

Second Avenue Subway Phase 2

Construction Advisory Committee
116th and 125th Street Station Areas

April 7, 2026



Construction and Development



Agenda

- Introductions
- Purpose of Meeting
- Project Overview
- Status and Timeline of Contracts
 - Building Demolition and Traffic Lane Shift
 - Ancillary Buildings
- Community Engagement
- Questions

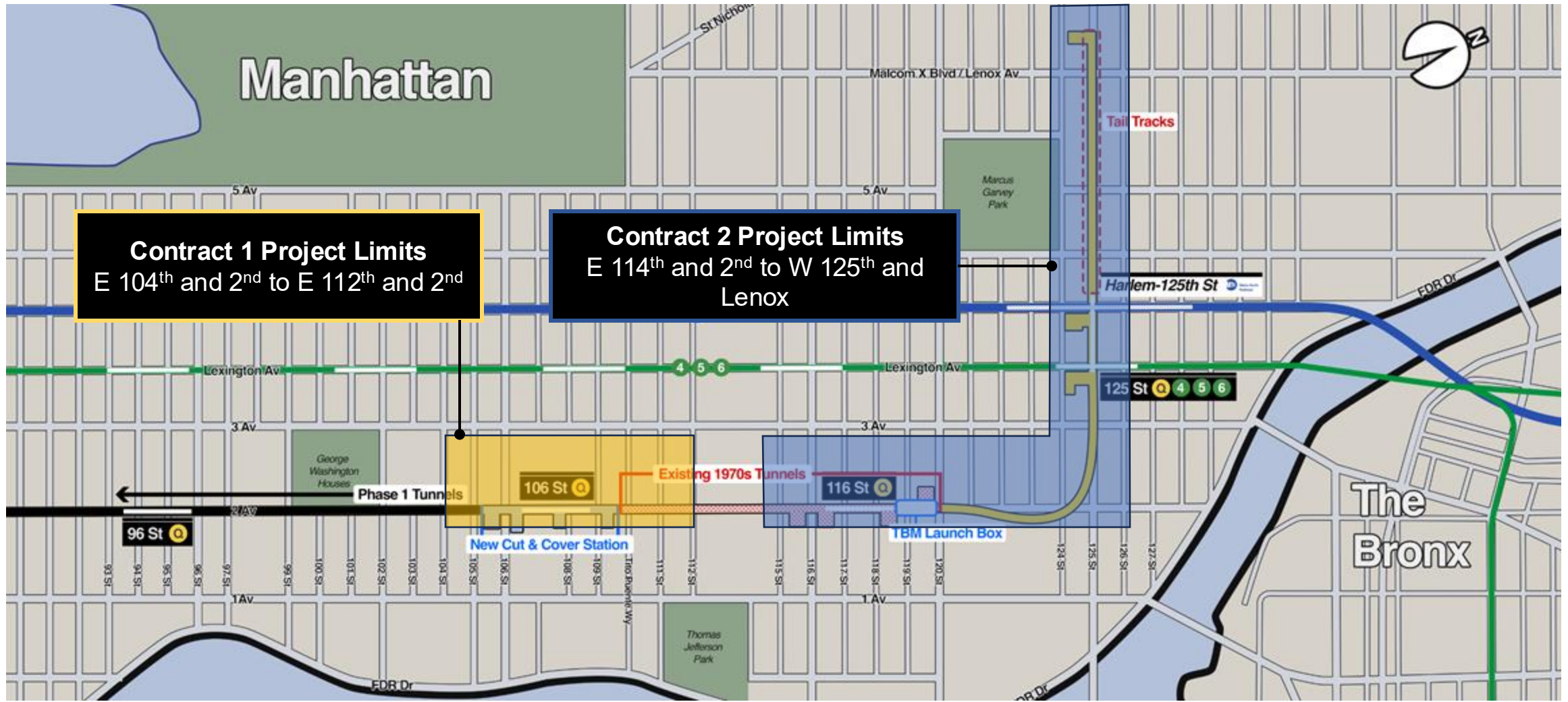


What is the Purpose of the Construction Advisory Committee?

- Construction Advisory Committees will be convened for the duration of the project and be specific for each of the 3 Station Areas
- Integral to the Outreach Efforts, the MTA established the first Construction Advisory Committee (CAC) during Utility Relocation work
- The Construction Advisory Committees will hold quarterly (to be adjusted as needed) meetings to facilitate a meaningful two-way dialogue between stakeholders, who have a greater than one-to-one voice, the MTA, and the project team.
- These meetings will offer project updates, discuss potential impacts and mitigations for that work, and allow for:
 - Feedback from committee members on the effectiveness of mitigations to date.
 - Direct access to MTA and project level decision makers to raise questions and concerns brought to committee members by their respective audiences.



