

APPENDIX A-2
Draft Amended Programmatic Agreement,
April 2006

**AMENDED PROGRAMMATIC AGREEMENT
AMONG THE
FEDERAL TRANSIT ADMINISTRATION,
METROPOLITAN TRANSPORTATION AUTHORITY,
AND
THE NEW YORK STATE HISTORIC PRESERVATION OFFICER
REGARDING IMPLEMENTATION OF THE
MTA/LIRR EAST SIDE ACCESS PROJECT**

WHEREAS, the Federal Transit Administration (“FTA”) has identified through an Final Environmental Impact Statement (“FEIS”) prepared in 2001 under the National Environmental Policy Act (“NEPA”) that the MTA/LIRR East Side Access Project would have an effect on properties included in or eligible for inclusion in the National Register of Historic Places; and

WHEREAS, the FTA has consulted with the Advisory Council on Historic Preservation (“the Council”) and the New York State Historic Preservation Officer (“SHPO”) pursuant to Section 800.13 of the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act; (16 USC 470f), and Section 110(f) of the same Act (16 USC 470h-2(f)); and

WHEREAS, following consultation with the Council in 2000, FTA, MTA/LIRR, and SHPO entered into a Programmatic Agreement in 2001 (“2001 Programmatic Agreement”); and

WHEREAS, subsequent to the issuance of the FEIS and Record of Decision for the MTA/LIRR East Side Access Project in 2001, new project elements and modifications have been identified through the 50th Street Revised Supplemental Environmental Assessment to the FEIS, dated April 2006 (“EA”), through Queens Revision 14-4M Environmental Analysis, dated November 2005 (“Queens Revision”), and through the Technical Memorandum Assessing Potential Design Changes, dated February 2002 (“2002 Tech Memo”) prepared under NEPA; and

WHEREAS, the revised MTA/LIRR East Side Access Project may have an effect on additional historic and archaeological resources not identified in the FEIS; and

WHEREAS, the Metropolitan Transportation Authority (“MTA”) has participated in the consultation and has been invited to execute this Amended Programmatic Agreement; and

WHEREAS, the New York City Landmarks Preservation Commission (“LPC”) has been included in the consultation as a consulting party; and

WHEREAS, pursuant to 36 CFR Section 800.8(c), FTA is utilizing the process under the NEPA to comply with its requirements under Section 106 of the National Historic Preservation Act; and

WHEREAS, the 2001 Programmatic Agreement pertained to potential project effects on archaeological and historic properties/structures in Areas of Potential Effect (APEs) that were evaluated in the FEIS; and

WHEREAS, the APEs were further defined through development of a construction protection plan; and

WHEREAS, the MTA has progressed project engineering subsequent to the FEIS and has identified additional archaeological and historic properties/structures in areas not covered by the former APEs in the Manhattan and Queens alignment of the MTA/LIRR ESA project; and

WHEREAS, the parties have determined that it is appropriate to enter into an Amended Programmatic Agreement to identify the APEs of the current project alignment as specified in the

FEIS and through subsequent engineering identified in the EA, Queens Revision, and 2002 Tech Memo; and

WHEREAS, Exhibit A provides a list of areas of archaeological sensitivity within the redefined APE, and Exhibit B depicts the approximate locations of these areas; and

WHEREAS, Exhibit C provides a list of known historic properties/structures within the redefined APE, and Exhibit D depicts the approximate locations of these properties/structures; and

WHEREAS, Exhibits B depicts the redefined APE for Archaeological resources and Exhibit D depicts the redefined APE for Historic resources; and

WHEREAS, this Amended Programmatic Agreement replaces the 2001 Programmatic Agreement;

NOW, THEREFORE, FTA, MTA, and SHPO agree that the MTA/LIRR East Side Access Project (the “East Side Access Project”) shall be administered in accordance with the following stipulations to ensure that potential effects on historic and archaeological resources are taken into account and to satisfy FTA’s Section 106 responsibility for all aspects of the MTA/LIRR East Side Access project.

STIPULATIONS

FTA, MTA, AND SHPO AGREE THAT THE FOLLOWING STEPS HAVE BEEN UNDERTAKEN IN CONNECTION WITH THE EAST SIDE ACCESS PROJECT AND THAT FTA INCLUDED THE OBLIGATIONS SET FORTH IN THIS AGREEMENT AS PART OF ITS RECORD OF DECISION AND AS A CONDITION OF FTA’S APPROVAL OF A GRANT(S) ISSUED FOR THE PROJECT, AND WILL MANDATE THAT THESE REQUIREMENTS BE MET AS PART OF OTHER ENVIRONMENTAL REVIEWS TO ENSURE THAT THESE MEASURES ARE IMPLEMENTED AS PART OF THE COMPLIANCE WITH THE SECTION 106 PROCESS AND THE SUBSEQUENT PLANNING, DESIGN, AND CONSTRUCTION OF THE EAST SIDE ACCESS PROJECT .

I. ARCHAEOLOGICAL RESOURCES

The FEIS, EA, Queens Revision, and 2002 Tech Memo prepared under NEPA identify several areas that may be archaeologically sensitive within areas of potential effect (“APEs”) for the project. The following measures will be carried out in connection with implementation of the East Side Access Project for all areas within those APEs that MTA in consultation with SHPO identified as potentially archaeologically sensitive and in which construction activities will occur. Those areas are listed in Exhibit A and depicted in Exhibit B.

A. Soil Borings

At all sites where the potential for archaeological sensitivity was identified through Stage 1A evaluation and where soil borings were determined to be appropriate, MTA in consultation with SHPO will develop and implement a soil boring program to better delineate the filling and grading that have occurred and determine archaeological sensitivity. At all sites where borings confirm the potential for archaeological resources to exist, MTA will conduct further subsurface testing, in consultation with SHPO, in accordance with Paragraph I.B, below.

B. Field Testing

At all sites where the potential for archaeological resources to exist is confirmed by soil borings conducted under Paragraph I.A above, MTA, in consultation with SHPO, will perform further subsurface testing and/or field monitoring to identify the presence or absence of archaeological resources. The field evaluation and testing program has been developed by MTA in consultation with SHPO and at a level sufficient to determine if sites meet the criteria for listing in the National Register. In consultation with FTA and SHPO, MTA will apply the National Register criteria and reach one of the following conclusions:

1. The site does not meet the National Register criteria; no further action is required.
2. The site does meet the National Register criteria, in which case the site will be treated in accordance with Paragraph I.C below.
3. A dispute exists regarding whether the criteria are met, in which case the opinion of the Keeper of the National Register of Historic Places at the National Park Service (“the Keeper”) will be sought to resolve disagreements, and the site treated in accordance with the Keeper’s findings.

