

**NYC DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)
BUREAU OF ENGINEERING DESIGN AND CONSTRUCTION
CROTON FACILITY MONITORING COMMITTEE MEETING MINUTES
TUESDAY, MARCH 25, 2014 – 7:30 PM**

The Croton Facility Monitoring Committee (CFMC) met on Tuesday, March 25, 2014 at the DEP Office, 3660 Jerome Avenue, Bronx, NY 10467.

Welcome

The meeting was called to order by Chair Father Richard Gorman at 7:45 pm. All CFMC members were in attendance.

Fr Gorman thanked Robert Fanuzzi for effectively directing the CFMC during 2013 and expressed appreciation for former Council Member Koppell's leadership. He welcomed to the CFMC newly-elected Council Member Andrew Cohen. Fr Gorman praised the community for vigilance on and involvement with the Croton project. He said that four CFMC meetings a year are not sufficient, and he expects the CFMC to meet more often during 2014, advocating more frequent but shorter meetings that are closely focused. He said that other issues, beyond construction of the Croton project itself, are important to the community, and Fr Gorman wants to pay attention to the other issues – in particular, related to the Jerome Park Reservoir (JPR) area and a pedestrian bridge to connect sections of Van Cortlandt Park (VCP) -- as well as continuing to have the CFMC review and comment on the status of Croton construction.

Attending - CFMC Representatives – Attachment 1

Hector Aponte, Representative of the Department of Parks and Recreation (DPR); Mr. Fanuzzi, Chair, Community Board # 8; Adaline Walker-Santiago, Chair, Community Board #7; Fr Gorman, Chair, Community Board #12, Wilhelm Ronda, Representative of the Bronx Borough President; Council Member Cohen; and Shane Ojar, DEP. **Others Attending:** DEP Staff, DPR Staff, Construction Manager, Croton Design Consultant, members of the press and the public.

Adoption of CFMC Meeting Agenda - Attachment 2

The meeting agenda was agreed to after a motion by Mr. Ronda, seconded by Ms. Walker-Santiago.

Adoption of CFMC Meeting Minutes from December 12, 2013

A motion by Mr. Ronda to accept the December 12, 2013 minutes was seconded by Mr. Fanuzzi. The minutes were adopted.

Public Comments and Questions

Bob Bender, Community Board #8, asked the status of tree replacement and tree funding at JPR which had ongoing discussion between DEP and DPR. Fr Gorman said that many matters involving JPR should be the subject of the April CFMC meeting, including this item. Both Mr. Aponte and Mr. Ojar said productive high level interagency discussions were continuing, but no final decisions have been made.

Bob Press, Bronx News, said the project's look-ahead construction schedule for Jerome Park Reservoir pushes completion dates farther in the future, and asked for an explanation. Bernard Daly, DEP, said delays were attributable to lead abatement on concrete surfaces inside Shaft 3 that was not originally anticipated, asbestos abatement at Gate House No. 7, and obtaining permits for demolition of both the Microstrainer Building and Demonstration Plant Foundation. Gary Axelbank, area resident, said he is annoyed that DEP is using the threat of terrorism as a reason to keep the public out of JPR. He supports the request Assembly Member Jeffrey Dinowitz made at DEP's recent tour of JPR to grant public access at the JPR dividing wall. He asked that his March 12 letter to the Riverdale Press be part of the record (*Attachment 3*).

Update on Croton-Funded Parks (*Attachment 4*)

Andrew Penzi, DPR, presented an update of Croton-funded parks in construction and design.

Fr Gorman asked whether projects get shortchanged if they cost more than expected. Mr. Aponte and Mr. Penzi said that the projects do not suffer, and that most of the Croton-funded improvements have been completed within budget. The CFMC representatives talked about the Uniform Land Use Review Procedure (ULURP) projects that cost \$40 million, and the 66 projects covered by the Memorandum of Understanding (MOU) that cost \$200 million. There was a discussion led by Mr. Axelbank about the appropriateness of New York State Roberto Clemente Park receiving Croton funding. Mr. Fanuzzi pointed out that eight of the 66 MOU parks are in VCP itself.

Mr. Aponte explained that there are very general descriptions of improvements that will be made in each park – not all specific details appear in the written reports. There are procedural reasons why the remaining seven projects that haven't started construction yet were held back. Helene Hartman-Kutnousky, Community Board #7, and Ms. Walker-Santiago asked Messrs. Penzi and Aponte to keep Community Board #7 informed about the remaining projects in design within that Community District. Mr. Bender said there are three projects slated for VCP that Community Board #8 wants to be kept informed about as well.

Jogging Path Update

Mr. Penzi said that the contractor is still behind schedule and the harsh winter weather contributed to delays. DPR is monitoring the work and Mr. Penzi estimates the project can be completed by August, 2014. Mr. Axelbank said poor maintenance complaints at DEP's area of the JPR property have been made, and Mr. Ojar said he would look into this, but DEP has stepped up its maintenance on and around JPR during the past few years.

Mr. Fanuzzi said that the loss of the dog run at Ft Independence Park is causing a problem as dog walkers are complaining. Mr. Cohen said he too wants to know when the dog run will be operational. The playground and comfort station were asked about too, and Mr. Penzi again said he expects project completion in August.

Mr. Fanuzzi asked Mr. Ojar if repairs to the perimeter stone wall will be part of the new construction projects DEP is planning at JPR. Mr. Ojar said he would find out.

There was a further discussion about the maintenance responsibilities of DEP and DPR at JPR. Mr. Aponte said that these issues have been talked about many times at the CFMC and minutes from past meetings clearly reflect DEP and DPR maintenance responsibilities. Council Member Cohen said the goal for the CFMC is to assist the agencies and community, and to work seamlessly to improve the area instead of criticizing either agency. Mr. Fanuzzi said Community Board #8's Parks Committee will continue to monitor conditions around JPR.

Croton Construction Update, Costs and Schedule

Mr. Daly asked if there were questions about the previously-distributed cost report. (*Attachment 5*) There were no questions or comments.

Mr. Daly provided a brief construction update (*Attachment 6*).

At the VCP site, Startup and Testing of the South Plant was completed on March 14, 2014. Startup and Testing of the North Plant was completed on March 15, 2014. On March 14, 2014. DEP submitted the *Engineer's Certification of Public Water Improvement Project Completion* for the South Plant to New York State Department of Health (NYSDOH) and expects to receive a NYSDOH *Interim Completed Works Approval* for the South Plant by April 15, 2014. DEP plans to submit the *Engineer's Certification of Public Water Improvement Project Completion* for the North Plant to NYSDOH in April 2014 with receipt of NYSDOH's *Interim Completed Works Approval* for the North Plant expected within a month of the submission.

DEP's operating bureau staff is currently test-operating both the North and South Plants. Once DEP receives NYSDOH *Interim Completed Works Approval*, Croton filtered and disinfected water can be sent into distribution if there is an operational need.

Over approximately the next nine months, DEP will perform additional work at the VCP site on valve loops to make them more reliable. During this time, contractors will be completing work inside the Plant, including architectural, stairs and handrails, concrete sealing and floor toppings, fire-stopping, permanent lighting, fire alarm system, and testing HVAC and plumbing equipment. Additional work outside the Plant includes completing the Arrival and Receiving's Building, Chemical Fill Stations, Police Booth, site utilities, gabion walls, driving range roof, flat work, and the second entrance at 213th St/Jerome Ave which will be described by Erin Guire, one of DEP's Croton design consultants.

At JPR, the North Basin is full of water for ongoing testing at the Plant. The South Basin currently is being used for level control of the North Basin. DEP will be alternating filling of the North and South Basins, as operations require.

The Shaft and Meter Chamber is substantially complete and in use.

At JPR, DEP submitted the *Engineer's Certification of Public Water Improvement Project Completion* for Contract CRO 312OS to NYSDOH on March 14, 2014. When received, NYSDOH's *Interim Approval of Completed Works* will allow DEP to deliver water to the distribution system if needed. A final *Certification* will be submitted when all Croton Off-Site Facilities work is completed.