Second Avenue Subway Project Overview



Second Avenue Subway Project Phase 2: Overview

As a lesson learned from Phase 1, the MTA has reduced the number of contracts in Phase 2 to only 4.



Lessons Learned



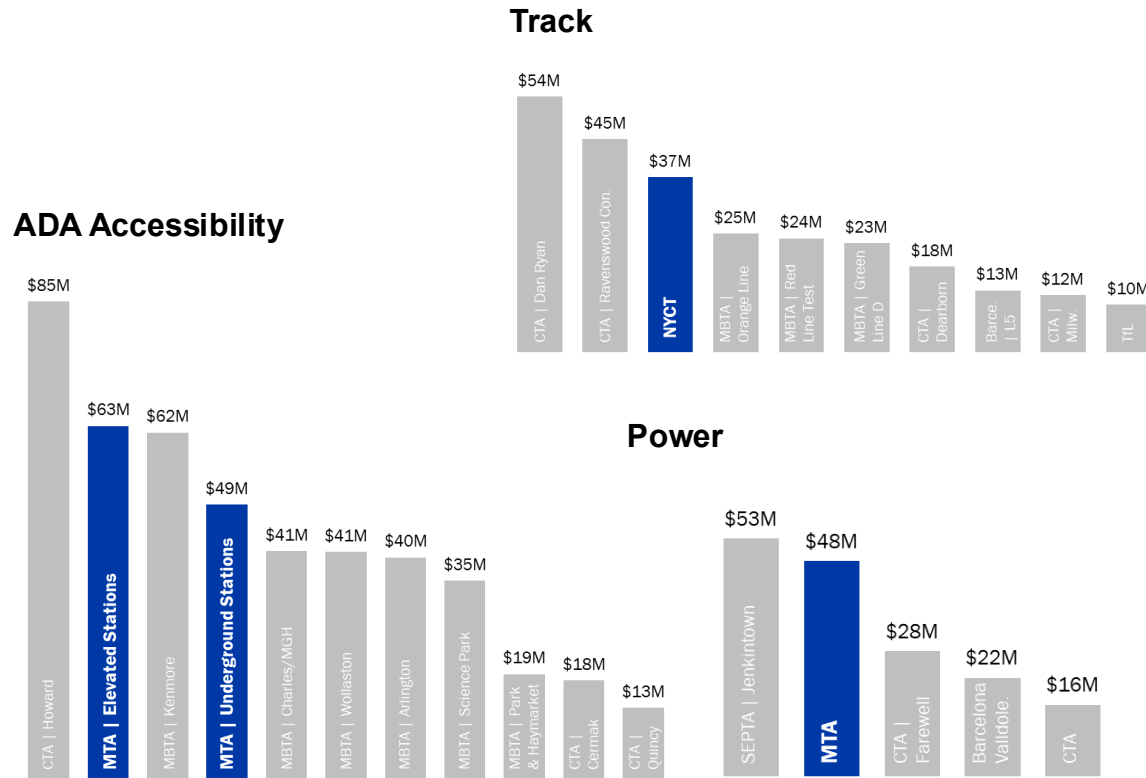
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This MTA is Different

C&D is addressing NYC cost drivers, with demonstrated results

Cost for core infrastructure in line with peer agencies...