MTA will notify SHPO and FTA of conclusions regarding evaluation of all sites for National Register eligibility.

C. Mitigation and Data Recovery

MTA, in consultation with SHPO, will consider measures for avoidance of archaeological sites, such as design modification, rather than data recovery. For those sites determined to be eligible for inclusion in the National Register where MTA determines, in consultation with FTA and SHPO, that avoidance is not practicable, MTA, in consultation with SHPO, shall develop and implement a data recovery plan that is consistent with the Secretary of the Interior’s *Standards for the Treatment of Historic Properties* and *Standards and Guidelines for Archeological Documentation* and the Council’s *Treatment of Archeological Properties* and subsequent amendments.

The plan will be designed to recover data sufficient to address significant research issues and test assumptions and thus substantially preserve the archaeological value of National Register eligible or listed sites; allow for addressing unanticipated resources or site conditions; include a process for consultation with SHPO; and include a schedule of proposed data recovery efforts.

D. Professional Standards

MTA shall ensure that all archaeological research, testing, and analysis conducted pursuant to this Agreement are carried out by or under the direct supervision of a person or persons meeting the Secretary of Interior’s Professional Qualifications Standards and certified by the Register of Professional Archeologists. FTA shall ensure that all final archaeological reports are responsive to the New York Archaeological Council’s Standards for Cultural Resource Investigations and the Curation of Archaeological Collections in New York State and to the Department of the Interior’s *Format Standards for Final Reports of Data Recovery Program*.

E. Curation

MTA shall develop, in consultation with SHPO, and in accordance with 36 CFR Part 79, a plan for the analysis and curation of material and records from any archaeological excavations. MTA shall be responsible for the implementation of such a plan.

F. Phasing of Construction Activities and Archaeological Field Work

MTA will ensure that all steps practical to ensure that archaeological field analysis and data recovery, if required, will be completed prior to construction activities in the vicinity of affected resources. The MTA, in consultation with FTA and SHPO, will develop a plan to appropriately phase the archaeological field analysis and data recovery with construction activities.

II. HISTORIC PROPERTIES/STRUCTURES

The FEIS, EA, Queens Revision, and 2002 Tech Memo prepared under NEPA identify known historic properties in the redefined APE (see Exhibits C and D). In consultation with SHPO, the physical and contextual impacts on the historic properties/structures of the current project alignment were assessed and potential adverse effects identified. It was determined that the East Side Access Project would have the potential for impacts on all resources listed in Exhibit C. A comprehensive program for treatment of historic properties/structures will be developed and implemented by MTA in the manner set forth below.

A. Construction Protection Plan

The MTA, in consultation with SHPO, has developed and is implementing a construction protection plan to ensure the protection of known historic resources located within the redefined APE from damage due to the construction of the East Side Access Project. The MTA shall ensure that any construction conducted within the redefined APE of an identified historic resource will be included in the construction protection plan.

B. Design Specifications

The MTA, in consultation with SHPO, has developed design specifications to ensure that new elements constructed as part of the East Side Access Project inside Grand Central Terminal are compatible with the terminal's historic and architectural qualities. The MTA, in consultation with SHPO, will also develop design specifications to ensure that new above-ground structures constructed as part of the East Side Access Project (such as the proposed 44th Street Vent Plant (adjacent to the Yale Club) and 50th Street Vent Plant (across from the Villard Houses) within the contextual APE (i.e., within visual range of a resource) are compatible with the historic and architectural qualities of those resources and any other historic resources listed on or eligible for the National Register or New York City Landmarks. The design and specifications for those elements of the East Side Access Project will be developed in consultation with the SHPO and submitted to the SHPO for approval.

III. REPORTING

MTA shall ensure that all final archaeological reports and all final historic resources reports resulting from the actions pursuant to this Agreement shall be provided to SHPO.

Annual reports about archaeological resources and historic structures will be completed and provided by MTA to FTA and the SHPO one year from the date this Agreement is fully executed and every year thereafter until project completion. The signatories to this Agreement will review implementation of the Agreement and determine whether revisions are needed at the time the reports are submitted. If revisions are needed, the parties to this Agreement will consult to make such revisions.

IV. DISPUTE RESOLUTION

Should the SHPO object within 30 days to any action proposed pursuant to this agreement, FTA shall consult with the objecting party to resolve the objection. If FTA determines that the objection cannot be resolved, FTA shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will provide FTA with recommendations or comments, which FTA will take into account in reaching a final decision regarding the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; FTA's responsibility to carry out all actions under this agreement that are not the subject of the dispute will remain unchanged.

V. OTHER

The SHPO and FTA may monitor activities carried out pursuant to this Programmatic Agreement, and will review such activities if so requested. MTA will cooperate with the FTA and SHPO in carrying out their monitoring and review responsibilities.

Any party to this Programmatic Agreement may request that it be amended, whereupon the parties will consult to consider such amendment.

If the East Side Access Project does not proceed, this Agreement shall be terminated.

VI. PROJECT STATUS

To date, no archaeological resources have been physically identified and therefore, no mitigation measures have been implemented.

Archaeologists have reviewed geotechnical borings taken in the areas of archaeological sensitivity. This review has yielded information about the soil and fill layers that will, or have been, used to prepare the testing protocols to be included in the contract documents as they become available. This information has also been used to identify the archaeologically sensitive areas and screen out areas of prior disturbance that would have no potential for intact remains.

At Highbridge Yard, the project archaeologists completed a Topic Intensive Study related to a roundhouse and other historic railroad elements at the site. The study concluded and SHPO concurred that these artifacts are not eligible for listing on the register.

For historic architectural resources, the designs of the 44th Street Ventilation Building (adjacent to the historic Yale Club), concourse plans affecting the GCT Dining Concourse, and the 50th Street Facility (across the street from the historic Villard Houses) have been reviewed with SHPO at the conceptual or later level of design. As each of these designs progress toward 60 percent completion and a greater amount of architectural detail is defined, a second review by SHPO will be solicited.

EXECUTION AND IMPLEMENTATION OF THIS PROGRAMMATIC AGREEMENT EVIDENCES THAT FTA HAS SATISFIED ITS SECTION 106 RESPONSIBILITIES FOR ALL INDIVIDUAL UNDERTAKINGS OF THE PROGRAM.