Lead and mold abatement work continue in Shaft 3. In April 2014 after abatement work is complete, the contractor will start demolition of the piping system inside Shaft 3. Closure of a portion of the right lane of Sedgwick Ave will occur to support the demolition and new work inside Shaft 3 under a New York City Department of Transportation (DOT) permit.

Permits are currently being obtained to demolish the Microstrainer Building and the Demonstration Plant foundation slab.

The noise wall across from Bronx High School of Science will be dismantled during 2014, and the area behind it will be restored to its previous condition.

Second Entrance to VCP at 213 St and Jerome Ave

Ms. Guire presented slides that show a second entrance/exit for Croton construction vehicles to be operational in June, 2014. (*Attachment 7*)

When DEP Croton Filter Plant construction is complete, the New York City Department of Design and Construction (DDC) will use this location to build the permanent entrance/exit for the Golf Clubhouse.

Several questions were asked and comments made by Lowell Green, Community Board #7. Her concerns principally related to interference from commuter and school buses that traverse the area and existing presence of large trucks, the entrance/exit turning radius, and direction of trucks exiting the site at this entrance. She said many more questions will be asked at the CB #7 Traffic and Transportation Committee meeting on April 10th where DEP will present the information.

Support for the second entrance came from Eric Johnson of Grimshaw Architects which is designing the landscaping for DDC and Tatiana Rezeanu, project manager at DDC. DDC and DPR have coordinated closely with DEP on the entrance design. Mr. Bender expressed concern that other visitors to VCP would use/abuse the golf parking area and asked for assurance that parking will be for the use of golfers. It was confirmed that golfers will use the parking area.

CFMC Discussion

Fr Gorman proposed that the CFMC meet next in April on Tuesday, April 22, in May on Tuesday, May 27, in June, September, October and November 2014. Mr. Ojar reiterated DEP's policy for quarterly FMC meetings unless a critical reason arises that requires

DEP to attend a special meeting. However, he said he would consult with Commissioner Emily Lloyd about more frequent CFMC meetings. Fr Gorman said again that the community has suffered impacts from the Croton project and DEP should meet with the community frequently to discuss community concerns about and beyond the Croton construction.

The CFMC indicated that all meetings should begin at 7pm.

Mr. Fanuzzi said there will be a community rally on March 29, 2014 in support of a pedestrian bridge over the Major Deegan Expressway (MDE). He said the DEP-commissioned feasibility study recommended a bridge and the community wants it. Mr. Ojar said the feasibility study did not recommend a bridge – it determined that construction of a bridge is feasible from an engineering and technical perspective and the study recommended the best location among those studied for the bridge. Mr. Aponte said that financial feasibility was to be determined as well, and DEP and DPR believe the bridge is not financially feasible. Mr. Ojar said he recently spoke to a colleague at DDC as that agency is building a bridge over the FDR Drive. That 50' bridge span is estimated to cost \$12.5 million. Mr. Ojar added that since the MDE is wider than the FDR Drive, the price would be higher than the pedestrian bridge's feasibility study's cost estimate, and DEP does not support spending additional funds for a bridge after spending over \$200 million for parks improvements.

The CFMC meeting adjourned at 9:15pm.

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Robert Fanuzzi	Community Board #8	5676 Riverdale Avenue Bronx NY 10471	(718) 884-4740		fanuzzir@stjohns.edu
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Martha Holstein	Strategic Urban Solutions, Inc.	335 Adams Street Brooklyn, NY 11201	(718) 625-1005		mholstein@urbansol.com
Father Richard Gorman	Community Board #12	4101 White Plains Rd Bronx NY 10466	(718) 881-4455		rgorman@cb.nyc.gov
Robert Press	Bronx News	3155 Rochambeau Bronx NY 10467	(718) 653-6992		100percentbronxnews@gmail.com
Hon. Andrew Cohen	Council Member	3636 Waldo Avenue Bronx NY 10463	(718) 549-7300		acohen@council.nyc.gov
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Attachment 3

The RIVERDALE PRESS

Correcting the record on Croton

By Gary Axelbank
3/12/14

I was glad to see *The New York Times* take an interest in the decades-long question of public access to the Jerome Park Reservoir (“Reservoir’s Neighbors Want More Than Return of Their Water Views,” March 3) and was happy to be interviewed for the article. However, there were many inaccuracies and half-truths in it.

When the Department of Environmental Protection (DEP) claimed “the reservoir is especially sensitive to terrorism” with “security concerns... after the terror attack of Sept. 11,” this has little to do with the reality today. It may have been true a few years ago, as tons of chlorine were stored at JPR making it a target. However, the DEP reconstructed the whole system when they built the filter plant in Van Cortlandt Park and took the chlorine out of the entire reservoir drinking water storage loop.

The statement that “the twin fences have protected the reservoir for decades” is also not true and is ludicrous on its face. Those fences have less to do with terrorism than safety. The reason there are two fences is that the DEP could not maintain the outer fence (as teens would unfortunately break in for a swim — a very dangerous and deadly concern).

So they put in another fence closer to the reservoir. There would be no problem if they took down the original one that they could not secure and protect the reservoir and the public with the one interior fence, improving its integrity as necessary. In addition, if the public could walk along the inner fence, they could be the eyes and ears to assist the DEP police.

And as I pointed out to the reporter (which she chose not to include), think of how stupid it is to insist that a chain fence is going to keep terrorists from polluting that water. The fact is, if terrorism was a concern, they should have built the plant in Westchester as we told them to and taken this reservoir completely off-line. But it’s pretty disingenuous at best to keep the JPR as part of the water system and then

complain about terrorism.

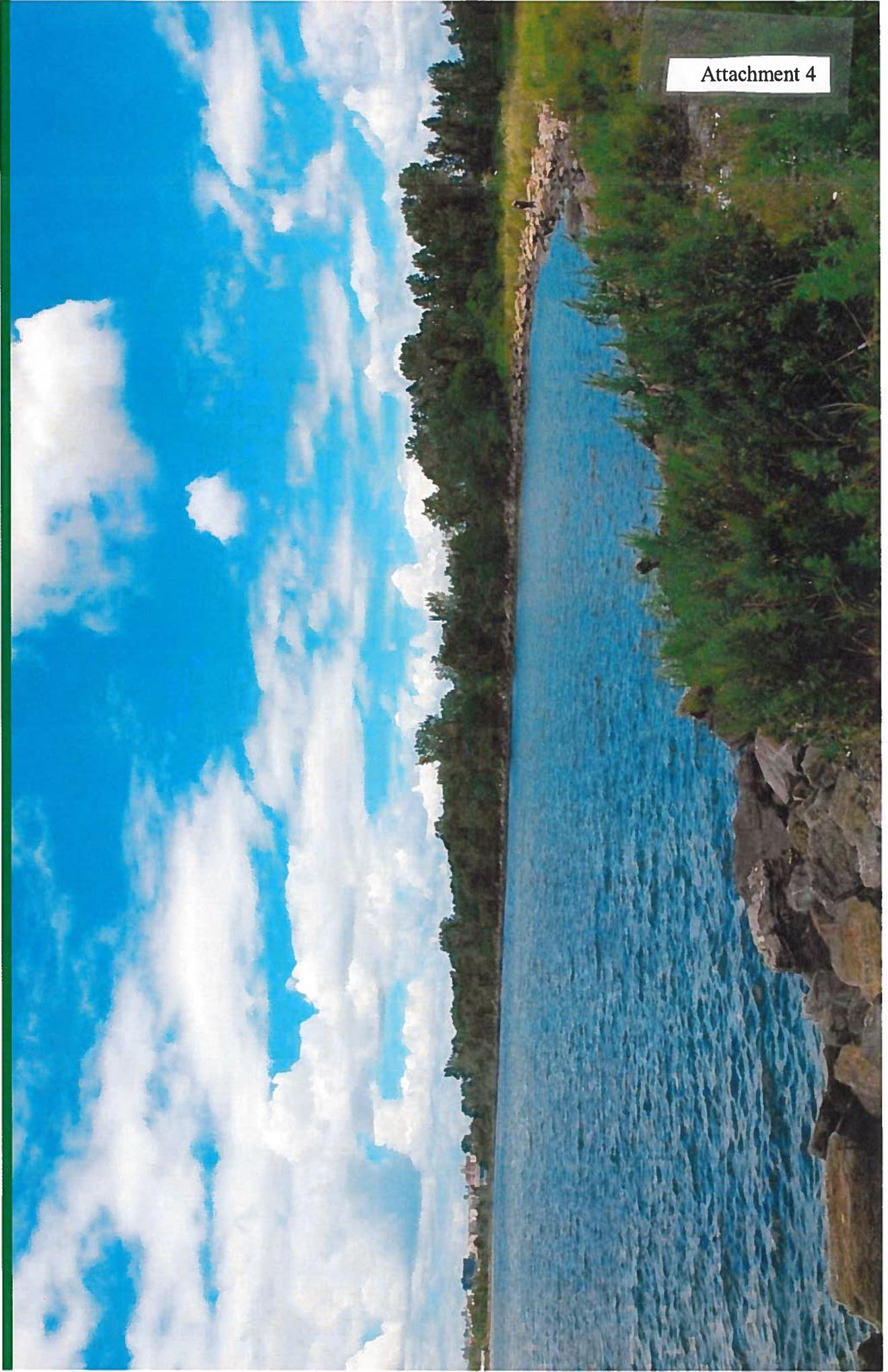
Also, what the reporter told me (but didn't use) is that the DEP knows that their filtration system is not designed to filter poisons that could be used by terrorists. That's because the Croton plant is using an inferior, archaic method of chemical filtration rather than the industry standard of membrane filtration, which would be more effective in filtering a wider range of pollutants. Imagine building a post-9/11 facility that was not designed for maximum protection. Sorry folks, your \$3 billion bought you an out-of-date, ineffective dinosaur.