...and C&D committed to driving down costs further



\$272 million

Savings in project cost compared to estimate in 2023

\$395 million

Savings in insurance costs in 2022 and 2023

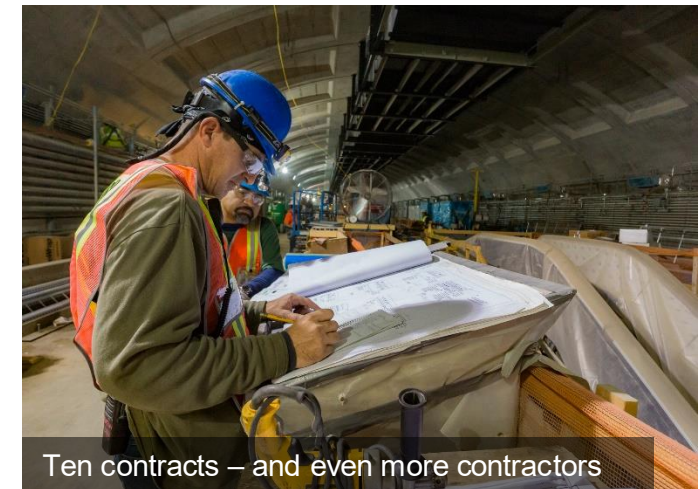
\$200 million

Savings in annual force account costs



And so is our approach to Phase 2

Phase 2 incorporates key lessons learned from Phase 1



SCOPE

**Phase 1
Lesson**

Build only what you need

**Phase 2
Approach**

**Reuse the old tunnels
Reduce station sizes
Reduce back-of house**

PLANNING

Avoid surprises with utilities
and real estate

**Advanced utility relocation
Early real estate acquisition**

MANAGEMENT

Streamline contracts,
especially at key interfaces

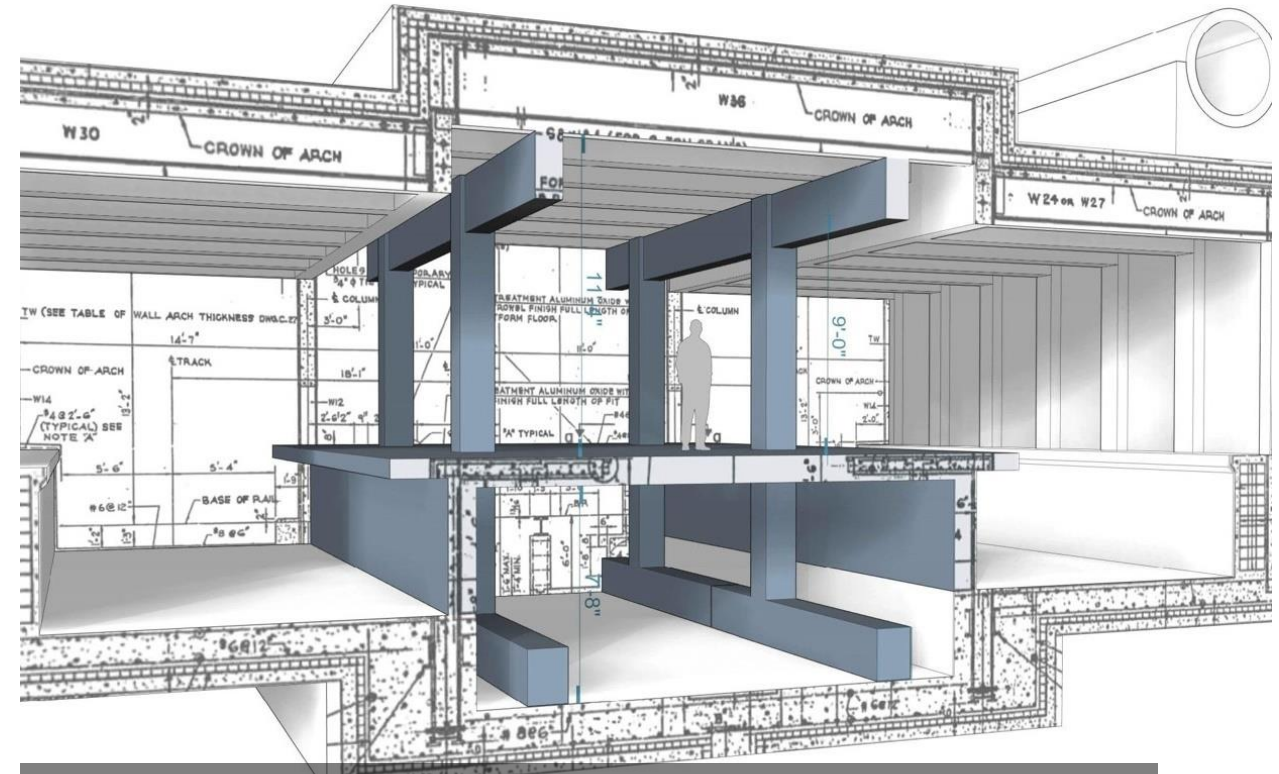
**Fewer contracts
Smart use of Design-Build
Outside expertise**

Scope: Reusing the Old Tunnels

Initial plans would have demolished the existing 1970s tunnels. Instead, we're putting them to good use.



