

Second Avenue Subway Update to Community Board 11

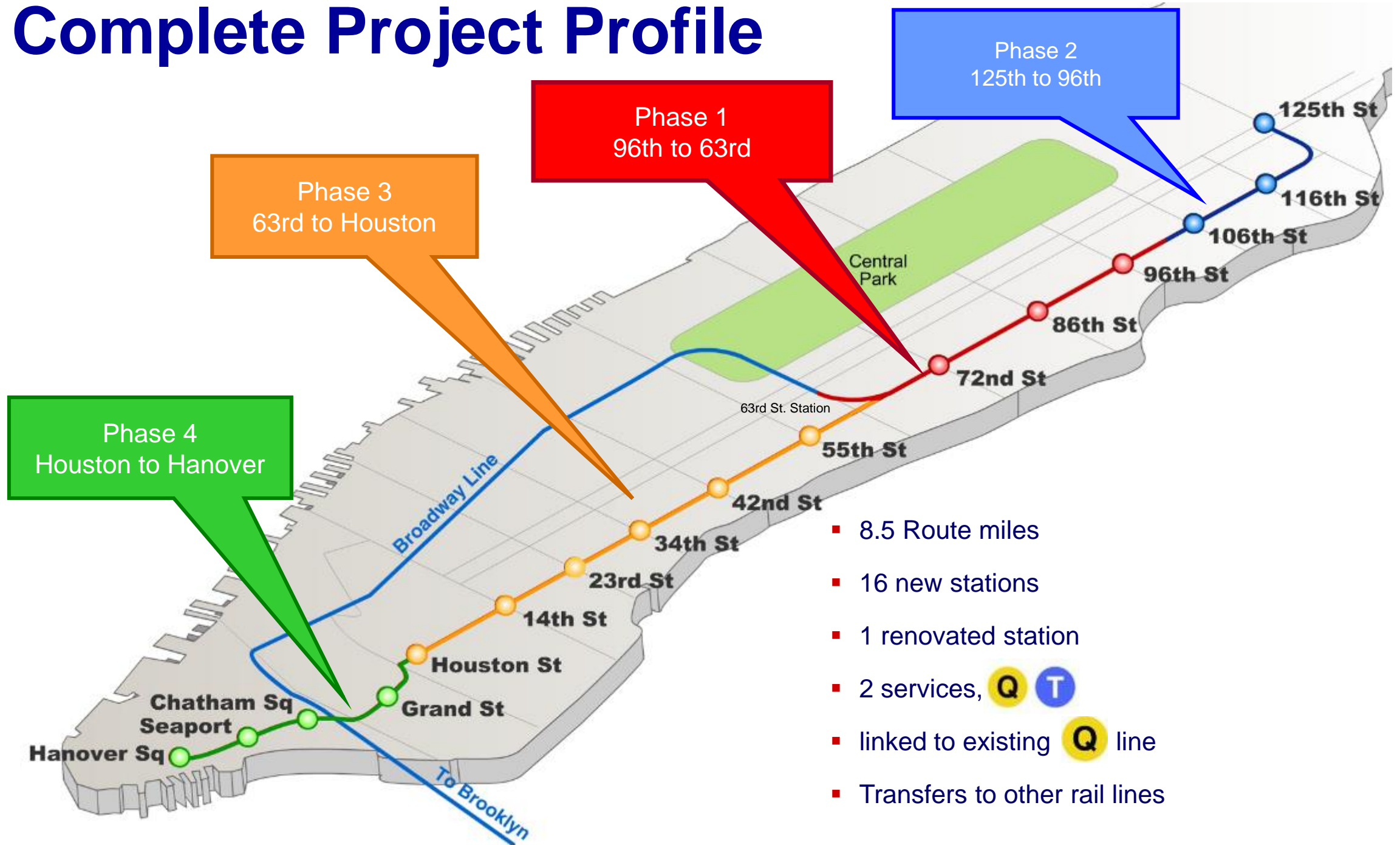
Anil Parikh, P.E.

