

96th 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.

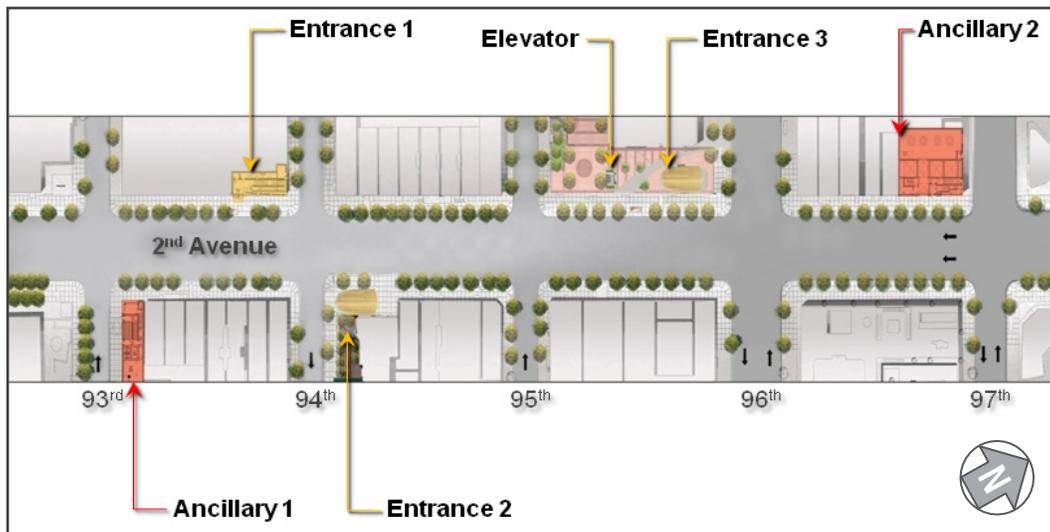


Future entrance of the 96th Street Station on Second Avenue

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 96th Street Station

The future 96th Street Station will have three entrances with 10 escalators and one ADA accessible elevator from street level. The construction in this station area involves:

- 1) Mining of tunnels between 92nd Street and the existing Lexington Av/63rd Street Station (**Completed in September 2011**).
- 2) Construction of heavy civil/structural work for 96th Street Station which will be completed by June 2013.

Work at this station includes utility relocation, demolition of existing buildings, underpinning, slurry wall construction, cut and cover tunnel excavation, and construction of the station invert slab of the main station box, entrances, and ancillary structures.

The follow-on contract work including building of the station structure, systems and finishes will be complete in November 2015.

96th Street Station Structure

Contractor:
EE Cruz & Tully, JV

Budget:
\$351.1 Million

Award Date:
May 2009

Contract Forecast Completion:
June 2013

TBM Tunnels and Shafts

Contractor:
S3 Tunnel Constructors, JV

Budget:
\$392.9 Million

Award Date:
March 2007

Contract Forecast Completion:
April 2012

For community related concerns, please contact Dennis Tierney at dennis.tierney@2avesubway.com or (917) 373-7208.

Second Avenue Subway Newsletter

96th Street Station Area – February 2012



.info

Construction News

Milestone: After successfully completing its run from 92nd Street to 63rd Street, the Tunnel Boring Machine (TBM) has been removed from the site. The boring has created the tunnel on the east side of Second Avenue and most of the west tunnel, which will be finished at the end of March 2012.

SURFACE LEVEL

- The muck conveyor system used to remove spoils from TBM tunneling activity has been dismantled from the east side of Second Avenue between 92nd and 93rd Streets.
- Slurry wall installation that began in the summer of 2011 on the west side of Second Avenue between 95th and 98th Streets is complete. All 51 panels are installed to create the future 96th Street Station walls. Precast concrete deck panels have been installed on the west side of Second Avenue, as traffic will be moved to this side in two phases: 1) north of 97th Street by the end of January 2012, and 2) from 95th to 97th Street by the beginning of March 2012.
- In April 2012, slurry wall installation will commence on the east side of Second Avenue between 95th and 99th Streets. Once completed in September 2012, this will allow the contractor to begin the excavation of the actual station.
- Construction activity including utility, sewer, and gas main work occurring on 93rd, 94th, and 95th Streets near Second Avenue may require intermittent closures of the side streets. The streets will be re-opened after the work is complete and never closed overnight. The contractors have a NYC Department of Transportation (DOT) permit to extend the work zone 100 feet on 93rd street, east toward First Avenue. This was necessary for the next phase of work being conducted at Ancillary 1 (northeast corner of 93rd Street and Second Avenue).

Underground

- Waterproofing and concrete arch form work is complete in the west tunnel. Surface preparation is ongoing in the east tunnel in readiness to start waterproofing and concrete work. Tunnel concrete work is anticipated to be completed in March 2012.
- Critical utility work at Ancillary 1 and Entrances 1 and 2 continues in advance of secant pile installation (Ancillary 1) and slurry wall installation (Entrances 1 and 2). Overall contract utility work is about 90% completed.

Frequently Asked Questions

Q: What is the MTA doing to improve access to buildings affected by the construction?

A: If there is space available for additional loading and unloading zones, the Maintenance and Protection of Traffic Coordinator of the project can coordinate requests with the DOT for their approval. All existing traffic and parking signage regulations are according to DOT requirements and recommendations.

Q: Will there be any more blasting in the area in the near future?

A: No, currently there is no planned blasting for the 96th Street Station area.

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 (DSNY), the 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.

Q: As a business owner on Second Avenue, I was told by City officials to label my garbage bags when I put them on the curb. Why?

A: Labeling your garbage bags with your carter's name will help the carter identify which bags to pick up. If you need labels/stickers for your bags, please contact your carter who will provide them free of charge. As a reminder, putting your trash out earlier than an hour before closing time could result in fines from the DSNY.

Q: How is the MTA ensuring pedestrian safety near construction zones?

A: There are safety inspectors walking the site during work hours every day. Any areas determined to be unsafe by the safety inspectors are brought to the attention of the contract manager for repair.

Q: What is the MTA doing to improve communications to the 96th Street Station area residents and businesses?

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

- 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 Dennis Tierney at dennis.tierney@2avesubway.com or (917) 373-7208 from 9AM to 5PM, Monday through Friday, or call the SAS Hotline 24 hours/7 days a week at (646) 252-2670.

Work Hours

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

SATURDAY: 10:00AM TO 7:00PM

Work is permitted underground 24 hours.