

COMMUNITY IMPACTS

Maintaining a Safe and Clean Work Zone The DDC is committed to maintaining a work site that is safe and clean. However, dust, noise and heavy equipment are common elements of construction and we ask for your patience during the project. There may be limited street access on certain blocks. However, deliveries to commercial and residential properties and emergency vehicle access will be allowed. In addition, the DDC will be baiting the construction zone on a regular basis to control rodent populations.

STUDENT PICK-UP/DROP OFF Where construction impacts school pick-up and drop-off zones at area schools (**BMCC, PS 234**), the DDC will coordinate with school officials to ensure these locations are safe, clearly marked and maintained.

PEDESTRIAN/TRAFFIC Pedestrian access to buildings will be maintained at all times. **Street closures/Traffic Detours** partial closures and/or limited access of intersections and streets. **Vehicular access** may be restricted on certain streets in certain locations. **Parking** will be temporarily restricted so construction may proceed. Signs will be posted where applicable. **Driveway/loading dock access** may be temporarily restricted.

PUBLIC TRANSPORTATION Bus Relocation Where necessary, bus stop locations (**M22**) may be relocated in/around the work zones.

You will receive notification of the above restrictions from the Community Construction Liaison (CCL).

WORK HOURS

The following are hours that the Contractor is allowed to work; however, typical work hours will be Monday-Friday from 7:00 am to 6:00 pm and weekends .

Monday - Friday **7AM - 10PM (Allowable Hours)**

Saturday & Sunday **9AM - 10PM (Allowable Hours)**

*No Noisy Operations before **8AM** or after **10PM***

*Hours for work requiring water service interruptions Monday - Friday **7PM - 5AM***

COMMUNITY CONSTRUCTION LIAISON

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

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NEW YORK CITY DEPARTMENT OF
DESIGN + CONSTRUCTION

INFRASTRUCTURE DIVISION
OFFICE OF COMMUNITY
OUTREACH AND NOTIFICATION



PROJECT ID: **HWMWTCA6B**

SUMMER 2010 - SUMMER 2013

CHAMBERS STREET RECONSTRUCTION PROJECT

CHAMBERS ST

PROJECT ID: HWMWTCA6B

WHAT TO EXPECT

The City of New York Department of Design and Construction (DDC) is managing a capital construction project to reconstruct and upgrade our city's aging infrastructure along Chambers Street in Lower Manhattan. The project is scheduled to start in the Summer of 2010, with an anticipated completion of Summer 2013.

Ever since the events of 9/11, construction in Lower Manhattan has been a constant. DDC is aware of the numerous projects, both public and private, currently being performed in Lower Manhattan and is working with the relevant construction/permitting agencies & companies to minimize disruption and inconvenience to residents, pedestrians and businesses.

WHY IS THIS WORK NECESSARY?

In some areas, New York City's water and sewer infrastructure is over 100 years old, and is now beyond its useful life. With such an old infrastructure, breaks and failures are bound to happen, as they did at various locations on Chambers Street in 2001, 2007 and 2008. When these water mains fail, not only is water service interrupted, but there are major traffic disruptions and delays for motorists, residents and businesses in the immediate area. The Chambers Street Reconstruction Project is being performed to avert future incidents and to ensure Lower Manhattan has an infrastructure that is modern and efficient.

A BALANCING ACT

CONSTRUCTION IMPACTS AND DAILY LIFE

Chambers Street is not only a vital east-west corridor, but a vibrant commercial and residential street. As with all major construction projects, interruptions to water service, traffic, parking, merchant deliveries and pedestrian routes are necessary while the roadway is excavated, the infrastructure replaced and the roadway restored. DDC's challenge on this project is to balance the needs of the construction work with the needs of the community. DDC is committed to working with the community to ensure that the impacts are kept to a minimum and occur only when and where necessary and most of all that the community is aware of them in advance so the necessary preparations can be made.