Senior Vice President & Program Executive
Second Avenue Subway Project

April 5, 2016



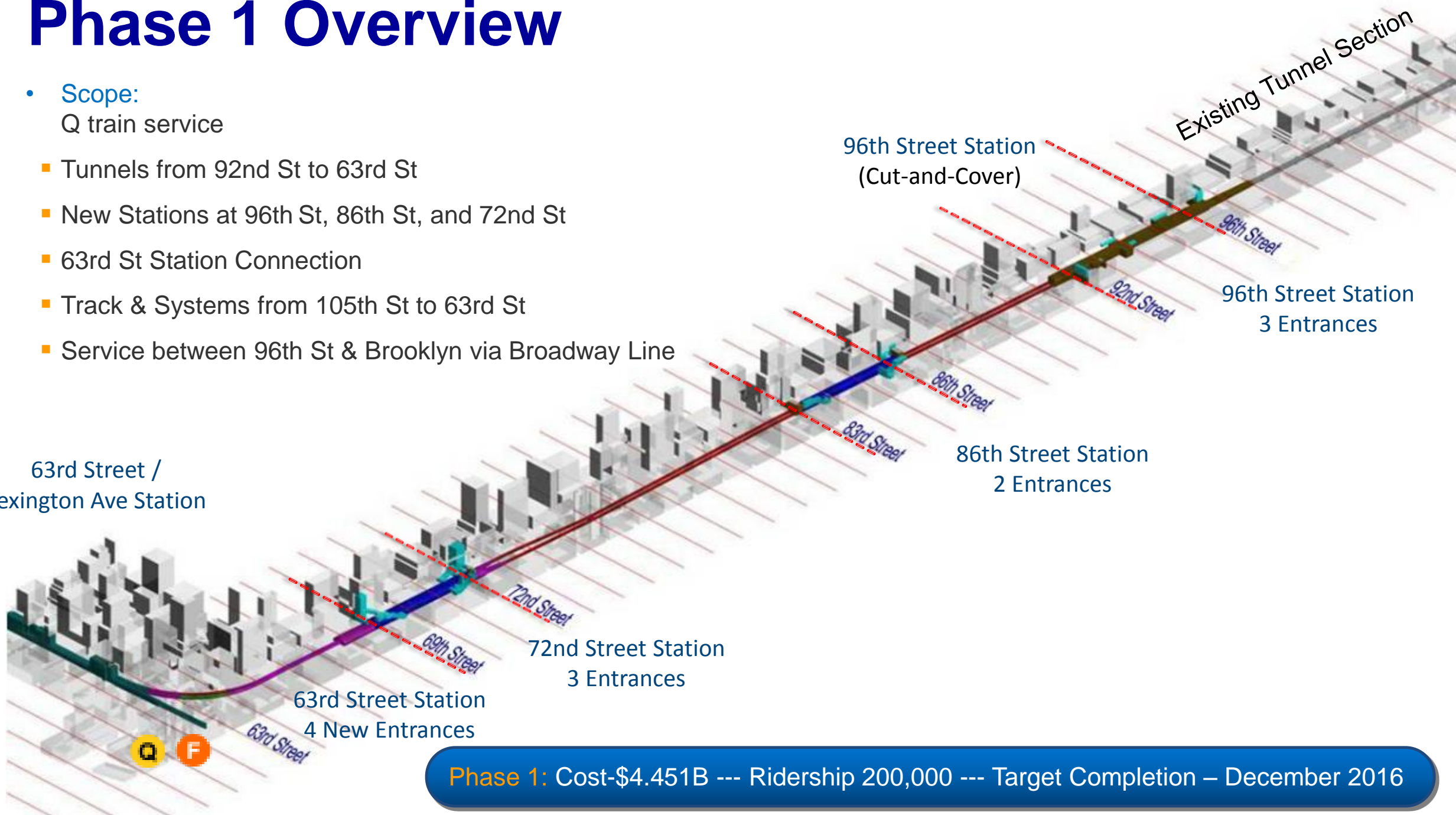
Complete Project Profile



Phase 1 Overview

- Scope:
 - Q train service
 - Tunnels from 92nd St to 63rd St
 - New Stations at 96th St, 86th St, and 72nd St
 - 63rd St Station Connection
 - Track & Systems from 105th St to 63rd St
 - Service between 96th St & Brooklyn via Broadway Line

