

2023 ASHE National Project of the Year over \$20M



HUNTS POINT

Interstate Access Improvements

Contract 2

Submitted to:



Submitted by:





AMERICAN SOCIETY OF HIGHWAY ENGINEERS

National Project of the Year Award

OFFICIAL ENTRY FORM

AWARD CATEGORY (Check One): Under \$20 Million Over \$20 Million

SPONSORING REGION (Check One):

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Northeast | <input type="checkbox"/> Great Lakes | <input type="checkbox"/> Northwest |
| <input type="checkbox"/> Mid-Atlantic | <input type="checkbox"/> North Central | <input type="checkbox"/> Rocky Mountain |
| <input type="checkbox"/> Southeast | <input type="checkbox"/> South Central | <input type="checkbox"/> Southwest |

CONTACT INFORMATION FOR SUBMITTING REGION:

Contact Name: Scott Eshenaur ASHE Region Position: NE Region NPAC Chairperson
Phone (Office): 717-790-9565 Phone (Mobile): 717-580-8426 E-Mail Address: sreshenaur@modjeski.com

PROJECT INFORMATION:

ENTERING AGENCY/COMPANY'S NAME: Greenman-Pedersen, Inc.
PROJECT NAME: Hunts Point Interstate Access Improvement Design-Build Project - Contract 2 TYPE: Design-Build
PROJECT LOCATION: Bruckner Expressway and Bruckner Boulevard from the RFK Bridge to Barretto Street
CITY: Bronx COUNTY: Bronx STATE: New York
FINAL CONSTRUCTION COST: \$479 Million BUDGETED CONSTRUCTION COST: \$518 Million
PROJECT COMPLETION DATE: 11/28/2023

PROJECT ASHE SECTION: NY Metro ASHE SECTION CONTACT NAME: Jeffrey Brugge
PHONE (OFFICE): 212-993-5774 PHONE (MOBILE): 516-445-3495 E-MAIL: jbrugge@gpinet.com

PROJECT TEAM:

PROJECT OWNER: New York State Department of Transportation
STREET ADDRESS: 47-40 21st Street
CITY: Long Island City STATE: New York ZIP: 11101
CONTACT PERSON: Daileyne Abraham, P.E. PHONE: 631-761-7236
E-MAIL ADDRESS: Daileyne.Abraham@dot.ny.gov

PROJECT DESIGN FIRM: Greenman-Pedersen, Inc.
STREET ADDRESS: 325 West Main Street
CITY: Babylon STATE: New York ZIP: 11702
CONTACT PERSON: Jason Stern, P.E., DBIA PHONE: 631-761-7236
E-MAIL ADDRESS: jstern@gpinet.com

PRIME CONTRACTOR: El Sol DeFoe JV
STREET ADDRESS: 43-06 54th Road
CITY: Maspeth STATE: New York ZIP: 11378
CONTACT PERSON: Patrick Pranci, P.E. PHONE: 718-392-8800
E-MAIL ADDRESS: patp@elsolcontracting.com

Entry Form Completed By: Jason Stern, P.E., DBIA Date: 01/31/2024

NARRATIVE



HP2

WHY SHOULD THIS BE THE “2023 ASHE National Project of the Year”:

At the time of its award in March 2021, the Hunts Point 2 Project was the largest project ever let by the NYSDOT at \$518 million. This was a large, urban project which required expeditious design and construction with minimal disturbance to the active communities during an unprecedented pandemic and economic shortfalls. The project was completed ahead of time, meeting all 13 interim milestones, under-budget, safely, overcoming all risks, to the satisfaction of all parties. The project came in under budget by \$39 million.

The relationship between NYSDOT and the Design-Build (DB) Team definitely contributed to the success of the project. The degree of cooperation, communication, and trust developed on this project was second to none.

Complexity

This area of the Bronx is one of the most congested traffic areas in New York City and leads directly to the Hunts Point Market, one of the largest wholesale food distribution centers in the world. Hunts Point Market draws over 78,000 vehicles per day, including 13,000 commercial trucks, which contributes to the extreme congestion on the local streets in the area. The project was designed to relieve congestion and provide safer, more direct truck access to the market, thereby increasing safety on the local roadways as well. In addition, this project will improve the quality of life for the surrounding neighborhood by reducing pollution and taking commercial trucks off the local streets to create more recreational opportunities.

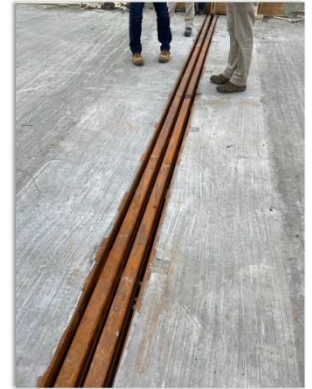
Challenges on this project included performing staged construction activities under extremely heavy traffic conditions at all times, not only on the Bruckner Expressway but also on the Bruckner Boulevard and the local street intersections. Use of fast-track design was necessary to advance the elements with the longest lead times in the order required by the CPM schedule to ensure timely approvals and meet fabrication schedules. This project was a continuation of the corridor widening and improvements and will tie the elements replaced in the Hunts Point Contract 3 (to the east) and Bruckner Viaduct Deck Replacement (to the west) Design-Build projects together.

In addition to the design of the elevated structure rehabilitation, the design included the roadway reconstruction and the addition of a shared-use path for pedestrians and bicycles along the entire corridor. Renovation of Bruckner Boulevard below the viaduct included 15 local street intersection reconstructions with full depth pavement replacement, traffic signal replacements, drainage improvements and utility coordination including relocation of water and gas mains, and communications and electrical services as well as ITS system upgrades.

