

DISPATCHED

OCT 14 1983

WATER POLLUTION CONTROL,
MAIL ROOM.

October 13, 1983

Mr. Harry Kamamis, P.E.,
Director, Mass Transit Coordination
NYC Department of Transportation
51 Chambers Street, Rm. 423
New York, NY 10007

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

Dear Mr. Kamamis:

In reply to your submittal of 30% plans with a letter dated September 23, 1983 and a subsequent meeting on October 11, 1983 on the above referenced project, please be advised of the following specific comments of this department:

- 1) Show North Arrow, scale and datum used on the plans.
- 2) Show key plan.
- 3) Show legend for drainage facilities, existing and proposed.
- 4) Show the distances between the proposed manhole 1 and the existing manhole. Show the distances between manhole 1 and existing manhole and also between the existing manhole and the outer wall of the tunnel. The drawings C-UT1 and C-UT2 should be amended to show the same distances.
- 5) The new manhole 1 will be standard NYCDEP Type A-1 manhole.
- 6) Show details of R.C. Collar around the brick sewer.
- 7) Show the distances from the existing manhole to 33rd Street and from the proposed manhole 1 to 31st Street.
- 8) Show the contract number under which the work beyond the existing manhole is being done.
- 9) Show the limits of the contract and the proposed work.

- 10) Show the invert elevations for the existing sewer to be replaced at the existing manhole and proposed manhole No. 1.
- 11) Show rim elevations for the proposed manhole and the existing manhole.
- 12) Submit hydraulic computations for the capacity of the proposed 30" R.C.P sewer and the existing 4'-0" X 2'-8" egg shaped sewer to be replaced. In the event the capacity of the proposed sewer is less than the existing sewer being replaced, computations must be submitted to show that the proposed sewer can handle the runoff from the area according to the drainage criteria of NYCDEP.

The following general notes regarding proposed drainage work should appear on the contract plans:

- 1) All proposed drainage work should be done in conformance with the latest standards of the Department of Environmental Protection.
- 2) All existing sewer house connections should be continuously maintained during construction. If any house connection must be disconnected for construction purposes, flow must be maintained by flumming or other suitable means as directed by the engineer and in such a manner that no back-ups occur. Any and all existing sewers, house connections, or other sewer appurtenances which are to remain, and which must be disturbed for construction purposes, shall be restored to their present condition after completion of the work, and any damage done as a result of the work shall be repaired at no cost to this department.
- 3) All existing sewer manholes to be retained within the contract limits should be adjusted as necessary, so that they will be flush with the finished grades after completion of the work. Any of these manholes which have damaged, worn or non-standard frames and covers should be provided with new 27" castings in accordance with the latest standards of New York City's Department of Environmental Protection, including any necessary modifications of the manhole masonry. Any damage to the manhole caused by this work shall be repaired or replaced by the contractor as directed by the engineer, and at no cost to the City.
- 4) The requirements of this department regarding clearances to be maintained with respect to the water main installation are as follows:
 - a) For Water Mains Installed Parallel to Sewers:
Where the height to the bottom of the sewer is less than 10 feet, the horizontal clearance between the outside of the water main and the centerline of the sewer should be not less than 6.0 feet plus one half the sewer diameter.

Where the depth to the bottom of sewer cradle is ten (10) feet or more, the horizontal clearance between the outside of the water main and the centerline of the existing sewer shall be increased one (1) foot for each additional five (5) ft. of depth over ten (10) feet. or portion thereof.
 - b) For Water Mains Crossing Sewers:
Wherever the vertical clearance between the top of the sewer and the bottom of the proposed water main, at their crossing is less than one (1) foot, the water main is to be supported by a truss arrangement and the clearance space is to be filled with layers of compressible material to avoid excessive bearing pressure on the sewer pipe. In no case, however, should this clearance be less than 6".

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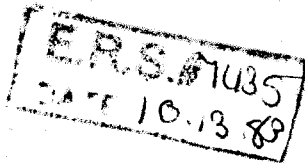
Please submit three (3) sets of plans revised in accordance with the above comments and those marked in red on the enclosed set of plans for our review and approval.

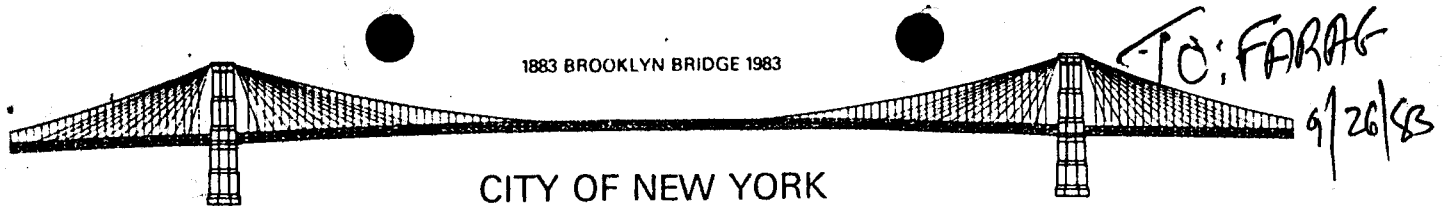
ENCLOSURE.

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

Very truly yours,

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





CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING AND RESEARCH
40 WORTH STREET • NEW YORK, N.Y. 10013

ANTHONY R. AMERUSO, P.E.
COMMISSIONER

M-AC-CC-RWL-D-94

ARTHUR ASSERSON, P.E.
ASSISTANT COMMISSIONER

SEP 23 1983

Mr. E. Langjahr P.E.
Chief, Div. of Design - Bridges
Bureau of Highway Operations

Mr. Frederick Novotny, P.E.
Chief, Div. of Sewer Regulation and Control
Department of Environmental Protection

RECEIVED
BUREAU OF SEWERS

Mr. Martin Englehardt, P.E.
Chief, Planning and Programs
Department of Environmental Protection

SEP 26 1983

Mr. Rudy Popolizio P.E.
Manhattan Borough Engineer
Bureau of Traffic Operations

DIVISION OF
SEWER REGULATION
AND CONTROL

Mr. John Kiernan
Chief Inspector, Manhattan
Bureau of Traffic Operations

Mr. Joseph Mackey, P.E.
Assistant Director - Electrical Control
Department of General Services

E.R.S. #7435
DATE 9-27-83

Mr. George Willett
Chief in Charge
Bureau of Fire Communications

Mr. Richard Koehler
Director of Communications
Communications Division

Ms. Hilda Regier
Chairperson
Community Board No. 4, Manhattan

Anthony C. Gulotta, P.E.
Consulting Engineer
Office of the Borough President, Manhattan

($\frac{280}{5}$)

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

Attention:

Transmitted herewith are 2 sets of 30% complete plans for the subject construction project, sent to you for comments in the area of your purview.

A meeting has been scheduled to receive your comments as noted:

Time: 10:00
Date: October 11, 1983
Place: 51 Chambers Street
Room 412

It is requested that you or your representative present your input on this matter, in writing, at this meeting.

If you are unable to attend, I would appreciate receiving your written comments prior to the meeting date.

Your expeditions review of this project will be appreciated.

Very truly yours

A handwritten signature in dark ink, appearing to read "Harry Kamamis", written in a cursive style.

HARRY KAMAMIS
Director of Mass Transit