

Second Avenue Subway



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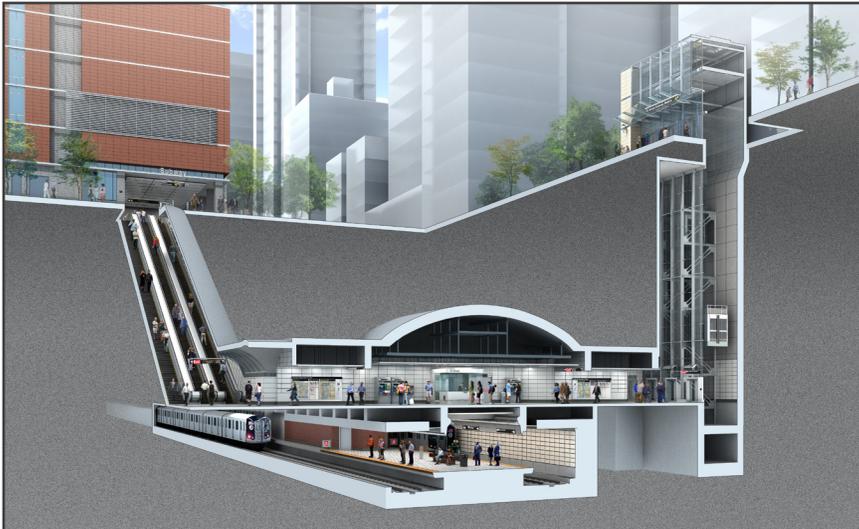
Newsletter

Issue I – February 2012

72nd Street Station Area

Project Overview

The Second Avenue Subway (SAS) project is New York City's first major expansion of the subway system in over 60 years. The first phase of the SAS project will provide service from 96th Street to 63rd Street as an extension of the existing **Q** Line train. **Q** Line service will divert west along the 63rd Street line, stopping at the Lexington Av/63rd Street Station where riders can continue on the **Q** Line to Midtown/Brooklyn, or transfer to the **F** Line.

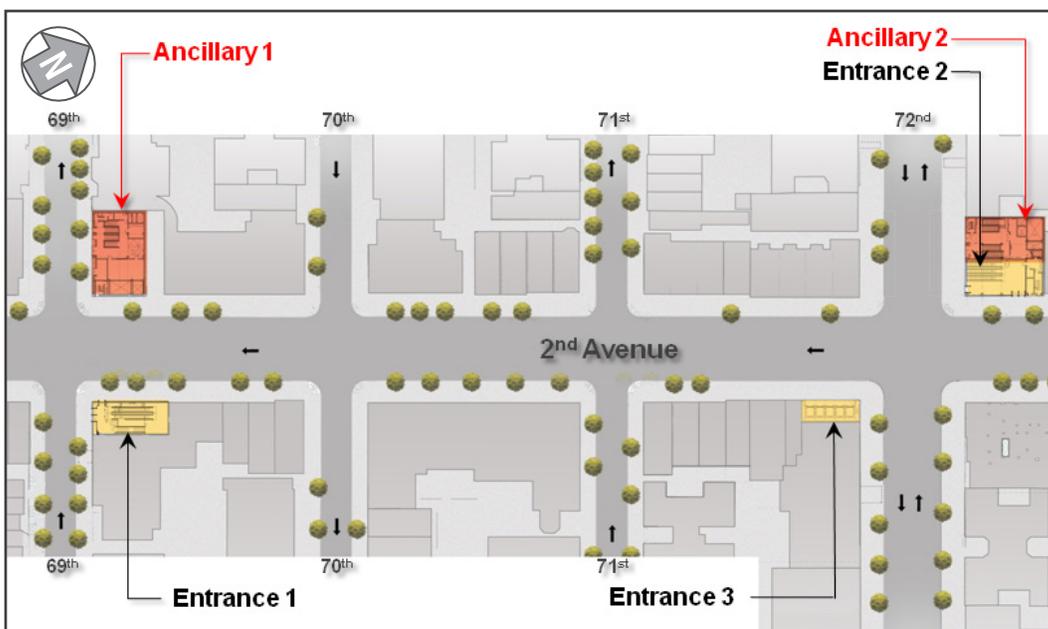


Cross-section of the future station at 72nd Street and Second Avenue

This first phase of the project, when operational in December 2016, will provide the following benefits:

- Improved subway access for Manhattan's East Side, bringing transit service closer to those who walk a long distance to the Lexington Avenue **4 5 6** Line.
- Reduced overcrowding and improved reliability on the Lexington Avenue Line, the city's most heavily used subway line.
- Improved subway access for people with disabilities, as all new stations will be in compliance with the Americans with Disabilities Act (ADA).

Station Overview



Overview map of future station entrances and ancillary structures at the 72nd Street Station

72nd Street Station Structure

Contractor:
SSK Constructors, JV

Budget:
\$469.5 Million

Award Date:
October 2010

Contract Forecast Completion:
December 2013

For community related concerns, please contact Claudia Wilson at claudia.wilson@2avesubway.com or (212) 792-9716.