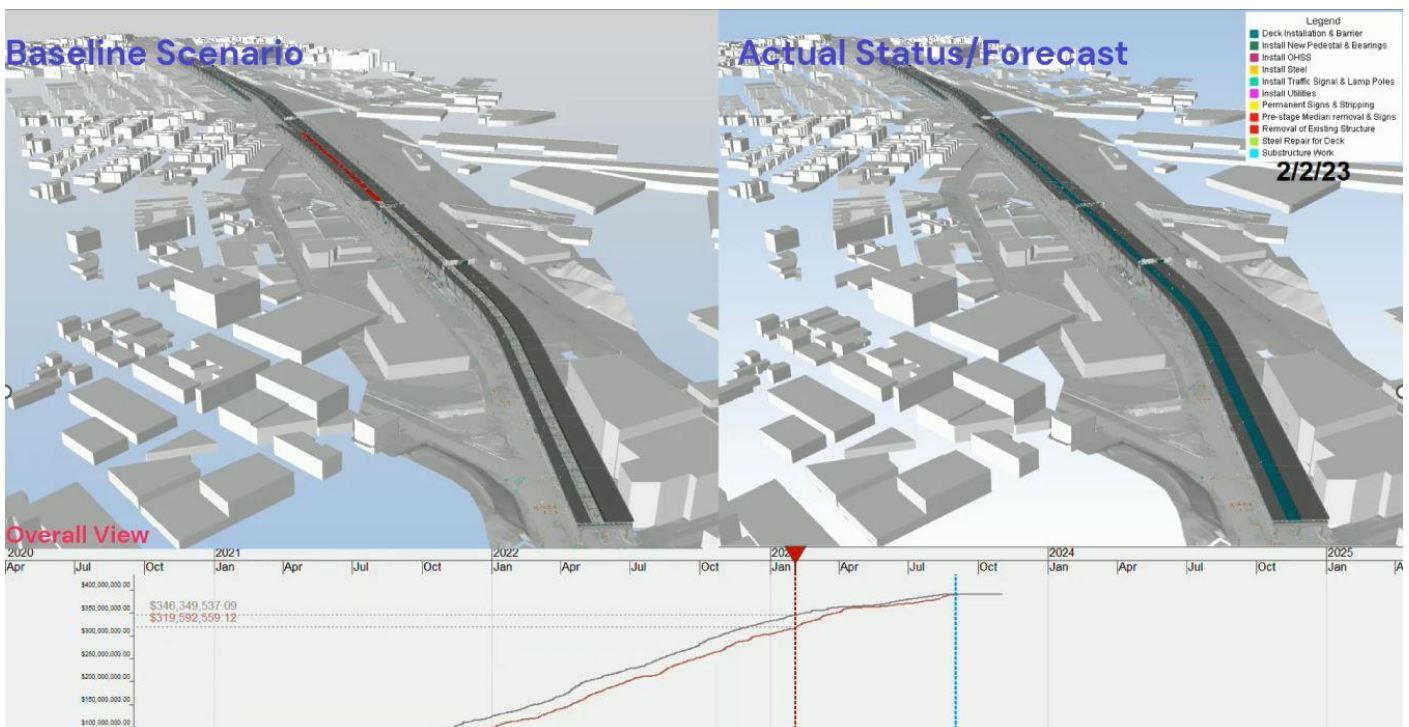


Innovation

The design included the replacement of the Bruckner Expressway deck, construction of new on and off ramps to the expressway, the widening of the expressway viaduct and the demolition of the existing off ramp. The 1.4-mile expressway structure was further modified by providing UHPC link slabs and modular joints, which eliminated over 30 joints in the structure. Structural rehabilitation of the entire viaduct included steel pier repairs, concrete repairs, replacement of overhead sign structures, retaining wall repairs and replacement of over 1900 elastomeric bearings. LRFR and LFD load ratings of the entire structure were included in the design as well as foundation design of the piers and fixed frame abutments for the new ramps and widening supported on piles.



As part of the project, we were responsible for creating and maintaining 3D, 4D and 5D models of all the existing and proposed elements of the project. Three-dimensional models of structural components, including the viaduct, ramps, retaining walls, and barriers, were developed and combined with accurate depictions of civil works, such as drainage, ITS, lighting, and traffic signals to create a comprehensive model of the site. This 3D model was the basis for the four- and five-dimensional models that were utilized to track construction progress throughout the life of the project. In linking the 3D models with their respective activities in the resource-loaded baseline CPM schedule, we were able to create a 4D/5D animation to show the progress of construction and the cumulative earned value for the project. We also created visuals of the traffic closures and phased construction stages to assist with construction operations and strategic planning efforts. With the release of the monthly updated construction schedule, the animation was updated to depict the actual progress made each month. These 4D/5D model video files were used during construction progress meetings and for community outreach.



Social/Economic Conditions

A significant portion of the residents and those who are employed within the project limits are transit-dependent for their traveling needs. Some of the goals of this project were to provide better neighborhood connectivity, improve and augment the existing facilities for non-motorized transportation modes, and enhance pedestrian and bicycle safety along Bruckner Boulevard. These goals were achieved by the construction of a new bicycle path/shared-use path and ADA compliant sidewalk in the median area along Bruckner Boulevard between East 138th Street and Baretto Street. In addition, 15 local street intersections were redesigned which included curb extensions, widened medians, ADA curb ramps, shorter crosswalks and new traffic signals which are compliant with the latest requirements of ADA for physically, visually, and hearing impaired.



Additional signage was also installed guide pedestrians and bicyclists along Bruckner Boulevard in a safe manner.

