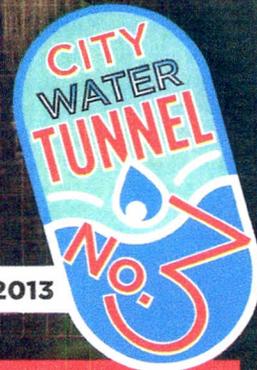
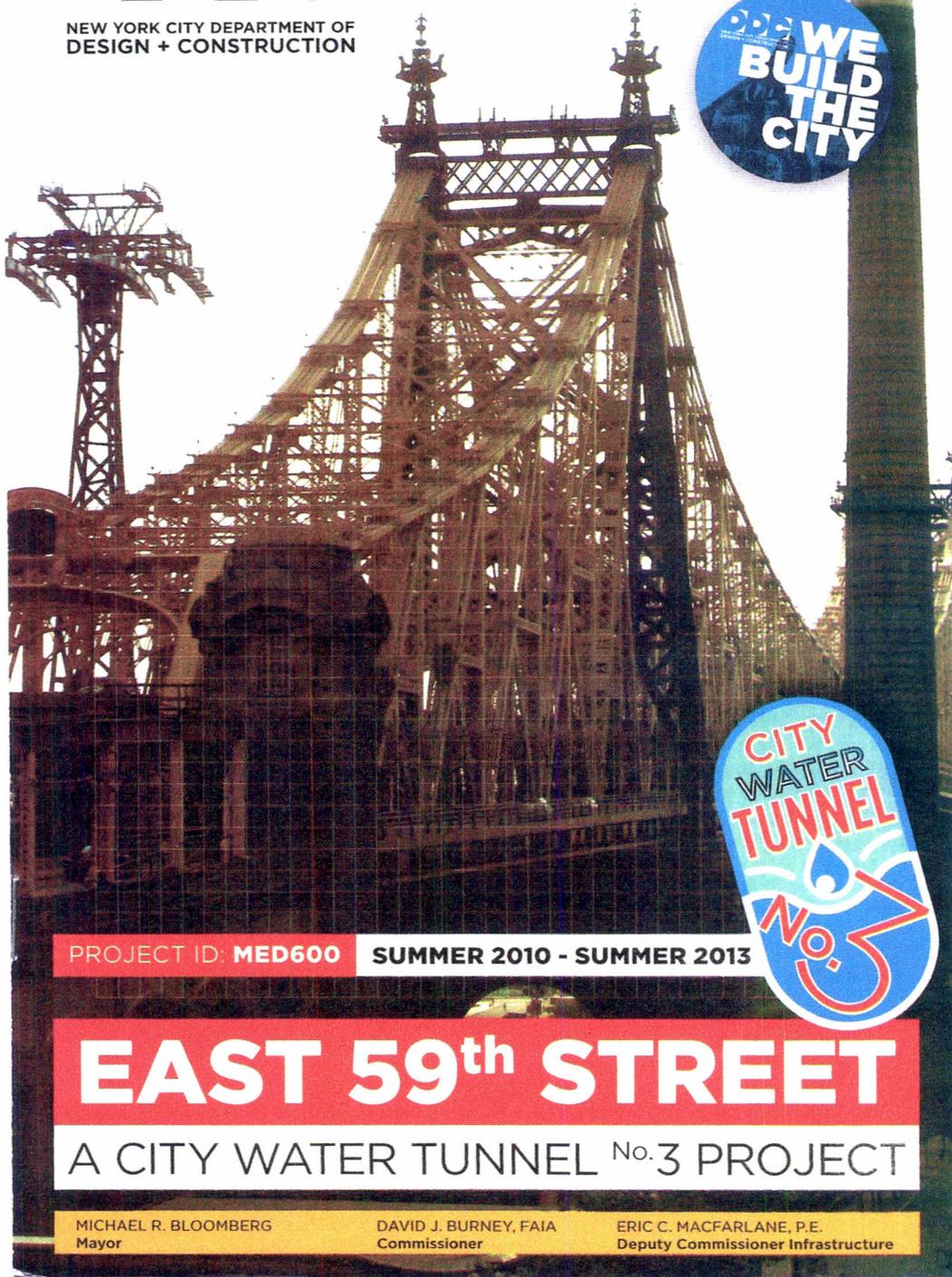