PROJECT PHASING In an effort to minimize the impact of construction on the Lower Manhattan community, the Chambers Street Project will be performed in 2 phases. Work in Phase 1 will be performed along Chambers Street between West Street and West Broadway; and work in Phase 2 between West Broadway and Broadway (See tentative timeline on page 5). By phasing the project in this manner, 2-way traffic will be maintained on blocks not under construction.

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 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.

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.

FIRE HYDRANTS

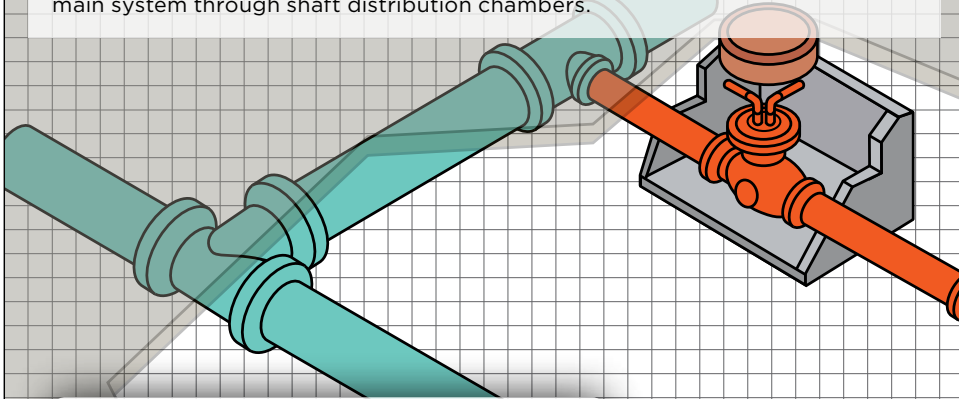
The first fire hydrant in New York City was installed in 1808 at the corner of William and Liberty Streets. Today, there are over 100,000 hydrants in New York City.

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

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.



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.

SERVICE LINES

Service mains 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.

ROADWAY RECONSTRUCTION, RECONSTRUCTION OF CURBS, SIDEWALKS

PROJECT SCOPE AND SCHEDULE

WORK ON THIS PROJECT WILL INCLUDE:

NEW DISTRIBUTION WATER MAINS (12' & 20')

COMBINED SEWER MAIN RECONSTRUCTION

NEW CATCH BASINS, CONNECTIONS, MANHOLES AND CHAMBERS

UTILITY UPGRADES

NEW ORNAMENTAL STREET LIGHTS

NEW GRANITE CURBS, PIGMENTED SIDEWALKS & ROADWAY

PLANTING OF TREES



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. **Please note that water service interruptions will only be scheduled at night between 7PM - 5AM.** 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 Community Construction Liaison or the 311 Service Center.