1970s era tunnel – never intended to be a station – was slated for demolition



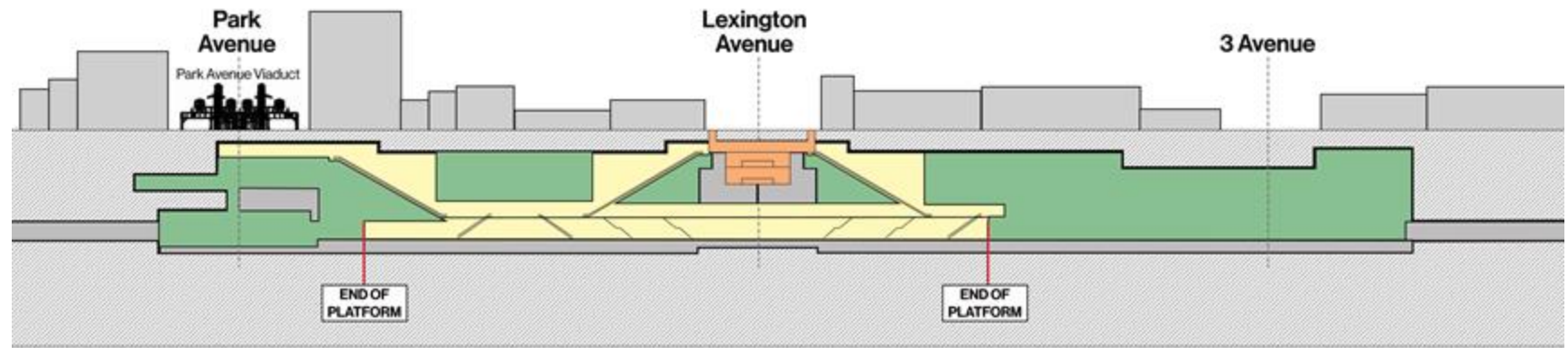
Instead, MTA is reusing and building out the structure, reducing costs by \$500M



Scope: Reducing Station Size

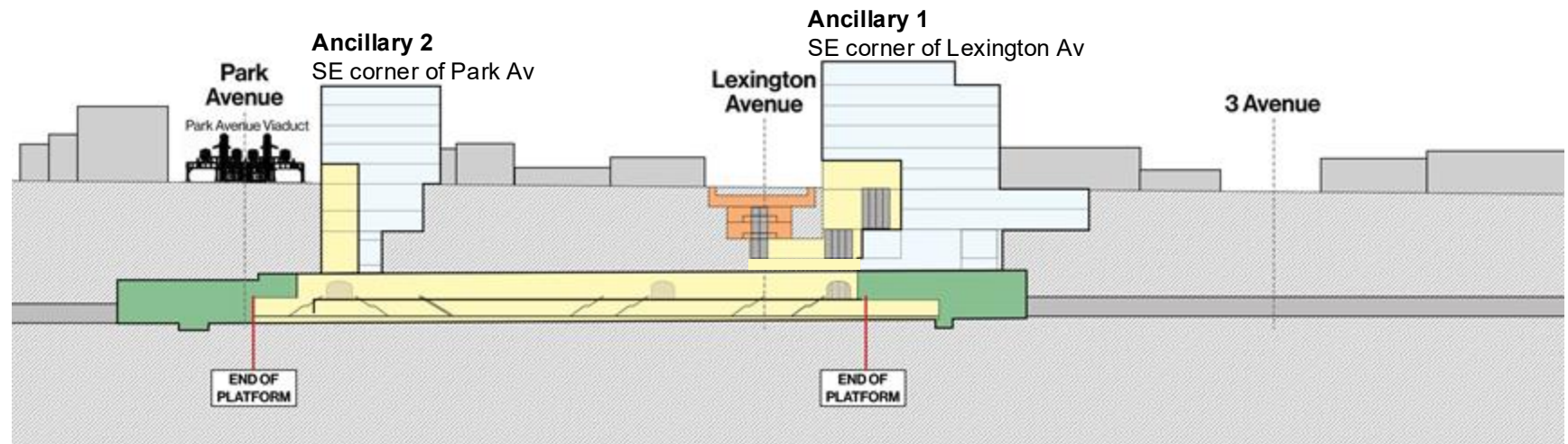
Stations design has been drastically reduced from original design while serving 100,000+ riders and meeting safety codes.