Safety

The Design-Build Team used the following methods to attain high levels of safety on the project:

- **Training:** The DB committed to a rigorous system of training in order to make sure work operations were carried out in the safest manner. All employees were required to take OSHA 10- Hour and AMTRAK training prior to being allowed to work on the project. All foremen, stewards, and project engineers were required to take additional training such as OSHA 30-Hour Training and specialty training, which was above and beyond the specifications.
- **Multi-Tiered Inspection:** The DB Team included quality and safety inspectors working for both the DB and NYSDOT who oversaw all daily work operations. In addition, the DB employed an outside safety consultant, which monitored the project on a full-time basis. There were also independent, un-announced safety inspections by El Sol's Corporate Safety Officer and the insurance carrier's safety teams to ensure all personnel were following the procedures outlined in the HASP.
- **Tool-Box Meetings:** Weekly tool-box safety meetings were held each week and any time a new construction operation was starting to pro-actively address corresponding hazards which accompany the new operations.

Aesthetics

Aesthetic treatments for the bridge and all retaining walls were designed to complement each other and the surrounding context of the highway corridor. This included the use of textures, patterns, and concrete colors.

The faces of all new abutments, piers, retaining walls and abutment wingwalls used an architectural formliner with an anti-graffiti protective coating applied to the surface. All the structural steel on the viaduct and ramps (existing and proposed) was painted within the project limits, as were the existing substructure elements, to provide a uniform appearance throughout the area.

New trees and shrubbery were planted and textured pavement treatments were installed to soften the appearance of the paved surfaces, reduce the heat island effects, and provide nature elements within the built environment.



An 8' high decorative fence was installed on Bruckner Boulevard along the Amtrak right-of-way.

Meeting and Exceeding Owner's Needs

Due to the timing of this project, NYSDOT and DB team had to adjust and improve its methods of communications as the commencement of this complex project coincided with the peak of the COVID-19 pandemic.

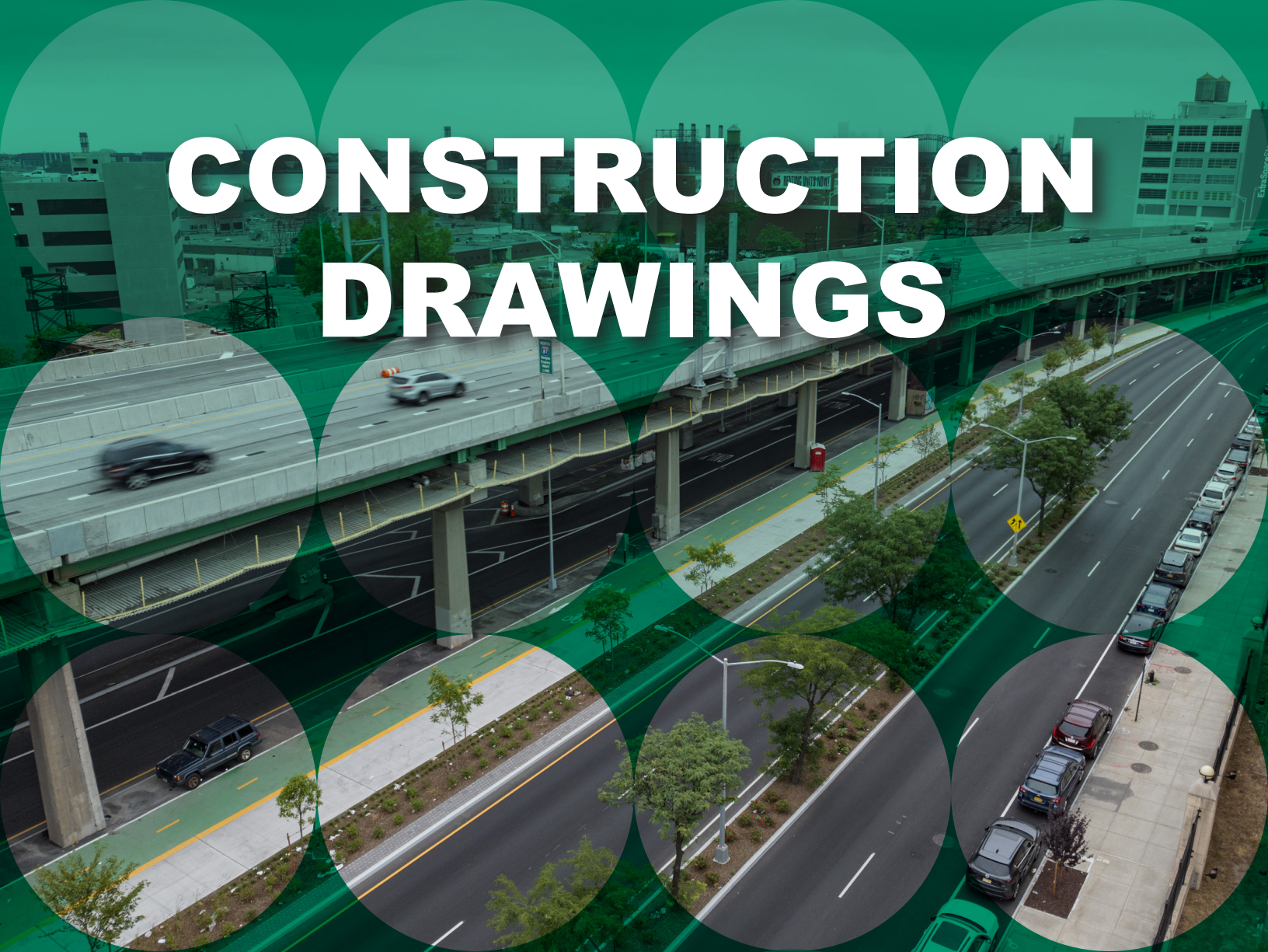
The project goals were all achieved using open communication, transparency, and commitment by the entire NYSDOT/DB Team towards achieving the established project goals. Early project meetings occurred where NYSDOT's goals and expectations for the project were clearly identified. At these meetings, clear protocols were outlined, stakeholders identified and difficult project issues such as permitting, and community outreach were discussed.