NEW YORK CITY DEPARTMENT OF  
DESIGN + CONSTRUCTION

INFRASTRUCTURE DIVISION  
OFFICE OF COMMUNITY  
OUTREACH AND NOTIFICATION



PROJECT ID: **MED600** SUMMER 2010 - SUMMER 2013

# EAST 59<sup>th</sup> STREET

A CITY WATER TUNNEL No. 3 PROJECT

MICHAEL R. BLOOMBERG  
Mayor

DAVID J. BURNEY, FAIA  
Commissioner

ERIC C. MACFARLANE, P.E.  
Deputy Commissioner Infrastructure

# EAST 59<sup>th</sup> STREET

PROJECT ID: MED600



## WHAT TO EXPECT

The City of New York Department of Design and Construction (DDC) is managing a project to reconstruct existing water mains and utility infrastructure in the vicinity of the Queensboro Bridge in Manhattan. A significant element of the project is the construction of new water trunk mains that will connect to a shaft distribution chamber of City Water Tunnel No. 3 (see below for more on this). The project is scheduled to commence in Summer 2010 and has a projected completion date of Summer 2013.

## CONNECTING TO CITY WATER TUNNEL No. 3

New York City's water distribution infrastructure is aging and in need of repair and upgrades. To accomplish this, the City of New York has constructed a new water tunnel, City Tunnel No. 3 (see How the System Works for more on the different types of water mains and their functions).

This project (ID No. MED600) is one of eleven (11) such planned projects in Manhattan that will connect new shaft distribution chambers to City Tunnel No. 3. Upon completion of these chambers and the tunnel, the City will be able to activate sections of the new tunnel and begin rehabilitating City Tunnel Nos. 1 & 2.

## TRAFFIC CHANGES ON EAST 59<sup>th</sup> STREET

Because the new trunk mains are so large in diameter (36" and 48"), a wide trench needs to be excavated in the roadway. To accommodate the trench and also ensure a safe work zone for pedestrians, motorists and workers, the DDC and New York City Department of Transportation have put in place some traffic restrictions along East 59th Street (see below and maps on page 3 and 4).

## WATER SERVICE INTERRUPTIONS

During the course of this project, water service disruptions will be necessary while the old mains are removed and the new mains are installed. 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 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

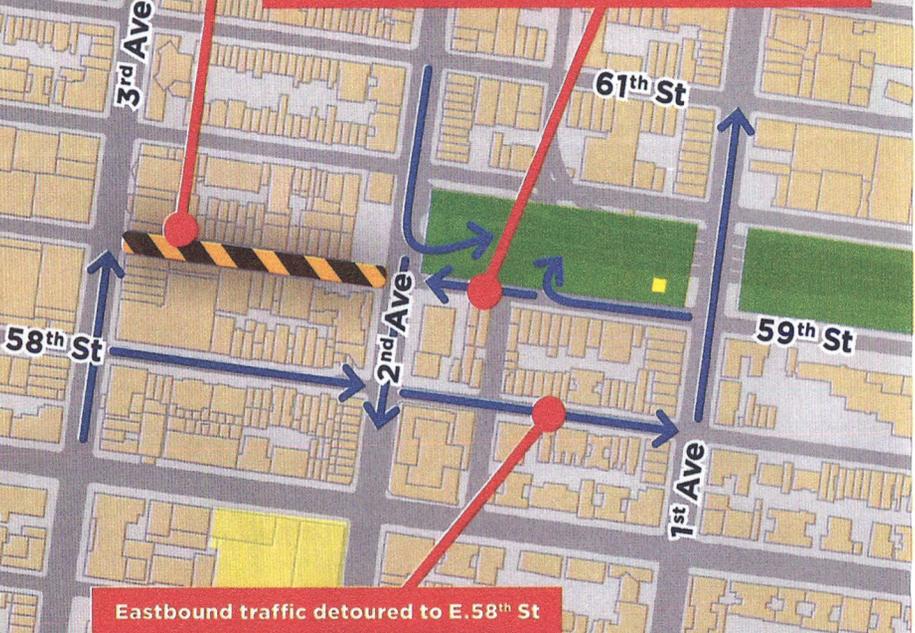
Under the terms of the contract, the Contractor is responsible for the repair of any proven property damage and restoration of the construction area, including sidewalks and curbs, to at least the condition that existed prior to the start of construction. As a protection for the City of New York and 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**.