And how about the revelation that they're still not going to fill the reservoir permanently because we're in for five or seven years of re-conditioning its interior walls? In the years the reservoir was empty, why didn't they do this work? The inefficiency and lack of planning is stunning.

The bottom line is that after the more than 10 years of construction, after generations of separation, it's time now to integrate Bronx communities with this huge, historic, public resource to that sits right in the center of them.

Gary Axelbank is the host of BronxTalk and a lifelong resident of Van Cortlandt Village.

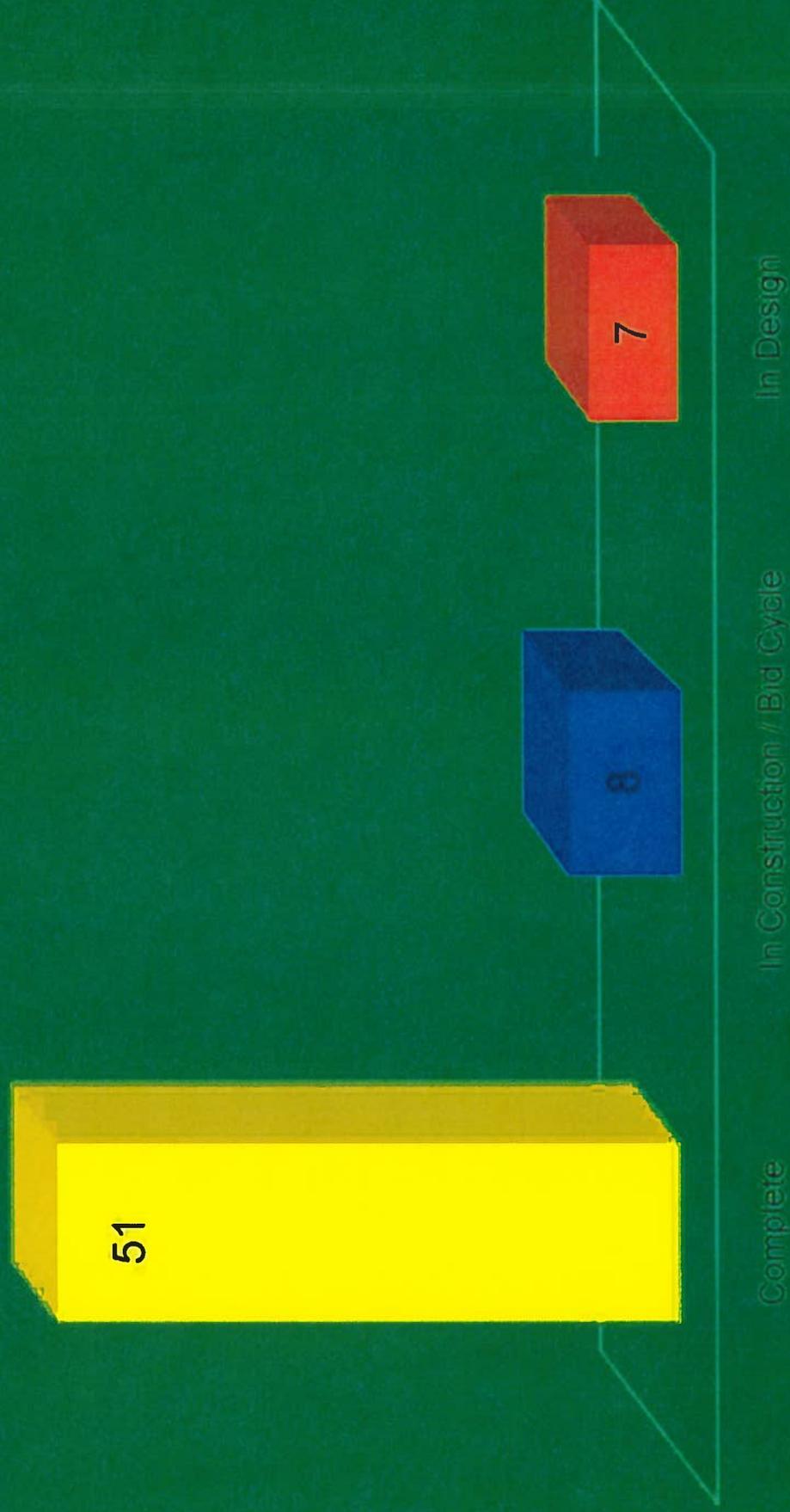
The Croton Program



DPR-MANAGED CROTON PROGRAM OVERVIEW:

MOU/ULURP Total DPR Projects	66	
Projects Completed	51	\$141,880,000
Projects In Construction/Bid Cycle	8	27,507,000
Projects in Design	7	16,663,000
Total DPR MOU/ULURP		\$186,050,000
Roberto Clemente State Park NYSERDA		\$ 10,000,000 <u>10,000,000</u>
<u>Total DPR Croton Mitigation Funds</u>		<u>\$206,050,000</u>

PROGRESS BREAKDOWN:



