NYC Criminal Justice

NYC DDC Department of Design and Construction

MANHATTAN CB1 EXECUTIVE COMMITTEE

BOROUGH-BASED JAILS UPDATES

MANHATTAN

FEBRUARY 17, 2022

AGENDA

Welcome, Introductions and Meeting Purpose

Schedule Update

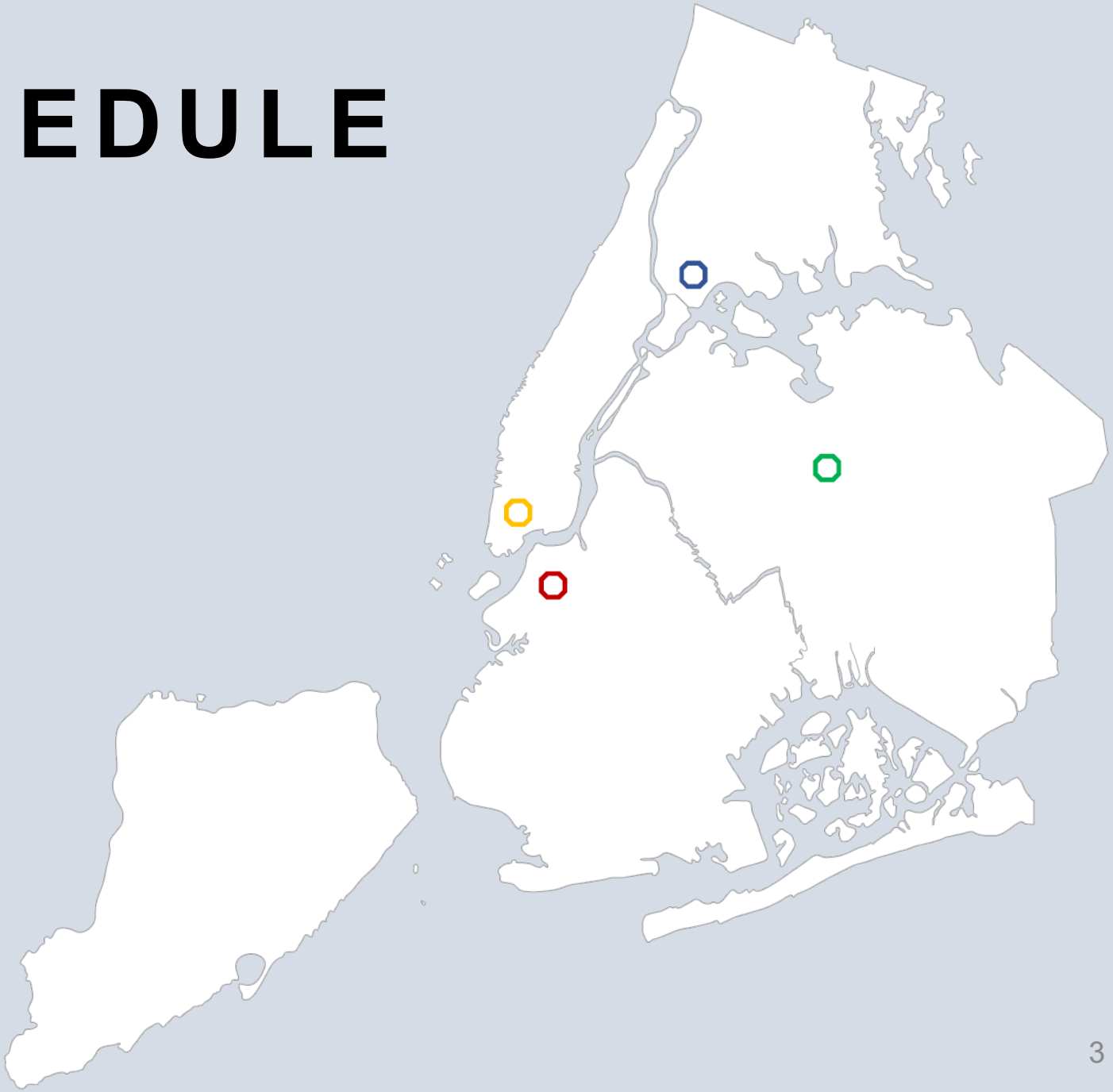
Community Resources

Alternatives Analysis Results

Environmental & Safety Plans

Q&A

PROJECT SCHEDULE



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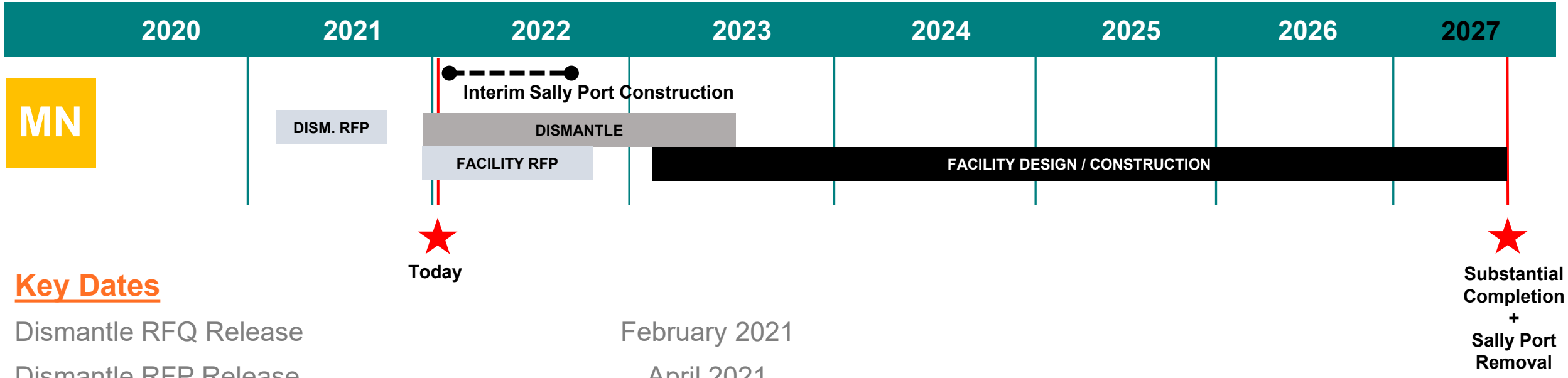
Manhattan Site Schedule Update