FEDERAL TRANSIT ADMINISTRATION

By: _____ **Date:** _____

Letitia Thompson
Regional Administrator, Region II

METROPOLITAN TRANSPORTATION AUTHORITY

**EXECUTION AND IMPLEMENTATION OF THIS PROGRAMMATIC AGREEMENT
EVIDENCES THAT FTA HAS SATISFIED ITS SECTION 106 RESPONSIBILITIES FOR ALL
INDIVIDUAL UNDERTAKINGS OF THE PROGRAM.**

FEDERAL TRANSIT ADMINISTRATION

By: _____ Date: _____

Letitia Thompson
Regional Administrator, Region II

METROPOLITAN TRANSPORTATION AUTHORITY

By: _____ Date: _____

Dilip Patel Acting Program Executive, MTA/LIRR East Side Access

NEW YORK STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: _____

J. Winthrop Aldrich
Deputy Commissioner for Historic Preservation

**AMENDMENT TO THE PROGRAMMATIC AGREEMENT
EXHIBIT A**

AMENDMENT TO THE PROGRAMMATIC AGREEMENT

EXHIBIT A

**MTA/LIRR East Side Access Project
Queens Alignment-**

Areas of Archaeological Sensitivity and Potential Project Effects

Map Ref. ¹	Area of Sensitivity	Potential Resource Type	Approximate Elevation Resource May be Encountered ²	Proposed Construction
1	Area between Northern Blvd. & Yard A (Block 239, Lots 35 & 48)	Precontact Resources	Below approximately 4-20 feet of fill. Resources potentially at elevations of 300-288 feet (based on soil boring profiles prepared for Contract CQ028)	Cut and cover tunnel excavation. Construction of Yard Services Building/Vent Structure.
		Historic period resources: mid 19th century Payntar Homestead	In the lowest levels and beneath approximately 4 to 20 feet of fill. The top of the sensitive area ranges from elevations of 310-305 feet at Northern Blvd to 299-297 feet near Yard A	
2	Northern edge of Yard A	Precontact resources	Below approximately 4 to 8 feet of fill . Resources potentially at elevations of 307-293 feet	Construction in Yard A for new storage yard facility and construction of new yard systems including lighting and power
3	Northern edge of Yard A	Precontact resources	Below approx. 4-8 feet of fill between Thomson Ave & Queens Blvd. near 41st Ave. Resources potentially at elevations of 307-293 feet	Yard A storage yard facility
4, 5	Area in Yard A extending southwest from old LIRR trackbed to proposed tunnel alignment	Precontact resources	Below approximately 8-13 feet of fill. Resources in Area 4 potentially at elevations of 303-288 feet. Resources in Area 5 potentially at elevations of 306-289 feet in Yard A and 306 to 296 in the area of Amtrak bldgs 3 & 4	Cut and cover tunnel excavation. Construction in Yard A.
6a ³		Precontact resources	Below approximately 0-12.75 feet of fill. The top of the sensitive area would be at and below an elevation of approx. 320 feet, declining to below 307.75 feet from east to west.	None.
		Historic period resources:	In the lowest levels and beneath approximately 0-10.25 feet of fill. The top of the sensitive area would be between elevations of approximately 312.75-to 327 feet, declining from east to west.	

MTA/LIRR East Side Access Project (cont'd)

Queens Alignment-

Areas of Archaeological Sensitivity and Potential Project Effects

Map Ref. ¹	Area of Sensitivity	Potential Resource Type	Approximate Elevation Resource May be Encountered ²	Proposed Construction
6b	Area near Queens Boulevard	Precontact resources	Below approximately 2-17.5 feet of fill. Resources potentially at elevations of 317-307 feet on the rail embankments and 313-303 feet in Yard A.	Harold Interlocking Reconfiguration. New Sunnyside Station.
		Historic period resources: 19th-early 20th century residential lot features (e.g., shafts from privies, cisterns, and wells)	In the lowest levels and beneath approximately 2-17.5 feet of fill. The top of the sensitive area ranges from an elevation of 317 feet on the rail embankments to one of 313 feet in Yard A	
6c ³	Area near Queens Boulevard at Skillman Avenue	Precontact Resources	Below approximately 2 feet of fill. Resources potentially at elevations of 335-302.75 feet, increasing from east to west	Proposed new storm sewer.
7	Triangular area of tracks bounded by north edge of Yard A, Dutch Kills St. and Thomson Ave. Bridge	Historic period resources: late 19th-early 20th cent. Residential lot features (e.g., shafts from privies, cisterns, and wells)	In the lowest levels and below approximately 3.5 feet of fill. The top of the sensitive area is approximated at an elevation of 308 feet	Yard A excavation, including for new utilities
8	Area adjacent to and east of Dutch Kills St. and the Thomson Ave Bridge	Historic period resources: late 19th-early 20th cent. residential lot features (e.g., shafts from privies, cisterns, and wells)	In the lowest levels and below approximately 3.5 feet of fill. The top of the sensitive area is approximated at an elevation of 308 feet	Yard A excavation including for new utilities. Harold Interlocking Reconfiguration.
9	Subsequent to the FEIS, a review of boring logs and re-analysis of sensitivity has resulted in the removal of this sensitive area, which was located along the LIRR Main Line between the 39th Street Bridge and 43rd Street.			
10	Northern edge of Yard A	Precontact Resources	Below approx. 11-17 feet of fill. Resources potentially at approximately at elevations of 297-288 feet	Cut and cover tunnel excavation. Yard A storage yard facility.
		Historic period resources: ca.1650 grist mill between 41 st Ave. and 40 th Road	In the lowest levels and beneath approx. 11-17 feet of fill. The top of the sensitive area is approximated at an elevation of 297 feet	
11	L-shaped area adjacent to western end of loop track	Historic period resources: British & Hessian Revolutionary War troop occupation	In and below fill. Some areas may have up to 6.75' of surface removed, others up to 14' of fill added. The top of the sensitive area is approximated at an elevation of 346 feet	Harold Interlocking Reconfiguration
12	Portions of the area bounded by 43rd and 46th Sts, and 37th and Barnett Avenues	Historic period resources: British & Hessian Revolutionary War troop occupation	In the lowest levels and below approximately 10 –20 feet of fill. The top of the sensitive area is approximated at an elevation of 340 feet	Harold Interlocking Reconfiguration, including filling and construction of retaining walls
13	Northern edge of Yard A between former Crane Street and former Nott Avenue (44th Drive)	Precontact Resources	Below approximately 5-10 feet of fill. Resources potentially at elevations of 293-303 feet near Crane Street and at elevations of 298-308 feet near former Nott Avenue.	Excavation in Yard A, including for new utilities.