125 St Station 2004 FEIS Illustrative drawing



- Back of House
- Platform & Mezzanine
- 125 St 456 Station

2023 Design



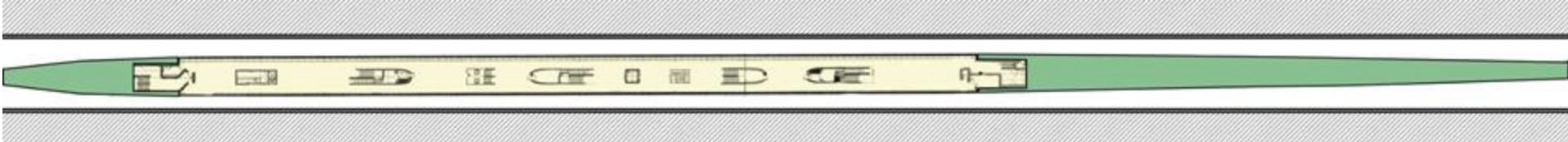
- Ancillary
- Back of House
- Platform & Mezzanine
- 125 St 456 Station



Scope: Reducing Station Size

Stations have same 10-car platform length as Phase 1, with significantly less back-of-house in the cavern.

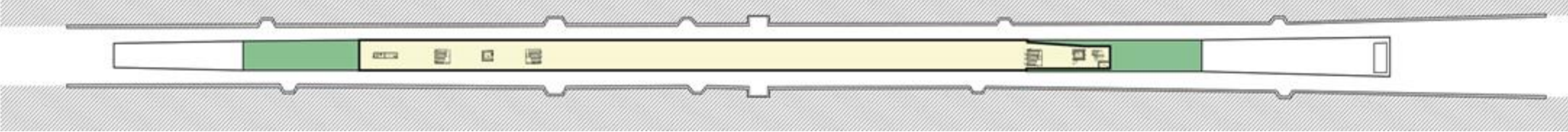
96 St Station
Phase 1 terminal station



106 St Station



116 St Station



125 St Station
Phase 2 terminal station



- Back of House
- Platform & Mezzanine



Planning: Early Real Estate Acquisition

Critical properties are secured, with joint development opportunities preserved.

Facility	Status
106 St	Acquisition complete
116 St	Acquisition complete
125 St	Acquisition complete
Ancillary A	Acquisition complete



Construction Mitigation Measures

Components		Mitigation Measures
Mobility	Vehicular	<ul style="list-style-type: none"> Construction Staging and Traffic Plans will be developed to address all impacts. Maintain or relocate Bus Loading areas during construction where feasible.
	Pedestrian	<ul style="list-style-type: none"> Provide ADA compliant pedestrian walkway.
Accessibility	Schools	<ul style="list-style-type: none"> Maintain access to school at all times.
Safety	Emergency Response	<ul style="list-style-type: none"> Maintain FDNY access to fire hydrant, standpipe and public access to fire alarm. Require contractor to accommodate emergency apparatus. Coordinate with NYPD, FDNY, and EMS to accommodate emergency evacuation procedures and designated assembly areas.
	Environmental	<ul style="list-style-type: none"> Dust And Air Quality Control Noise Control Vibration And Structural Monitoring Sediment/Erosion And Discharge Control
Security	Work Zone	<ul style="list-style-type: none"> Maintain all fencing & locks within Contractor work zones. Maintain lighting levels prescribed by DOT in walkway and sidewalk behind work zone. Maintain visibility of pedestrian sidewalks blocked by work zones by utilizing on-site lighting and see-through fencing materials.