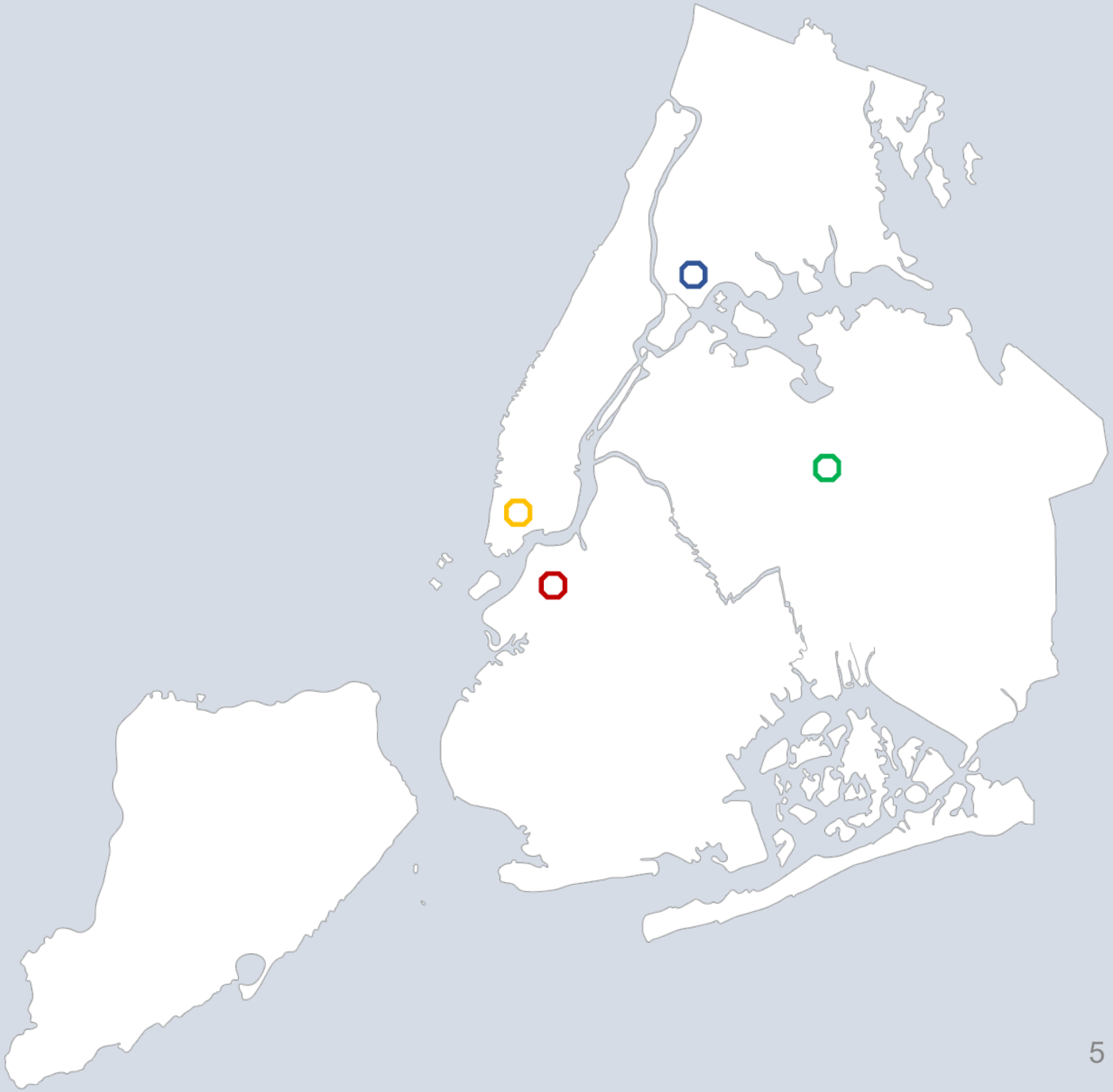


Key Dates

Dismantle RFQ Release	February 2021
Dismantle RFP Release	April 2021
Dismantle NTP	December 2021
Interim Sally Port Construction	March – July 2022
Facility RFQ Release	September 2021
Facility RFP Release	December 2021
Facility NTP	Q1 2023

Note: Program Schedule is projected based on best available information and subject to change

COMMUNITY RESOURCES



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Community Resources During Construction

- BBJ Website
- Community Construction Liaison
- Designated Phone Number
- Quarterly Newsletters
- Weekly Look Ahead
- 72-Hour Advisories for Impactful Construction Activities
- Community Construction Liaison Office – Now open!
  110 Walker Street

Manhattan Site CCL Contact

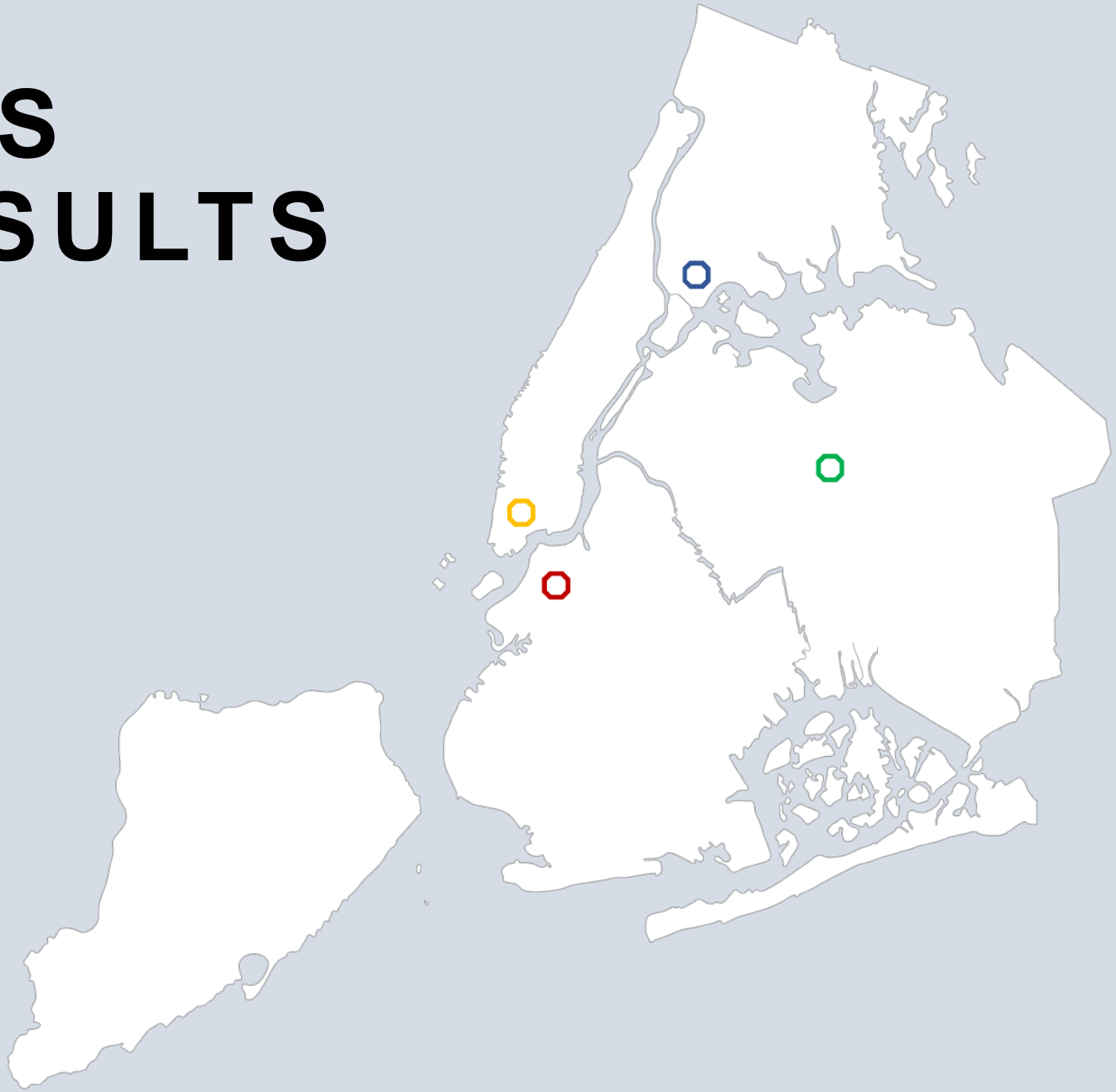
CCL onboarded and door to door outreach began January 2022

Please feel free to send us your questions, comments and let us know your feedback and thoughts:

- ✓ Community Activities and Events
- ✓ Issues
- ✓ Others

Pauline Chan
Manhattan BBJ CCL
(917) 838-7996
Manhattanbbjccl@gmail.com

ALTERNATIVES ANALYSIS RESULTS



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Dismantle Alternatives Analysis Results

The existing facilities in Manhattan were evaluated for potential renovation and/or expansion. However, **the existing buildings lacked the basic core capacities, infrastructure, program support spaces and the floor-to-ceiling heights to accommodate the proposed program**.

It was determined that even after significant upgrade, renovation, and modernization of the existing facilities it would still fall short of the project goals.

The existing Manhattan Detention Complex holds many limitations, including:

- Significant accessibility issues (ADA)
- Non-normative Jail Environment
- No off-street parking
- Limited program space for People in Custody, and visiting areas

Existing Manhattan Detention Complex
Approx. 600 SF/ per bed
(~ 500,000 SF / 838 beds)

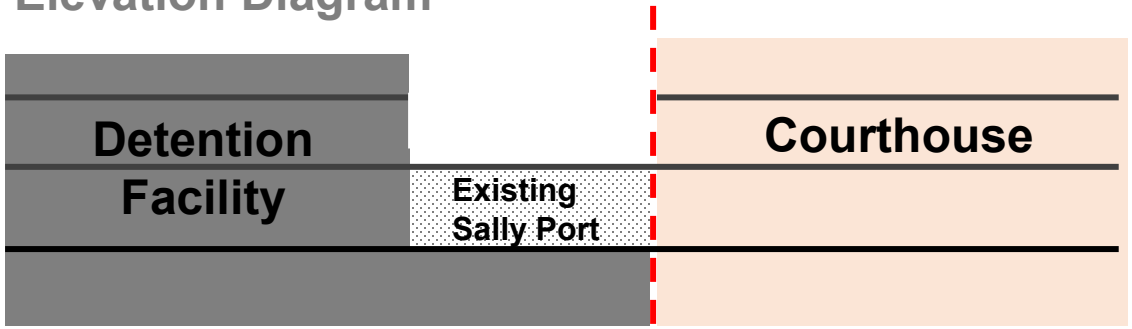
New Facilities
Approx. 800 SF/ per bed
(697,675 SF/ 886 beds)