MTA/LIRR East Side Access Project (cont'd)

Queens Alignment-

Areas of Archaeological Sensitivity and Potential Project Effects

Map Ref. ¹	Area of Sensitivity	Potential Resource Type	Approximate Elevation Resource May be Encountered ²	Proposed Construction
14 ^{3,4}	Area 0-50 feet west of the 39th St Bridge and 0-278 feet north of the LIRR Main Line	Historic period resources: British & Hessian Revolutionary War troop occupation	In the lowest levels and below approximately 0-15 feet of fill. The top of the sensitive area is approximated at an elevation of 345 feet.	New sewer to be built parallel to the 39 th Street Bridge. Present engineering indicates that sewer will be excavated outside the area of potential sensitivity.
15 ³	Area north of the LIRR Main Line between the Honeywell Street and 39 th Street Bridges	Historic period resources: late 19 th – early 20 th cent. Residential lot features (e.g., shafts from privies, cisterns, and wells)	Just beneath the surface to the lowest levels of, and beneath approximately 9 feet of fill. The top of the sensitive area is approximated at elevations of between 342 and 347.75 feet.	Proposed new sanitary sewer.
16 ³	Area north of LIRR Main Line east of Area No. 15	Historic period resources: late 19 th – early 20 th cent. Residential lot features (e.g., shafts from privies, cisterns, and wells)	Just beneath the surface to the lowest levels of, and beneath approximately 10 feet of fill. The top of the sensitive area is approximated at elevations of between 342 and 347.75 feet.	Proposed new sanitary sewer, Central Instrument Location (CIL) Building, and storm and seepage basin.
17 ^{3,4}	Woodside Interlocking: rear lots of former Lots 57/58, 59, and 60 of Block 1342	Historic period resources: 19 th century residential shaft features (e.g., privies)	Anticipated just beneath the surface	Excavation for signal hut and retaining wall. Present engineering indicates that excavation will occur approximately 10 feet away from sensitive area.

Notes:

- 1 Areas 1-17 correspond to Exhibit B, "Area of Potential Effect and Archaeologically Sensitive Areas."
- 2 Except for the contract for the cut and cover tunnel excavation, which affects Areas 1, 4, 5, and 10, the estimated depth of potential archaeological sensitivity is based on geotechnical information contained in early design submittal packages (pre-50% design completion), and is expected to be refined as engineering proceeds and additional geotechnical information is compiled. Since much of the potentially affected area was formerly an alluvial area (a marsh), the area of potential precontact sensitivity has been approximated to extend for a depth of 10 feet (except Areas 1 and 10 where current geotechnical profiles based on boring logs taken in preparation for contract for the cut and cover tunnel were reviewed). The East Side Access Project is using a datum of 0=300.
- 3 Areas 6a, 6c, 14, 15, 16, and 17 have not yet been reviewed by the New York State Historic Preservation Office (SHPO).
- 4 Areas 6a, 14, and 17 are conservatively included in the event that the locations of the proposed work need to be adjusted and these sensitive areas are taken into account.

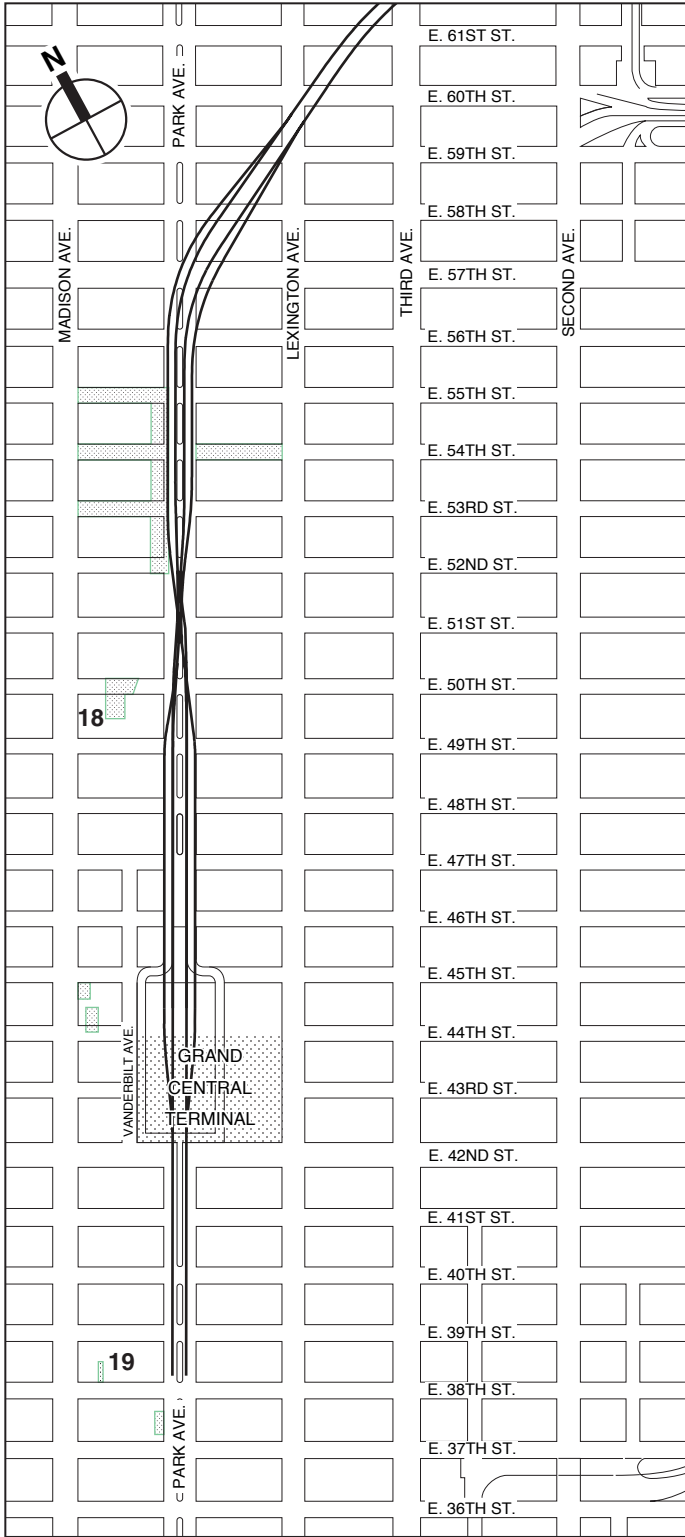
AMENDMENT TO THE PROGRAMMATIC AGREEMENT

EXHIBIT A (CONTINUED)

**MTA/LIRR East Side Access Project
Manhattan Alignment-
Areas of Archaeological Sensitivity and Potential Project Effects**

