

## Lexington Av / 63rd St 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.

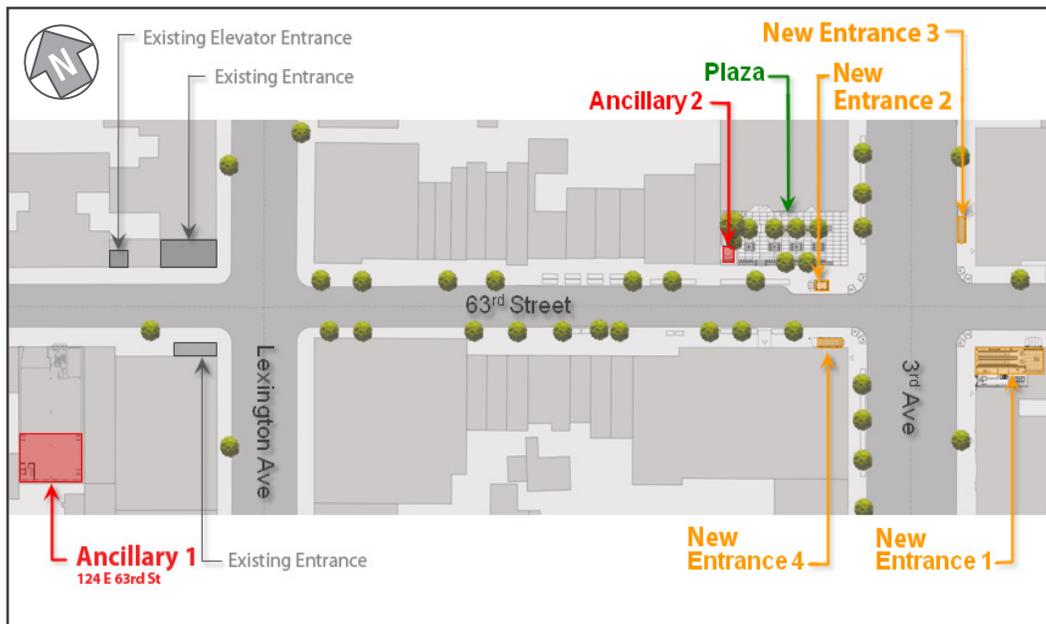


Future station entrance at the southeast corner of 63rd Street and Third Avenue

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 Lexington Av/63rd Street Station

#### 63rd Street Station Upgrade

Contractor:  
**Judlau Contracting**

Budget:  
**\$185.3 Million**

Award Date:  
**January 2011**

Contract Forecast Completion:  
**May 2014**

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

The new Lexington Av/63rd Street Station will have four new entrances at the intersection of 63rd Street and Third Avenue. Entrance 1 will provide two new street-level escalators, Entrances 3 and 4 will provide new staircases, and Entrance 2 will have a street-level ADA accessible elevator. The station will also have four new elevators from the mezzanine to platform levels.

Work in this area is to reconstruct the existing Lexington Av/63rd Street Station, which involves excavation for the construction of an entrance and ancillary buildings, removal and upgrade of the structural elements within the existing subway tunnel, and a traction power connection to the Lexington Av/59th Street Station on the **Q** Line. This work should be completed by spring of 2014.

# Second Avenue Subway Newsletter

Lexington Av / 63rd St Station Area – February 2012



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## Construction News

**Milestone:** On September 22, 2011, the Tunnel Boring Machine (TBM) broke through into the existing Lexington Av/63rd Street Station, creating the tunnel on the east side of Second Avenue from 92nd Street to 63rd Street and most of the west tunnel. The west tunnel will be finished once the controlled blasting of the curved “horseshoe” tunnel and “stub cavern” from 65th to 63rd Street is completed by the end of March 2012.

### SURFACE LEVEL

- The contractor will be installing a temporary employee changing trailer on the northeast corner of 64th Street and Third Avenue. This trailer will be removed in the spring of 2014.
- The contractor will begin to mobilize a staging area for construction of future subway entrances at the southeast and southwest corners of Third Avenue and 63rd Street. Mobilization will occur in the spring of 2012.
- The 72nd Street Station contractor has mobilized a staging area on the west side of Second Avenue between 66th and 67th Streets 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.

### Underground

- Continued demolition on upper and lower platforms of the existing Lexington Av/63rd Street Station and installation of new, additional stair connections between upper and lower platforms to accommodate increased passenger volume and transfers.
- Continued installation of temporary and permanent structural steel on the mezzanine and station platforms. This work will reframe the underground station box in the vicinity of 63rd Street and Third Avenue to install four new elevators, providing additional passenger access to the Lexington Av/63rd Street Station.

## Frequently Asked Questions

### Q: Is there controlled blasting associated with the 63rd Street Station contract?

A: There is no blasting associated with the Lexington Av/63rd Street Station contract. The nearest blasting operations are part of the 72nd Street Station contract in which the underground tunnel curves west from 65th to 63rd Street (between Second and Third Avenues). Due to the curvature of the tunnel in this section, it was not feasible to use the TBM to connect the two stations. Blasting in this area should be completed by the end of March 2012.

### Q: Will any more sidewalks be reduced, and if so, when will they be restored?

A: Sidewalks will be reduced at the southwest and southeast corners of 63rd Street and Third Avenue to accommodate the construction of a new elevator and an entrance at the station. The sidewalk on the north side of 63rd Street, in front of 205 East 63rd Street, will be reduced to maintain traffic on 63rd Street. The construction at these locations is anticipated to begin in the spring of 2012. All sidewalks are to be restored in 2014.

### Q: What is the MTA doing to better assist in enforcing parking regulations, illegal loading and unloading, and double parking in the area?

A: The MTA meets regularly with the NYPD's Chief of Traffic Enforcement Agents to coordinate during construction of the subway. The Chief is informed of trouble areas and dispatches agents accordingly. If there is an illegal parking issue that needs an immediate response, please contact the SAS community liaison, Claudia Wilson, at (212) 792-9716 from 9:00AM to 5:00PM, Monday through Friday. NYPD can dispatch agents to those particular trouble areas for action.

### Q: Will any more trees be removed?

A: It may be necessary to remove trees on the north and south sides of 63rd Street between 2nd and 3rd Avenues, as part of reducing the sidewalk in front of 205 East 63rd Street, for the construction of Entrance 1.

### Q: What is the MTA doing to improve communications to the 63rd Street Station area residents and businesses?

A: The MTA is making the following improvements to SAS communications in 2012:

- Daily pre-blast notifications are now emailed to stakeholders. To sign up, contact [claudia.wilson@2avesubway.com](mailto:claudia.wilson@2avesubway.com).
- Signs will be installed near construction areas showing renderings of the future station.
- Newsletters will be distributed regularly with important updates regarding construction activities in the neighborhood.
- Improvements will be made to the MTA Capital Program website where information on the SAS project can be found.
- Community tours of the SAS underground excavations will be held periodically.
- Construction Advisory Committee meetings will be held monthly to better inform the neighborhood about project news and construction activities.
- Public workshops will be held quarterly.

## 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](mailto: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.