The DB Team used its past design-build experience to expedite the work while maintaining quality workmanship. When issues were encountered which affected the progression of the project; the DB Team expeditiously developed resolutions which NYSDOT reviewed and supported. NYSDOT partnered in the resolution of issues with third party agencies, utilities, and railroads when necessary. Using this collaboration, the DB Team was able to meet all thirteen (13) interim milestones on time and under budget.

NYSDOT and DB Team held weekly progress meetings which covered topics such as scheduled work, safety, design status, submissions, procurements, permitting, quality, and specific project matters as well as the steps taken to mitigate risks.

Any issues which had the potential to affect the schedule were quickly and efficiently escalated to higher levels so that timely decision and mitigation could be made. Monthly CPM schedule updates were maintained by the DB Team and distributed to the NYSDOT and key stakeholders for monitoring of progress towards the established milestones. All of the project stakeholders communicated openly with each other ensuring that all members of the team were well informed of issues and decisions affecting the project progression.

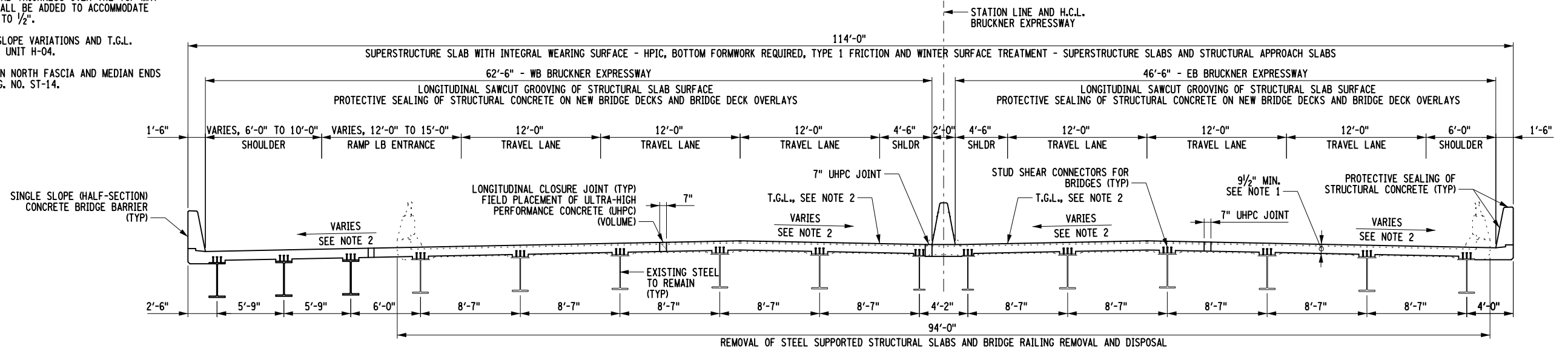
CONSTRUCTION DRAWINGS



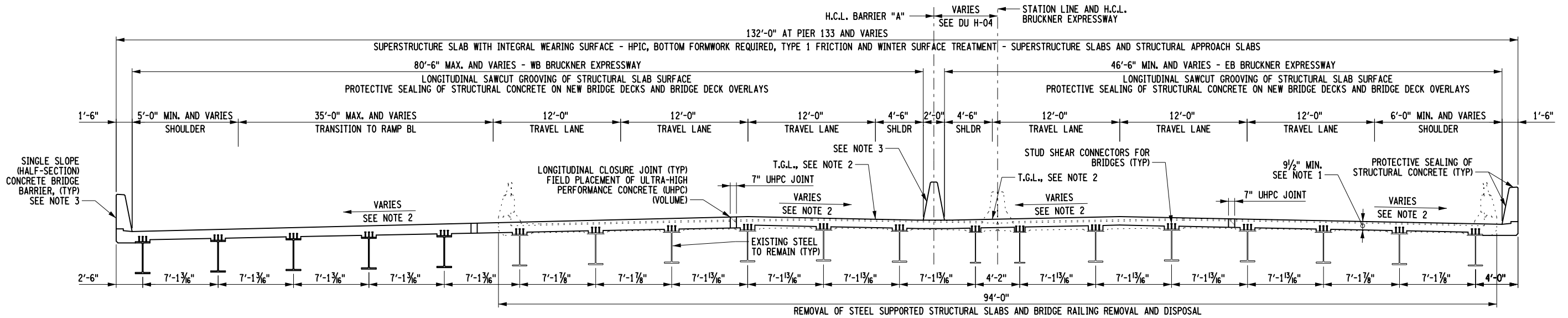
HP2

NOTES:

- CONTRACTOR TO PROVIDE A MINIMUM FINAL DECK THICKNESS OF 9 1/2" AFTER DIAMOND GRINDING. AN ADDITIONAL 1/2" OF SLAB THICKNESS OVER THE TOP MAT OF REINFORCEMENT SHALL BE ADDED TO ACCOMMODATE DIAMOND GRINDING UP TO 1/2".
- FOR ROADWAY CROSS SLOPE VARIATIONS AND T.G.L. LOCATION, SEE DESIGN UNIT H-04.
- PERMANENT BARRIER ON NORTH FASCIA AND MEDIAN ENDS AT PIER 129, SEE DWG. NO. ST-14.



BRIDGE SECTION C-C
BENTS 75 THRU 89



BRIDGE SECTION D-D
BENTS 114 THRU 133

FILE NAME = X73164_CPB_01_SEC_TYP_ST-18.DGN
DATE/TIME = 31-MAR-2022 12:31
USER = dcasillas

PROJECT MANAGER P. PRANCL, P.E.