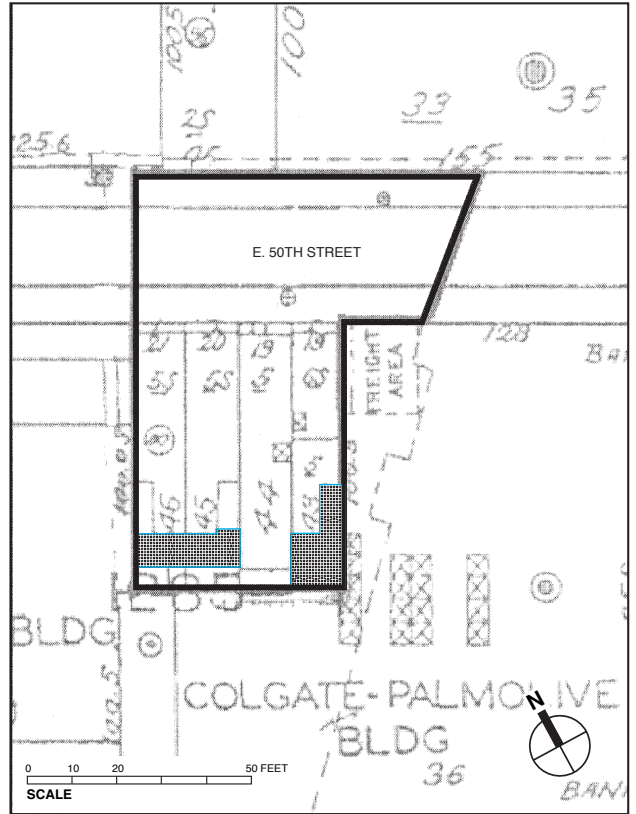
Map Ref.	Area of Sensitivity	Potential Resource Type	Approximate Elevation Resource May be Encountered¹	Proposed Construction
18	South side of East 50 th Street between Park and Madison Avenues (rear portions of Lots 43, 45, and 46 of Block 1285)	Historic period resources: subsurface shaft features associated with the early to mid-19 th century Institute for the Deaf and Dumb	Unknown	Excavation associated with construction of the East 50 th Street Facility
19	North side of East 38 th Street between Park and Madison Avenues (rear portion of Block 868, Lot 53)	Historic period resources: Subsurface shaft features associated with 19 th century homelot deposits	Unknown	Excavation associated with construction of the East 38 th Street Vent Plant in prior design
Note: Corresponds to Exhibit B, "Area of Potential Effect and Archaeologically Sensitive Areas"				

**AMENDMENT TO THE PROGRAMMATIC AGREEMENT
EXHIBIT B**

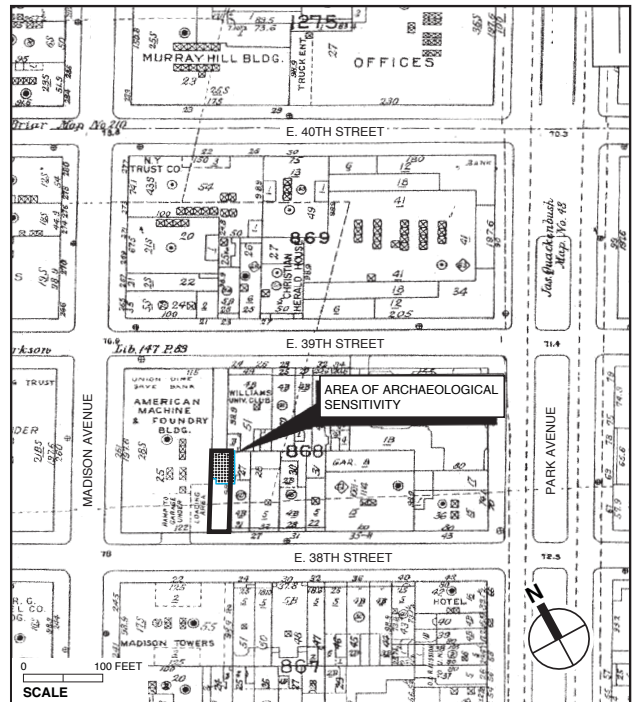


LEGEND

- Area of Potential Effect (APE)
- Potentially Sensitive Area Reviewed and Accepted by SHPO