63rd Street /
Lexington Ave Station



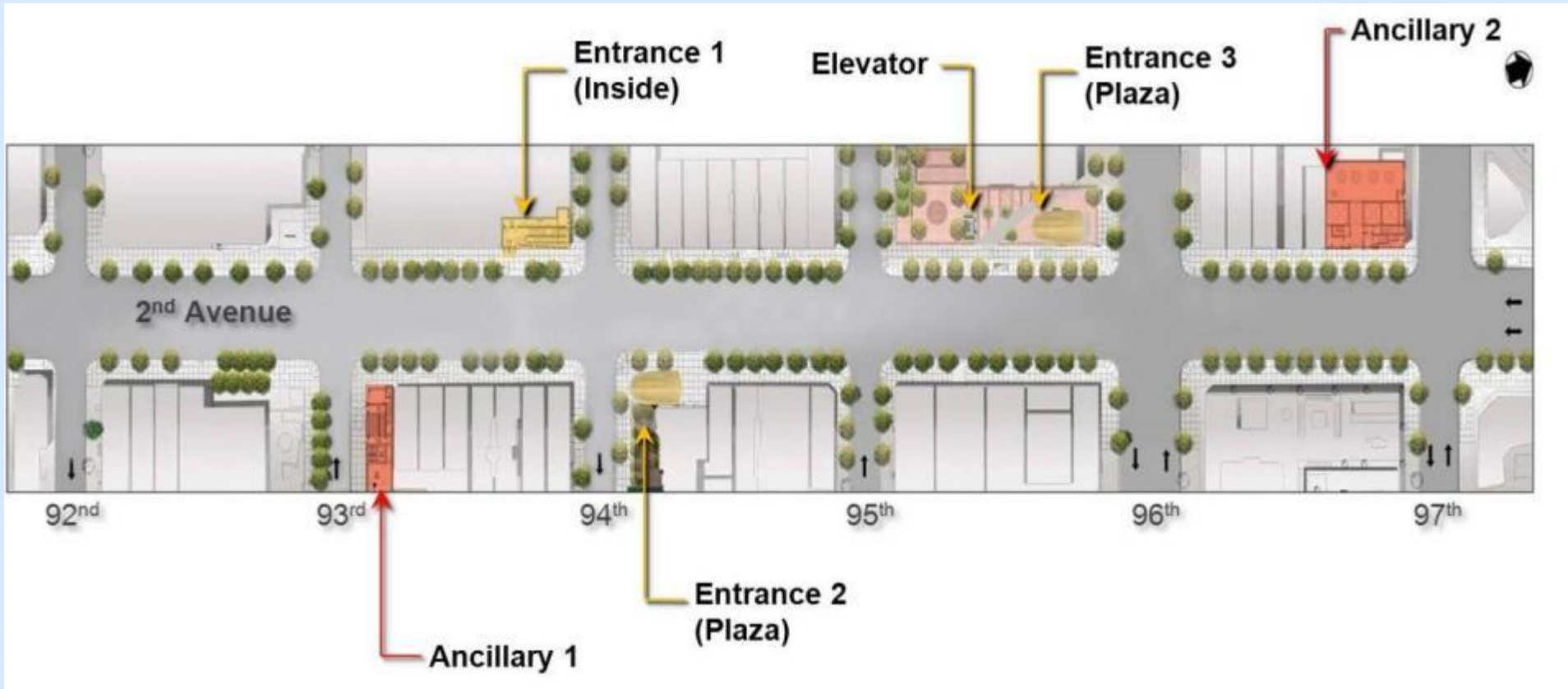
Phase 1: Cost-\$4.451B --- Ridership 200,000 --- Target Completion – December 2016

Current Project Status

- Overall Construction Progress is 92.8% complete.
- All 10 SAS Contracts have been awarded for Phase 1
- 5 Active Contracts
 - 96th St Finishes, MEP Systems, Ancillary Buildings & Entrances: **88.4%**
 - 86th St Finishes, Ancillaries & MEP Systems: **78%**
 - 72nd St Finishes, MEP Systems, Ancillary Buildings & Entrances: **80.38%**
 - 63rd St Station Upgrade: **97.2%**
 - Systems Installation & Testing: **79.62%**
- 5 Construction Contracts Completed:
 - Tunnel Boring Machine Tunneling
 - 86th St Excavation, Utility Relocation, and Road Decking
 - 96th St Site Work and Heavy Civil
 - 72nd St Cavern Mining, Tunnels and Heavy Civil (1/14/14)
 - 86th St Cavern Mining & Heavy Civil (12/16/14)



96th Street Station



**Finishes, MEP Systems, Ancillary Buildings
and Entrances Contract**

Percent Complete: [88.4%](#)

Contract Value: [\\$324,600,000](#)

Award Date: [June 22, 2012](#)

Forecast Completion: [October 2016](#)



96th Street Station Progress

Contract C2B is 88.4% complete as of March 1st, 2016.

- Sidewalk restoration along west side of 2nd Avenue
- First layer of roadway on west side
- Permanent power as of February 1st with all feeders now online
- In the process of energizing communications and signals rooms, traction power
- Installation of platform elevator
- Custom light fixtures in mezzanine public areas



Ceiling Panel installation at platform level





Sidewalk restoration west side of 2nd Avenue
between 96th - 97th Streets





Sidewalk restoration west side of 2nd Avenue
between 94th - 95th Streets





Ancillary 2 – Stairs with railing installed and clips for granite façade
Southwest corner of 97th Street & 2nd Avenue





Rendering of Ancillary 2, southwest corner of 97th Street and Second Avenue.





96th Street Entrance 3 rendering
SW corner 96th St and Second Avenue





Station art rendering

Artist – Sarah Sze, MTA Arts For Transit commissioned work

Three-Month Look Ahead

- Sidewalk restoration on the east side of Second Avenue.
- Roadway restoration on both east and west sides.
- Testing of mechanical, electrical, and plumbing systems.
- Installation of louvers, supports, and granite façade at Ancillary 1 & Ancillary 2.
- Art tiling installation in public areas at entrances and mezzanine level.
- Installation of Entrance 3 glass canopy.



Phase 2



Phase 2 Overview

Preliminary Scope of Stations and Tunnel Work

- 106th St Station
- 116th St Station
- 125th St Terminal Station
- Tunneling in mixed subsurface conditions
- Track, Power and Signal Systems from 96th to 125th Streets



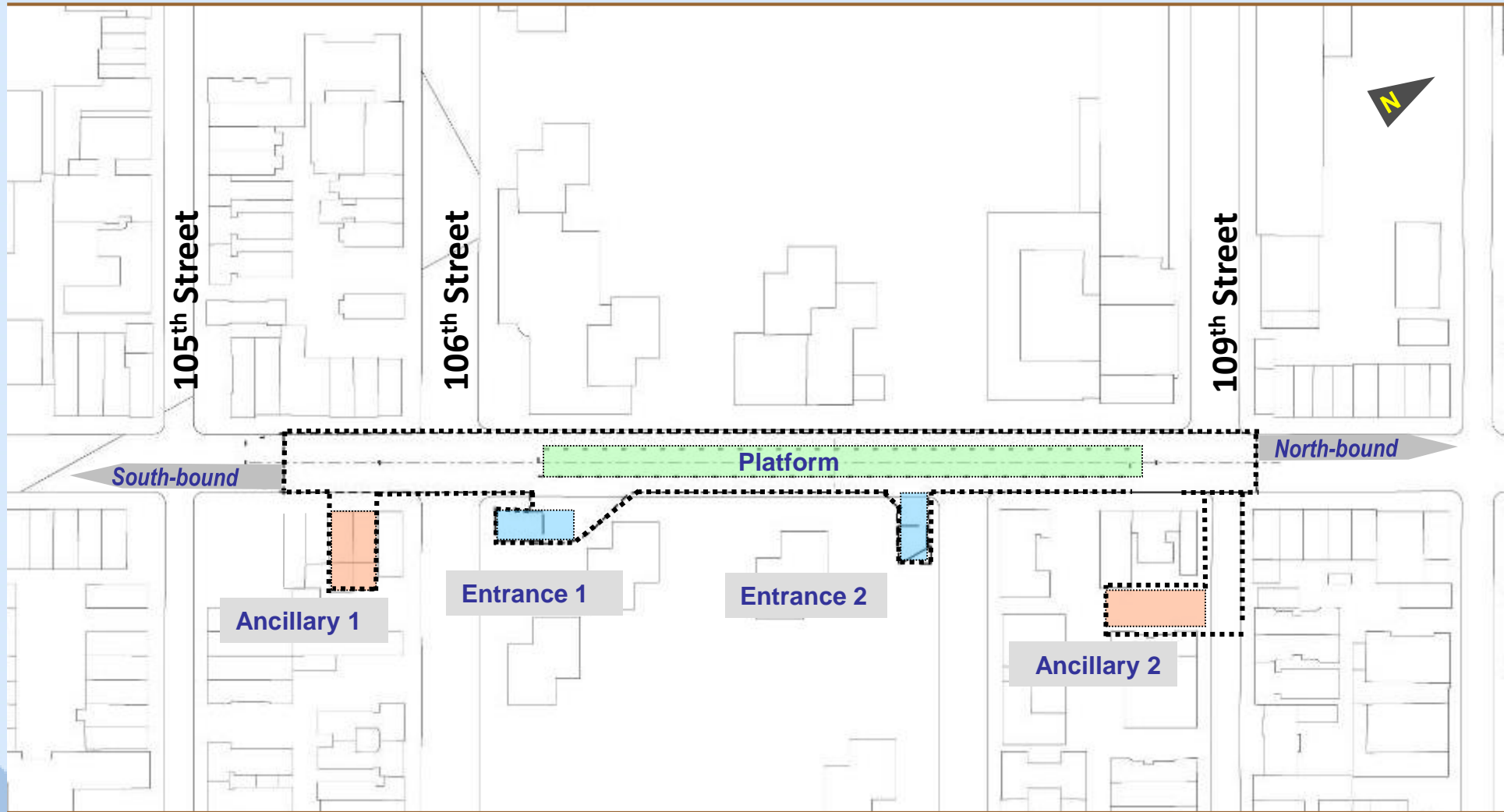
- Legend:**
- Cut & Cover Stations (3)
 - Cut & Cover Tunnels
 - Existing Tunnels
 - Soft Ground TBM Tunnels
 - Soft Ground Tunnels
 - Subsurface Rock

