



**STATUS REPORT**  
**On the**  
**Programmatic Agreement**  
**among**  
**The Federal Transit Administration**  
**The Metropolitan Transportation Authority**  
**New York City Transit**  
**MTA Capital Construction Company**  
**The New York State Historic Preservation Office**  
**and**  
**Advisory Council on Historic Preservation**  
**regarding the**  
**Fulton Street Transit Center Project**  
**In New York City, New York**

**March 2006**



## INTRODUCTION

### Fulton Street Transit Center

The Fulton Street Transit Center (FSTC) is an MTA Capital Construction project to design and construct a readily identified transit hub in Lower Manhattan. This transit hub serves as a central connector to 12 subway lines between William Street to the east and Church Street to the west. It consists of:

- Rehabilitation of the 2/3 Fulton Street Station;
- Two new southern entrances at the 4/5 Fulton Street Station;
- Rehabilitation of the 4/5 Fulton Street Station;
- Rehabilitation of the A/C mezzanine at Fulton Street between William Street and Broadway;
- A new entrance at the southwest corner of Dey Street and Broadway;
- A new transit center at Broadway and Fulton Street which adaptively reuses the Corbin Building (a historic structure in the John Street/Maiden Lane Historic District);
- An underground connector below Dey Street that connects the new transit hub to the R/W - Cortlandt Street Station;
- A new entrance at the corner of William and Fulton Streets;
- And various entrance improvements and elevators that provide ADA access throughout the project.

During the planning stage, the FSTC project has been subdivided into six contract packages. They include:

- Contract Package I: 2/3 Station Rehabilitation and 4/5 Southern Entrances;
- Contract Package II: Dey Street Concourse Structural Box; R/W Underpass, 4/5 Underpass, HazMat and Deconstruction of 189 Broadway (World of Golf), and Dey Street Entrance Substructure;
- Contract Package III: HazMat and Deconstruction, Excavation and Foundation for the Transit Center, and Bracing of the Corbin Building;
- Contract Package IV: A/C Mezzanine and J/M/Z Vertical Circulation;
- Contract Package V: Transit Center Construction, 4/5 Rehabilitation, Dey Street Concourse Finishes, Dey Street



- Entrance Superstructure, 195 Broadway Vertical Circulation and Corbin Building Vertical Circulation; and
- Contract Package VI: Corbin Building Restoration.

The following is a status on the various project elements of the Fulton Street Transit Center. Updates and additional information on the specific contract packages and/or project elements will be provided as the design progresses into final stages.

# 1

## **PACKAGE 1: 2/3 Rehabilitation and 4/5 Southern Entrances**

### **4/5 Line Fulton Street Station Southern Entrances**

This station was constructed as part of the Rapid Transit Subway Construction Company's project for the subway system in New York and was opened on January 16, 1905. The station's original platform containing mosaic wall tiles, marble, and terra cotta retain its historic landmark status.

Key improvements as part of this package entail the construction of two new southern entrances at the 4/5 Fulton Street Station. All work will comply with the NYCT Station Planning and Design Guidelines.

#### ***Status Update:***

As per the Programmatic Agreement for the FSTC, the following reviews and approvals are in place for project elements included under Contract Package I:

- a. Design Review: Completed and approved by SHPO Winter 2004.
- b. Project Plans posted on the website April 2005.
- c. Construction: Underway as of December 2004.
- d. HABS/HAER Document: Document prepared and sent to SHPO late winter 2005; minor edits currently underway to finalize the document. Copies of the final document will be available at the SHPO offices in Albany and at the New York Historical Society and the New York City Public Library.



### **2/3 Line Fulton Street Station Rehabilitation**

The 2/3 Fulton Street Station is the most easterly station within the Fulton/Broadway-Nassau complex. The existing station was constructed as part of the Brooklyn Branch of the Interboro Rapid Transit (IRT) 2/3 line, which opened in 1918. The age of this station is visible throughout, with many station elements in less than optimal condition. The rehabilitation of the 2/3 Fulton Street Station will include various elements located in two subsurface levels and at street level of William Street between John and Ann Streets.

Key elements of the rehabilitation at this station will include improvement to street access stairs, installation of an elevator between platform to mezzanine levels, new stairs between the platform and the mezzanine, and new finishes. The rehabilitation, which will bring the station to a “state of good repair”, will also include enhanced lighting, wayfinding, emergency equipment, surface finishes, security upgrades, new electrical services and public address system.

#### ***Status Update:***

- a. Design Review: Completed Winter 2004.
- b. Construction: Underway as of December 2004.

## **2**

### **PACKAGE II: Dey Street Concourse Structural Box; R/W Underpass, 4/5 Underpass, HazMat and Deconstruction of 189 Broadway (World of Golf), and Dey Street Entrance Substructure**

A new pedestrian passageway is proposed under Dey Street between Broadway and Church Street. This underground passageway would connect the Fulton Street Transit Center Entry Facility to the World Trade Center site. Starting at the Entry Facility at two levels below street level, this passageway would extend west, cross under the 4/5 line, continuing west under Dey Street to Church Street under the R/W line Cortlandt Street Station, providing a connection to the proposed PATH station.

#### ***Status Update:***



- a. Design Review: Completed and approved by SHPO Summer 2005.
- b. Construction: Underway as of Fall 2005.