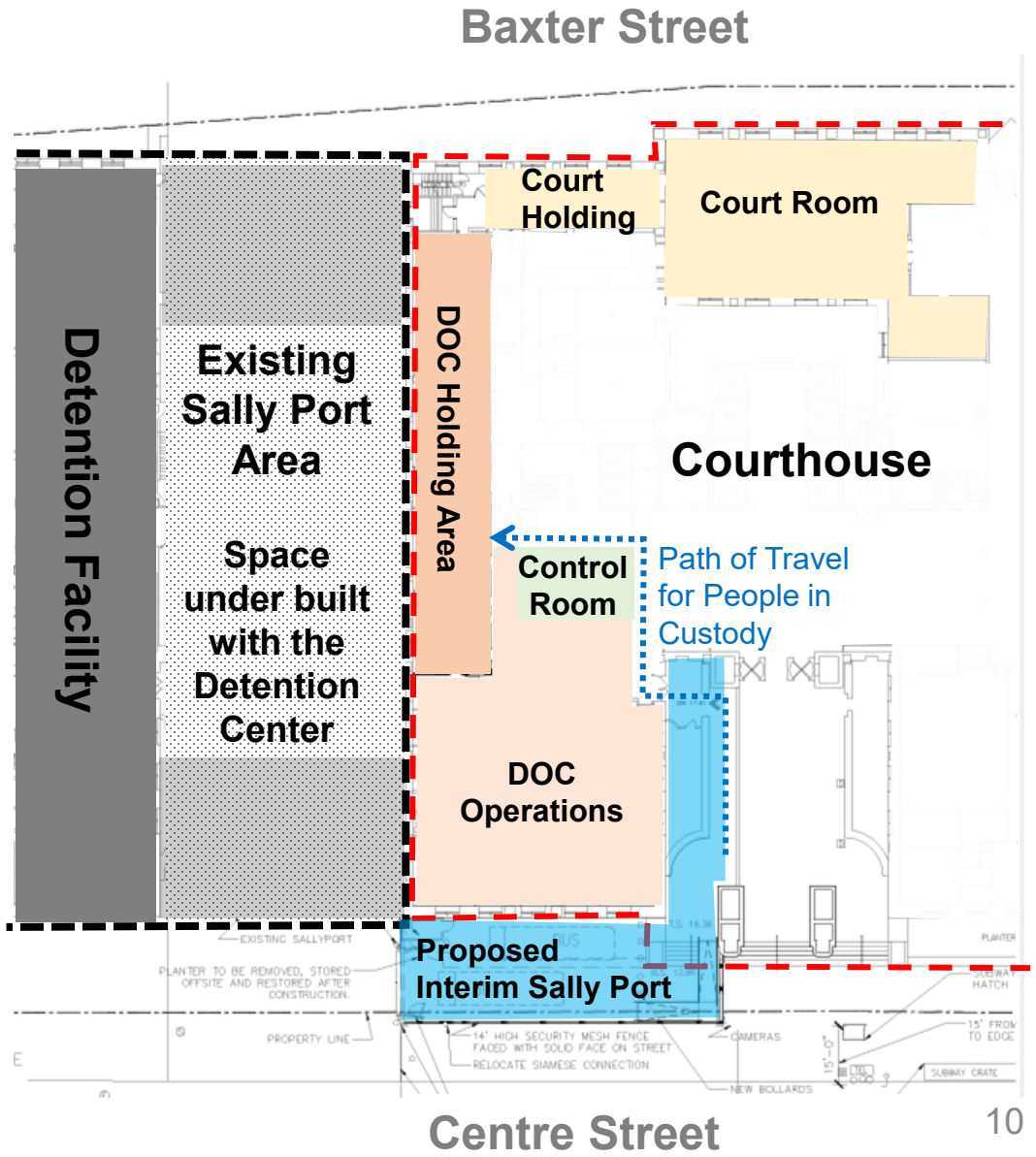
Sally Port Location

Rationale for Interim Sally Port Proposal on Centre Street:

- The Sally Port cannot remain in its current location because building structure is tied to the existing detention facility to be dismantled.
- Interim Sally Port maintains existing DOC operations.
- Courtrooms face Baxter St and would require relocation and reconfiguration of holding areas if entrance from Baxter
- Proposed location has the least impact on street traffic. Baxter is a narrower street and includes many businesses. Baxter St. sidewalk is not wide enough to accommodate Sally Port. Location does not impact park.

Elevation Diagram





SAFETY & ENVIRONMENTAL PLANS

DISMANTLE AND INTERIM SALLY PORT PROJECT

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GRAMERCY
WRECKING • ENVIRONMENTAL • CIVIL

Schedule Milestones

Phases	Estimated Dates
Site Assessment and Surveys (Verification of existing soil conditions)	January 2022
Interim Sally Port Start Construction	March – July 2022
Mobilization / Site Fencing (Site fencing depending on permit approvals, field office, etc.)	February/March 2022
Artwork Removal and Storage	February/March 2022 – April 2022
Dismantle Work	May 2022 (Q2 2022) - July 2023

*Estimated Dates and Milestones will be updated by Design-Builder

INFORMATIONAL PURPOSES ONLY

Pending Permits & Regulatory Requirements

All Agencies Having Jurisdiction, including but not limited to:

- **DOB –** Department of Building – general construction, dismantlement, plumbing, sprinkler , mechanical, electric, scaffolding, fence, fire alarm
- **DOT** – Department of Transportation - Traffic-Sidewalk and Street Closures
- **DEP** – Department of Environmental Protection - Water, Sewer, Hydrant, ACM Remediation
- **Parks** – NYC Parks Department-Trees removal, protection and mitigation
- **Con Ed** – Con Edison – Utilities
- **MTA** – Metropolitan Transportation Authority - Tunnel and Steam line
- **FDNY**- NYC Fire Department - Sprinkler and Standpipe
- **PDC-** Public Design Commission - Artwork and Sally Port
- **LPC** –Landmarks Preservation Commission HABS/CPP and Archaeological
- **SCOC-** NYS Commission of Correction -Holding cells

Soil Investigation Report

The subsurface investigation consisted of eighteen (18) test borings in 2020, three (3) borings in 2017, two (2) borings in 2018, and six (6) groundwater monitoring wells. The approximate locations of borings and monitoring wells are shown on the attached boring location plan above. Based on the investigation, beneath approximately 4 to 15 inches concrete floor slab and pavement, the site is underlain by existing fill and native soils, sands, gravels and decomposed bedrock and bedrock.

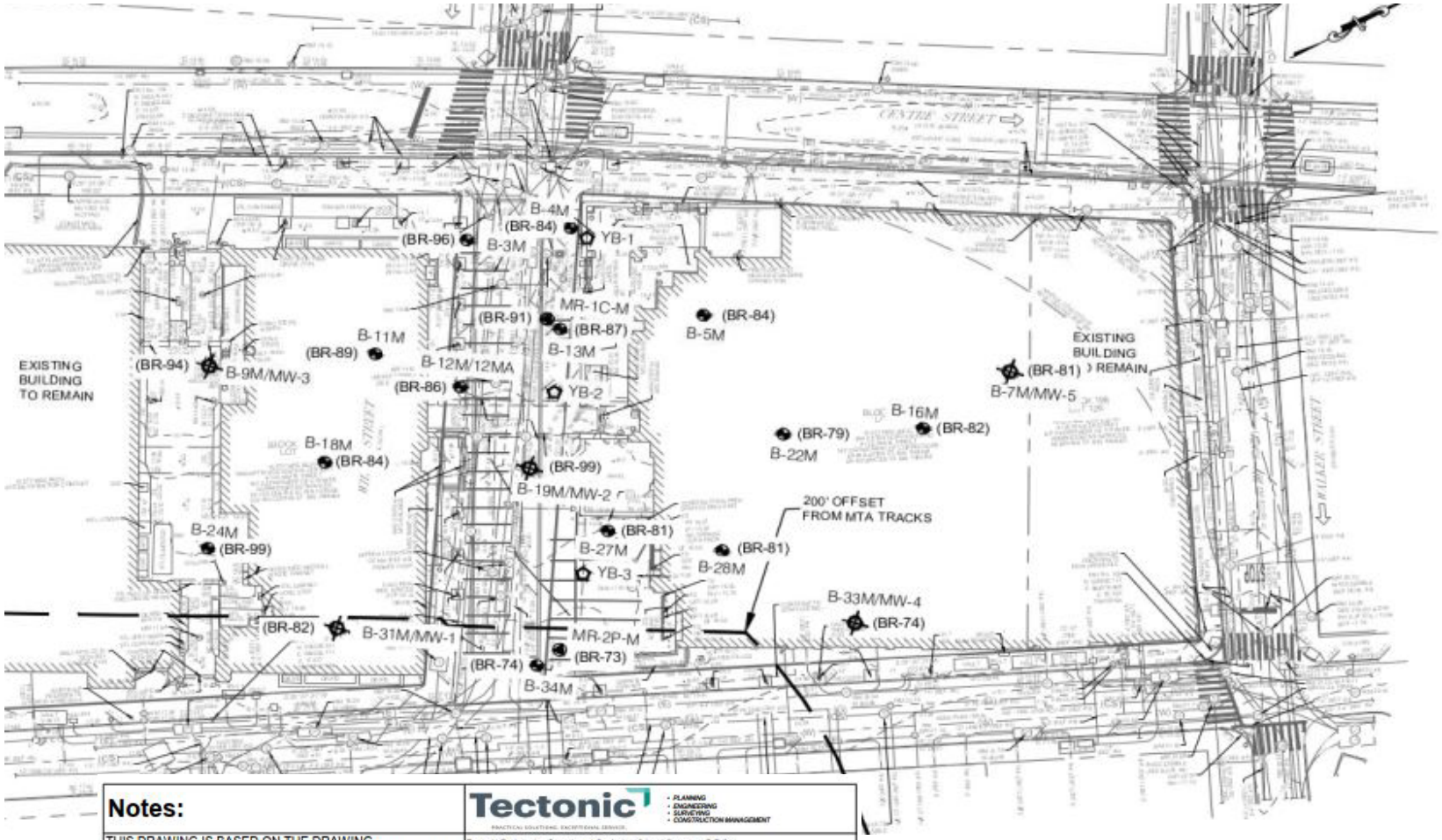
Fill layer extends elevations from EL. +4.5 to EL. -20. This layer commonly ranges in color from brown to gray and has a Code classification of Class 7. Corrected SPT-N60 value within the layer range from 3 bpf to 50 bpf with an average of 21 bpf, which indicates the fill range from loose to very dense and is generally in a medium dense condition.