**PROPOSED TRAFFIC PATTERNS**  
**WEEKENDS (12:01AM SAT - 5:00AM MON)**

**CLOSED TO THROUGH-TRAFFIC LOCAL/EMERGENCY TRAFFIC ONLY**

**E. 59<sup>th</sup> will be ONE-WAY westbound between 1<sup>st</sup> & 2<sup>nd</sup>**



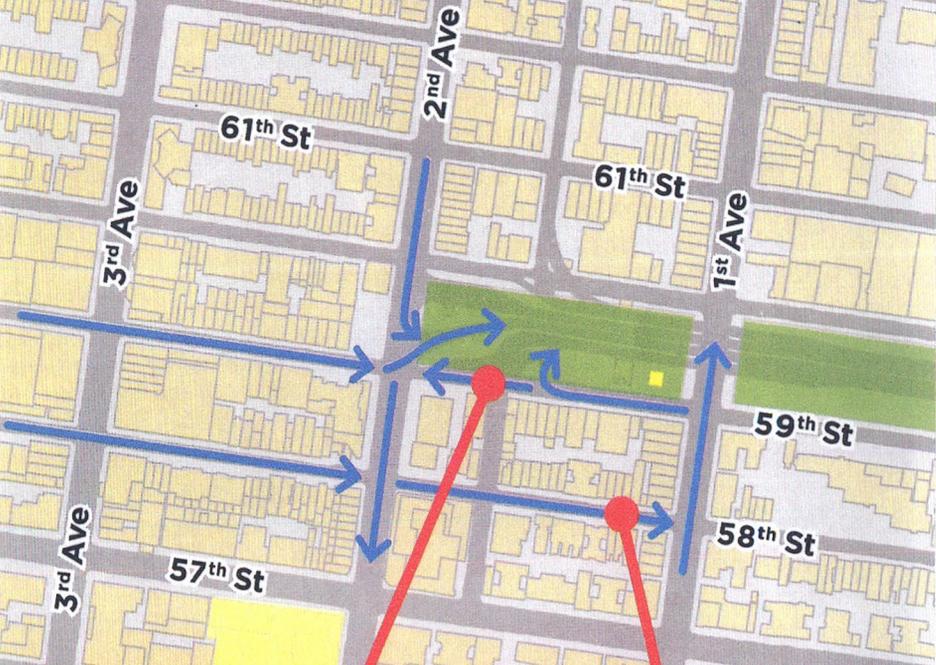
**Eastbound traffic detoured to E. 58<sup>th</sup> St**

■ Shaft

**BETWEEN 2<sup>nd</sup> - 3<sup>rd</sup> AVENUES**

This section of East 59th is much narrower in width and it is not possible to maintain one lane of traffic while the roadway is excavated. As such, while the roadway is excavated, this section of East 59th Street will be closed to through-traffic. To minimize the impact on Queensboro Bridge traffic, work on this section will only be performed on the weekends. During the closures, only local and emergency traffic will be allowed in and out.

**PROPOSED TRAFFIC PATTERNS**



**E. 59<sup>th</sup> will be ONE-WAY westbound between 1<sup>st</sup> & 2<sup>nd</sup>**

**Eastbound traffic detoured to E. 58<sup>th</sup> St**

■ Shaft

**Between 1<sup>st</sup> - 2<sup>nd</sup> Avenues**

For the duration of the project, on East 59th Street between 1st and 2nd Avenues, there will only be westbound traffic. On this block, two traffic lanes will be maintained; one lane will be for entrance to the Queensboro Bridge and the other for through traffic to 2nd Avenue.