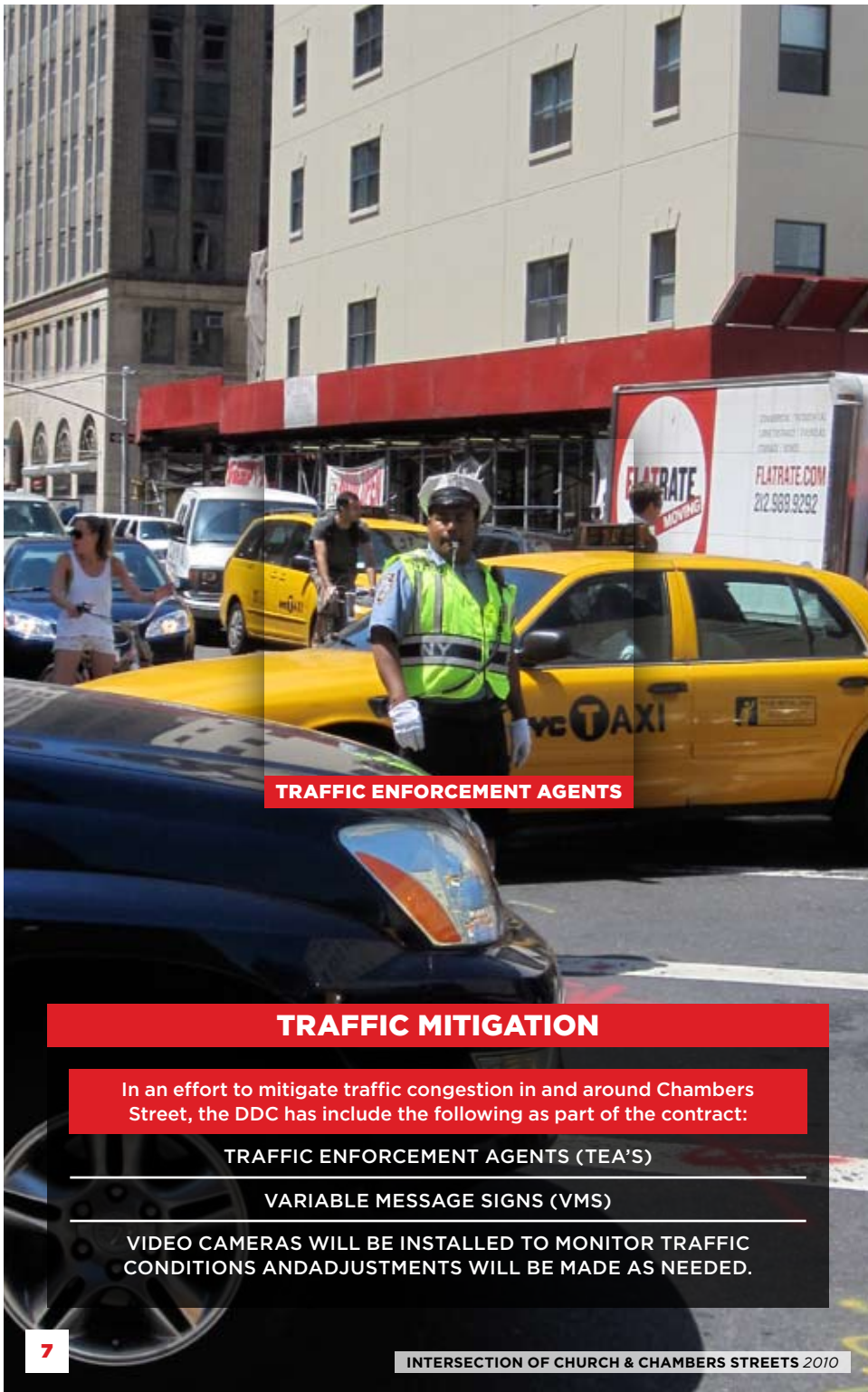
SPECIAL NEEDS

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.