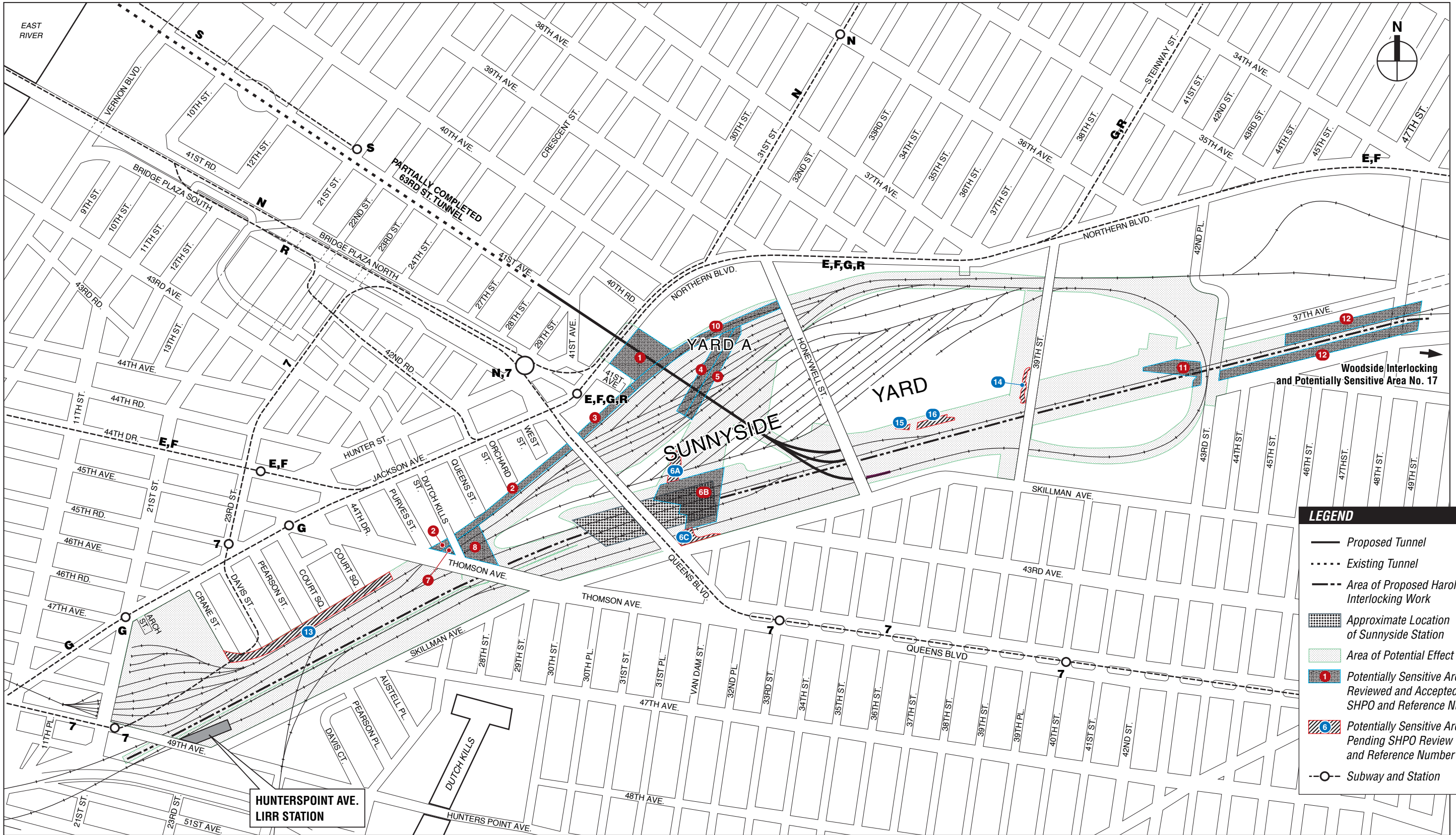


18 AREA OF ARCHAEOLOGICAL SENSITIVITY – EAST 50TH STREET VENT PLANT
 (Areas of potential historic archaeological sensitivity are located at the back of lots 43, 45 and 46 and are shown in black)



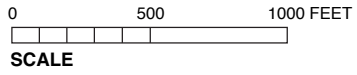
19 AREA OF ARCHAEOLOGICAL SENSITIVITY – EAST 38TH STREET VENT PLANT IN PRIOR DESIGN

Area of Potential Effect and Archaeologically Sensitive Areas - Manhattan Alignment
 Exhibit B






LEGEND

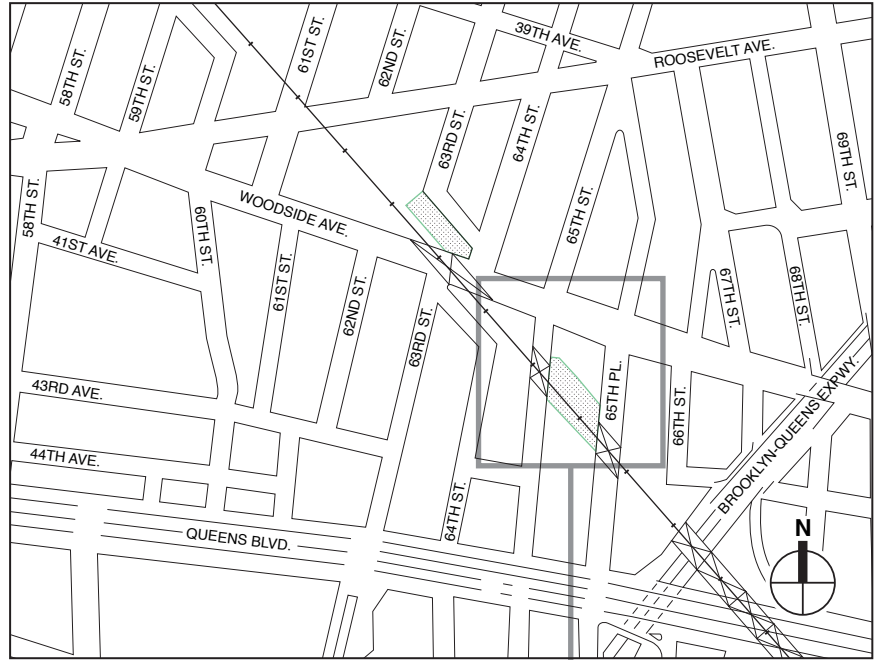
- Proposed Tunnel
- - - Existing Tunnel
- - - Area of Proposed Harold Interlocking Work
- ▨ Approximate Location of Sunnyside Station
- ▨ Area of Potential Effect (APE)
- 1 Potentially Sensitive Area Reviewed and Accepted by SHPO and Reference Number
- 6 Potentially Sensitive Area Pending SHPO Review and Reference Number
- Subway and Station



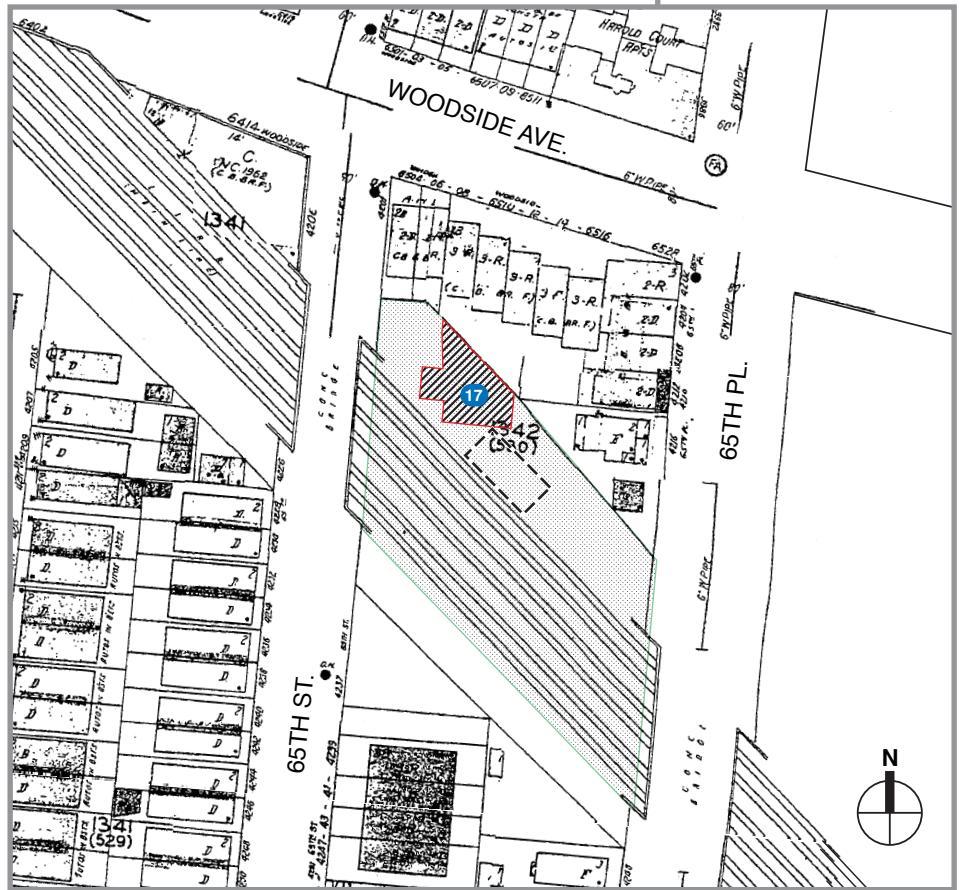
Area of Potential Effect and Archaeologically Sensitive Areas - Sunnyside Rail Yard
Exhibit B