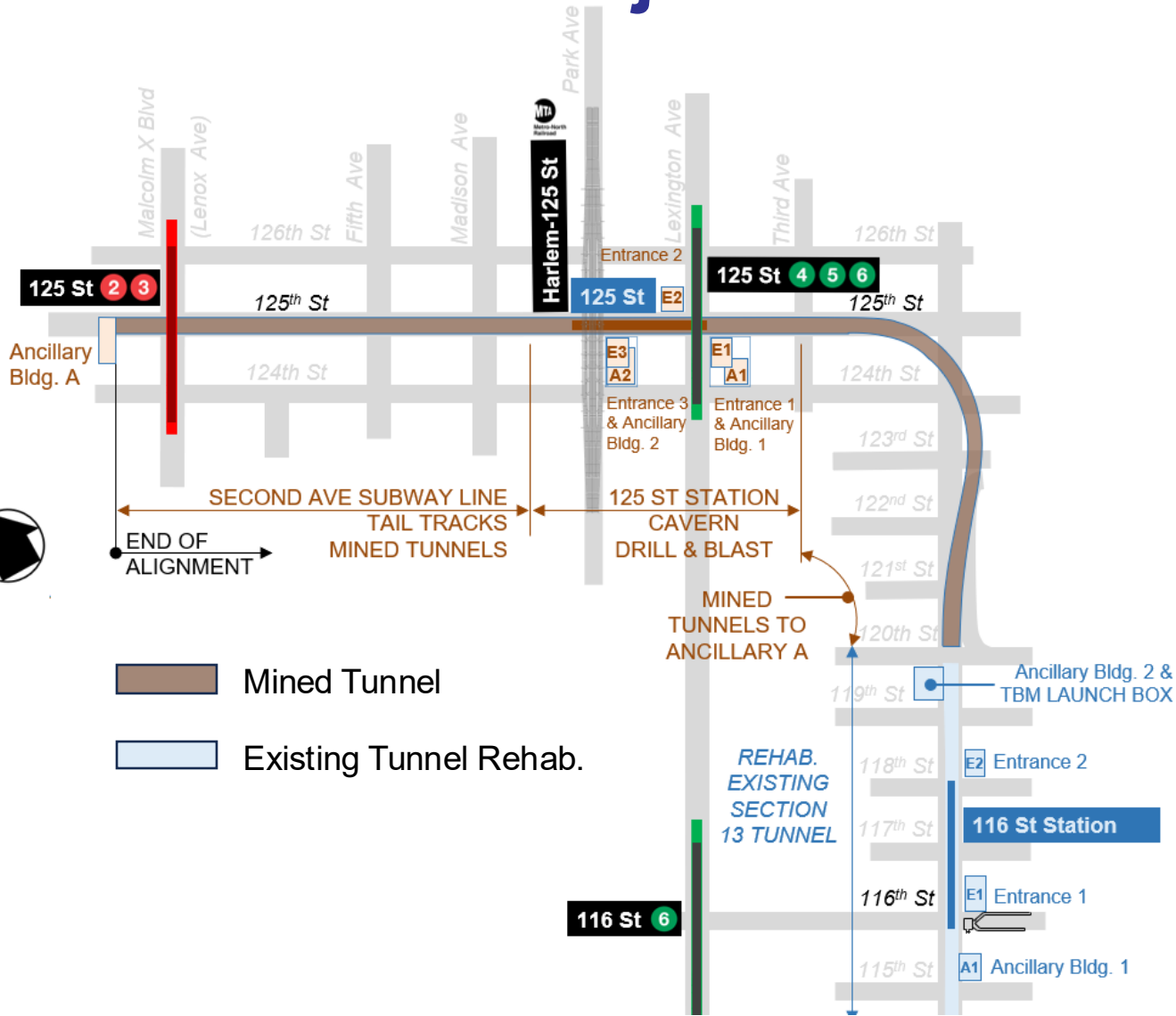


Contract 2



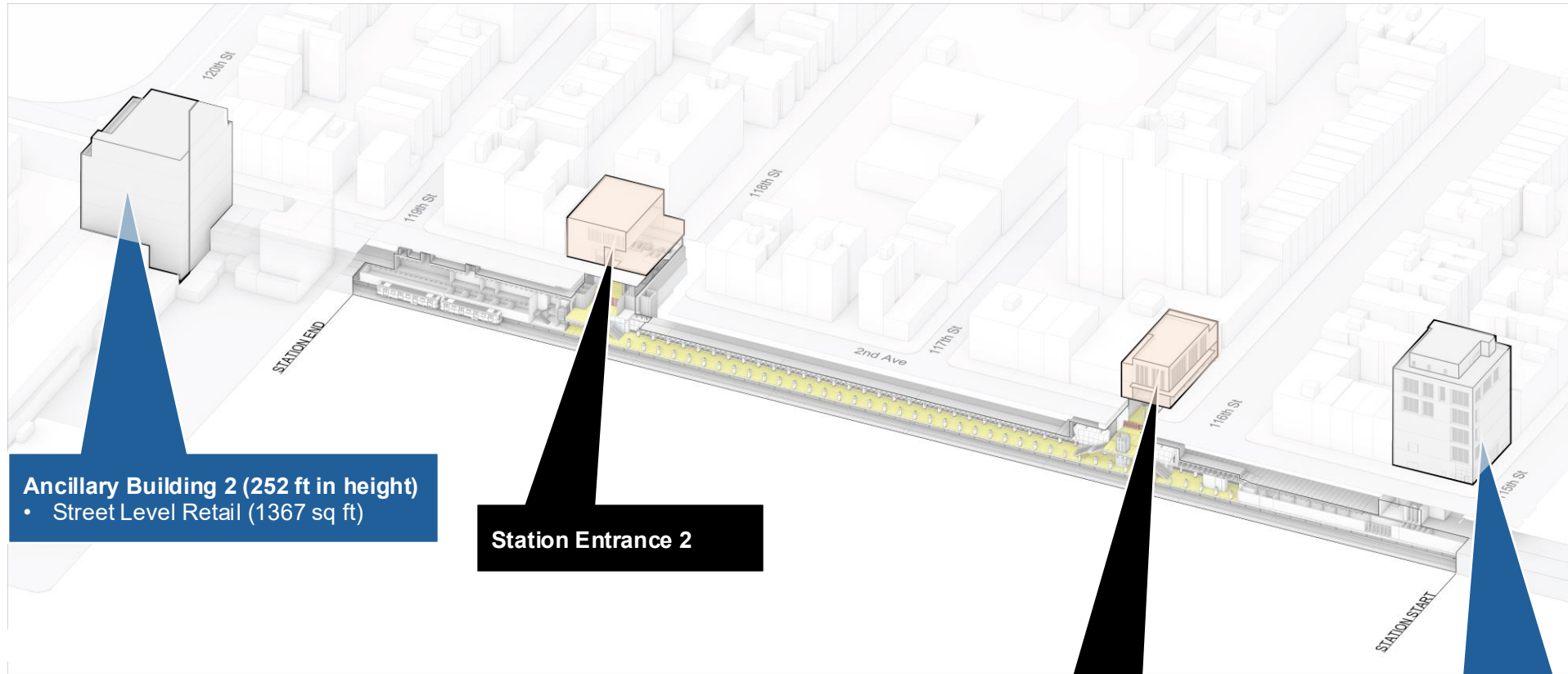
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Contract 2 – Project Limits & Scope of Work



1. Retrofit the existing 116th St. tunnel
2. Tunnel boring from 120th St. to 125th St. extending west toward Adam Clayton Powell Blvd.
3. Excavating space for the future 125th St. station
4. Construction of the structural shells for the 116th St. and 125th St.

116th Street Station



Ancillary Building 2 (252 ft in height)
• Street Level Retail (1367 sq ft)