TRAFFIC ENFORCEMENT AGENTS

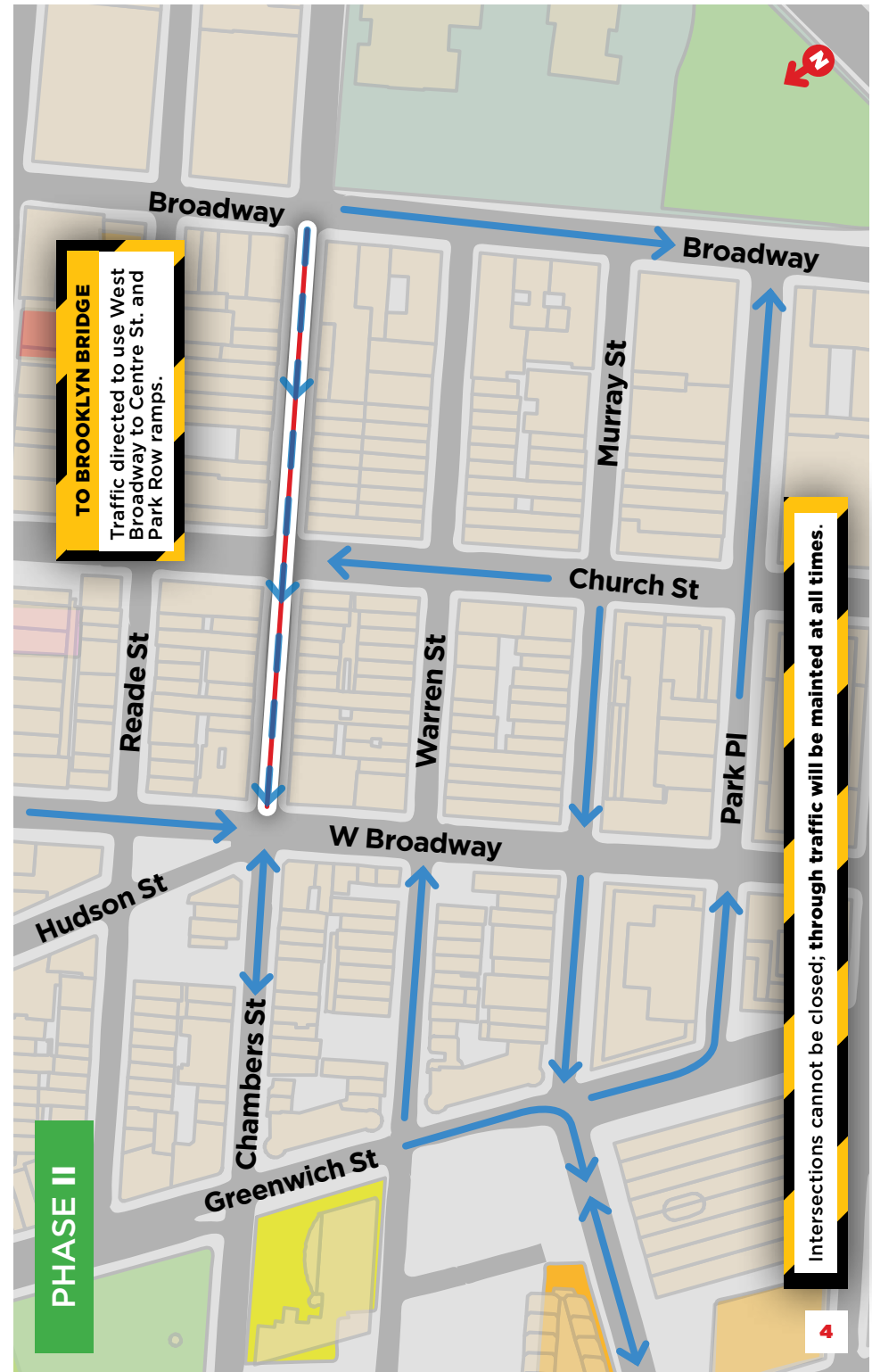
TRAFFIC MITIGATION

In an effort to mitigate traffic congestion in and around Chambers Street, the DDC has include the following as part of the contract:

TRAFFIC ENFORCEMENT AGENTS (TEA'S)

VARIABLE MESSAGE SIGNS (VMS)

VIDEO CAMERAS WILL BE INSTALLED TO MONITOR TRAFFIC CONDITIONS AND ADJUSTMENTS WILL BE MADE AS NEEDED.



TO BROOKLYN BRIDGE

Traffic directed to use West Broadway to Centre St. and Park Row ramps.