**CROTON
PROJECTS
COMPLETED**

Williamsbridge Oval

Recreation Center

Van Cortlandt Avenue East & Reservoir Oval East

\$5,026,178



Van Cortlandt Park

Comfort Station & Operations Facility

242nd Street & Broadway

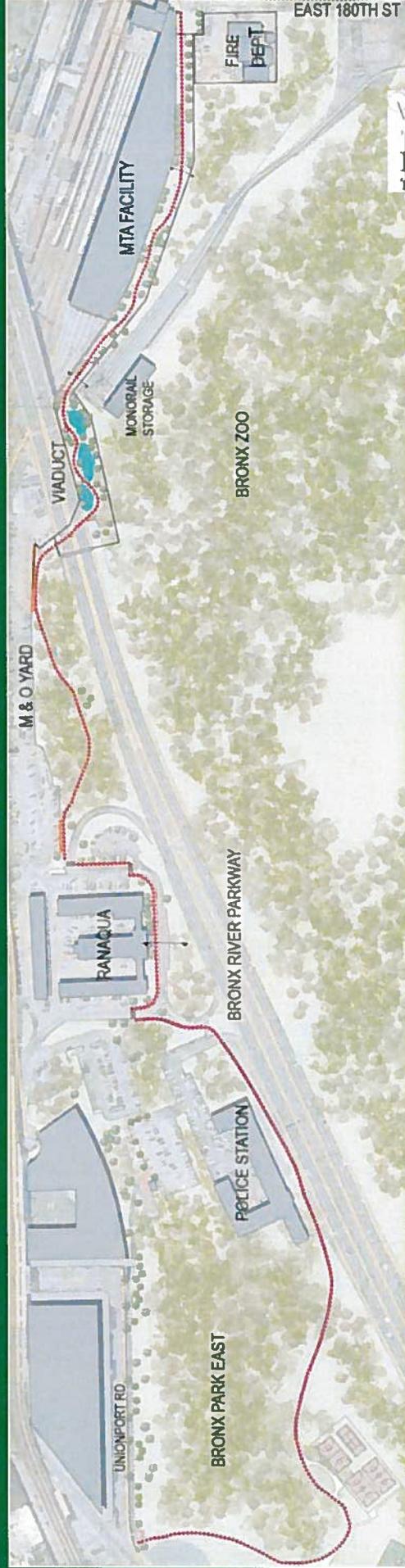
\$1,547,201



BRONX RIVER GREENWAY

180th STREET TO BIRCHALL AVE

\$2,474,132



PROJECTS IN CONSTRUCTION

AQUEDUCT WALK

Aqueduct Avenue W. between W. Kingsbridge Road & 182nd Street

\$3,818,040



Starlight Park

Bronx River Greenway River House

Sheridan Expressway Service Road & Bronx River

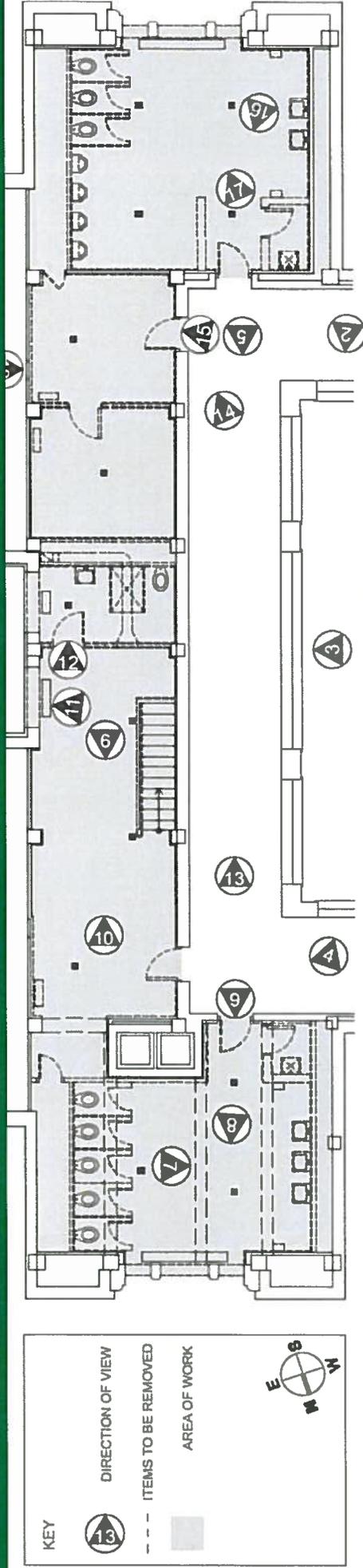
\$11,992,348



Crotona Park Mezzanine

Fulton Ave at E 173rd Street

\$1,000,000



1

2

3

4

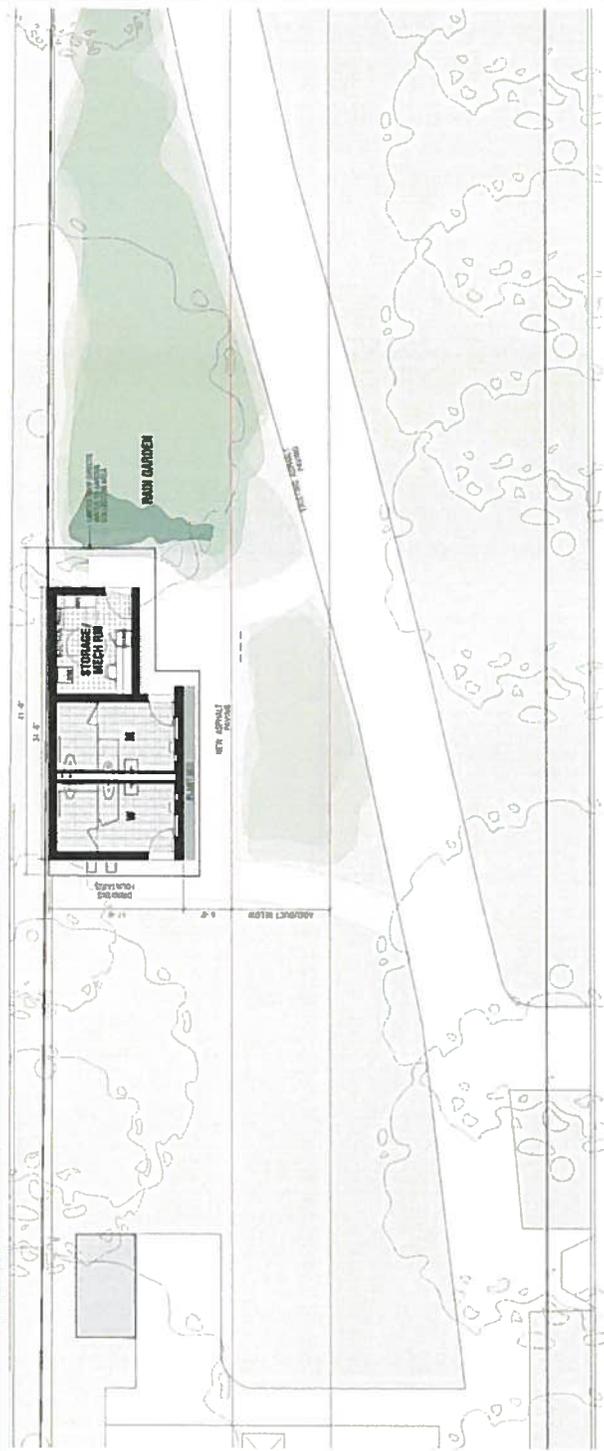
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6

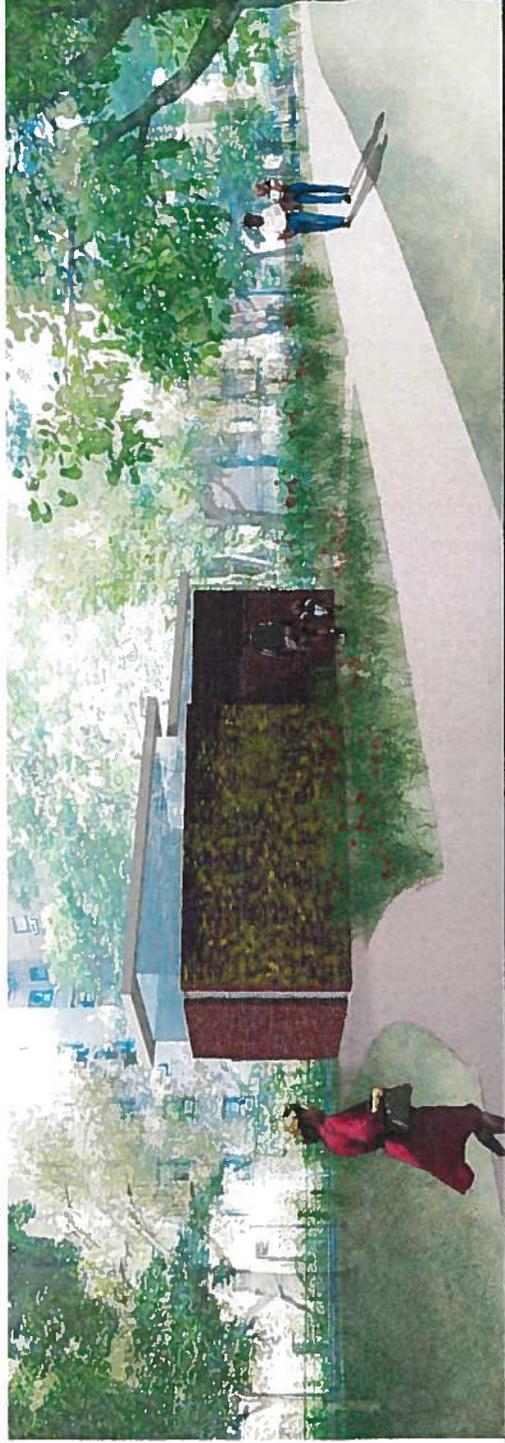
AQUEDUCT WALK COMFORT STATION

Aqueduct Avenue E. at W. 182nd Street

\$1,163,481



FLOOR PLAN
SCALE: 1/8" = 1'-0"