Native soils underlying the fill can be divided into two deposits, lacustrine deposits and layered sand and gravels with occasional isolated pockets of silt. The most of lacustrine deposits is expected to be remain below the proposed new building's basement based upon the planned bottom of excavation elevation (EL. -18.5). Corrected N60 values range from 0 to 47 bpf with an average of 9 bpf, indicating soil ranges from very soft to hard and typically medium stiff. The second deposits mainly consist of clean sand and silty sand with corrected N60 value ranging from 4 to 125 bpf. Loose samples are rare. The native soil layer has an average N60 value of 30 bpf, indicating the native sand and gravels are in medium dense condition.

Bedrock can be described as moderately weathered to fresh, with Code classification from Class 1a to Class 1d. The rock quality designation (RQD) ranges from 0 to 95 percent, with an average of 57 percent, indicating the cored bedrock has Class 1b on average. Furthermore, the rock cores found that the quality of rock improves with depth.

Ground water elevation ranges from EL. -0.6 to EL. -2.33. The measured data suggest that there is a slight gradient (about 1 foot) from north to south cross the site. However, elevation is slightly elevated near the center of the site.

Soil Investigation Report – Boring Locations



LEGEND (SYMBOLS NOT TO SCALE):

- EXISTING BUILDING OUTLINE
- 200' OFFSET FROM MTA TRACKS DEMARCATION
- B-XM — GEOTECHNICAL BORING LOCATION AND IDENTIFICATION NUMBER
- B-XM/MW-X — GEOTECHNICAL BORING & OBSERVATION WELL LOCATION AND IDENTIFICATION NUMBER
- MR-X-M — 2018 COMPLETED GEOTECHNICAL BORING LOCATION AND IDENTIFICATION NUMBER
- YB-X — 2017 COMPLETED GEOTECHNICAL BORING LOCATION AND IDENTIFICATION NUMBER
- (BR-81) — APPROXIMATE BEDROCK ELEVATION (FT)

NOTES:

1. ACTUAL BORING LOCATIONS WERE NOT SURVEYED.
2. LOCATIONS OF EXISTING SITE FEATURES ARE APPROXIMATE.
3. LOCATION OF HISTORIC GEOTECHNICAL BORING APPROXIMATED FROM PREVIOUS REPORTS.
4. (BR-81) SHOULD BE READ "THE APPROXIMATE BEDROCK ELEATION IS -81 FEET."

0 50 100

Notes:

THIS DRAWING IS BASED ON THE DRAWING "GEOTECHNICAL BORING LOCATIONS, 125 WHITE STREET, NEW YORK, NY 10013" DRAWING, FIGURE 1, DATED JULY 2021, BY TRC.

THE LOCATIONS OF BORINGS B-14M, B-21M AND B-23M ARE NOT SHOWN, BECAUSE THEY WERE NOT DRILLED BEYOND THE DEPTH OF HAND UTILITY CLEARANCE (6'), AFTER BEING TERMINATED PER THE CLIENT'S INSTRUCTIONS.

BORING AND WELL LOCATIONS SHOULD BE CONSIDERED APPROXIMATE.

Tectonic — PLANNING · ENGINEERING · SURVEYING · CONSTRUCTION MANAGEMENT

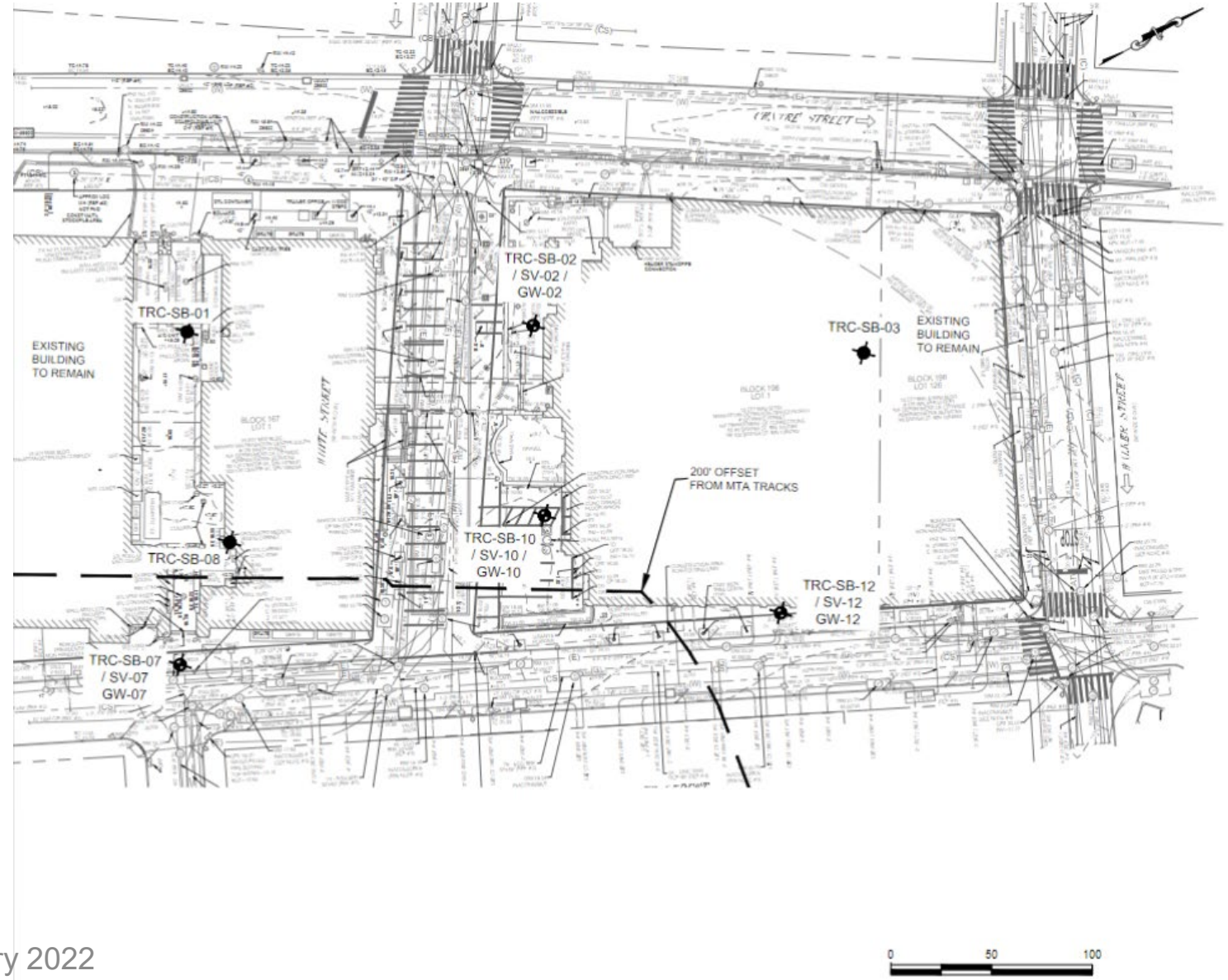
Tectonic Engineering Consultants, Geologists & Land Surveyors D.P.C.
1279 Route 300, Newburgh, NY 12550 — Phone: (845) 567-6566 — Fax: (845) 567-6248

