The Rehabilitation of Riverside Drive Viaduct Over West 158th Street

NYCDOT
Contract No.
HBM1165
BIN 2-24672-0

Town Hall Meeting
February 25, 2019
Project History

Original Construction
- Cantilever Section (Along Trinity Cemetery) – 1908
- Bent Section – 1927

Last Rehabilitation - 1985
Community Outreach

During Design
  o Community Boards 9 & 12
    • October 2016
    • May 2018
  o Councilmember Levine – July 2018

During Construction
  o Meetings in February 2019

Outreach Platforms
  o Twitter
  o Facebook
  o Internet Web Page
  o Hardcopy Circulars

Valerie Torchon
Full Time Community Liaison
At Field Office
3801 Broadway, 2nd fl.
New York, NY 10032
Immediate Visible Construction Activities

Pre-Stage (East Sidewalk Bus Stop Construction) – March/April 2019
- 360 foot work zone in vicinity of W158th Street
- Bus stop temporarily relocated just to the south
- Parking lanes closed locally (24± spaces lost)
- 4 travel lanes maintained; 2 NB / 2 SB

Stage 1 – July/August 2019
- 1,820 foot work zone full length of Viaduct
- Parking lanes closed full length of Viaduct (185± spaces lost)
- 1 travel lane closed full length of Viaduct
- 3 travel lanes maintained; 2 NB / 1 SB
Project Need and Goal

- Need: Poor Deck Condition, Deteriorated Steel Members; Limited Remaining Life
- Goal: Restore Bridge Superstructure to a State of Good Repair
Project Limits

- Project Limits: W153rd to W161st Street
- Northern/Bent Section: W155th to W161st Street
- Southern/Cantilever Section: W153rd to W155th Street
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- Southern/Cantilever Section: W153rd to W155th Street
Scope
Replace bridge deck and sidewalk; rehabilitation of steel framing, substructure repairs, bearing replacement, utilities; superstructure encasement removal, cleaning and painting steel

Construction
Construction is estimated to last 42 months
Est. Start: Winter 2018
Est. Finish: Summer 2022
Design Approvals
Landmarks – October 2016
SHPO – December 2017
Public Design Commission – July 2017
NYSDOT – March 2017

Interagency Coordination
Amtrak
Office of Construction Mitigation & Coordination
Street Lighting
NYCDEP (Drainage)
Private Utilities
NYPD
Sanitation Department
FDNY
Historic Elements

- Cast Iron Street Lamps
- Parapet Wall with Granite
Railing Replacement and Lighting

- Barrier Upgrade & New Lighting per NYCDOT Standards

Existing Condition
Steel Railing & Cobra Head Lights

Final Condition
Texas Aesthetic Barrier & Type M Poles

Southern Section of Bridge
Proposed Work Hours

- Daytime (Weekdays) for Majority of Work; Limited Weekends for Intersections
- Nighttime for Work Over Amtrak (Spring 2019 - Spring 2020)
Contractor Storage Area

- W155<sup>th</sup> St Dead End
- Cantilever Section Access Road
Environmental Impact during Construction

- Noise
  - Daytime construction operations
  - Compliance with DEP standards and NYC Local Law 113
- Vibrations
- Air quality
- Lead Paint
- Lighting
Environmental Impact during Construction

- Noise
- Vibrations
  - Preconstruction surveys
  - Vibration monitoring
  - Low vibration thresholds due to adjacent historic properties
- Air quality
- Lead Paint
- Lighting
Environmental Impact during Construction

- Noise
- Vibrations
- Air quality (Emissions and Dust)
  - Vehicles and equipment to comply with DEP standards and NYC Local Law 77
  - Use Tier II engines, ultra-low sulfur diesel fuels, and diesel particulate filters
- Lead Paint
- Lighting
Environmental Impact during Construction

- Noise
- Vibrations
- Air quality
- Lead Paint
  - Identified existing viaduct steel elements coating contains lead
  - Full containment with negative air during lead abatement
  - Comply with OSHA and US EPA regulations
  - Lead contaminated debris to be contained and disposed of at a US EPA approved landfill
- Lighting
Environmental Impact during Construction

- Noise
- Vibrations
- Air quality
- Lead Paint

- Lighting
  - Temporary during construction; permanent at project completion
  - Maintain adequate lighting for entire project area
  - During construction temporary lighting to be mounted on barriers, including along sidewalks
  - Construction lighting directed away from residences
Work Zone Control Pre-Stage (Bus Turnout)
Work Zone Control Stage 1A
Work Zone Control Stage 1A

STAGE 1A AND 1B CONSTRUCTION LOOKING SOUTH - TYPICAL AT BENT STRUCTURE - NYPD AND NYCDOT GARAGE AREAS

STAGE 1A PLACING TEMPORARY ASPHALT PAVEMENT LOOKING SOUTH - TYPICAL AT CANTILEVER STRUCTURE - AMTRAK AREA
Work Zone Control Stage 1B
Work Zone Control Stage 1B
Work Zone Control Stage 2
Work Zone Control Stage 2

STAGE 2B CONSTRUCTION LOOKING SOUTH - TYPICAL AT BENT STRUCTURE - NYFD AND NYCDOT GARAGE AREAS

STAGE 2B CONSTRUCTION LOOKING SOUTH - TYPICAL AT CANTILEVER STRUCTURE - AMTRAK AREA
Work Zone Control Stage 3
East Sidewalk Staged Reconstruction
Buildings Access During Construction
WZTC Stage 3A-1
East Sidewalk Staged Reconstruction
Buildings Access During Construction
WZTC Stage 3A-2
East Sidewalk Staged Reconstruction
Buildings Access During Construction
WZTC Stage 3A-3
East Sidewalk Staged Reconstruction
Buildings Access During Construction
WZTC Stage 3A-4
East Sidewalk Staged Reconstruction
Buildings Access During Construction
WZTC Stage 3A-5
Questions?
Public Transportation

Bx6 Bus Route Through Project Site & Terminus Stop on Riverside Drive West at W158th Street
Bx6 Bus Stops & Fare Machines

Before and After Construction

- SBS / Local Bus Stop and SBS Fare Machines at Riverside Drive West over W158th Street
Bx6 Bus Stops & Fare Machines

During Construction
- SBS Stop and Fare Machine at North Corner of Project Site (Riverside Drive)
- Local Bus Stop on Riverside Drive West over W158th Street over W158th Street