Δ on section A-A drawing No. C-D2.
5. The requirements for steel reinforcement are as under:
 - i) Minimum Steel reinforcement #5.
 - ii) Maximum spacing 12".
 - iii) Steel for stirrups or ties #4 min.
 - iv) No bent up bars.
 - v) No corner bars.
 - vi) Min. steel around opening 3 #6.

Please submit three (3) sets of corrected plans revised in accordance with the above comments and those marked in red on the enclosed set of plans for our review and approval.

ENCLOSURE.

cc: DiMartino
Novotny
Vogel
Oliveri
Farag
Yee/Swedlow (Rm. #929)
Khan/ Henneberger
Aggarwal
Suspense
RA:lp

Very truly yours,

MAGDI FARAG, P.E., ACTING CHIEF
Div. of Sewer Regulation &
Control, Bureau of Sewers

Copy to:
Mr. Harry Kamamis, P.E.,
Director
Mass Transit Coordination
NYC Dept. of Transportation
51 Chambers St., Rm. 423
New York, NY 10007

8002
2.21.84