BORING, GROUNDWATER MONITORING WELL PLAN, WITH APPROXIMATE BEDROCK ELEVATIONS

125 WHITE STREET NEW YORK, NEW YORK

Date	Work Order No.	Drawing No.	Rev. No.
9/3/2021	10285.01	Figure 1	0
Scale: NTS			

Soil Investigation Report – Boring Locations



LEGEND (SYMBOLS NOT TO SCALE):

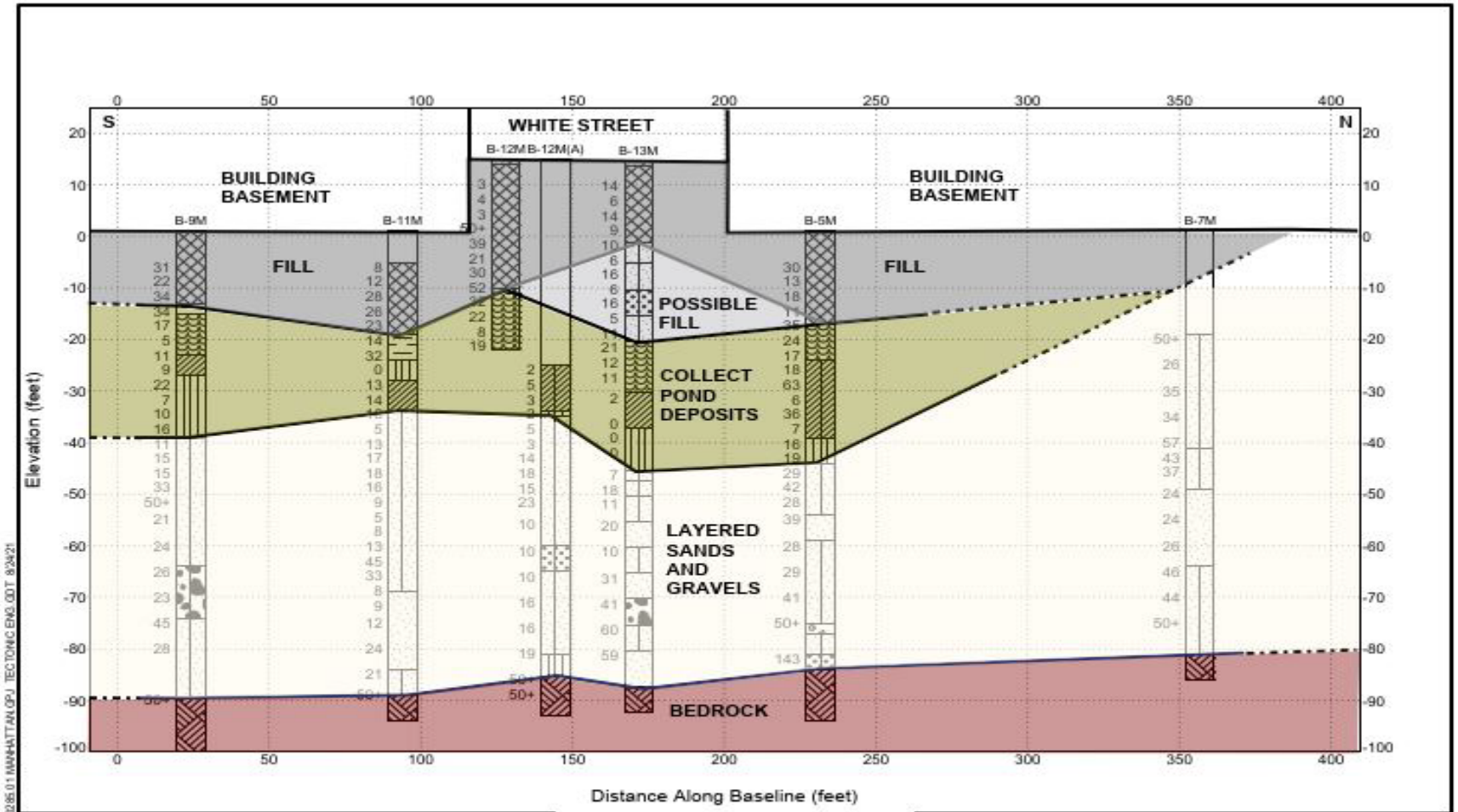
- EXISTING BUILDING OUTLINE
- 200' OFFSET FROM MTA TRACKS
- TRC-SB-XX / SV-XX / GW-XX — SOIL, SOIL VAPOR, AND GROUNDWATER MONITORING WELL LOCATION AND IDENTIFICATION NUMBER
- TRC-SB-XX / SV-XX — SOIL AND SOIL VAPOR SAMPLE LOCATION AND IDENTIFICATION NUMBER
- TRC-SB-XX — SOIL SAMPLE LOCATION AND IDENTIFICATION NUMBER

NOTES:

1. ACTUAL BORING LOCATIONS WERE NOT SURVEYED.
2. LOCATIONS OF EXISTING SITE FEATURES ARE APPROXIMATE.

PROJECT:	BBJ-MANHATTAN MANHATTAN DETENTION CENTER 125 WHITE STREET NEW YORK, NY 10013		
TITLE:	BORING LOCATIONS		
DRAWN BY:	H. DELGADO	PROJ NO.:	357274
CHECKED BY:	E. EBERT	FIGURE 2	
APPROVED BY:	K. MYERS		
DATE:	JUNE 2021		
TRC	1430 Broadway 10th Floor New York, NY 10018 Phone: 212.221.7822		
FILE NO.:	Figure 1 - BBJ-M Boring Locations April 2021.dwg		

Soil Investigation Report - Profile



Tectonic
280 Little Britian Road
Newburgh, NY 12550
Telephone: (845) 563-9081 Fax: (845) 563-9085

FIGURE 3 - SOUTH - NORTH BORING FENCE/PROFILE
Project No: 10285.01 Date: 8/24/21
Project: BBJ - M
Location: Manhattan, NY

Archeological Investigation

A Phase 1A Archeological study has been done, based on 1A and in consultation with Landmarks Preservation Commission (LPC), a monitoring of utility trenches and geotechnical borings was completed in order to gather more information about the stratigraphy and potential for deeply buried resources. Deeply buried peat overlying C horizons was identified below the overlying fill deposits.

LPC has identified the peat and associated wetland are high sensitivity for Native American resources. There is also a potential for historic resources within the fill itself along the north site of White Street and at the base of the fill deposits.

LPC concurred that additional archaeological testing and monitoring should be completed in conjunction with the construction due to the depth of potential resources and issues with the water table. All archaeological work will be conducted in consultation with LPC and following LPC guidelines.

Pre-Construction Plan

TRC Report 2020- Phase 1 Environmental Site Assessment (ESA)

- The Phase I ESA identified possible Recognized Environmental Concerns (RECs)

TRC Report 2021- Phase 2 Environmental Site Investigation (ESI)

- A total of 17 soil samples and three (3) composite soil samples were collected for laboratory analysis.
- Based on the Site investigation soil sample test results, the soil/fill material excavated from the Site is expected to be **non-hazardous contaminated material.**
- Excavated material should be managed in accordance with applicable federal, state, and local laws and regulations and in consideration of the results of the soil sampling and analysis.
- Seven (7) borings were advanced across the Site to depths ranging between 25 and 45 feet below ground surface. **No indications of contamination (i.e., staining, odor, free product or elevated PID readings) were identified during the Phase II ESI.**

Pre-Construction Plan

Courthouse Make Ready Space ACM scope validation completed

LiRo has performed a renovation specific inspection for the presence or absence of Asbestos-Containing Materials (ACM) at the Manhattan County Courthouse located at 100 Centre Street, Manhattan, New York 10013. The survey was conducted for the Sally Port and Make Ready Work project. Design Drawings labeled "Borough Based Jail Manhattan Dismantlement and Swing Space" dated 01/11/22, prepared by LiRo for Gramercy were reviewed and used as the basis for the surveying effort.

LiRo also utilized historical survey report(s) prepared by TRC titled "Hazardous Materials Inspection Report – Make Ready Work", dated 08/17/21, which has/have been incorporated into this report.

Mr. Maher Abraham performed this survey on January 6, 2022. Mr. Abraham holds valid certifications from the New York City Department of Environmental Protection as an Asbestos Investigator (NYC DEP # 117365) and the New York State Department of Labor as an Asbestos Inspector (NYS DOL # 93-11399). A summary of the homogenous materials and locations where asbestos containing material (ACM) and Non-ACM were identified are in Table 1 and Table 2 below. The laboratory analysis results, in tabular form, are included in Appendix A.