PERSPECTIVE
NOT TO SCALE



City of New York
Parks & Recreation

Aqueduct Walk Comfort Station

The Bronx, New York
August 7, 2008

Building Plan & Perspective
Board 2

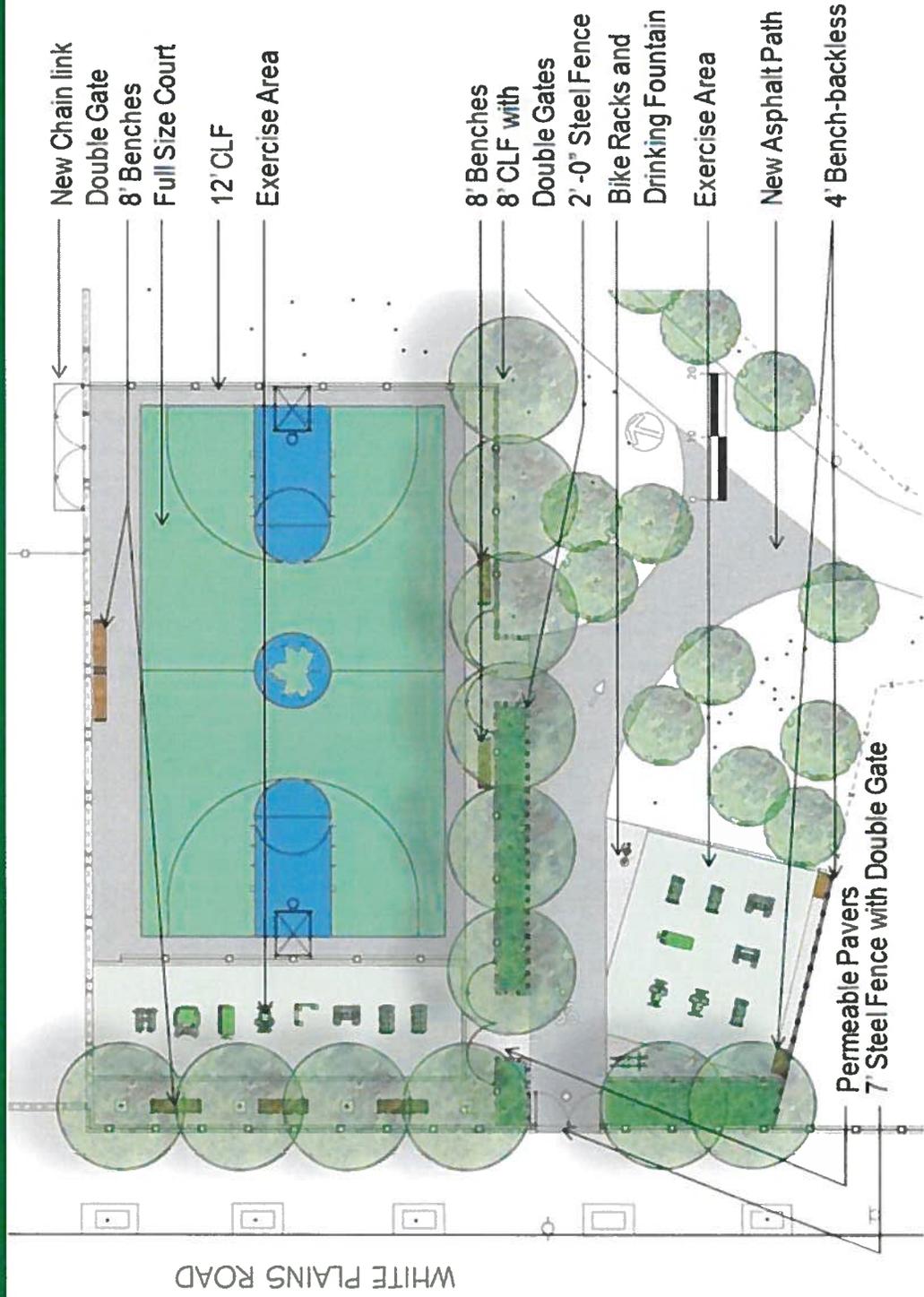
SCALE: AS NOTED



Pugsley Playground

Along White Plains Road at Patterson Avenue

\$724,000



Schematic Design

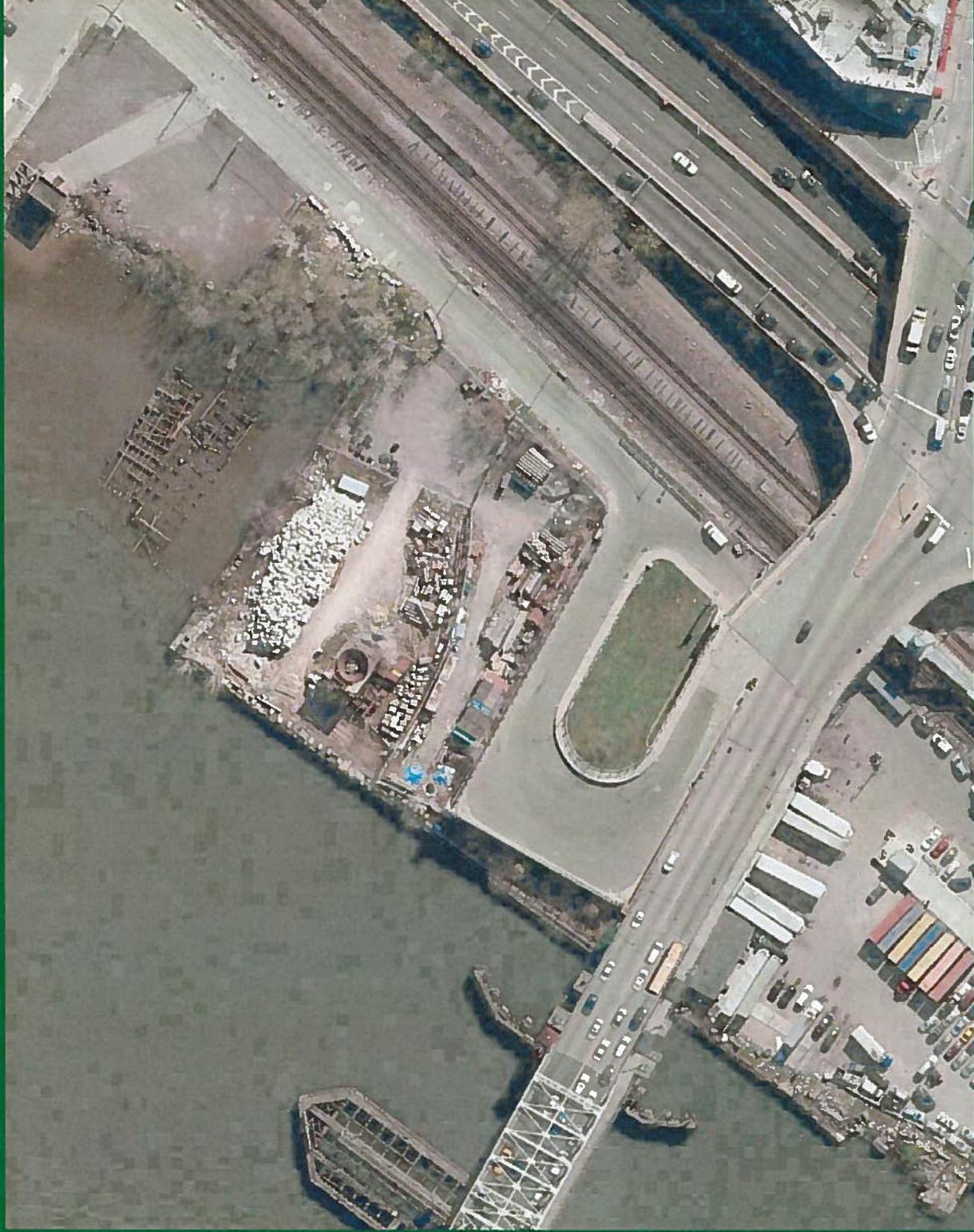
Pugsley Creek
Basketball

PROJECTS IN DESIGN

Regatta Park Waterfront Access

North of University Heights Bridge & West of Major Deegan Expressway

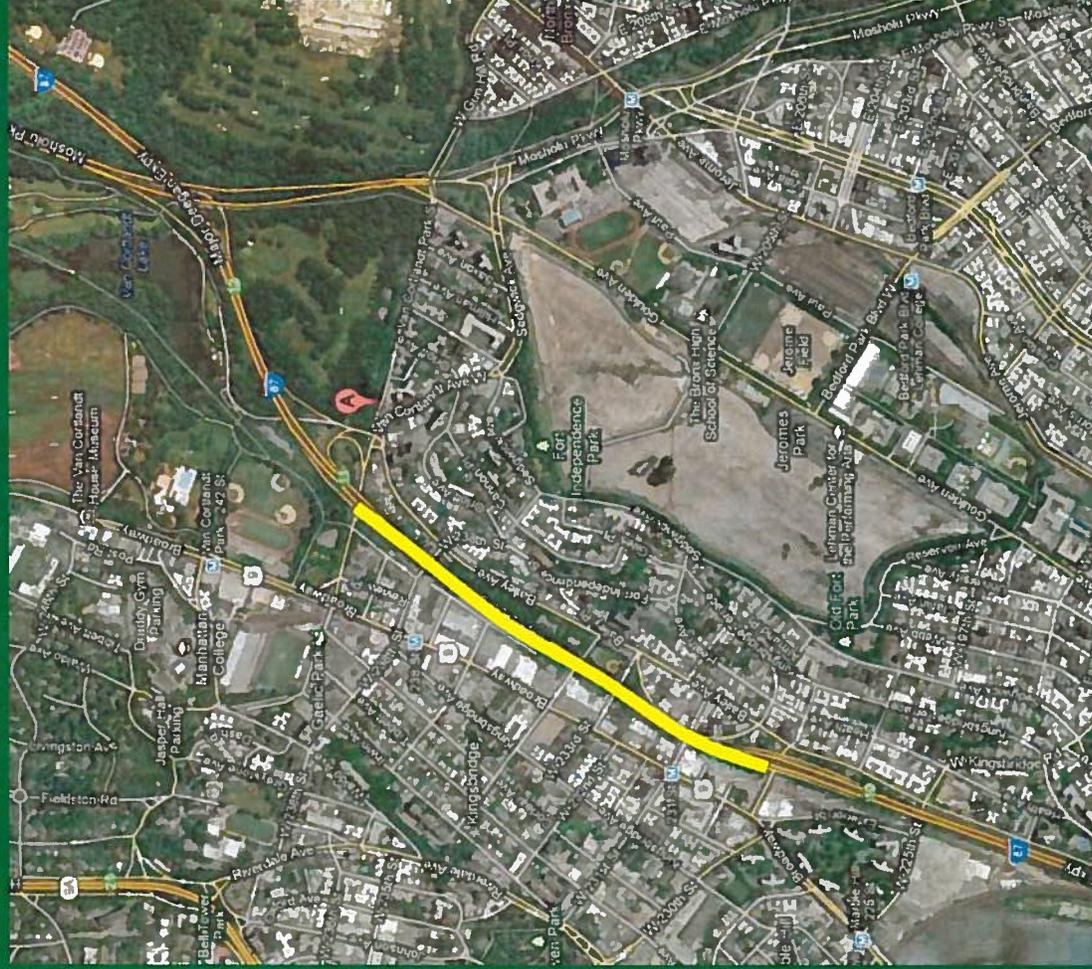
\$2,100,000



Putnam Trail: Acquisition of Right of Way

Between the Van Cortlandt Park South and 230th Street

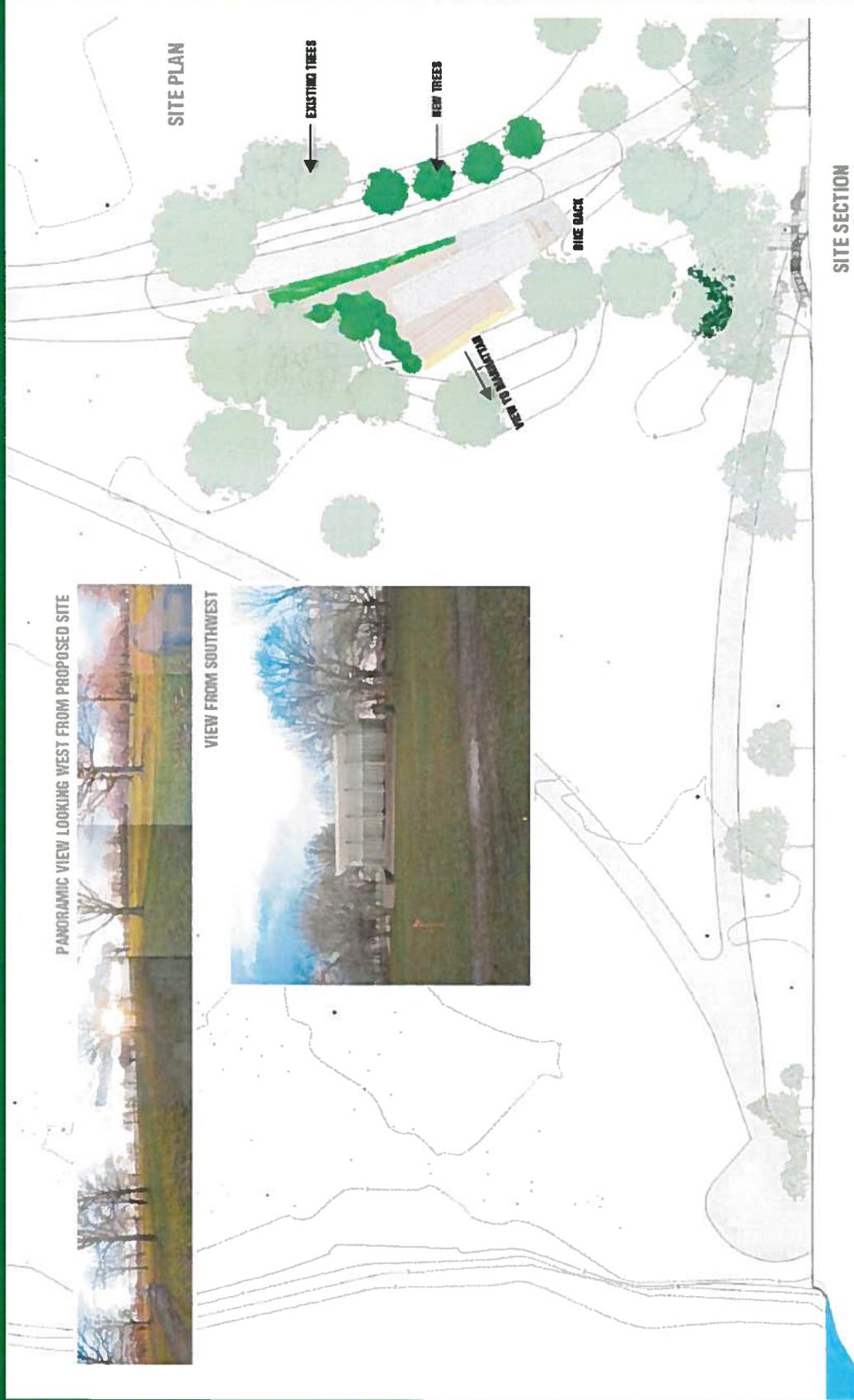
\$1,516,000



Ferry Point Comfort Station

Ferry Point Park West

\$2,144,000



FERRY POINT PARK
COMFORT STATION, BRONX, NY
City of New York
Parks & Recreation



BKSK

MARCH 2014

Orchard Beach Pavilion

Pelham Bay Park

\$2,000,000



Pelham Parkway Malls

Between the Hutchinson River Parkway and Boston Road

\$1,357,395



Van Cortlandt Greenhouse

Van Cortlandt Park Northeast Corner

\$2,500,000



WM-11 Croton Water Treatment Plant
Cost Summary as of 1/31/2014

Croton WTP Construction Costs							
Contract	Contractor Name	Original Contract Price	Registered Change Orders	Current Contract Amount	Amount Invoiced to Date	% Contract Increase	% Complete based on Amount Invoiced to Date