CHECK C. DEWALT, P.E.

DRAFTING D. CASILLAS

CHECK C. DEWALT, P.E.

DESIGN G. CODISPOTTI

JOB MANAGER C. DEWALT, P.E.

DESIGN SUPERVISOR T. POTTS, P.E.

AFFIX SEAL: GREENMAN-PEDERSEN, INC
ON: 03/31/2022

ALTERED BY:
ON:

SIGNATURE *sh* DATE 4/7/2022
ELANA FREEDMAN, PE

DESIGN QUALITY ASSURANCE ENGINEER HARDESTY & HANOVER, LLC

THIS DRAWING HAS UNDERGONE REVIEWS AS REQUIRED UNDER RFP PART 3, SECTION 5.8.4 OF THE CONTRACT DOCUMENTS

NO AS-BUILT REVISIONS
Record Plans are a product of as-built information/documentation provided by El Sol / Defoe JV and verified by CQCE.

SIGNATURE *Sokwon Im* DATE 08/08/2023
SOKWON IM, PE
Construction Quality Control Engineer (CQCE)

HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT

CONTRACT 2

FROM RFK BRIDGE INTERCHANGE TO BARRETTO STREET

COUNTY: BRONX

PIN X731.64

BRIDGES
1066669
1066661
106666J

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

TYPICAL SECTIONS

CONTRACT NUMBER

D900051

DRAWING NO. ST-18

SHEET NO. 18



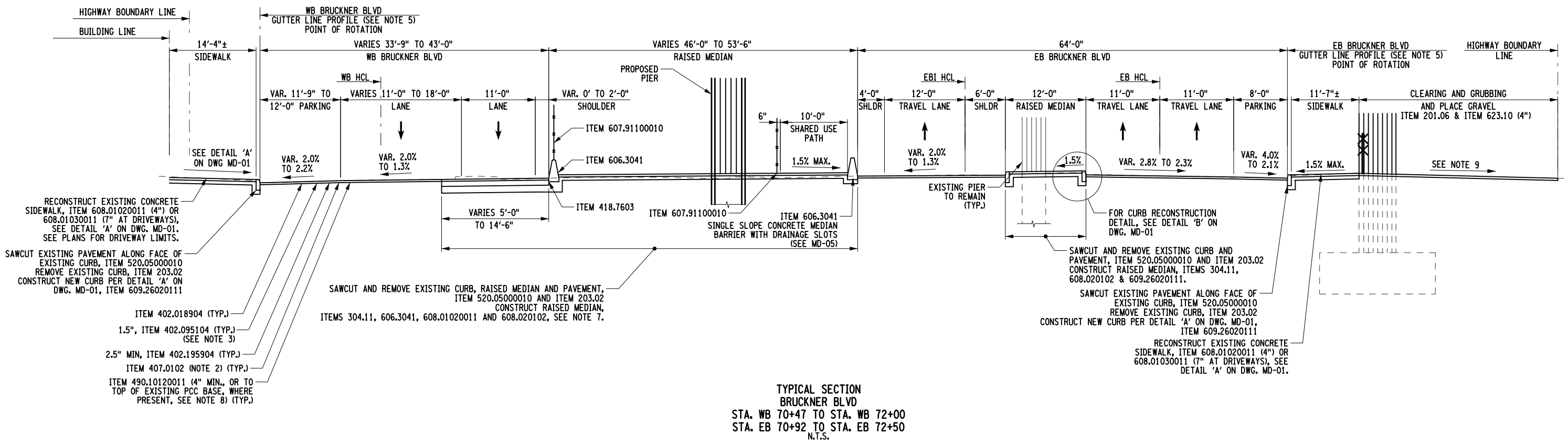
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

PROJECT MANAGER P. PRANCL, P.E.
 CHECK C. FOWLDS
 DRAFTING J. REED
 CHECK J. TURNER
 DESIGN M. GANNON
 JOB MANAGER J. STROH
 DESIGN SUPERVISOR J. STERN

NOTES:

- ALL REPLACEMENT SIDEWALK SHALL COMPLY WITH NYS DOT STANDARD SHEETS - 608 SERIES.
- TACK COAT SHALL BE PLACED BETWEEN EACH LIFT OF ASPHALT AND BETWEEN ASPHALT AND PCC FOUNDATION.
- 1.5" HMA TOP COURSE SHALL BE OMITTED UNTIL FINAL PAVING OF BRUCKNER BOULEVARD WITHIN THE ENTIRE PROJECT LIMITS. SEE DWG. MD-02 FOR TEMPORARY PAVEMENT TRANSITION DETAILS.
- SEE DESIGN UNIT H-04 FOR DESIGN OF PROPOSED EXPRESSWAY RAMPS TO/FROM WB BRUCKNER BOULEVARD.
- SEE DWGS. PRO-01 THRU PRO-08 FOR GUTTER LINE PROFILES OF EB AND WB OUTER LANES OF BRUCKNER BOULEVARD.
- SEE DWGS. RP-01 THRU RP-04 FOR FULL DEPTH PAVEMENT LOCATIONS. SEE DETAIL 'C' ON DWG. MD-01 FOR FULL DEPTH PAVEMENT DETAILS AND ITEMS.
- FOR RECONSTRUCTION OF MEDIAN BETWEEN WESTBOUND AND EASTBOUND BRUCKNER BLVD, SEE DETAIL "B" ON DWG MD-01.
- EXISTING ASPHALT OVERLAY ON PCC PAVEMENT SHALL BE MILLED DOWN TO THE SURFACE OF THE EXISTING CEMENT CONCRETE. AFTER MILLING, CONCRETE PAVEMENT WHICH IS DAMAGED OR OTHERWISE UNSUITABLE (AS DETERMINED BY THE ENGINEER IN CHARGE), SHALL BE REPAIRED OR REPLACED IN ACCORDANCE WITH THE DETAILS SHOWN ON DWG H-1042A OF THE NYCDOT STANDARD DETAILS OF CONSTRUCTION. REPAIRS TO UNDERLYING CONCRETE PAVEMENT SHALL BE PAID FOR UNDER THE FORCE ACCOUNT ITEM.
- MAINTAIN EXISTING SIDE SLOPE AND FOOTING COVER WHEN PERFORMING CLEARING AND GRUBBING AND PLACING GRAVEL ON EB BRUCKNER BLVD SIDE SLOPE.
- WHERE NEW PCC OR COMPOSITE PAVEMENT IS CONSTRUCTED ADJACENT TO EXISTING PCC OR COMPOSITE PAVEMENT PROVIDE LONGITUDINAL JOINT TIES AS SHOWN IN DETAIL 'C' ON MD-01.