LEGEND

-  Area of Potential Effect
-  Limits of Excavation, Proposed Signal Hut
- Note: The Location of the signal hut, shown here at approximately 10 feet from the potentially sensitive area, has been moved to avoid disturbance. The location of the proposed excavation is now 30 feet away.*
-  Potentially Sensitive Area Pending SHPO Review and Reference Number



0 500 FEET
SCALE



0 100 FEET
SCALE

Area of Potential Effect and Archaeologically Sensitive Areas - Woodside Interlocking

**AMENDMENT TO THE PROGRAMMATIC AGREEMENT
EXHIBIT C**

**AMENDMENT TO THE PROGRAMMATIC AGREEMENT
EXHIBIT C**

**MTA/LIRR East Side Access Project
Known Historic Resources/Structures in Queens**

Resource No.	Name	Address	NHL	S/NR	S/NR Eligible	NYCL	Pending NYCL
1	Switch Tower Q (formerly Signal Cabin Q, Yardmaster's Office)	East of Queens Boulevard Viaduct			X		
2	Office (formerly Signal Cabin F)	West of Thomson Avenue			X		
3	Sunnyside Gardens Historic District	Approximately 16 blocks located east of 43 rd Street and south of Barnett Avenue		X			
<p>Notes:</p> <ul style="list-style-type: none"> Corresponds to Exhibit D, "Area of Potential Effect and Locations of Historic Resources/Structures" <p>NHL: National Historic Landmark. SR: New York State Register of Historic Places. NR: National Register of Historic Places. S/NR Eligible: Site has been found eligible for listing on the New York State and National Registers of Historic Places. NYCL: New York City Landmark. Pending NYCL: Site has been calendared for a public hearing or heard for designation by the New York City Landmarks Preservation Commission.</p>							

**AMENDMENT TO THE PROGRAMMATIC AGREEMENT
EXHIBIT C (CONTINUED)**

**MTA/LIRR East Side Access Project
Known Historic Resources/Structures in Manhattan**

Ref. No.*	Name	Address	NHL	S/NR	S/NR Eligible	NYCL	Pending NYCL	Within APE (see Notes)
4	Treadwell Farm Historic District	East 61st and 62nd Streets between Second and Third Avenues		X		X		A,B
5	Bloomingdale's	743-765 Lexington Avenue, between 59th and 60th Streets			X			A,C
6	New York Genealogical and Biographical Society	122-126 East 58th Street, between Park and Lexington Avenues			X			A,C
7	Ritz Tower Apartment Hotel	465 Park Avenue (between 57th and 58th Streets)				X		A,C
8	East 54th-East 55th Streets Historic District	North side of East 54th and south side of East 55th Street, between Park and Lexington Avenues			X			A, G
9 ¹	Lever House	390 Park Avenue		X		X		E
10 ¹	Racquet & Tennis Club	370 Park Avenue		X		X		E
11 ¹	Seagram Building	375 Park Avenue		X		X		E
12 ¹	Four Seasons Restaurant (Interior)	99 East 52nd Street		X		X		E
13 ¹	St. Bartholomew's Church & Community House	Park Avenue at East 50th Street		X		X		E
14 ¹	Waldorf-Astoria Hotel	301 Park Avenue			X	X		E
15 ¹	Hotel Intercontinental (formerly Barclay Hotel)	111 East 48th Street			X			E
16 ¹	Postum Building	250 Park Avenue			X			E
17 ¹	New York Central (Helmsley) Building	230 Park Avenue			X	X		E
18 ¹	Roosevelt Hotel	45 East 45th Street			X			E
19 ¹	Vanderbilt Concourse Building	52 Vanderbilt Avenue			X			E
20 ¹	Yale Club	50 Vanderbilt Avenue			X			E
21 ¹	Vanderbilt Avenue Building	51 East 42nd Street			X			E
22 ¹	Park Avenue Viaduct	Park Avenue between East 40th and 42nd Streets		X		X		E
23 ¹	Grand Central Terminal	East 42nd Street at Park Avenue	X	X		X		E
24 ¹	Graybar Building	420 Lexington Avenue			X			E

**MTA/LIRR East Side Access Project
Known Historic Resources/Structures in Manhattan**

Ref. No.*	Name	Address	NHL	S/NR	S/NR Eligible	NYCL	Pending NYCL	Within APE (see Notes)
25 ¹	Grand Central Terminal Post Office	Southwest corner of Lexington Avenue and East 45th Street			X			E
26	43-story Office Building	273-277 Madison Avenue			X			D
27 ²	Murray Hill Historic District (LPC and SHPO boundaries differ)	Roughly bounded by Park & Lexington Avenues and 39th and 35th Streets		X		X		D, H
28	Williams Club	24 East 39th Street			X			D
29	Rowhouse	31 East 38th Street			X			D
30 ³	Rowhouse	40 East 38th Street			X			D
31 ³	Rowhouse	38 East 38th Street			X			D
32 ³	Rowhouse	36 East 38th Street			X			D
33 ³	Rowhouse	34 East 38th Street			X			D
34 ³	Rowhouse	32 East 38th Street			X			D
35 ⁴	Church of our Savior	59 Park Avenue		X				D
36 ⁴	Adelaide L.T. Douglas House	57 Park Avenue		X		X		D
37 ⁴	15-story Apartment House	55 Park Avenue		X				D
38	Former Fraternity Clubs Building (now Jolly Hotel Madison Towers)	241-245 Madison Avenue			X			D
39	Former Duane Hotel (now Morgans Hotel)	237-239 Madison Avenue			X			D
40 ⁵	Rowhouse	29 East 37th Street			X			D
41 ⁵	Four Rowhouses	21-27 East 37th Street			X			D
42 ⁵	Rowhouse	19 East 37th Street			X			D
43 ⁴	James F.D. and Harriet Lanier House	123 East 35th Street		X		X		D
44	Villard Houses	Madison Avenue between East 50th and 51st Streets		X		X		F
45	13-story Apartment House	417 Park Avenue			X			G
46	Office Building	18-20 East 50th Street			X			F
47	Townhouse	39 East 51st Street			X			F
48	Former Institute of Physics	57 East 55th Street			X			A
49	Former Drake Apartment Hotel	434-442 Park Avenue			X			A
50	Townhouse	142 East 62nd Street			X			A
51	Lexington United Methodist Church	148-150 East 62nd Street			X			A
52	Rowhouse	171 East 62nd Street			X			A
53	Lincoln Building	60 East 42nd Street			X			H

**MTA/LIRR East Side Access Project
Known Historic Resources/Structures in Manhattan**

Ref. No.*	Name	Address	NHL	S/NR	S/NR Eligible	NYCL	Pending NYCL	Within APE (see Notes)
54	Former Pershing Square Building	125 Park Avenue			X			H
55	Former Chemists' Club	50-54 East 41st Street			X			H
56	Bowery Savings Bank Building	110 East 42nd Street				X		

Notes:
 NHL: National Historic Landmark.
 SR: New York State Register of Historic Places.
 NR: National Register of Historic Places.
 S/NR Eligible: Site has been found eligible for listing on the New York State and National Registers of Historic Places.
 NYCL: New York City Landmark.
 Pending NYCL: Site has been calendared for a public hearing or heard for designation by the New York City Landmarks Preservation Commission.