**CONNECTING TO 3<sup>rd</sup> WATER TUNNEL SHAFTS**

MED No.	SHAFT No.	LOCATION	DATE
595	31B	Lafayette Street	ACTIVE
596	29B	Hudson Street	ACTIVE
599	25B	W.48 <sup>th</sup> Street	2010
600	33B	E.59 <sup>th</sup> Street	ACTIVE
606	30B	Grand Street	2011
609	24B	W.60 <sup>th</sup> Street	2011
610	27B	8 <sup>th</sup> Avenue	2010
598	26B	W.30 <sup>th</sup> Street	UPCOMING
603	28B	Houston Street	UPCOMING
607	32B	2 <sup>nd</sup> Avenue	UPCOMING



**LOCATION**  
 Construction for project **MED600** will occur on **East 59<sup>th</sup> Street, 3<sup>rd</sup> Avenue to 1<sup>st</sup> Avenue.**

Park Ave  
61st St

3rd Ave

62nd St

Lexington Ave

59th St

60th St

2nd Ave

57th St

3rd Ave

1st Ave

56th St

2nd Ave

Queensboro Bridge

58th St

59th St

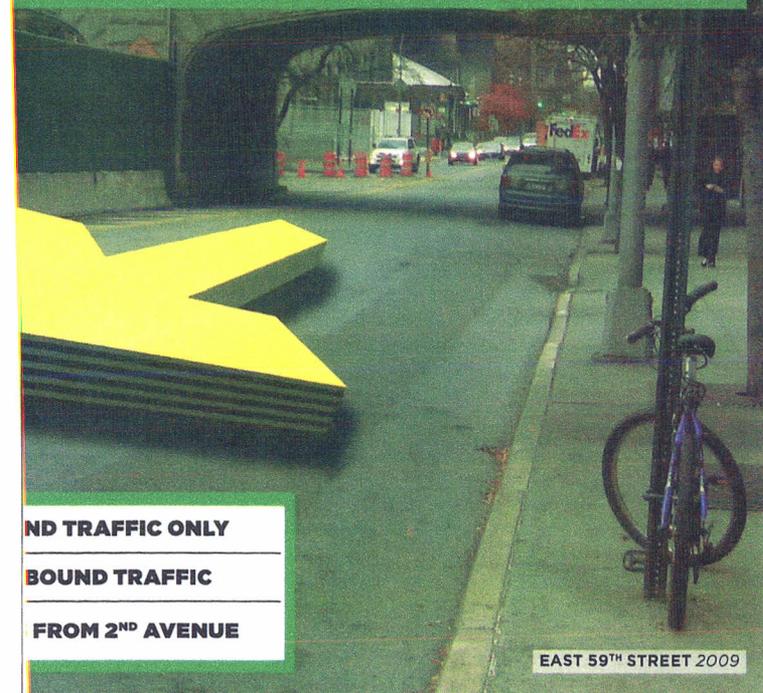
## TRAVEL LANES ALLOWED ON 59<sup>th</sup> STREET

East 59<sup>th</sup> Street between 2<sup>nd</sup> and 1<sup>st</sup> Avenue

TWO TRAVEL LANES WESTBOUND 1<sup>st</sup> AVENUE - MID-BLOCK

MAINTAIN 1 TRAVEL LANE MID-BLOCK TO 2<sup>nd</sup> AVENUE

1 lanes will be maintained at all times during the project.



## TRAVEL LANES ALLOWED ON 1<sup>st</sup> AVENUE

MAINTAIN FIVE (5) TRAVEL LANES BETWEEN 58<sup>th</sup> - 59<sup>th</sup> STREET

MAINTAIN FOUR (4) TRAVEL LANES (INTERSECTION)



## COMMUNITY IMPACTS

DDC is committed to maintaining a work site that is safe and well kept. However, dust, noise and heavy equipment are common elements of construction and we ask for your patience during the project. Once construction work begins, there may be several active zones or work areas. As construction work moves from one area to the next, detours and closures may be necessary. However, deliveries to commercial and residential properties and emergency vehicle access will be allowed. Please be aware of, read and obey construction signs. During this work, DDC will make every effort to minimize disruption and inconvenience to residents, pedestrians and businesses.