### 3

#### **PACKAGE III: HazMat and Deconstruction, Excavation and Foundation for Transit Center, and Bracing of Corbin Building;**

This package includes the deconstruction of acquired buildings between Fulton and John Streets along Broadway. Construction is scheduled to begin in Summer 2006.

##### ***Status Update:***

- a. Design Review: Completed in consultation with Consulting Parties and approved by SHPO in January 2006.
- b. This package is currently under review and may be limited to hazardous materials abatement and deconstruction work. Final design is scheduled to be completed in Spring 2006.

### 4

#### **PACKAGE IV: A/C Mezzanine and J/M/Z Vertical Circulation**

This package includes the rehabilitation of the A/C mezzanine at Fulton Street between William Street and Broadway. Construction is scheduled to begin in Fall 2006.

##### ***Status Update:***

- a. Design Review: Review of Preliminary Design (35%) completed in consultation with Consulting Parties and approved by SHPO in January 2006.
- b. Final Design anticipated to be completed in Summer 2006.



# 5

## **PACKAGE V: Transit Center Construction, 4/5 Station Rehabilitation, Dey Street Concourse Finishes, Dey Street Entrance Superstructure, 195 Broadway Vertical Circulation and Corbin Building Vertical Circulation**

This includes construction of the Transit Center, installation of escalators and stairs at 195 Broadway and the Corbin Building, construction of a connection between the Corbin Building with the Transit Center and installation of finishes at the Dey Street Concourse and R-W, 4/5 Underpass.

This package also includes the rehabilitation at the 4/5 Station. The station would be brought to a state of good repair, including replacement of the existing floor finish with new tiles, replacement or restoration of the existing mosaic tile bands that are faded and damaged and repainting of all exposed steel and concrete within the station. This station is being rehabilitated with the goal of preserving as much of its historic fabric as possible, while at the same time modernizing the station to meet the current and future needs of NYCT and its passengers.

Construction is scheduled to begin in Winter 2007.

### ***Status Update:***

- a. Design Review: Design underway. Reviews and consultations with the SHPO and Consulting Parties in progress.
- b. This package is currently under review during further design development. Final Design anticipated to be completed in Summer 2006.

# 6

## **PACKAGE VI: Corbin Building Restoration**

This includes the interior and exterior restoration of the Corbin Building. Construction is scheduled to begin in late Fall/early Winter 2006.

### ***Status Update:***

- a. Design Review: Design underway. Reviews and consultations with the SHPO and Consulting Parties in progress.
- b. Final Design anticipated to be completed in Summer 2006.



## 7

**CORBIN BUILDING**

192 Broadway (also known as 11 John Street), is a nine-story eclectic brick, stone, and terra cotta office building located in Lower Manhattan. Historically known as the Corbin Building, it was designed by architect Francis H. Kimball in 1888. The building is in a densely built up commercial neighborhood, with some residential use.

The building is significant for both aesthetic and technological contributions to the history of American architecture. The building is a proto-skyscraper, an early tall commercial building, reaching nine stories. Also, the Corbin Building represents an important development in building technology: incorporation of Guastavino tile structural floor arches, designed for fire resistance, superior ability to accommodate large floor loads, and for streamlining and speeding construction. Pioneering use of elaborate terra cotta is another notable feature.

***Status Update:***

The Programmatic Agreement stipulates that prior to construction or deconstruction activities, the Corbin Building will be recorded in accordance with HABS/HAER Level II guidelines prior to any alteration of the building and prior to the demolition of adjacent buildings.

A Draft Progress Submission of the Corbin Building HABS/HAER Report, prepared in compliance with the Programmatic Agreement, was given to the SHPO and Consulting Parties for comments in early October 2005. The Final documents will be issued in Spring 2006. Copies will be available at the SHPO offices in Albany, the New York Historical Society, and the New York City Public Library.



## 8

**CONSTRUCTION ENVIRONMENTAL PROTECTION PLAN**

MTACC prepared a Construction Environmental Protection Plan (CEPP) prior to project construction to avoid construction impacts on potentially vulnerable resources. The plan is in compliance with the conditions outlined in the Record of Decision for the FSTC Environmental Impact Statement and the Programmatic Agreement.

The CEPP describes the MTACC's Fulton Street Transit Center project environmental management program. The CEPP is based on the continuous improvement ISO 14001 model that identifies the coordination necessary to limit potential impacts to the environment, protected resources, and communities within and abutting the project area.

***Status Update:***

The draft CEPP was circulated for review and posted on the website January/February 2005. The SHPO approved the CEPP on March 24, 2005 and the final CEPP was posted on the website on April 18, 2005.

## 9

**CULTURAL RESOURCES MANAGEMENT PLAN**

A Cultural Resources Management Plan (CRMP) has been prepared for the Dey Street Concourse Contract. Prior to the implementation of subsequent contracts, a CRMP will be prepared for each contract. The CRMP identifies the necessary engineering and scientific methods, practices, procedures and resources essential to be employed throughout the design and construction to ensure that the project will comply with the applicable requirements of the National Historic Preservation Act, New York State Historic Preservation Office and the New York City Landmarks Preservation Commission.

***Status Update:***

The Final CRMP plan for the Dey Street Concourse Contract was sent to SHPO and the consulting parties in early October 2005 and was approved by SHPO in November 2005.