



## New York City Transit

August 9, 2010

Ms. Latha Thompson  
District Manager  
Community Board 8  
505 Park Avenue  
Suite 620  
New York, NY 10022-1106

Re: Second Avenue Subway Project

Dear Ms. Thompson:

At the May 25<sup>th</sup> Community Board 8 Second Avenue Subway Task Force meeting, we received questions regarding our presentation. Attached please find responses to those questions. In addition, two items in particular required further discussion: the 86<sup>th</sup> Street entrance location and the upcoming ground freezing operation. The following will also address each of these items.

### **86<sup>th</sup> Street Station Entrance**

As you are aware, we received a number of community comments relating to the 86<sup>th</sup> Street station entrance.

In May 2009, MTA issued a “Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: 72nd and 86th Street Station Entrance Alternatives” (the “EA”). This document evaluated alternatives to the station entrance locations identified in the FEIS for the Second Avenue Subway project, identified new preferred alternatives and evaluated their potential impacts. The EA was prepared in accordance with the National Environmental Policy Act (NEPA) for the Federal Transit Administration (FTA) as lead federal agency. In that EA, we evaluated seven alternatives for the 86<sup>th</sup> Street entrance. Our 86<sup>th</sup> Street Preferred Entrance Alternative includes two entry/exits on the 86<sup>th</sup> Street sidewalk, one located to the east of the 305-315 East 86<sup>th</sup> Street driveway and the other to the west of the driveway. A public hearing on the EA was held on June 18, 2009, and we received comments. After careful review of the EA, public comments, and our responses to those comments, the FTA issued a Finding of No Significant Impact (FONSI) for the 86<sup>th</sup> Street Preferred Entrance Alternative. MTA is moving forward with this 86<sup>th</sup> Street Preferred Entrance Alternative.

Information on the EA can be found at <http://mta.info/capconstr/sas/ea.htm>.

### **Ground Freezing**

At the May 25<sup>th</sup> meeting, we discussed an upcoming ground freezing operation that would occur in the vicinity of 91<sup>st</sup> Street and Second Avenue and agreed to provide the Task Force with additional information when it became available.

Currently the project needs to undertake ground freezing above the East Tunnel Bore on Second Avenue between 90<sup>th</sup> and 91<sup>st</sup> Street. As mentioned at the Task Force meeting, ground freezing is required due to the fractured condition and reduced thickness of overlying rock, so that ground stability is assured and the rock can withstand the tunnel boring machine gripper pressures. The work needs to occur concurrent with mining of the West Tunnel Bore so the area will be ready to mine when we start the East Tunnel Bore.

Prior to ground freezing, a new work zone on 91<sup>st</sup> Street will be established and excavated to expose all utilities so that no utilities are compromised during the operation. Following this, a series of holes will be drilled to the depth of the east tunnel throughout this new work zone and freeze pipes will be installed in those holes. All pipes will be connected and routed to a truck-mounted freeze plant installed in the new work zone on 91<sup>st</sup> Street. Refrigerated brine will be circulated continuously from the freeze plant through the pipes to freeze the ground around the tunnel cross-section. The temperature of the ground will be monitored throughout this process. The east tunnel will be mined through this frozen ground and, once adequate ground support is installed, the freeze plant will be demobilized. Lastly, the excavated area will be backfilled and roadway restored.

Per the New York City Department of Transportation permits, the Maintenance and Protection of Traffic (MPT) plan during this work will be as follows (see attached MPT drawing; yellow areas indicate new MPT zones):

- A new 100 foot long work zone will be created on the northern side of 91<sup>st</sup> Street extending toward 1<sup>st</sup> Avenue. This zone will be 19 feet wide and will accommodate the equipment necessary for the freezing operation.
- The launch box work zone will be extended approximately 22 feet towards the northeast corner of 91<sup>st</sup> Street (approximately 36 feet wide).
- The work zone will be further extended from the southeast corner of 91<sup>st</sup> Street, on the east side of 2<sup>nd</sup> Avenue toward 90<sup>th</sup> Street (approximately 31 feet wide and approximately 86 feet long).

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- There will not be any reduction of the sidewalk width on the east side; however, there will be some additional sidewalk width cutback on the west sidewalk.
- On the west side of 2<sup>nd</sup> Avenue, the “NO STANDING ANYTIME - TEMPORARY CONSTRUCTION” will remain in effect.
- The M15 Bus Stop on the Northwest corner of 2<sup>nd</sup> Avenue at 90<sup>th</sup> Street will not be impacted.
- On 2<sup>nd</sup> Avenue, 4 lanes (*3 travel & 1 Bus Lane*) will be maintained for traffic on the west side, as it is for the preceding MPT area north of 91<sup>st</sup> Street through 96<sup>th</sup> Streets. In addition, a 15 foot wide travel lane will be maintained on 91<sup>st</sup> Street.

