
STV SEELYE STEVENSON VALUE & KNECHT.
ENGINEERS & PLANNERS.

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November 10, 1983

City of New York
Department of Environmental Protection
Division of Sewer Regulation & Control
Bureau of Sewers
2358 Municipal Building
New York, NY 10007

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

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

Subject: Sewer Work in 10th Avenue (95% Submission)

SSV&K No.: 22-6018

Enclosed please find (3) sets of plans revised in accordance with your comments as set forth in your letter of October 13, 1983 to Mr. Harry Kamamis, P.E., Director, Mass Transit Coordination, N.Y.C.D.O.T.

In answer to Comment No. 12, the proposed 30" R.C.P. which replaces the existing 4'-0" x 2'-8" egg shaped brick sewer, carries the same flow as the 30" R.C.P. upstream which was installed under M.T.A. Contract No. 1-02-21064-0-0. An existing 6" C.I.P. force main and an existing 24" C.I.P. force main which tie into the existing 4'-0" x 2'-8" egg shaped brick sewer are being relocated (see Dwg. C-UT1 and CUT2.). The relocated force mains and the manhole (Manhole #2) to which they connect will be owned and maintained by Amtrak. No other house connections to the existing 4'-0" x 2'-8" egg shaped brick sewer to be replaced are known to exist.

I have enclosed computations prepared during the design of M.T.A. Contract No. 1-02-21064-0-0 which indicate that the flow in the sewer rerouted under that contract is 12.96 C.F.S.. As no additional flow is added to our proposed 30" R.C.P. it will definitely be adequate to carry this flow (I have also enclosed computations of the capacity of the proposed 30" R.C.P.). As the existing 6" C.M.P. and 24" C.M.P. force mains are merely rerouted and then reconnected to the City System, there will be no additional flow to any portion of the City System.

ERL 7684
11-15-83
159/21

(288/6)

STV ENGINEERS, Engineers, Architects, Planners, Construction Managers. Professional Member Firms:
STV/Baltimore Transportation Associates; STV/Lyon Associates; STV/Management Consultants Group; STV/
H. D. Nottingham & Associates; STV/Sanders & Thomas; STV/Santafin; STV/Seelye Stevenson Value & Knecht.

SEELYE STEVENSON VALUE & KNECHT.
AN STV ENGINEERS PROFESSIONAL FIRM

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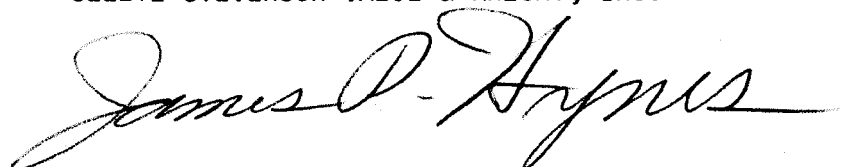
Additionally, I wish to note that this work will be made part of M.T.A. Contract No. 1-02-21064-0-0.

We would appreciate an expedited review of this material as we are on a tight schedule with respect to our final plans and specifications submission on November 25, 1983.

Thank you for your cooperation in this matter.

Very truly yours,

SEELYE STEVENSON VALUE & KNECHT, INC.



James P. Hynes, P.E.
Project Manager

JB:mbm

Enclosures:

(3) sets of plans of civil work (95% Submission)

Copies to:

R. Lawrie, - N.Y.C.D.O.T., M.T.C.C.C.
H. Kamamis, - N.Y.C.D.O.T., M.T.C.C.C.
H. F. Longhelt - Amtrak Eng. Dept.
R. J. Posthauer - SSV&K
J. Aliprantis - SSV&K
Central File (2)
File/JPH