ITEM	DESCRIPTION	UNIT
201.06	CLEARING AND GRUBBING	LS
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY
304.11	SUBBASE COURSE, TYPE 1	CY
402.018904	TRUING AND LEVELING F9, HMA, 80 SERIES COMPACTION	TON
402.095104	9.5 F1 TOP COURSE HMA, 50 SERIES COMPACTION	TON
402.195904	19 F9 BINDER COURSE HMA, 50 SERIES COMPACTION	TON
407.0102	DILUTED TACK COAT	GAL
418.7603	ASPHALT PAVEMENT JOINT ADHESIVE	LF
490.10120011	PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE, QUANTITY RANGE 2 (2 TO 4 INCH DEEP)	SY
520.05000010	SAW CUTTING PCC AND COMPOSITE PAVEMENT	LF
606.3041	SINGLE-SLOPE CONCRETE MEDIAN BARRIER	LF
607.91100010	DECORATIVE PROTECTIVE FENCE	LF
608.01020011	CONCRETE SIDEWALK WITH FOUNDATION (NEW YORK CITY)	SY
608.01030011	CONCRETE SIDEWALK WITH FOUNDATION, DRIVEWAYS (NEW YORK CITY)	SY
608.020102	HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS, AND VEGETATION CONTROL STRIPS	TON
609.26020111	CONCRETE CURB, STEEL FACED (NYC) TYPE D	LF
623.10	SCREENED GRAVEL (IN-PLACE MEASURE)	CY



AFFIX SEAL: MICHAEL BAKER ENGINEERING INC.
ON: 03/24/2022

ALTERED BY:
ON:

SIGNATURE: *[Signature]* DATE: 3/31/2022
 ELANA FREEDMAN, PE
 DESIGN QUALITY ASSURANCE ENGINEER HARDESTY & HANOVER, LLC
 THIS DRAWING HAS UNDERGONE REVIEWS AS REQUIRED UNDER RFP PART 3, SECTION 5.8.4 OF THE CONTRACT DOCUMENTS

HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT	PIN X731.64	BRIDGES 1066669	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	Michael Baker INTERNATIONAL CONTRACT NUMBER D900051 DRAWING NO. TYP-02 SHEET NO. 8
CONTRACT 2				TYPICAL SECTIONS - 2	
FROM RFK BRIDGE INTERCHANGE TO BARRETTO STREET					
COUNTY: BRONX	REGION: 11				

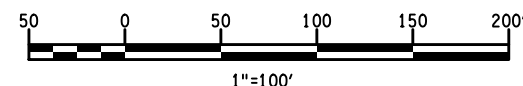
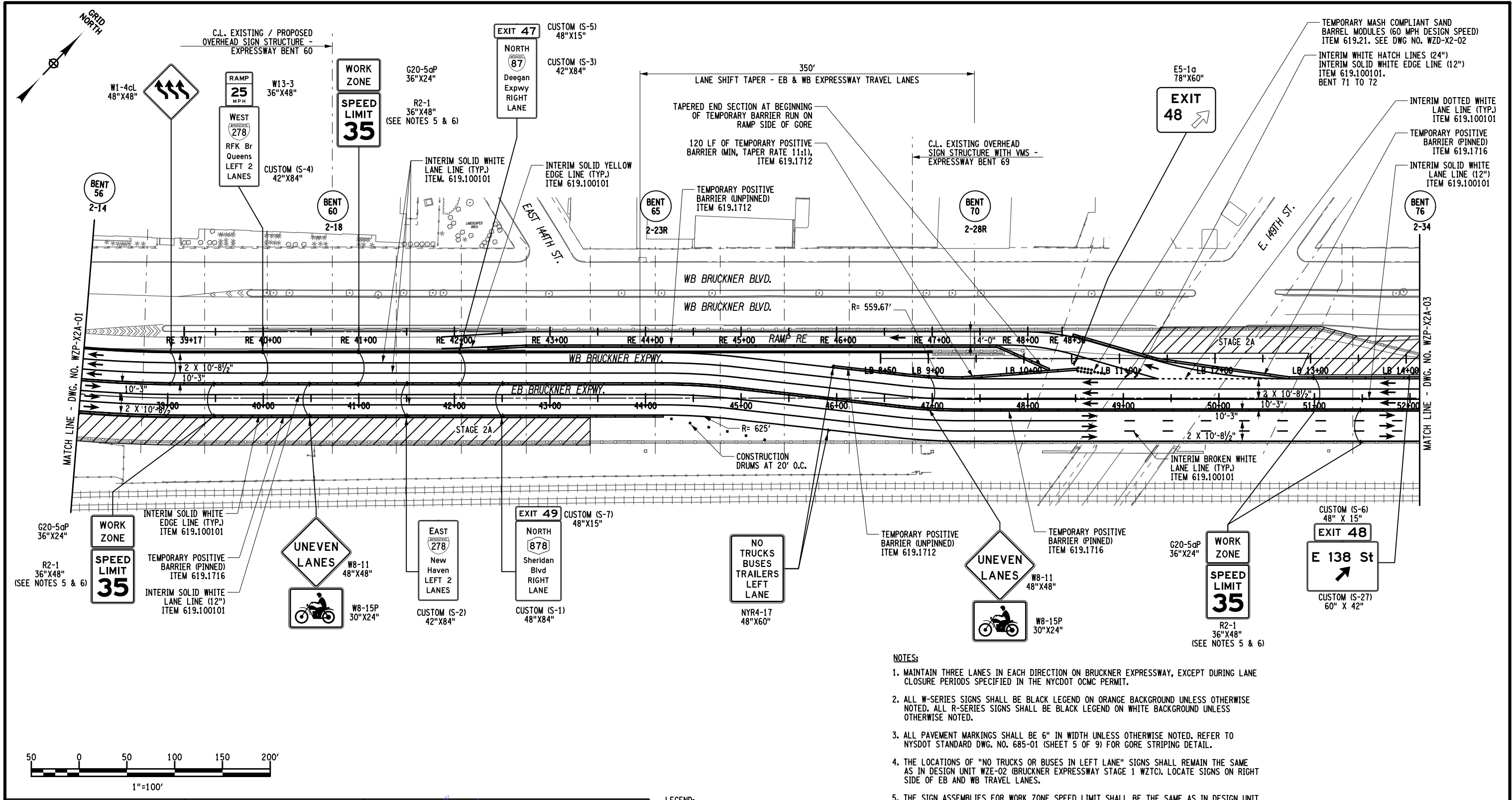
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Department of Transportation