Equipment will be required to comply with approved noise levels per our contracts, which comply with New York City noise regulations. Noise equipment tests will be performed before and during operation of drill rigs. Equipment will be operated with ultra low sulfur fuels and be equipped with dust particulate filter (DPF) technology.

Work has begun on the MPT plan. The mobilization and installation of the freeze plant and associated equipment is scheduled to start in the 2<sup>nd</sup> week of August 2010 and expected to be completed by November 2010. Operation of the plant and system is scheduled from November 2010 through 1<sup>st</sup> Quarter 2011.

We appreciate the community's continued patience and understanding during this major public works project. Progress information will be provided in our Construction Look Aheads. If you have any questions, please contact Alissa Kosowsky at 646-252-2656.

Sincerely,



Lois Tandler  
Vice President  
Government and Community Relations

Attachments

Cc: M. Horodniceanu  
W. Goodrich  
A. Semancik

## **Responses to Second Avenue Subway Questions Submitted at the Community Board 8 Task Force Meeting, May 2010**

### **1. List of adjustments to canopies**

The overriding goal during the Entrance Canopy Design Process was to produce an efficient icon for the system, which also minimizes the impact to the community.

In response to community input, we made a number of design changes to the entrance canopies. These changes include:

- Focused on preserving the vaulted/arch/curved concept. This shape has proved to be the most compact and visually dynamic.
- Changed the angle of slope to “flatten” out the canopy thus reduced the overall height.
- Altered geometry at rear of canopy to shorten the overall length.
- Reduced the canopy overhang at the front cantilever to shorten length.
- Pulled back glass overhangs along the perimeter to reduce width of canopy.
- Pulled back base walls at front of canopy structure as far as possible to reduce visual blockage as viewed from the side.
- Reduced the height of base walls and tapered the top surface, with railings to provide required (code) height where needed.
- Reduced number of arches for smaller canopies.
- Reduced height of arches and glass canopy to absolute minimum to provide head clearance.
- Engineered the structural arches and frames to be the thinnest members to reduce visual mass.
- Engineered structural elements to contain electrical conduits internally and out-of-view to reduce visual clutter.
- Located Customer Information Signage at base wall level when viewed from inside to reduce visual clutter.
- Located speaker at base wall level when possible to reduce visual clutter.

### **2. 301 East 69th Street**

#### **(a) Will MTA be taking any lobby space?**

The easement taking does not encroach or take any area from the building's existing lobby. Entrance plans have been provided to the building owner. When residents enter the building, they enter a vestibule before entering the sitting area of their lobby. The area we are taking is to the west of the entrance vestibule in the current location of Patsy's. We are in ongoing discussions with the building regarding its request for any space in excess of that needed for the entrance be returned to the building for its use.

**(b) Windows - Can they be removed from the 69th Street side? Can the northernmost most window on the Second Avenue side be removed?**

The windows for the entrance at 301 East 69<sup>th</sup> Street are positioned to allow for good visibility into and out of the entrance, which houses two escalators and one stair. Both the Second Avenue and East 69<sup>th</sup> Street facades are alike in height and base (sill height). Windows serve two purposes:

- On the way into the station, the glazing provides a view into the station entrance thus eliminating hidden corners.
- On the way out of the station, it offers orientation of the patron to their destination being able to see through the window.