Metro-North
Railroad
Lexington
Ave Line

Phase 2 Stations



106th Street Station

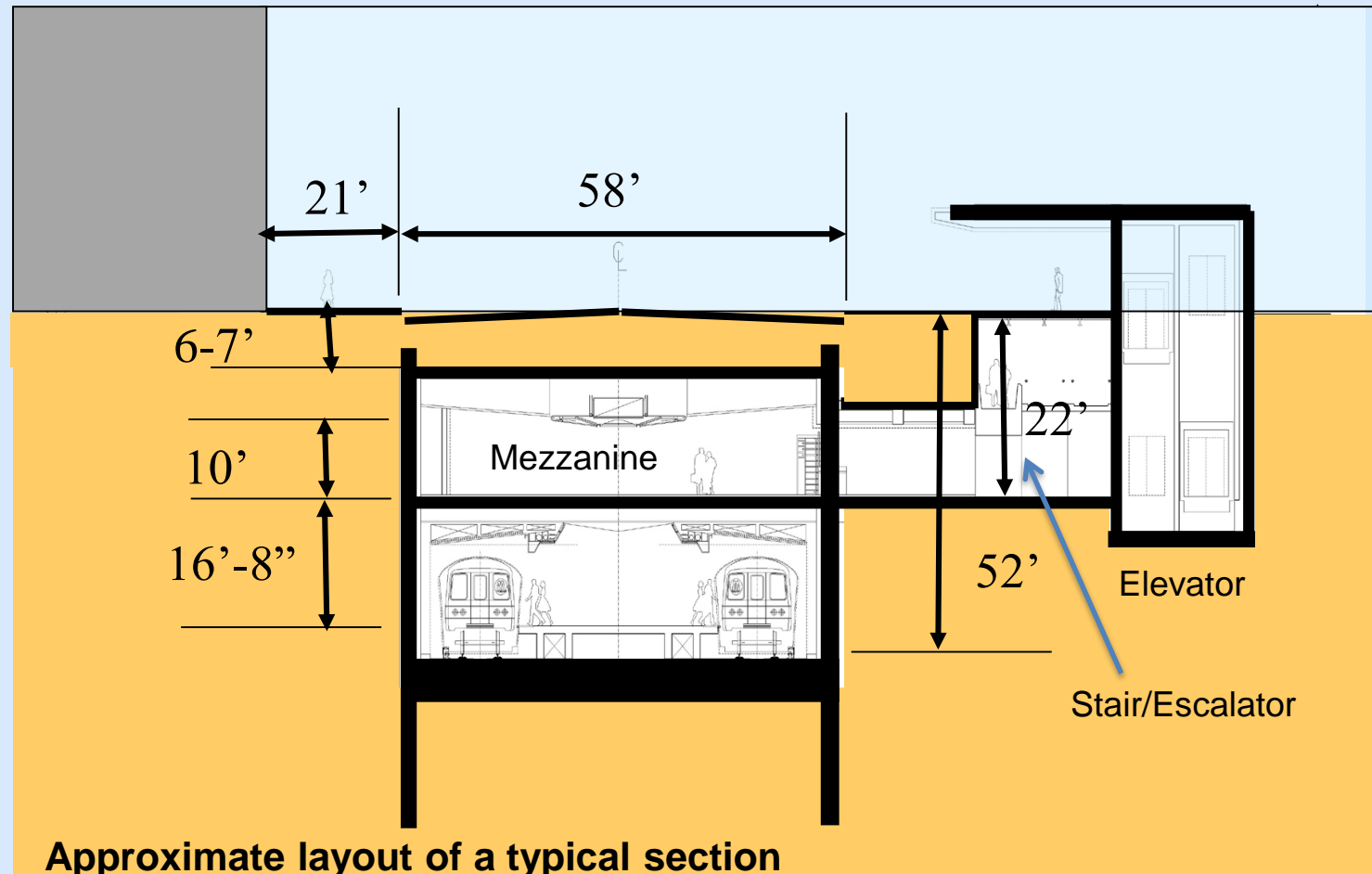


Entrance and Ancillary locations shown are based on 2004 design and may change based on review of that design against today's landscape.