FILE NAME = X73164_CPH_TYP_02.DGN
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 USER = gppw11-pr-svc

FILE NAME = 03-DEC-2021.17:37
 DATE/TIME = gprpw11-pr-svc
 USER = gprpw11-pr-svc

PROJECT MANAGER P. PRANCL
 DRAFTING J. REED
 CHECK C. FOWLDS
 DESIGN L. LIPPOLIS/R. BHOLA
 CHECK C. FOWLDS
 JOB MANAGER J. STERN
 DESIGN SUPERVISOR T. POTTS



- NOTES:**
1. MAINTAIN THREE LANES IN EACH DIRECTION ON BRUCKNER EXPRESSWAY, EXCEPT DURING LANE CLOSURE PERIODS SPECIFIED IN THE NYCDOT OCMC PERMIT.
 2. ALL W-SERIES SIGNS SHALL BE BLACK LEGEND ON ORANGE BACKGROUND UNLESS OTHERWISE NOTED. ALL R-SERIES SIGNS SHALL BE BLACK LEGEND ON WHITE BACKGROUND UNLESS OTHERWISE NOTED.
 3. ALL PAVEMENT MARKINGS SHALL BE 6" IN WIDTH UNLESS OTHERWISE NOTED. REFER TO NYSDOT STANDARD DWG. NO. 685-01 (SHEET 5 OF 9) FOR GORE STRIPING DETAIL.
 4. THE LOCATIONS OF "NO TRUCKS OR BUSES IN LEFT LANE" SIGNS SHALL REMAIN THE SAME AS IN DESIGN UNIT WZE-02 (BRUCKNER EXPRESSWAY STAGE 1 WZTC). LOCATE SIGNS ON RIGHT SIDE OF EB AND WB TRAVEL LANES.
 5. THE SIGN ASSEMBLIES FOR WORK ZONE SPEED LIMIT SHALL BE THE SAME AS IN DESIGN UNIT WZE-02, WITH THE SIGNS RELOCATED TO TEMPORARY BARRIER OR EXISTING BRIDGE BARRIER, AS NECESSARY.
 6. EXISTING SPEED LIMIT SIGNS WHICH CONFLICT WITH REDUCED WORK ZONE SPEED LIMITS SHALL BE APPROPRIATELY COVERED FOR THE DURATION OF CONSTRUCTION.
 7. THE WZTC LAYOUT FOR STAGE 2A FOR BRUCKNER EXPRESSWAY EAST OF BENT 71 IS IDENTICAL TO THE LAYOUT FOR STAGE 1.

LEGEND:

	STAGE 2A WORK AREA
	NEW BENT NUMBER
	OLD BENT NUMBER

AFFIX SEAL: MICHAEL BAKER ENGINEERING INC.
 ON: 12-03-2021

ALTERED BY:
 ON:

SIGNATURE: *Elana Freedman* DATE: 12/8/2021
 ELANA FREEDMAN, PE
 DESIGN QUALITY ASSURANCE ENGINEER HARDESTY & HANOVER, LLC
 THIS DRAWING HAS UNDERGONE REVIEWS AS REQUIRED UNDER RFP PART 3, SECTION 5.8.4 OF THE CONTRACT DOCUMENTS

NO AS-BUILT REVISIONS
 Record Plans are a product of as-built information/documentation provided by El Sol / Defoe JV and verified by CQCE.