CRO-311	Schiavone Construction Co.	\$127,660,000	-\$14,445,214	\$113,214,786	\$113,214,786	-11%	100%
CRO-312G	Skanska/Tully, JV	\$1,327,700,000	\$197,776,996	\$1,525,478,996	\$1,362,798,097	15%	89%
CRO-312E1	Schlesinger-Siemens, LLC	\$134,680,000	\$42,515,582	\$177,195,582	\$121,551,498	32%	69%
CRO-312E2	Schlesinger-Siemens, LLC	\$37,678,000	\$10,381,889	\$48,059,889	\$39,569,977	28%	82%
CRO-312H	Durr Mechanical Construction	\$105,700,000	\$29,168,153	\$134,868,153	\$121,594,656	28%	90%
CRO-312P	Picone/WDF, JV	\$58,475,000	\$15,897,162	\$74,372,162	\$69,838,798	27%	94%
CRO-312OS-G	Picone-Schiavone, JV	\$96,842,500	\$34,352,561	\$131,195,061	\$110,161,397	35%	84%
CRO-312OS-E	Eldor Electric	\$15,762,500	\$2,844,413	\$18,606,913	\$16,280,290	18%	87%
CRO-312OS-H	AWL Industries	\$822,000	\$56,971	\$878,971	\$556,439	7%	63%
CRO-312OS-P	JPP Plumbing	\$872,000	\$235,755	\$1,107,755	\$959,100	27%	87%
CRO-312FM (1)	Maspath Supply Co. LLC	\$18,626,745	-\$15,138,445	\$3,488,300	\$2,243,079	-81%	64%
CRO-313	Schiavone/Picone, JV	\$212,227,000	-\$6,581,381	\$205,645,619	\$205,645,619	-3%	100%
CRO-315G	Angelakis Construction Corp.	\$3,641,000	\$2,282	\$3,643,282	\$3,643,282	0%	100%
CRO-315E	Interphase Electric	\$807,317	\$144,874	\$952,191	\$952,191	18%	100%
CRO-312CE	Con Edison	\$4,074,526	\$0	\$4,074,526	\$2,716,351	0%	67%