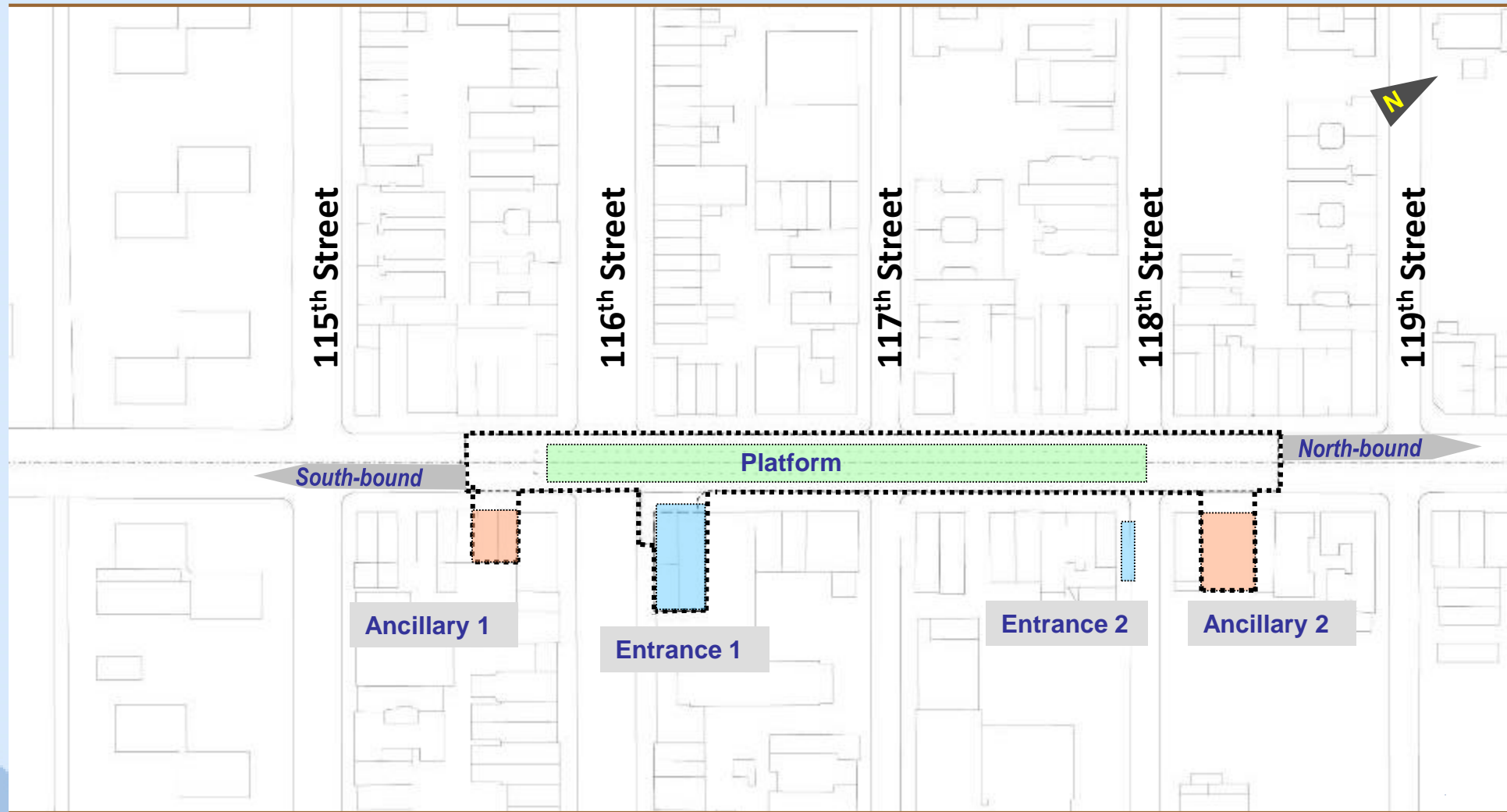


106th Street Station Construction Approach

- Cut & Cover, similar to 96th St. Station in Phase 1
- Slurry wall permanent structure for station
- Construction between two existing tunnel structures