The future 72nd Street Station will have three new entrances including 11 escalators and five street-level ADA accessible elevators at the southeast corner of 72nd Street and Second Avenue. Current work in this area includes construction of the station cavern and tunnels from the 72nd Street Station area to the existing Lexington Av/63rd Street Station. This contract includes the demolition of buildings for two ancillary locations at 72nd Street and 69th Street, and requires utility relocation for support of excavation walls. The estimated completion of this contract is November 2013.

A follow-on contract will then complete the mezzanine and platforms, ancillary structures, station entrances, and the mechanical, electrical, and plumbing systems for the station. Future plans regarding surface-level staging areas needed for this follow-on work will be conveyed to stakeholders and the community through ongoing project outreach and at regular Construction Advisory Committee meetings.

Construction News

SURFACE LEVEL

- The contractor has mobilized a staging area on the west side of Second Avenue between 66th and 67th Street in order to install a concrete drop hole, used to bring concrete into the underground tunnel. Because this block represents one of the highest points of the tunnel, it is the optimal place to install the drop hole. Parking on the east and west sides of Second Avenue between 66th and 67th Streets will be suspended until December 2013.
- Demolition is complete at the northwest corner of 72nd Street and Second Avenue (the former Falk building). The contractor will install support of excavation walls to begin the foundation of the future Ancillary 2/Entrance 2 facility.
- At the southeast corner of 72nd Street and Second Avenue, the contractor is conducting asbestos abatement and will be completing demolition of the existing building by early April 2012.
- Demolition is complete at the northwest corner of 69th Street and Second Avenue future site of the Ancillary 1. The contractor is installing the support of excavation walls to begin the foundation of this new structure.

Underground

- Continued rock excavation by drilling and controlled blasting of the main cavern from 72nd Street to 69th Street. Blasting does not occur after 7 p.m.
- As of late January 2012, total rock excavation at the 72nd Street Station area was 116,542 Bank Cubic Yards (68.4% complete).

Frequently Asked Questions

Q: There has been a noticeable reduction in smoke and dust after blasting. What did the MTA do differently?

A: The MTA recently installed a set of additional mitigation measures to control emissions from drill and blast operations. These measures were installed at both muck houses at 72nd Street and 69th Street and included:

- 1) permanently sealing the opening of each muck house overhang to control the amount of dust and smoke released into the air,
- 2) sealing door leaks,
- 3) installing vent stacks that allow smoke to be released in a controlled manner on top of both muck houses,
- 4) installing a wet burlap curtain at the base of the excavation shaft to act as an additional barrier,
- 5) purchasing two additional dust bosses to help mitigate dust levels and redirecting these water spraying devices to more effectively control dust, and
- 6) increasing the time interval between each blast event to maximize the effectiveness of the dust and smoke suppression system.

Q: What preventive and safety measures are in place to protect our building while blasting occurs?

A: In coordination with the NYC Department of Buildings (DOB), the MTA conducts surveys, evaluates and monitors buildings located within a 100 foot radius of blasting activities. The 100 foot radius is a city standard, based on an FDNY regulation which governs underground blasting. Each building within this radius is assigned a specific vibration limit based on its structural condition. If any structural deficiencies have been identified during the pre-construction survey, they are remediated in coordination with DOB, either by the owner or the MTA.

Q: What were the results of the recent air quality study?

A: The recently released air quality study found no concerns that SAS construction is causing danger to the public's health. Please refer to the full air quality report which can be downloaded on the MTA website here: <http://mta.info/capconstr/sas/air.htm>

Q: When is controlled blasting at the 72nd Street Station area expected to end?

A: Blasting and late night drilling at the main cavern of the future 72nd Street Station is expected to be completed by the summer of 2012. After that, smaller blasts will occur near 72nd and 69th Streets to complete excavation of the station entrances/ancillary facilities. All blasting should be complete by the end of the year.

Q: What is being done to solve sanitation and cleanliness issues along the corridor?

A: The MTA meets regularly with relevant City agencies to address quality of life issues on Second Avenue, including coordination and regular site visits with the Department of Sanitation, Department of Health and Mental Hygiene, the Business Integrity Commission, and the Mayor's Office. In consultation with these entities, MTA is working with businesses, residential buildings, and its contractors to identify and maintain specific areas for garbage placement and will continue to monitor ongoing efforts.

Contact Us

If you would like to receive this monthly newsletter via email and/or have any feedback, please contact Claudia Wilson at claudia.wilson@2avesubway.com or (212) 792-9716.

Follow the SAS project on the MTA website at <http://mta.info/capital/future/>

Work Hours

MONDAY-FRIDAY: 7:00AM TO 10:00PM

SATURDAY: 10:00AM TO 7:00PM

Work is permitted underground 24 hours.

Blasting does not occur after 7:00 PM.

The contractor will not be working on President's Day (February 20).