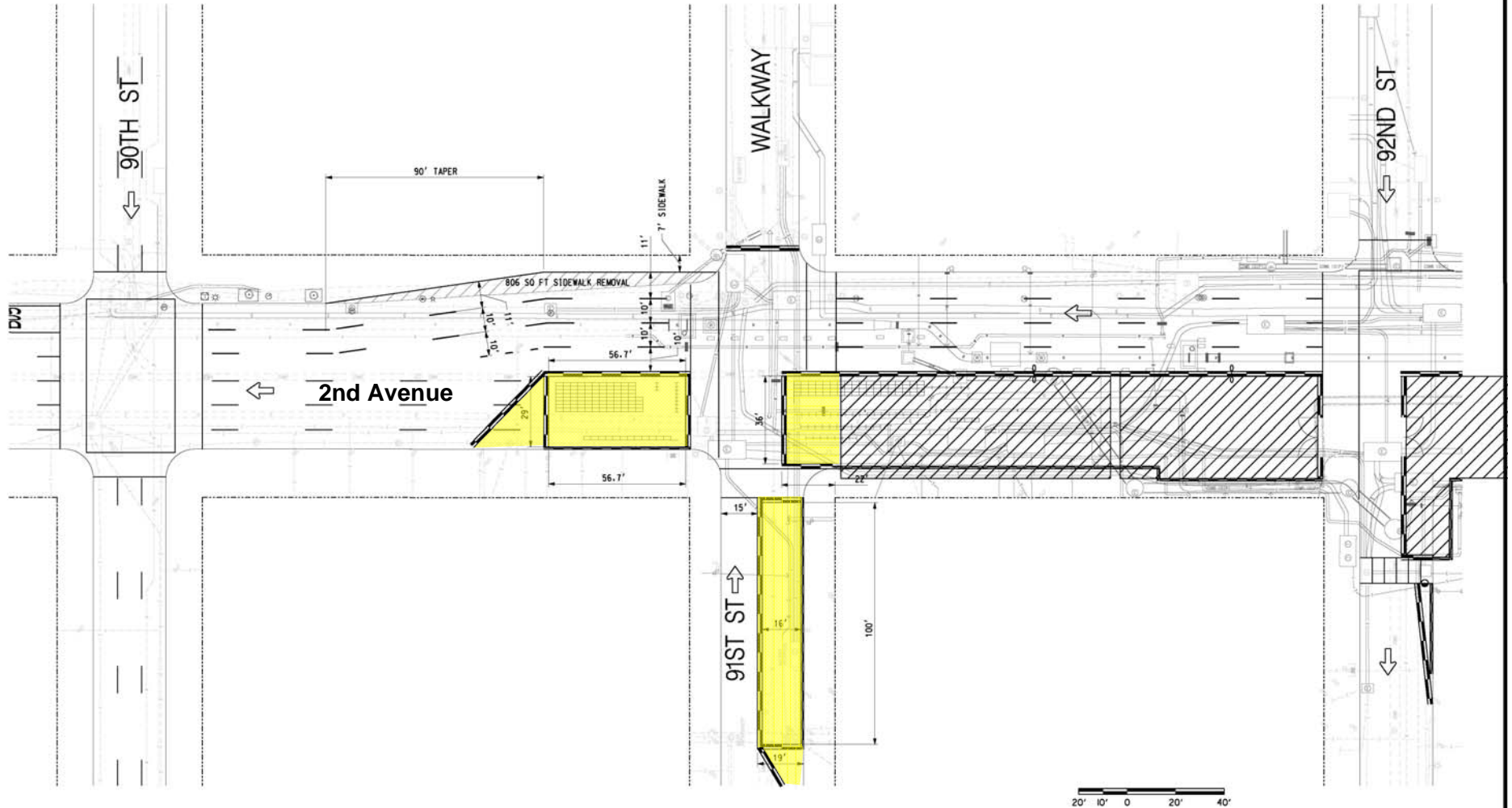
The entrance location on a corner site befits the activities and integration of a subway entrance into the street landscape. Windows on Second Avenue continue the storefront theme of the entire block. Windows on 69<sup>th</sup> Street provide additional sight lines into and out of the entrance, thus enhancing transparency and orientation for the station users. We are in ongoing discussions with the building regarding its request that the project team study the feasibility of aesthetic changes to the entrance.

**(c) Examples of similar in-building entrances.**

NYC Transit has a number of in-building entrances throughout the city that blend into the buildings' storefronts. These include 57<sup>th</sup> Street/8<sup>th</sup> Avenue in Manhattan and Clark Street in Brooklyn.

In addition, a number of similar entrances are in the process of being constructed. These include 230 Livingston Street (Brooklyn), 135 William Street (Manhattan), and the 94<sup>th</sup> Street and 83<sup>rd</sup> Street entrances to the Second Avenue Subway line.

# EAST SIDE MPT – GROUND FREEZING OPERATION



REV	DESCRIPTION	DATE	APPROV



SEAL

CONTRACT C-26002  
 CONSTRUCTION OF  
 TUNNELS - 92ND TO  
 63RD STREETS  
 BOROUGH OF MANHATTAN

DRAWING TITLE:  
 GROUND FREEZING  
 PLANT & PIPES MPT  
 LAYOUT

DATE:  
 07/29/2010  
 DRAWING No:  
 26002-SK0001  
 REVISION: