Route 9A Background – Pre 9/11

- NYSDOT – Responsible for 9A
- NEPA/FEIS Design Approval 1994
- Battery Place to West 59th Street
- 6 – 8 Lane Urban Boulevard
- 8 Lanes in Lower Manhattan (South of Harrison St.)
- Continuous Bikeway / Walkway / Park-HRPT
- Segments 2 - 7 Completed (1996-2001) (Segment 2 Harrison – Battery Place 2001, 95%)
- Segment 1 – Pending (Battery Place)
Route 9A Background – Pre 9/11

- 100,000 Vehicles & 140,000 Pedestrians use West Street daily (Liberty – Chambers)
- Key Transportation Corridor (Regional and Local)
- Mobility for: Buses, Trucks, Cars, Bicycles & Pedestrians (almost 40% non-passenger cars)
- Access for: Battery Tunnel, FDR Drive, WTC & Battery Park City & Westside of Lower Manhattan
- Continuous North-South Boulevard & Greenway (Route 9A Urban Blvd./Bikeway & Hudson River Park)
- Major Utility Corridor (78” Interceptor Sewer, 48” Water, 440 telecommunication conduits (Verizon)
Route 9A Project
Lower Manhattan Redevelopment

Lower Manhattan Network

- 6-Lane Interim Roadway
- ROUTE 9A
- Promenade South Contract

New York State Department of Transportation
Rector Street Temporary Pedestrian Bridge

- Completed April 2002
- Cost - $4 Million
- Designer – SHoP Architects
- Builder – Tully Construction
Vesey Street Temporary Pedestrian Bridge

Let June 12, 2003
Opened November 22, 2003

Cost - $15 Million

Designer – Earth Tech / Vollmer

Builder – Yonkers
Promenade South Project

Promenade South Contract: $70M
Let: August 8, 2004
Completion: June 2006
Route 9A Background – Pre 9/11

- Cross Section at WFC/WTC Sites with Critical Elevations
Interim Route 9A Roadway
Interim Route 9A Roadway

WFC

Verizon Building

Edge of slurry wall

WTC Site

45’+

Original Route 9A Limits

Interim Roadway

Bikeway

Haul Road
Users of Route 9A – Peak Hour

Pre 9/11 Users Of Route 9A

- Vehicles: 5,000
- Pedestrians: 12,000

Pre 9/11 Vehicle Classifications (AM Peak Hours)

- 62% AUTOS
- 20% TAXI/FOR HIRE
- 12% LIGHT TRUCKS
- 3% HEAVY TRUCKS
- 3% BUSES
Pre 9/11 Pedestrians at WFC/WTC Site (AM)

Battery Park City

WFC

WTC

Route 9A

Albany St.

Liberty St.

South Bridge

2000

1000

At Grade Crosswalk

North Bridge

8500

Vesey St.

Barclay St.

Murray St.

Crossing via Bridge

Crossing At Grade
Pre 9/11 Pedestrians at WFC/WTC Site (AM/MD/PM)
Future Pedestrians at WFC/WTC Site (AM/MD/PM)
Project Objectives

- Provide a safe and functional transportation facility for 100,000 vehicles & 140,000 pedestrians that use West Street daily
- Reconnect WFC & BPC and Downtown eliminating West Street as a barrier
- Create Promenade with enhanced green space from the Battery to the Memorial
- Support the economy, development and security of Lower Manhattan
KEY ELEMENTS
- 8-lane shifted at-grade roadway similar to pre-9/11 conditions
- Wide frontage / sidewalk area adjacent to the WTC Memorial and Freedom Tower
- Improvements to median and increased planting
- Raises grade of 9A surface for compatibility with WTC Site
- Pedestrian bridge at Liberty to be modified (by BPCA)
- Possible future bridges under study at West Thames & Morris Streets
- Pedestrian Concourse & PATH Vents in 9A ROW (by PA)
- Frontage treatment including bikeway, walkway and layby between Albany & Murray Streets to be developed as design progresses
Throughout construction

- 3 travel lanes maintained north and south
- Pedestrian access maintained north/south and east/west
Critical Lower Manhattan Projects

Legend:
- Route 9A Promenade
- Route 9A Promenade South
- WTC Site Development
- WTC South Site & Slurry Wall Extension
- Transit Improvements
- Battery Park City Site Development
- WSURA Site
- Other Lower Manhattan Projects
- Museum Projects
- NYSE Streetscape & Security Project
- NYCDOT/DDR Street Reconstruction
- East River Waterfront Project