TOTAL		\$2,145,668,688	\$297,213,688	\$2,442,782,196	\$2,171,726,169	14%	89%
Croton WTP Design / Construction Management Costs							
HED-543 DES	Metcalf & Eddy / Hazen and Sawyer, JV	\$44,226,000	\$254,135,163	\$298,361,163	\$285,579,773	575%	96%
HED-545 CM	URS/Malcolm Pirnie, JV	\$63,400,000	\$76,710,998	\$140,110,998	\$135,094,571	121%	96%
TOTAL		\$107,626,000	\$330,846,161	\$438,472,161	\$420,674,344	307%	96%

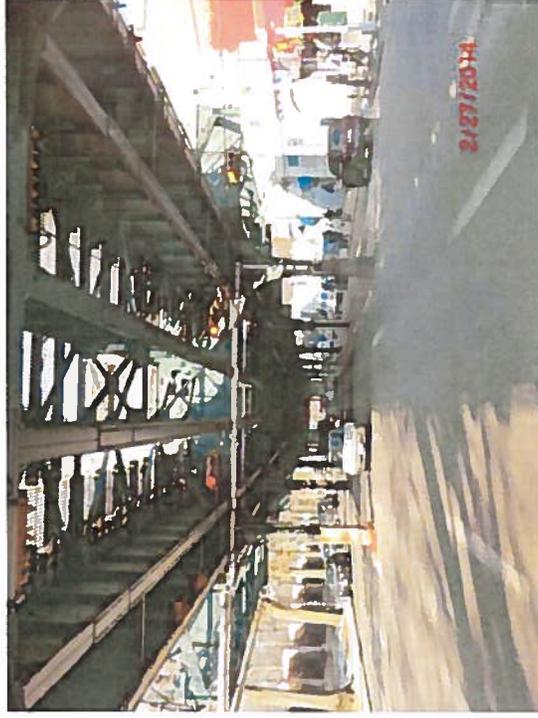
Rehabilitation of the New Croton Aqueduct Construction Costs							
Contract	Contractor Name	Original Contract Price	Registered Change Orders	Current Contract Amount	Amount Invoiced to Date	% Contract Increase	% Complete based on Amount Invoiced to Date
CRO-334G	Frontier-Kemper/Schiavone/Picone JV	\$91,696,805	\$25,392,159	\$117,088,964	\$105,326,440	28%	90%
CRO-334E	Community Electric	\$1,119,000	\$342,215	\$1,461,215	\$1,034,088	31%	71%
TOTAL		\$92,815,805	\$25,734,374	\$118,650,179	\$106,360,529	28%	90%
Rehabilitation of the New Croton Aqueduct Construction Management Costs (2)							
TCM-CRO-334	Washington/HAKS JV	\$5,952,446	\$2,161,900	\$8,114,346	\$8,081,027	36%	100%
TOTAL		\$5,952,446	\$2,161,900	\$8,114,346	\$8,081,027	36%	100%

Notes:
 (1) Costs shown for CRO-312FM are for the original Force Main Route to Hunts Point WPCP.
 (2) Design costs for CRO-334G and CRO-334E are included in Contract HED-543 DES.

Croton Water Filtration Plant Project 2nd Entrance Driveway

Jerome Avenue and E. 213th Street

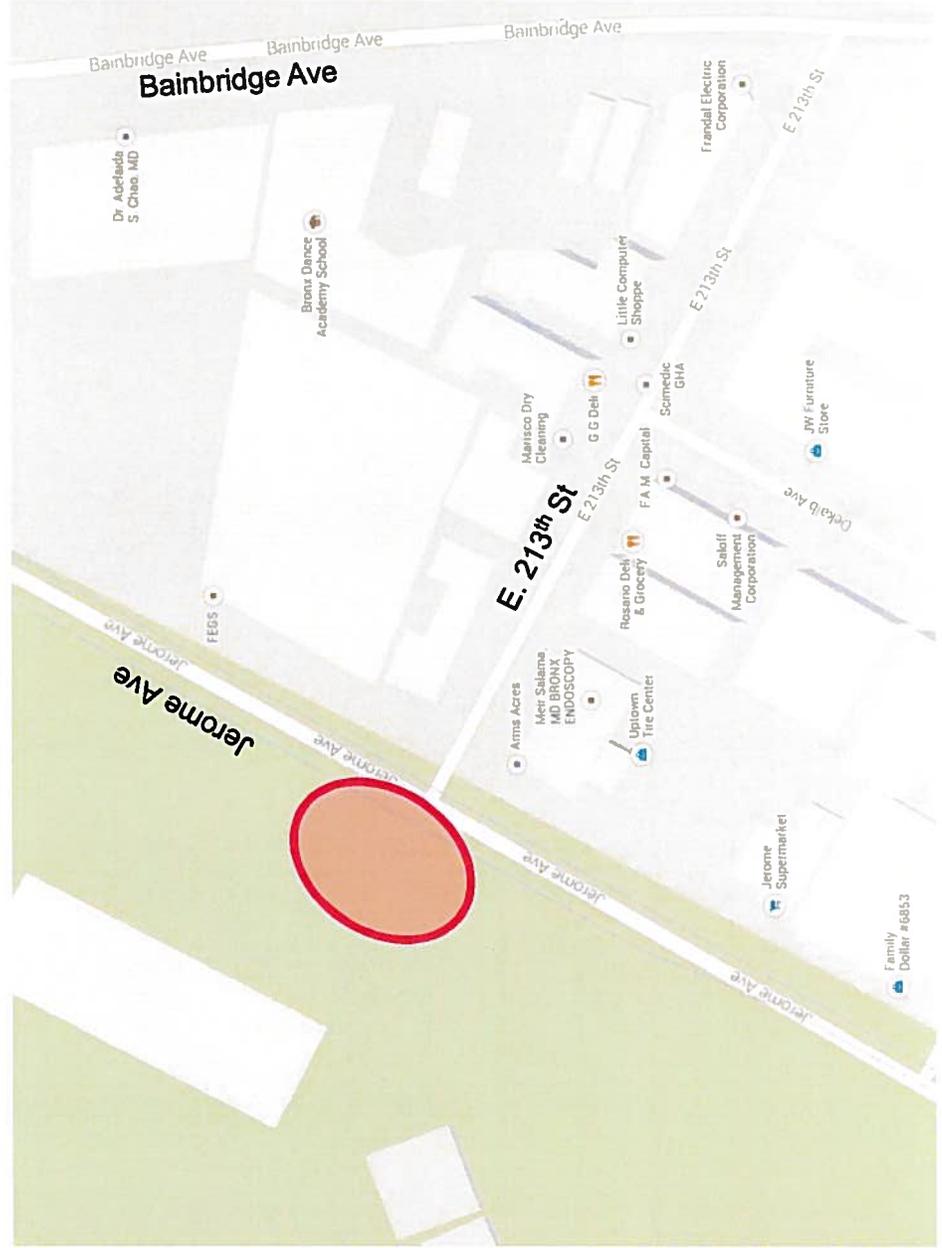
Proposed Jerome Ave Parking Lane Closure and Traffic Plan





Environmental Protection

Project Limits– Bronx, NY





Environmental
Protection

Why a 2nd Entrance?

NYCDEP proposes to construct a 2nd entrance to the Croton Water Filtration Plant on Jerome Avenue and E. 213th Street. This new driveway will temporarily supplement the existing site entrance/exit at Jerome Avenue and Bainbridge Avenue. Afterwards, it will serve as the permanent entrance to the proposed Golf Clubhouse.

The driveway would be constructed in 2 phases:

- I. Interim
- II. Permanent

Site Conditions

Before



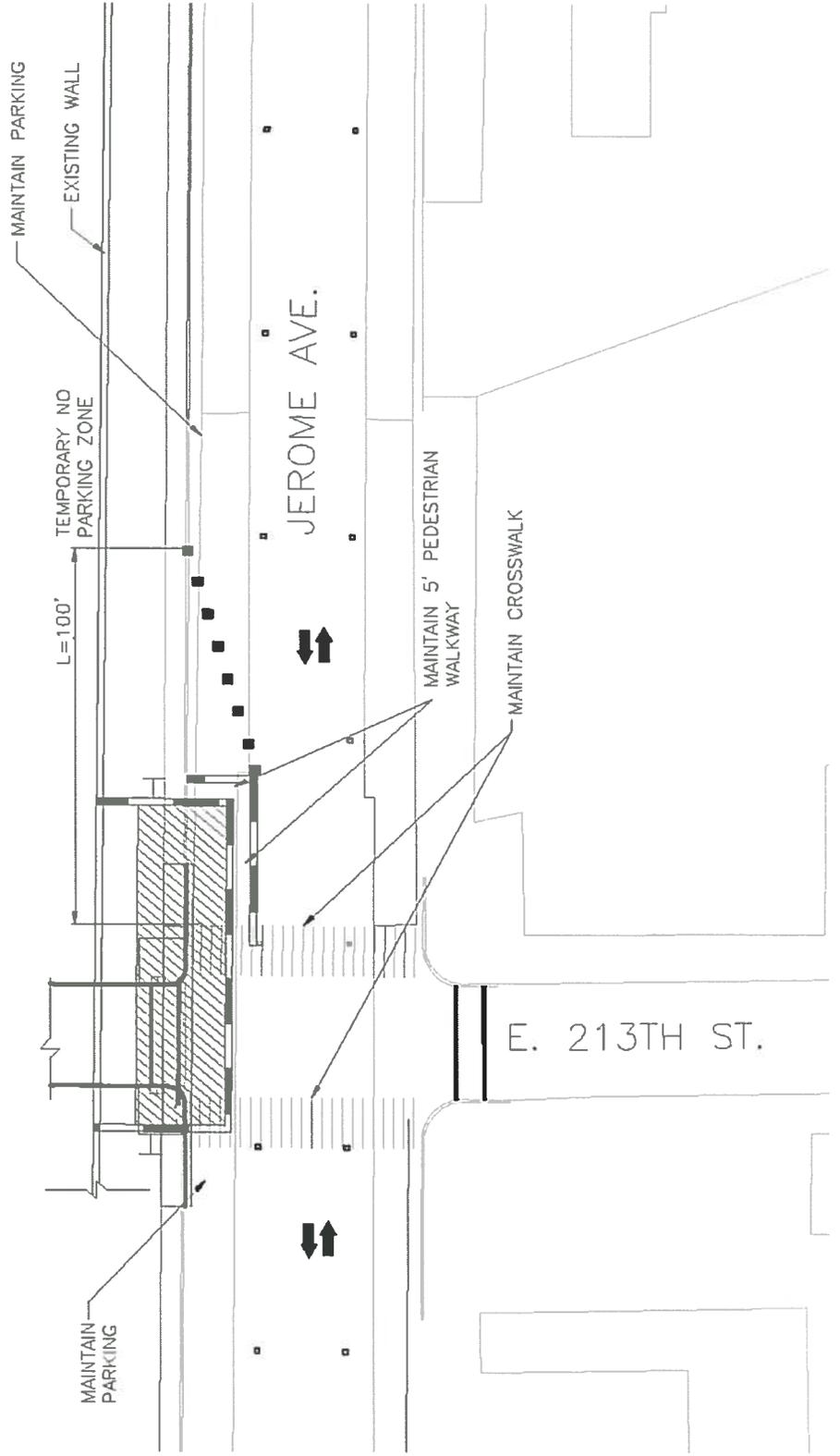
After





Environmental
Protection

Construction Traffic Plan





**Environmental
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How will the entrance function?

- **Current traffic patterns and Level of Service (LOS) will be maintained**
- **Materials will be more efficiently removed during demobilization of CRO312 construction trailers**
- **Jumpstart DDC project**



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Traffic Conditions

- Less than 50 vehicle trips generated at 2nd driveway during peak hour
- Maximum of 20 trucks per day during off-peak traffic hours

Vehicles	Future AM Peak Hour (7:00 - 8:00 AM) ¹			Future PM Peak Hour (4:00 - 5:00 PM) ²		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Cars	45	2	47	2	45	47
Trucks	0	0	0	0	0	0

1. Same traffic estimates as 6:00 - 7:00 AM.

2. Same traffic estimates as 3:00 - 4:00 PM.



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Proposed Improvements

The existing intersection LOS will be maintained during construction and permanent conditions by the following improvements:

- Install permanent vehicular and pedestrian signals and signage/stripping servicing the new driveway
- The new vehicular signal phase and pedestrian signal phase for the 2nd entrance will share the same signal times with the westbound E. 213th Street approach.



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Schedule

- 2nd Driveway construction to commence in April 2014
- Driveway to be operational by June 2014 (Interim Phase)