TABLE 1: SUMMARY OF ACM IDENTIFIED

Location	Material Description / Color	Consultant Report Date
Basement Female Intake Cell (Ceiling Plenum)	Aircell Pipe Insulation (Beige)	-
Basement Record Room	Magnesium Pipe Insulation (White)	
Basement and First Floor	Electrical Wire Insulation[1]	TRC Revision 08/17/21
First Floor Between Metal and Glass (Sally Port)	Exterior Glass Block Window Caulking (Inner Grey Layer)	
First Floor DOC Court Staging Entrance	Door Caulking Inner Layer	
First Floor DOC Court Staging	Interior Window Glazing	
First Floor DOC Staff Entrance	Grey Cove Base Adhesive	

NOTE: [1] *This material is assumed ACM, it is live electrical wire and could not be sampled.*

North and South Tower ACM scope validation is on-going, below are the preliminary results

LiRo Engineers is currently completing our inspection of suspect asbestos containing materials (ACM) in both the south and north towers of the Mahattan Detention Center. As per your request, this letter summarizes LiRo's findings of positive ACM that was not reported in the TRC document dated June 8, 2021, for the South Tower. The list of identified ACM and locations provided herein are only a preliminary estimate and are subject to change as we complete our investigations at the towers.

The below list summarizes ACM that has been identified at the site which was not included in the TRC documents provided in the Volume 5 for the Request for Proposal:

1) Tar (Black) and Tar Under Sprayed on Fire Proofing
2) Tar Covering
3) Waterproofing Membrane Under Ceramic Floor Tile
4) Epoxy Flooring
5) Tar Paper Behind Radiator (Black)
6) Tar Paper (Black)
7) Tar Paper Mastic (Yellow)
8) Caulk (Black)
9) Tar on Wall Next to Louver

Air monitoring will be done by an independent consultant, Airtek Environmental

Environmental Remedial Action Plan

Work Ready to Begin:

-Asbestos abatement of the courthouse make ready spaces to begin by the end of the month.

Work Plans Being Finalized:

-Oil tank removal plans are being developed

-Asbestos abatement of the North and South Towers

Community Air Monitoring Plan

Noise, Dust and Vibration

- Gramercy Group, Inc. is finalizing contracts with a consultant to perform the Noise, Dust and Vibration monitoring. This company will be deploying monitors around the jobsite and on neighboring properties/streets in order to capture the data and relay it back to the contract team in real time.

- Monitoring will be conducted in real time with varying levels of alerts that will be sent to the project team. These alerts allow the project team to take corrective action when necessary to maintain a safe environment around the job-site.

- Quarterly monitoring reports will be provided to the community via the Neighborhood Notification List and program website. Community members should submit any questions or concerns to the CCL and the team will provide a response.

- Within the next month, through the CCL, neighboring property owners will be contacted to set up times for inspection and documentation of their properties. During this time, the exact location of monitors will be determined and a plan will be provided for the monitoring of the community.

Health and Safety Plan

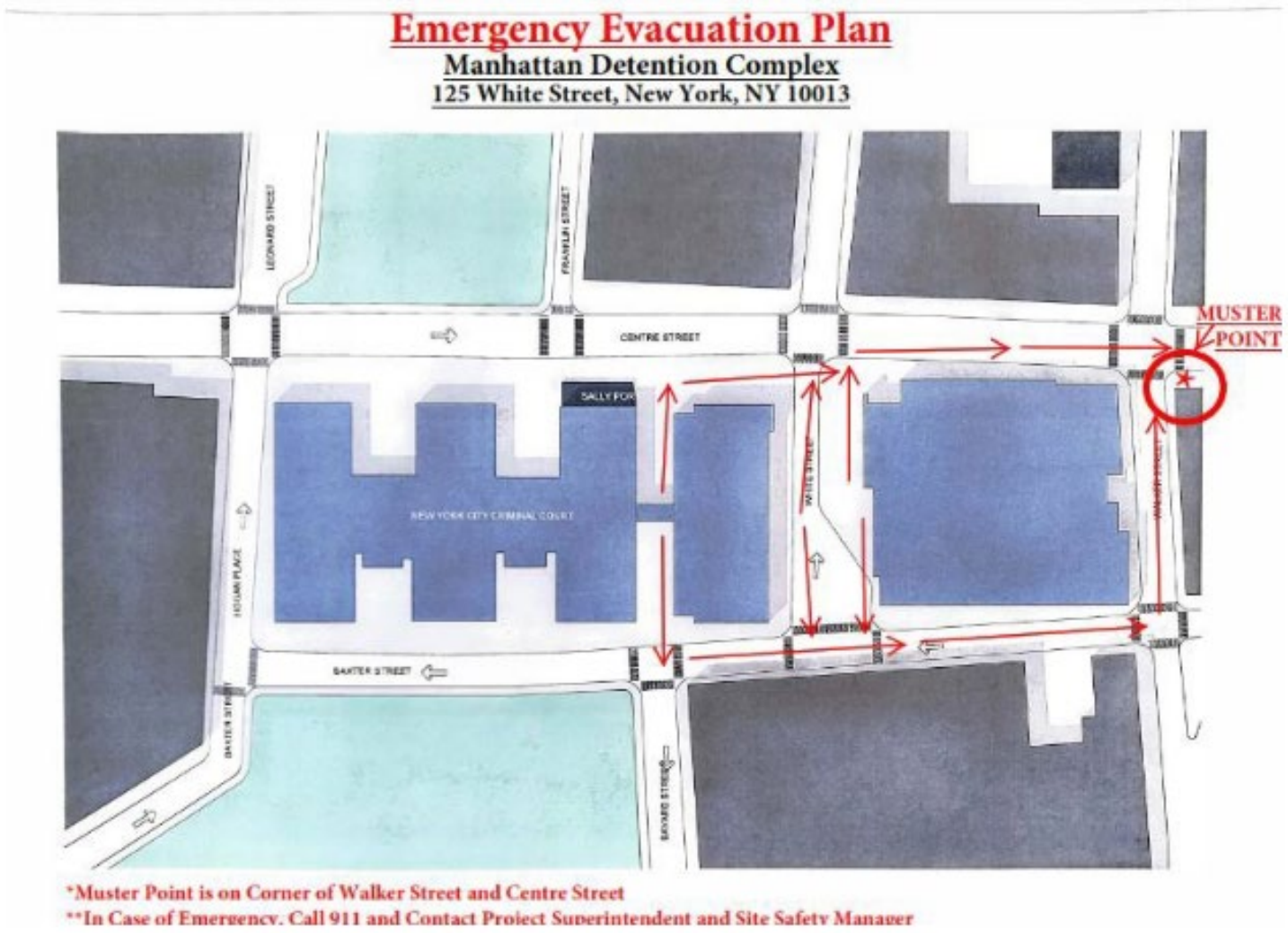
The objectives of this Project include the following:

a. Zero work-related injuries, illnesses, incidents, etc.
b. Protect the public, private property, and workers on and around the projects.
c. Protect adjacent properties, roadways, and underground subway tunnels/utilities vaults.
d. Prevent adverse impacts to the environment.
e. Secure all permits in a timely manner.
f. Deliver safe facilities to operate.
g. Staff the project with fully trained and certified personnel.
h. Provide timely and accurate reporting.
i. Protect the work from damages.

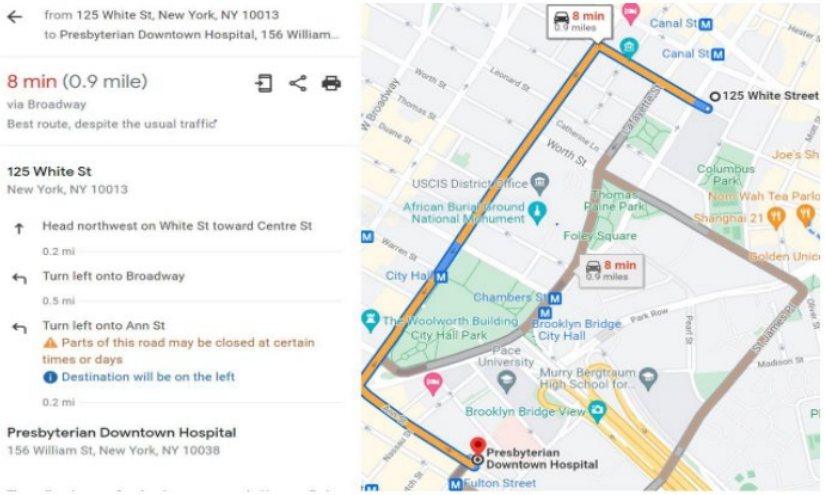
The strategy to achieve this end is to build a strong foundation through the following actions:

a. Adhere to these Safety Requirements.
b. Develop and submit an acceptable Project-specific Site Safety Plan.
c. Create well-developed Job Hazard Analysis (JHA) for all work tasks.
d. Provide proper training.
e. Conduct daily job safety briefings.
f. Recognize, minimize, and eliminate jobsite and public hazards through planning, inspection, verification, and corrective action processes.