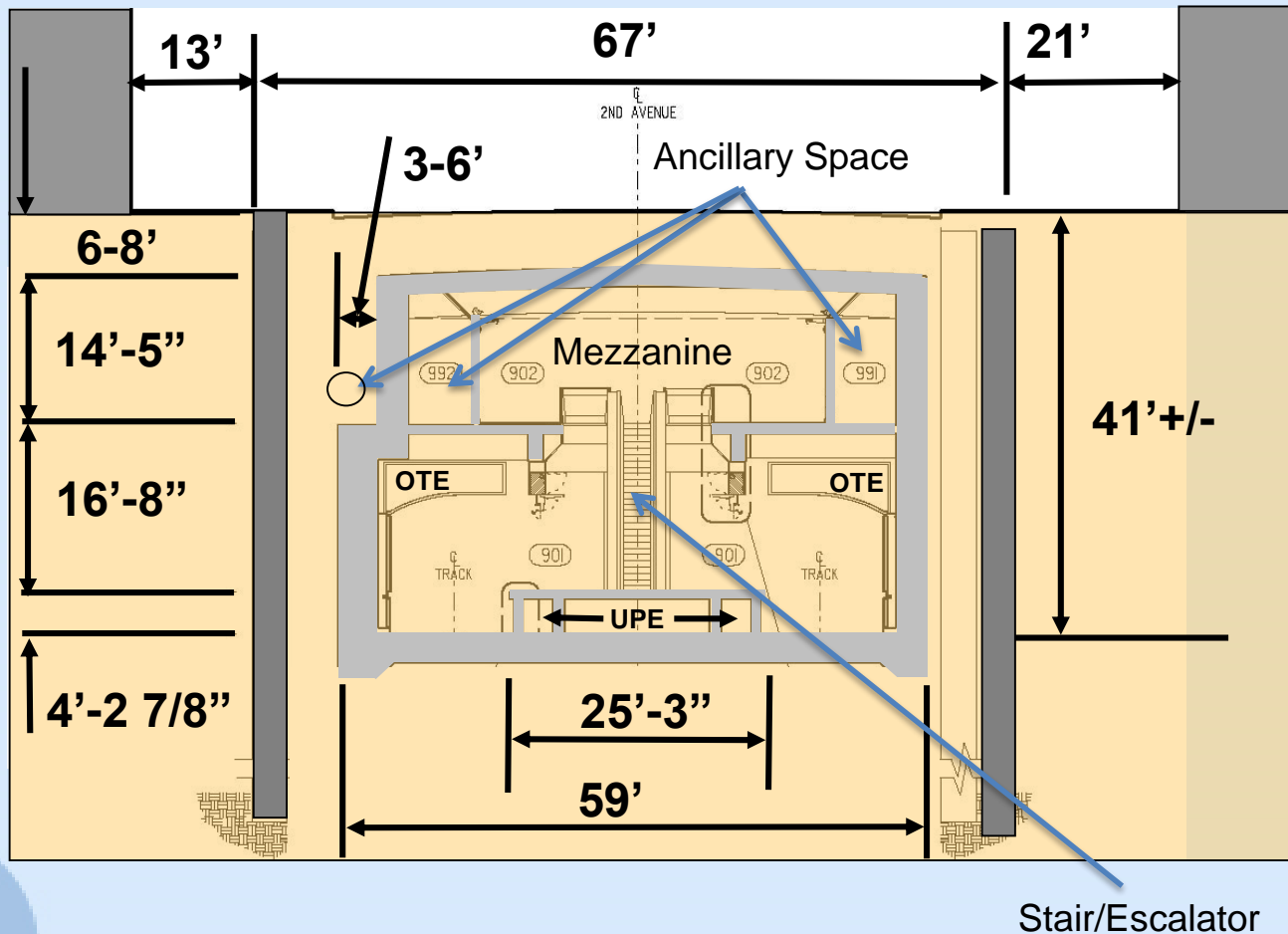
116th Street Station



Entrance and Ancillary locations shown are based on 2004 design and may change based on review of that design against today's landscape.