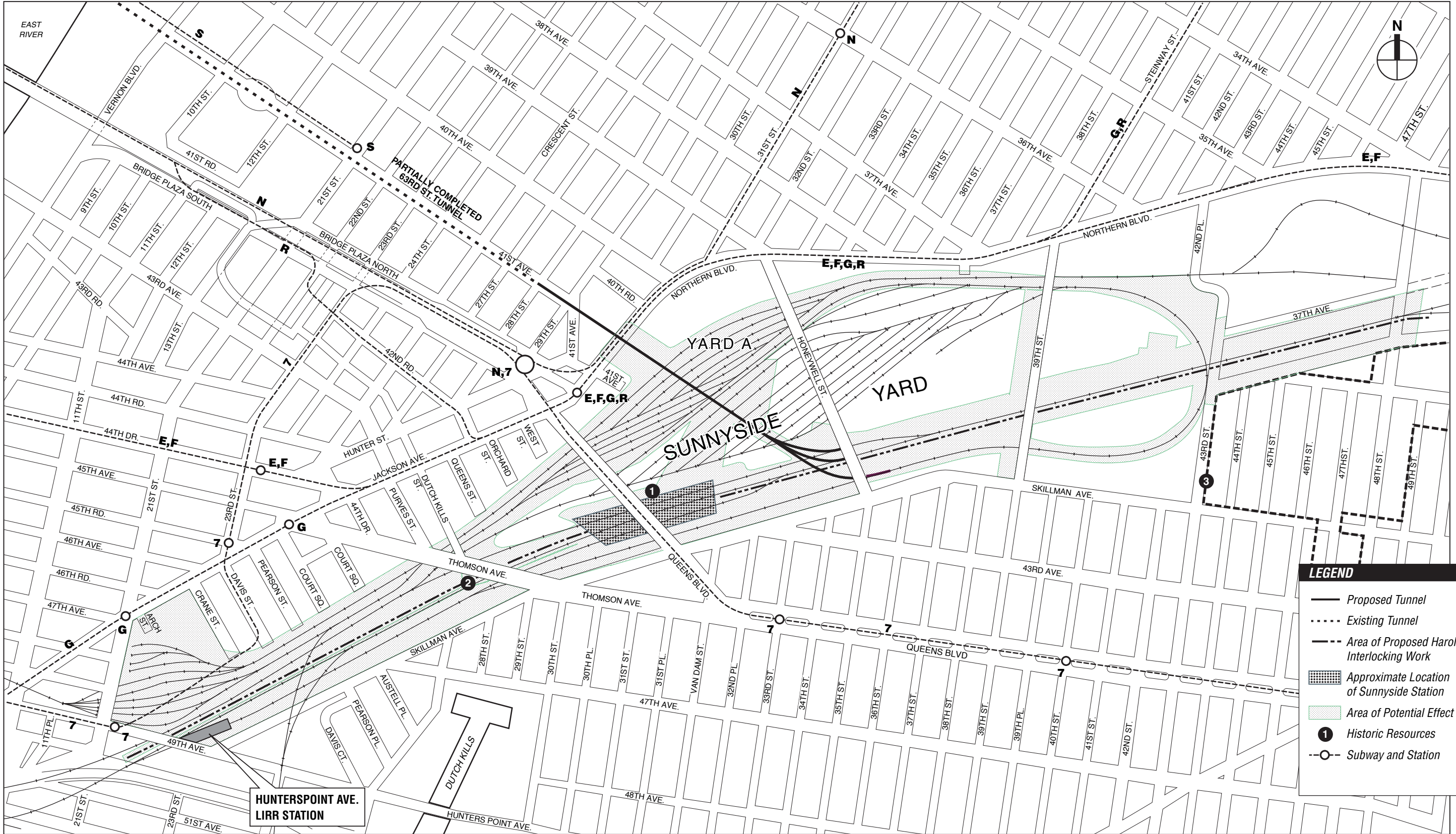
* Corresponds to Exhibit D, "Area of Potential Effect and Locations of Historic Resources/Structures"
¹ Included in March 2001 FEIS
² The boundaries for the New York City Historic District fall within those for the S/NR. Only the S/NR boundaries are mapped.
³ Included in the NR-eligible "32-40 East 38th Street Historic District".
⁴ Included in the NR-listed "Murray Hill Historic District". However, SHPO has indicated that the Church of Our Savior is not a contributing resource due to its age (1956-59).
⁵ Included in NR-eligible "Rowhouses at 19-29 East 37th Street Historic District".

Within Area of Potential Effect (APE):
 A: 63rd Street Curve (200-foot APE)
 B: East 63rd Street Blasting Area (200-foot APE)
 C: Lexington Avenue Blasting Area (200-foot APE)
 D: East 38th Street Blasting Area (200-foot APE)
 E: FEIS analysis areas (50-100-foot APEs)
 F: East 50th Street Vent Plant (200-foot APE)
 G: Park Avenue Tunnel (200-foot APE)
 H: Grand Central Terminal Tail Tracks (200-foot APE)
 * No historic resources were identified in the East 55th Street Vent Plant APE (200-foot APE)

**AMENDMENT TO THE PROGRAMMATIC AGREEMENT
EXHIBIT D**

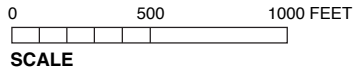


Area of Potential Effect and Locations of Historic Resources/Structures - Manhattan
Exhibit D



LEGEND

- Proposed Tunnel
- Existing Tunnel
- - - Area of Proposed Harold Interlocking Work
- ▨ Approximate Location of Sunnyside Station
- Area of Potential Effect (APE)
- ① Historic Resources
- Subway and Station



**Area of Potential Effect and Locations of Historic Resources/ Structures
Sunnyside Rail Yard**
Exhibit D