PHASE II

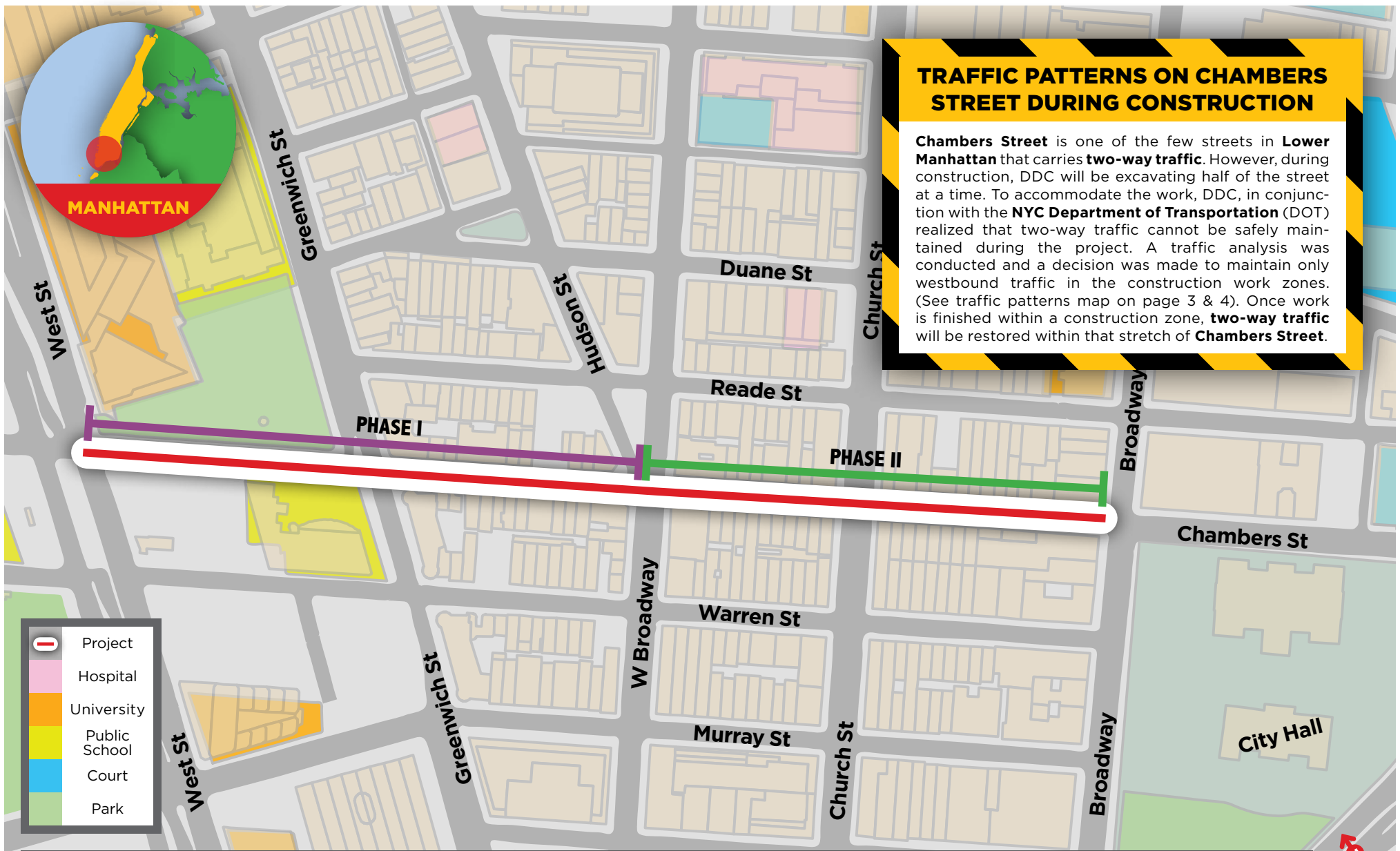
Intersections cannot be closed; through traffic will be maintained at all times.









MANHATTAN

TRAFFIC PATTERNS ON CHAMBERS STREET DURING CONSTRUCTION

Chambers Street is one of the few streets in **Lower Manhattan** that carries **two-way traffic**. However, during construction, DDC will be excavating half of the street at a time. To accommodate the work, DDC, in conjunction with the **NYC Department of Transportation (DOT)** realized that two-way traffic cannot be safely maintained during the project. A traffic analysis was conducted and a decision was made to maintain only westbound traffic in the construction work zones. (See traffic patterns map on page 3 & 4). Once work is finished within a construction zone, **two-way traffic** will be restored within that stretch of **Chambers Street**.



-  Project
-  Hospital
-  University
-  Public School
-  Court
-  Park