New York State Department of Transportation
# Route 9A Construction Schedule

## Task Name

<table>
<thead>
<tr>
<th>Year</th>
<th>Design</th>
<th>Procurement</th>
<th>Notice to Proceed</th>
<th>Construction Duration - 26 Months</th>
<th>Stage 1 - West Side &amp; Southbound</th>
<th>Stage 2A &amp; 2B - Southbound Roadway Work (6 Months)</th>
<th>Stage 3 - Northbound Rt. 9A Roadway &amp; Sidewalk Work (6 Months)</th>
<th>Stage 4 - Complete Roadway / Median / Bikeway / Walkway Work (8 Months)</th>
<th>Construction Completed</th>
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<tbody>
<tr>
<td>2005</td>
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<td>NOTICE TO PROCEED (APRIL 1, 2007)</td>
<td>CONSTRUCTION COMPLETED</td>
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<tr>
<td>2008</td>
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<td>VESSEY BRIDGE REMOVED</td>
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### Notes
- **Design**: Pre-construction planning and design work.
- **Procurement**: Procurement of materials and services.
- **Notice to Proceed**: Official notice to proceed with construction.
- **Construction Duration - 26 Months**: Duration of the construction phase.
- **Stage 1 - West Side & Southbound**: Initial construction work.
- **Stage 2A & 2B - Southbound Roadway Work (6 Months)**: Roadway work for Stage 2A & 2B.
- **Stage 3 - Northbound Rt. 9A Roadway & Sidewalk Work (6 Months)**: Roadway and sidewalk work for Stage 3.
- **Stage 4 - Complete Roadway / Median / Bikeway / Walkway Work (8 Months)**: Complete roadwork including median and bikeway/walkway.
- **Construction Completed**: Completion of construction.

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**New York State Department of Transportation**

9-13-05
# Environmental Performance Commitments

<table>
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<tr>
<th>Technical Area</th>
<th>Commitments</th>
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</table>
| **Air Quality**         | Use ultra low sulfur diesel fuel in off-road construction equipment with engine horsepower (HP) rating of 60 HP and above.  
Where practicable, use diesel engine retrofit technology in off-road equipment to further reduce emissions. Such technology may include Diesel Oxidation Catalyst / Diesel Particulate Filters, engine upgrades, engine replacements, or combinations of these strategies.  
Limit unnecessary idling times on diesel powered engines to 3 minutes  
Locate diesel powered exhausts away from fresh air intakes.  
Control dust related to construction site through a Soil Erosion Sediment Control Plan that includes, among other things: a) spraying of a suppressing agent on dust pile (non-hazardous, biodegradable); b) containment of fugitive dust; c) adjustment for meteorological conditions as appropriate. |
| **Noise and Vibration** | Where practicable, schedule individual project construction activities to avoid or minimize adverse impacts.  
Coordinate construction activities with projects under construction in adjacent and nearby locations to avoid or minimize impacts.  
Consider coordination of surrounding buildings, structures, infrastructures, and utilities where appropriate.  
Prepare contingency measures in the event established limits are exceeded. |
| **Cultural and Historic Resources** | Establish coordination among projects to avoid or minimize interruption in access to cultural and historic sites.  
Initiate public information and involvement outreach with sensitivity to local cultural resources.  
Identify public information outlets that will receive and provide current information about access during construction.  
Consult with the New York State Office of Historical Preservation and the New York City Landmarks Preservation Commission regarding potential impacted, culturally significant sites.  
Monitor noise and vibration during construction at such sites as appropriate. |
| **Access and Circulation** | Establish a project-specific pedestrian and vehicular maintenance and protection plan.  
Promote public awareness through mechanisms such as: a) signage; b) telephone hotline; and c) Web site updates.  
Ensure sufficient alternate street, building, and station access during construction period.  
Regular communication with New York City Department of Transportation and participation in its construction efforts. |
| **Economic Effects**    | Coordinate with LMDC, Downtown Alliance or other entities to minimize residential and retail impacts as required through: a) relocation assistance, as applicable, to persons to businesses physically displaced by the project; and b) focus on essential business and amenities to remain in Lower Manhattan.  
Add appropriate signage for affected businesses and amenities. |
| **Design for the Environment** | Energy Efficiency / Renewable Energy  
Enhanced Indoor Environmental Quality (IEQ)  
Conserving Material and Resources  
Environmentally-friendly Operations & Maintenance  
Water Conservation and Site Management  
Waste Management and Recycling (including during construction) |
Inter-Agency Coordination

LMCCC
- Scheduling
- Staging
- Pedestrian Access
- Vehicular Access
- EPC

FHWA
FTA
EPA

NYSDOT  PA  MTA  LMDC/WTC Memorial  BPCA  HRPT

NYCDOT  DCP  EDC  DEP  PD/FD
Route 9A Project

Lower Manhattan Redevelopment

NYMTC

January 4, 2006

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

Thomas J. Madison, Jr. Commissioner
Douglas A. Currey, P.E. Regional Director
Richard J. Schmalz, P.E. Project Director