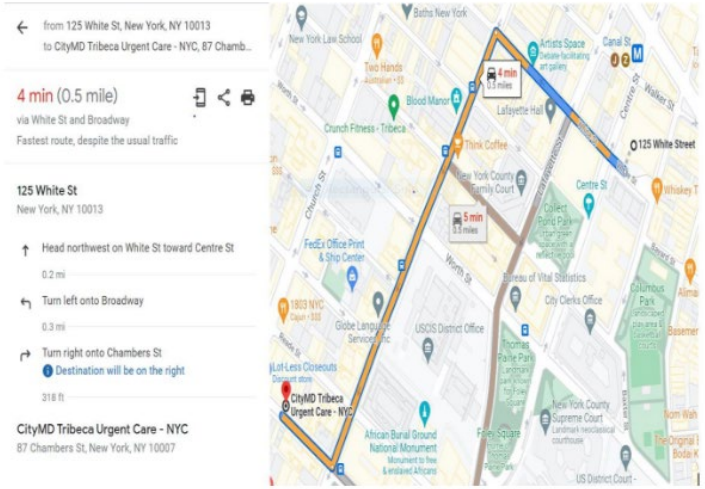
Health and Safety Plan - Evacuation



HOSPITAL ROUTE



URGENT CARE



Construction Waste Management

Construction Waste Management Plan (CWM)

- **Estimated Debris Generated**

  -Concrete: 31,000 Cubic Yards = 1,550 Loads
  -Masonry: 22,000 Cubic Yards = 1,100 Loads
  -C&D: 5,500 Cubic Yards = 61 Loads
  -Metals: 2,200 Tons = 114 Loads

  -Average Loads per day over a 12-month duration is **10 Loads Per Day**

- **Percentage of materials recycled is estimated to exceed the required 75% by weight**

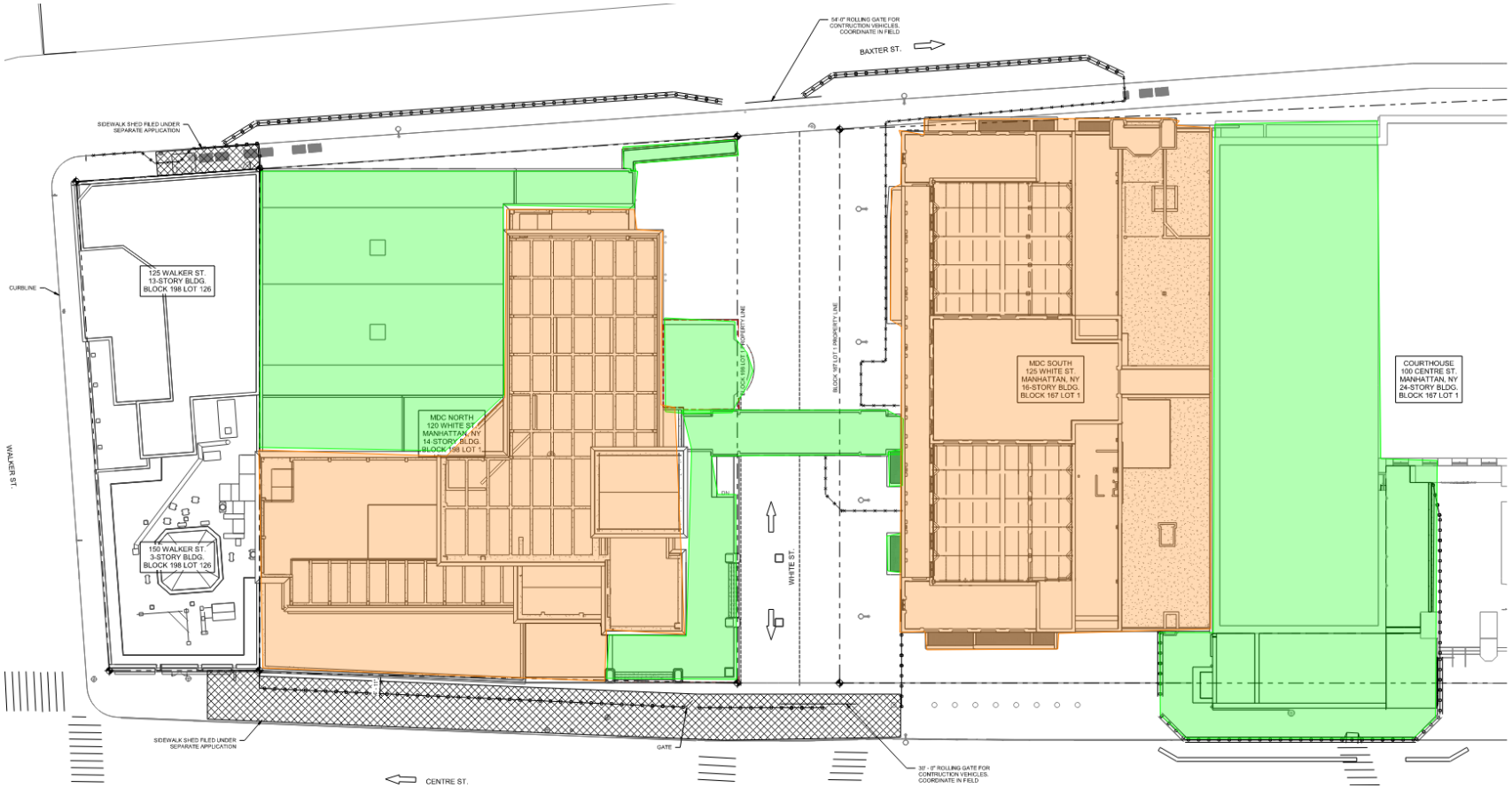
- The new facility must obtain LEED Gold certification.

- For the dismantle contract, the Design-Builder must implement all the strategies required in the contract to maximize the dismantle-related LEED credits and submit completed LEED documentation.

Dismantlement Plan

Phase 1 – Art Salvage, Early Works Dismantlement, Sally Port Construction, and Courthouse Make Ready Work