SIGNATURE: *Sokwon Im* DATE: 06/16/2023
 SOKWON IM, PE
 Construction Quality Control Engineer (CQCE)

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HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT		PIN X731.64		BRIDGES 1066669		CULVERTS		ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED		Michael Baker INTERNATIONAL CONTRACT NUMBER D900051 DRAWING NO. WZP-X2A-02 SHEET NO. 30	
CONTRACT 2								WORK ZONE TRAFFIC CONTROL PLAN BRUCKNER EXPRESSWAY			
FROM RFK BRIDGE INTERCHANGE TO BARRETTO STREET								STAGE 2A SHEET 2 OF 6			
COUNTY: BRONX		REGION: 11								Department of Transportation	



PHOTOS



HP2



CONTRACTOR: EL SOL DEFOE JV
HUNTS POINT INTERSTATE ACCESS
IMPROVEMENT PROJECT - CONTRACT 2
NYS DOT CONTRACT NO. D900051-DB
PROGRESS AERIAL PHOTOGRAPH
PHOTO NO: 13482.022.025 6/23/2023
Photographs: Bernstein Associates / Irvington, NY



CONTRACTOR: EL SOL DEFOE JV
HUNTS POINT INTERSTATE ACCESS
IMPROVEMENT PROJECT - CONTRACT 2
NYS DOT CONTRACT NO. D900051-DB
PROGRESS AERIAL PHOTOGRAPH
PHOTO NO: 13482.022.012 6/23/2023
Photographs: Bernstein Associates / Irvington, NY



CONTRACTOR: EL SOL DEFOE JV
HUNTS POINT INTERSTATE ACCESS
IMPROVEMENT PROJECT - CONTRACT 2
NYSOT CONTRACT NO. D900051-DB
PROGRESS AERIAL PHOTOGRAPH
PHOTO NO: 13482.022.027 6/23/2023
Photographs: Bernstein Associates / Irvington, NY





OTHER INFORMATION



HP2

Jason Stern

From: Shah, Snehal D (DOT) <Snehal.Shah@dot.ny.gov>
Sent: Friday, October 20, 2023 3:26 PM
To: Jason Stern
Subject: RE: ASHE NY Metro 2023-2024 Project of the Year (POY) Nominations and Application

Ok to submit.

Please proceed.

Wishing you all the best!

Thanks,

Snehal Shah, P.E.
Deputy Chief Engineer

New York State Department of Transportation
1209 Colgate Avenue, Bronx, NY 10472
347-591-3874(O) | 917-648-2915 (C)
snehal.shah@dot.ny.gov
www.dot.ny.gov



From: Jason Stern <jstern@gpinet.com>
Sent: Friday, October 20, 2023 2:10 PM
To: Shah, Snehal D (DOT) <Snehal.Shah@dot.ny.gov>
Subject: FW: ASHE NY Metro 2023-2024 Project of the Year (POY) Nominations and Application

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Snehal,

Just wanted to follow up with you on this to see if you are ok with GPI submitting HP2 for the ASHE Project of the Year.

Thanks.

GPI Jason Stern, P.E., DBIA
d 631.761.7236 | c 516.419.7874
Greenman-Pedersen, Inc., *An Equal Opportunity Employer*

From: Jason Stern
Sent: Monday, October 16, 2023 10:46 AM
To: Shah, Snehal D (DOT) <Snehal.Shah@dot.ny.gov>
Subject: FW: ASHE NY Metro 2023-2024 Project of the Year (POY) Nominations and Application

Snehal,

It was good seeing you at Craig's retirement party last week.

GPI would like to submit Hunts Point 2 for the ASHE project of the year. Are you ok with us submitting it?

Thanks.

GPI Jason Stern, P.E., DBIA
d 631.761.7236 | c 516.419.7874
Greenman-Pedersen, Inc., *An Equal Opportunity Employer*

From: ASHE NY Metro <ashemetro.2021@gmail.com>
Sent: Thursday, October 12, 2023 1:06 PM
To: ASHE NY Metro <ashemetro.2021@gmail.com>
Subject: ASHE NY Metro 2023-2024 Project of the Year (POY) Nominations and Application

ASHE New York Metro is now accepting nominations for the 2023-2024 Project of the Year (POY).

Nomination packages are due October 27, 2023 and available through the link below:
<https://lnkd.in/emb5qkKG>

There are 2 categories:

- Projects that are greater than \$20M in construction cost.
- Projects that are less than \$20M in construction cost.

Applications are available on ASHE's NY Metro website
https://ashenymetro.org/images/downloads/Project_of_the_Year/2023_2024_poy_nomination_form_2.pdf

Please e-mail filled out application to jbrugge@gpinet.com

The application outlines the criteria for judging and the basis of selection.
Winners will be announced and be followed by a Project Presentation at the January Meeting for the Projects over \$20M and at the February Meeting for Projects under \$20M.

Per Title VI of the Civil Rights Act of 1964 and other Nondiscrimination statutes, Greenman-Pedersen, Inc. and its related companies will not discriminate on the grounds of race, color or national origin in the selection and retention of subconsultants, including procurement of materials and leases of equipment. Greenman-Pedersen, Inc. and its related companies will ensure that minorities will be afforded full opportunity to submit proposals and will not be discriminated against in consideration for an award.

This communication and any attachments are intended only for the use of the individual or entity named as the addressee. It may contain information which is privileged and/or confidential under applicable law. If you are not the intended recipient or such recipient's employee or agent, you are hereby notified that any dissemination, copy or disclosure of this communication is strictly prohibited and to notify the sender immediately.

January 31, 2024

ASHE National Committee

Attention: Scott Eshenaur

RE: 2023 ASHE National Project of the Year over \$20M
Hunts Point Interstate Access Improvement Design-Build Project – Contract 2
Statement of Commitment

Dear Sir/Madam:

Greenman-Pedersen, Inc. (GPI) is pleased to submit our entry for the 2023 ASHE National Project of the Year award.

I am confirming that a representative from GPI will attend the awards luncheon should this project win.

Very truly yours,



Greg Zenk, P. E.
Executive Vice President/Branch Manager



GPI