

## 72nd Street Station Area

### Announcements

MTACC is continuing to do our part to help ensure a litter-free construction zone. By working together, we can help ensure that the Second Avenue corridor stays clean and free from refuse-related hazards.

MTACC asks that residents and businesses along the Second Avenue Subway corridor follow some simple tips from the New York City Department of Sanitation for disposing of their refuse.

- For businesses along the Second Avenue Subway construction corridor, please use the special spaces designated for your refuse collection, if any, during construction;
- Place refuse and recyclables out for collection as late as possible the night before collection day or before 6:30 a.m. on collection day.

SAS has expanded our outreach team. We are pleased to announce that Lisa Blugh-Willis is now community liaison for the Lexington Avenue / 63rd Street and 72nd Street station areas.

For community related concerns, contact Lisa at [lisa-blugh.willis@2avesubway.com](mailto:lisa-blugh.willis@2avesubway.com) or (646) 459-7095.



### SAS Project News



A discussion at the 72nd Street Station roundtable at the MTACC public workshop.

MTACC successfully held its third quarterly public workshop on June 27th at Temple Israel, 112 East 75th Street. Over 90 participants living and working near the Second Avenue Subway construction corridor participated in open discussions about construction methods and progress in small hands-on sessions staffed by MTA facilitators and project representatives. MTACC will issue a report summarizing the discussions that took place. The next public workshop will also be at Temple Israel (112 East 75th Street) on Thursday, September 27th from 6:30 to 8:30 pm.

### Construction Update

#### SURFACE LEVEL

- A review of the relocation of bus stop on 72nd Street between Second and Third Avenues has been completed. The interagency review (NYC Transit, Department of Transportation, MTACC ) and site visit that included neighborhood residents determined that existing loading zone, curb cuts, driveway and trees as well as proximity to other existing bus stops ruled out any possibility of creating a stop mid-block at this location.
- Concrete truck staging will continue between 74th & 75th streets and 75th & 76th streets. Additional truck staging may occur between 78th and 79th streets. Truck staging operations continue to be streamlined as the contractor works to place additional flaggers and implement improved truck dispatch operations in keeping with MTACC's goal to keep safety as the top priority.
- Late night deliveries for steel reinforcement for concrete lining will continue and can occur up to 5 nights a week. Deliveries must occur at night due to wide load traffic restrictions.
- Controlled drill and blast activity commenced at Entrance 3 in July 2012. The Entrance 3 work site is at 72nd Street and Second Avenue, southeast corner.
- 72nd Street Station Finishes Contract will be advertised this month.
- Muck houses at 69th Street and 72nd Street are on target to be removed from the work site by Fall 2013 and Spring 2013, respectively.

#### Underground

- Cavern drill and blast operations are expected to be completed by end of August 2012.
- Waterproofing and bench excavation continue at the 69th Street main cavern.
- Drilling and blasting excavation continues at Ancillary 1 and Ancillary 2. As of July 31st 2012:
  - Ancillary 1 depth was approximately 35 feet from top of deck.
  - Ancillary 2 depth was approximately 37 feet from top of deck.
- Drill and blast excavation is scheduled to be completed at the ancillaries by 1st Quarter 2013 and at Entrance 3 by 4th Quarter 2012.
- Waterproofing, steel reinforcement and concrete lining is underway throughout the main and stub cavern areas.

### Work Hours

MONDAY-FRIDAY: 7:00AM TO 10:00PM. SATURDAY: 10:00AM TO 7:00PM. Work is permitted underground 24 hours. No work on Labor Day (Monday, September 3).

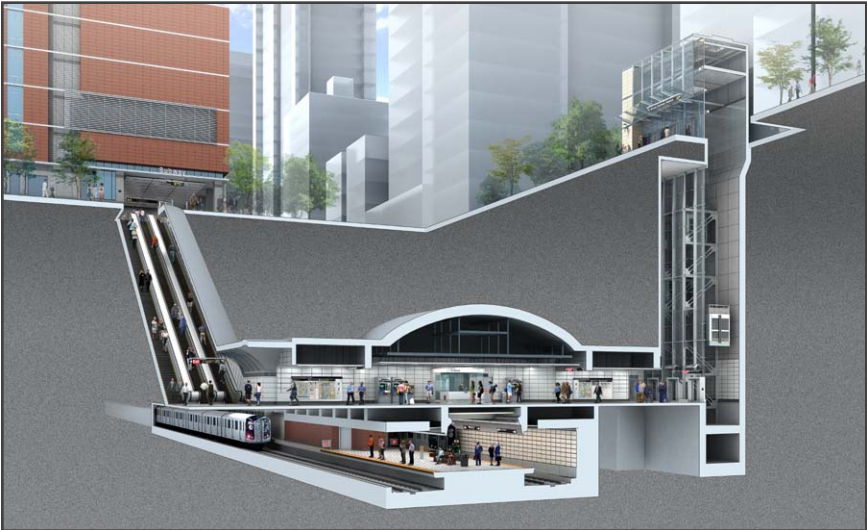
# Second Avenue Subway Newsletter

## 72nd Street Station Area – August-September 2012



### 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.

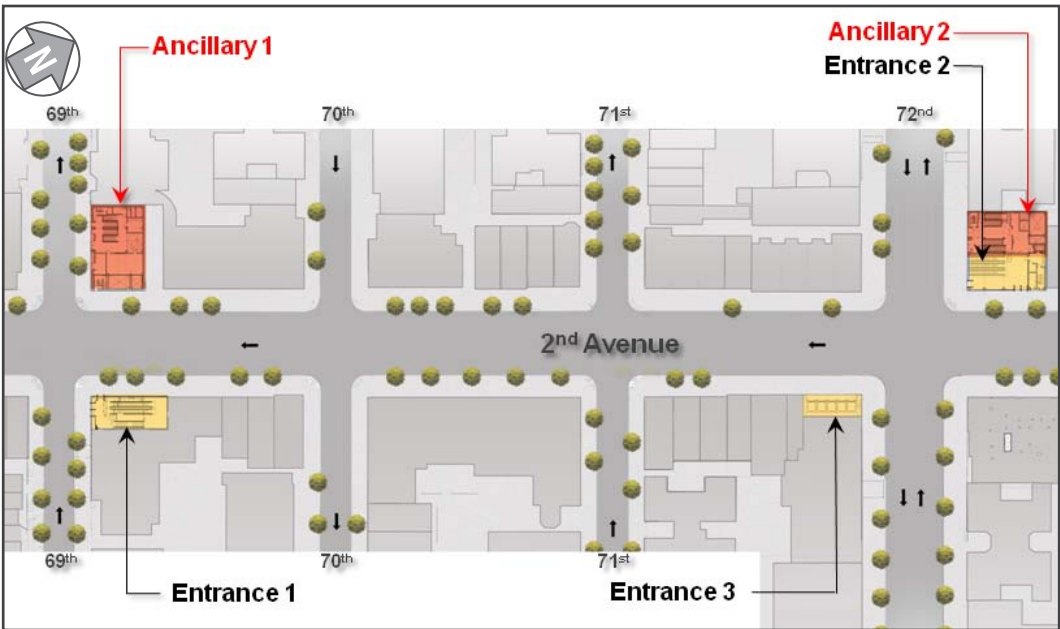


Cross-section of the future station at 72nd Street and Second Avenue.

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**

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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.

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