Phase 2 – Full Structure Dismantlement



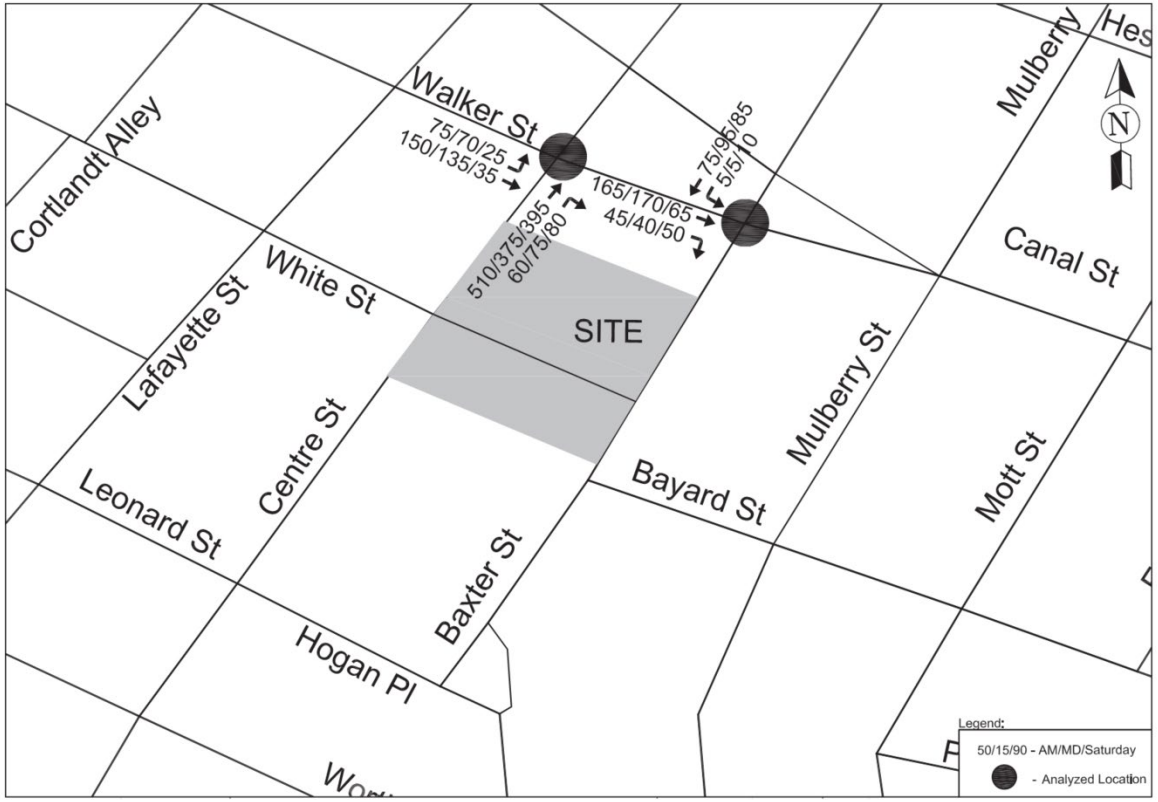
Phase 1 Dismantle Work

Phase 2 Dismantle Work

Traffic Mitigation Plan

- Updated Traffic Counts Assessment Ongoing

- June 2018 - Traffic Counts and Peak Hour Traffic Conditions



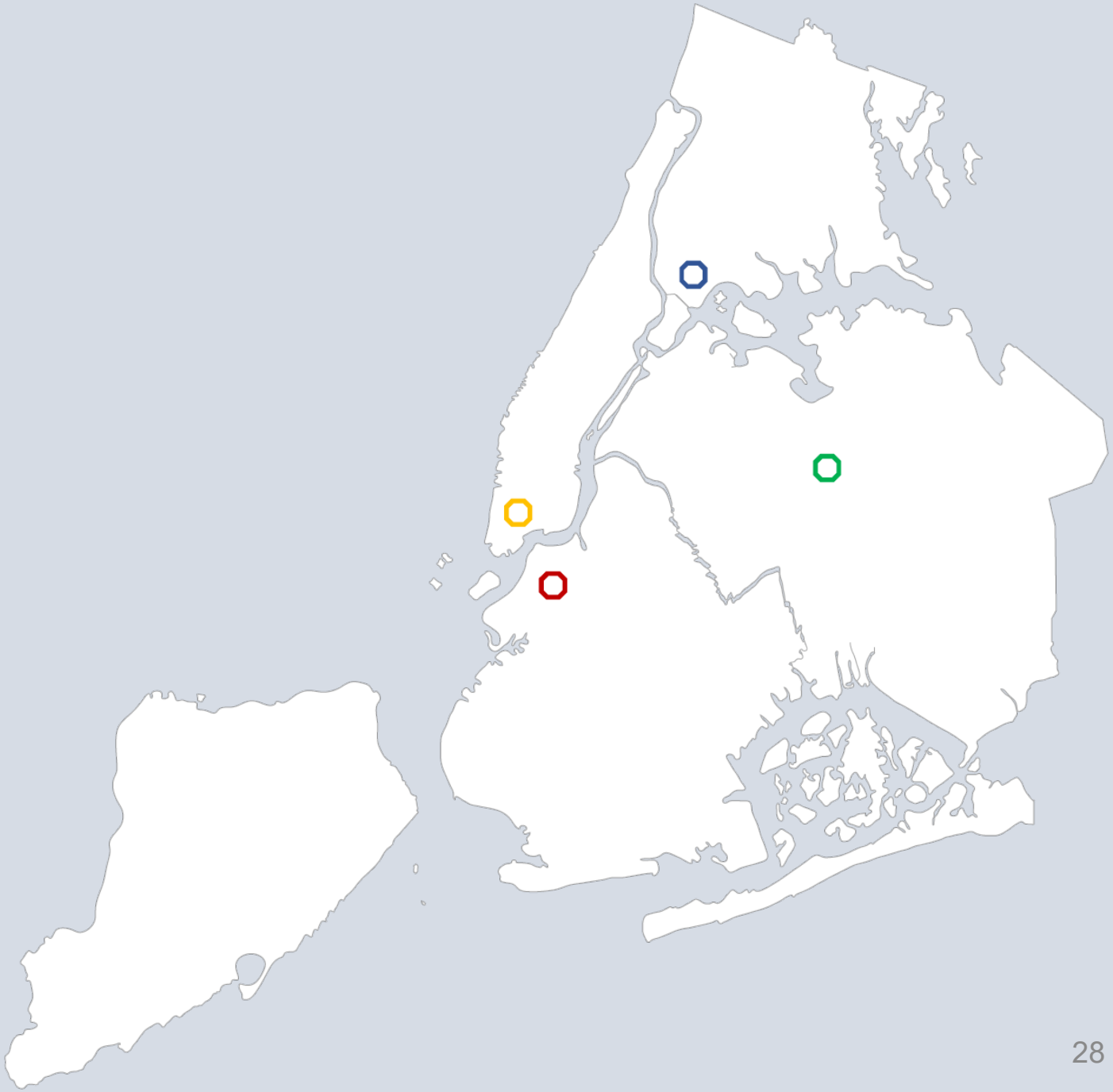
This figure has been updated for the FEIS

Manhattan Site - 124-125 White Street
Existing Peak Hour Traffic Volumes

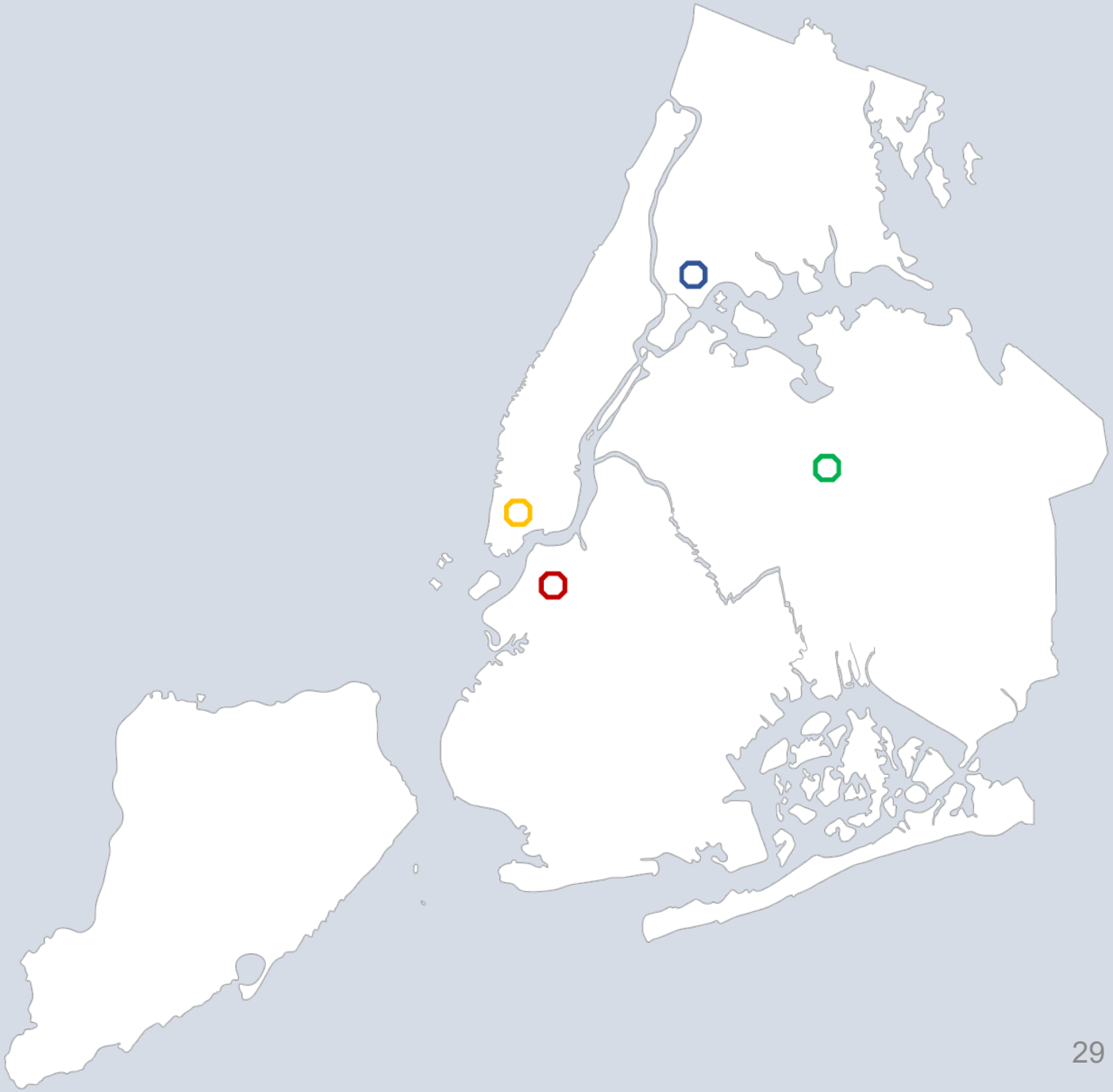
Coordinated with Traffic Mitigation Plan, construction deliveries would primarily be dispersed evenly throughout the day to mitigate congestion traffic and queuing. All truck queueing will be within jobsite on White Street (De-Mapped)

For example: Northbound on Centre Street, peaks are at 570 vehicles per hour in the morning and 450 vehicles per hour midday. An average of 10 loads per day, would equate to roughly 1.25 loads per hour or **0.22%** increase in the morning or **0.28%** increase midday. These are negligible increases to the existing traffic flow.

QUESTIONS AND ANSWERS



THANK YOU



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