### PLEASE TAKE NOTE OF THE FOLLOWING IMPACTS

**PARKING** To facilitate construction, some parking may need to be temporarily eliminated. DDC will provide advance notification when this occurs.

**STREET CLOSURES** and/or limited access signs will be posted in advance.

**PEDESTRIAN ACCESS** to buildings will be maintained at all times.

**DRIVEWAY/LOADING DOCK ACCESS** may be temporarily interrupted in order to complete construction (**coordination plan will be discussed as needed**).

**PUBLIC TRANSPORTATION** Bus stops and/or bus routes may be relocated/detoured during the course of this construction. Signs and directions will be posted noting the changes.

**YOU WILL RECEIVE NOTIFICATION OF THE ABOVE RESTRICTIONS FROM THE COMMUNITY CONSTRUCTION LIAISON (CCL).**

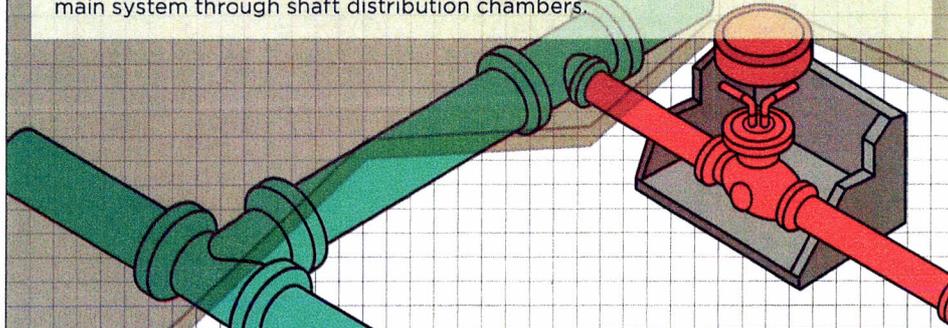
### WORK HOURS

Due to the high importance of this project and necessity of completing the job within the **3-year duration, work hours for this project will be extended beyond the normal construction schedule of 7:00AM - 3:30PM**. As such, the hours of operation will vary depending on the location and traffic volumes and will occur on weekdays, nights and weekends. All advisories issued by DDC will state the hours of operation. For a full listing of the work hours by location, please contact the Community Construction Liaison.

## 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

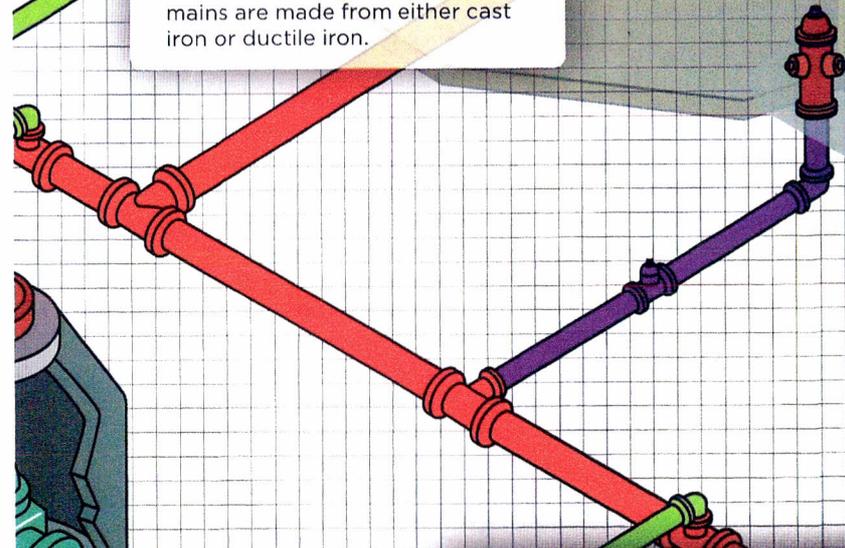
Service mains are the final link in the water distribution system and can be anywhere from one to eight inches in diameter. The smaller mains are typically made from copper, while ductile iron is used for the larger mains.

**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 as 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.