116th Street Station Construction Approach



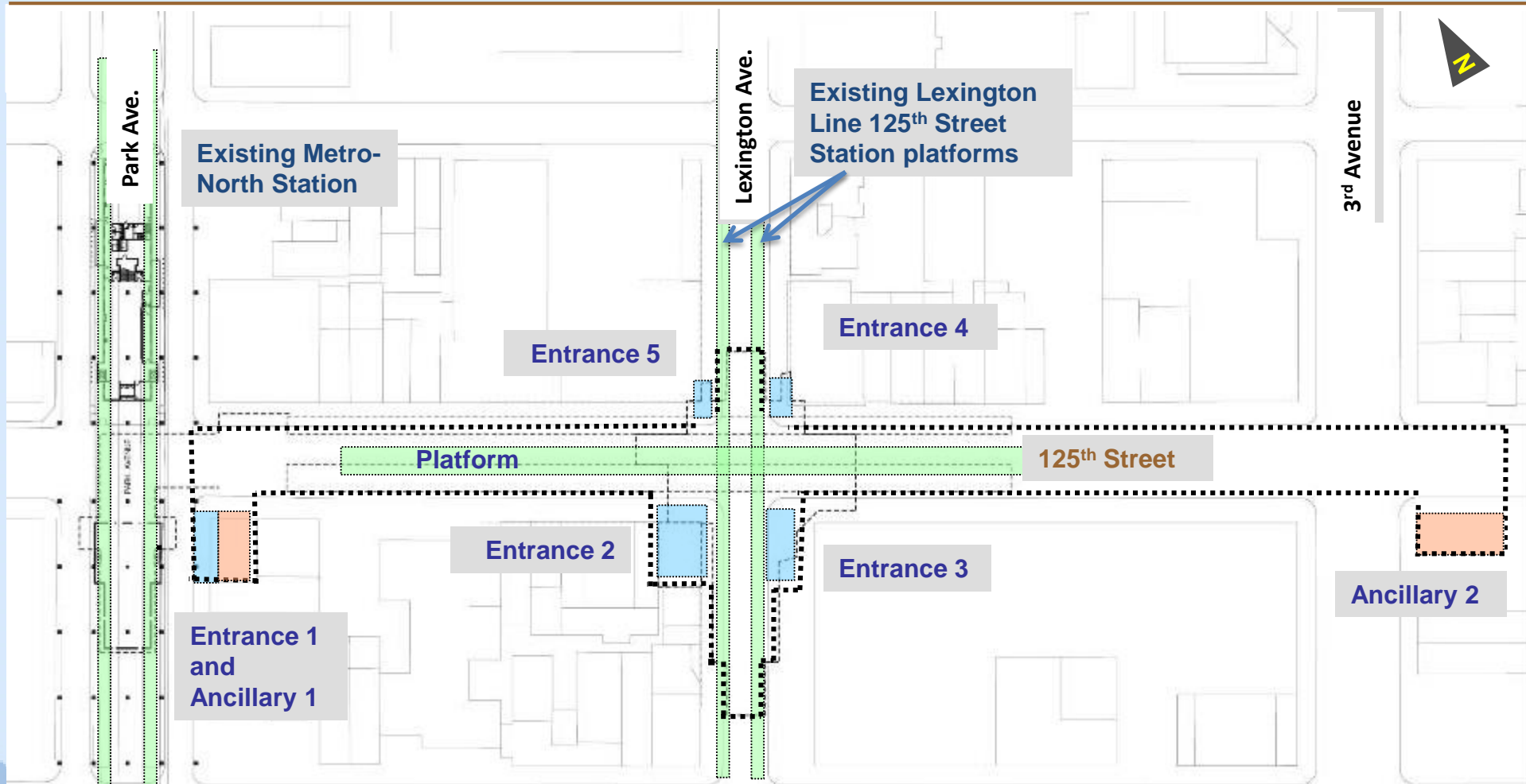
- Located within existing tunnel structures and necessitates tunnel demolition
- Utility zones are limited due to old support of excavation
- Building Remediation may be necessitated by tunnel demolition and utilities excavation

OTE – Over Track Exhaust
 UPE – Under Platform Exhaust

Approximate layout of a typical section



125th Street Terminal



Entrance and Ancillary locations shown are based on 2004 design and may change based on review of that design against today's landscape.



Lessons Learned on Phase 1

- Address Community Impacts Early.
- Utilities – confirm accuracy of maps/intel on locations.
- Real Estate – Consider acquisition vs. easements, partner with developers.
- Fragile Buildings/Settlement
 - Perform early and thorough assessment of properties along areas of excavation
 - Address deficiencies early
 - Maximize distance between buildings and SOE
- Design - Complete final design for all contracts in advance.



Lessons Learned on Phase 1 (continued)

- Community / Environmental
 - Limitations on blasting hours – Consider community impact
 - Noise/Air Quality Mitigation
 - Use of enclosure for muck removal to ensure noise, dust and odor containment.
 - Consider air filtration system similar to the scrubbers used at 86th Street.
 - Good Neighbor Initiative (GNI):
 - Wayfinding and fence wrap signage to help businesses increase visibility.
 - Maintain a safe pedestrian experience.
 - Baiting and monitoring of work zones for rodent activity.
 - Coordination with agency partners such as: DOT, DSNY, DOH, BIC, NYPD, and DEP.



Phase 2 Roadmap

- MTA Capital Program Process 2015-2019 Approval
- Perform Extended PE Design and Environmental Review (RFPs advertised)
- Community outreach RFP
- Finalize Real Estate Acquisition Plan
- Prepare Cost Estimate and Schedule
- Design-Build Approach
- Fast track design and environmental work
- Seek additional funds to start heavy construction sooner, if possible



Keeping You Informed



Phase 2 Community Outreach

1. Quarterly Community Advisory Committee Meetings
2. Public Workshops
3. Community outreach liaisons
4. Community Information Center
5. Newsletters and email blasts
6. Community Board updates



Exhibit 4



March 28th, 2015 the CIC Train Simulator was unveiled



How to reach us

Richard D. Mulieri
Senior Director, Public Affairs
MTA Capital Construction
2 Broadway, Room A8.91
New York, NY 10004
646-252-2784
rmulieri@mtacc.info

Joe O'Donnell
Director of Public Affairs
MTA Capital Construction
2 Broadway, C8.55
New York, NY 10004
646-252-2959 – office
347-301-3701 - mobile
jodonnell@mtacc.info

24/7 Hotline: (212) 792-9716

<http://mta.info/sas>

Outreach@2avesubway.com

Or visit our Second Avenue Subway Community Information Center
1628 2nd Avenue, NY NY 10028
646-449-8700



Thank You