Station Entrance 2

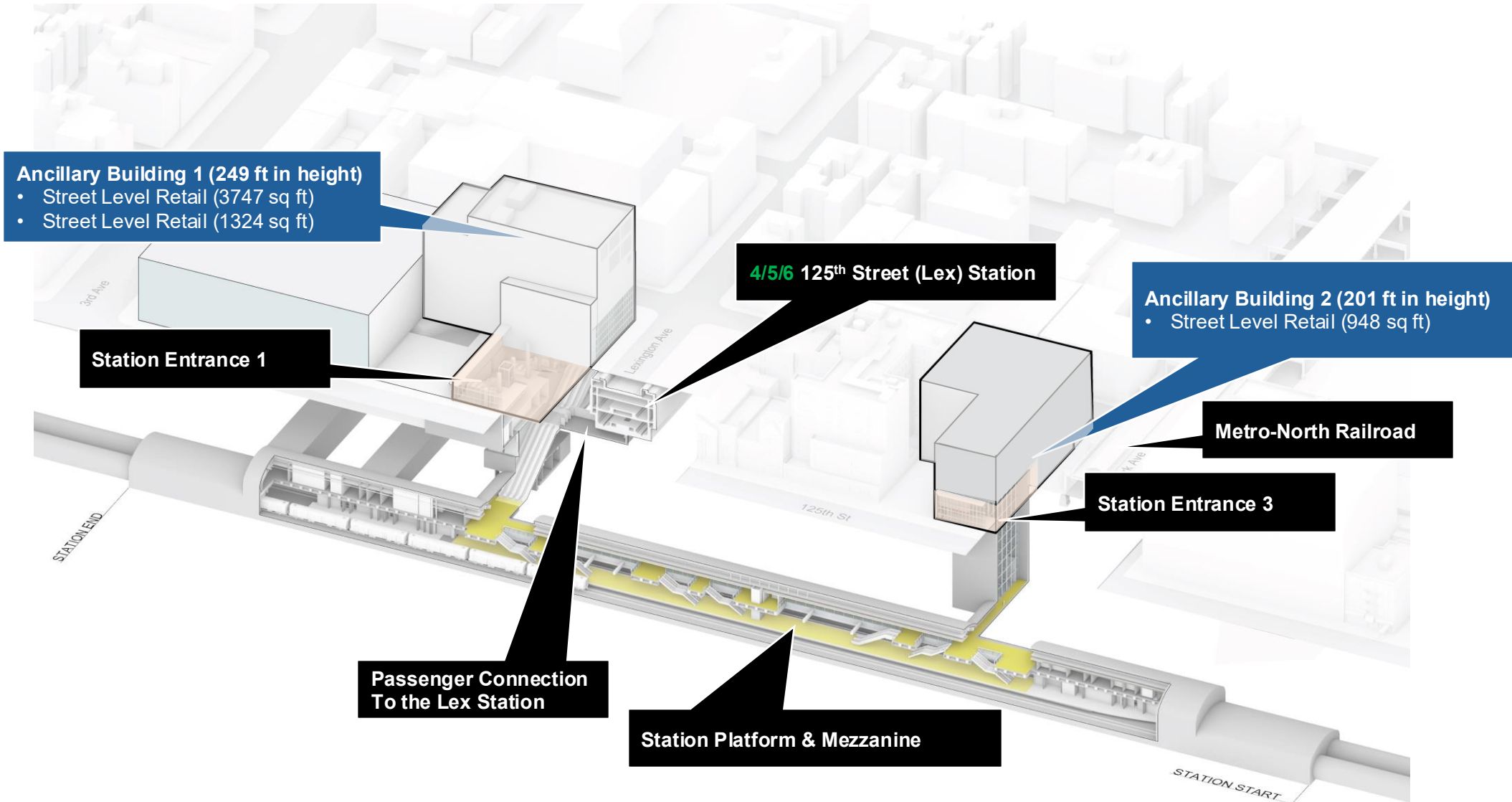
Station Entrance 1

Ancillary Building 1 (271 ft in height)
• Street Level Retail (625 sq ft)



125th Street Station

CONCEPTUAL – SUBJECT TO CHANGE

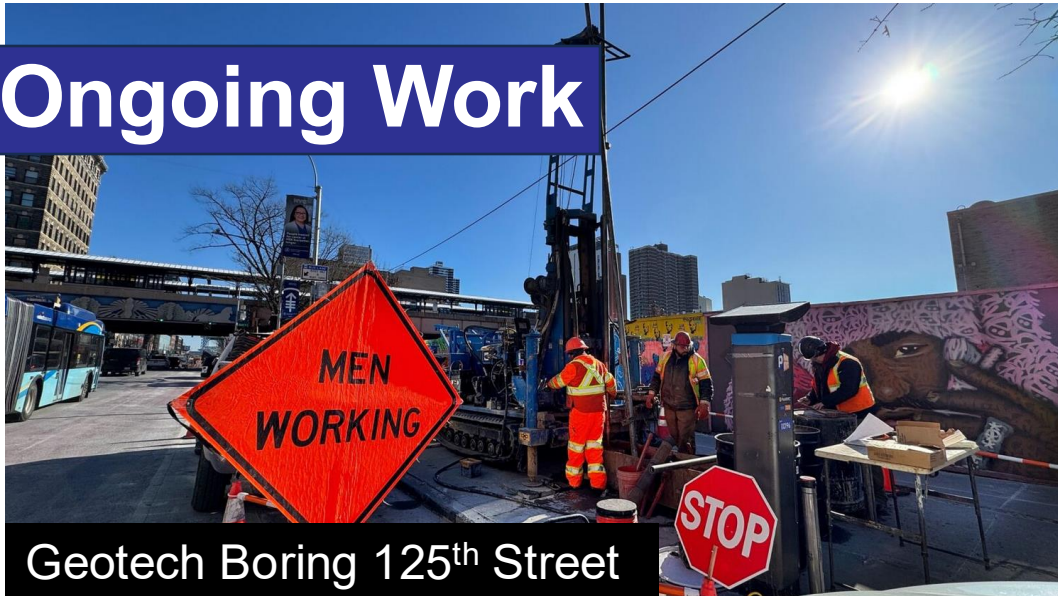


3-Month Construction Lookahead

- Finalize MPT configuration on 2nd Avenue between 115 - 121 Street
- Continue with instrumentation and monitoring installation in required buildings
- Test pits (2nd Avenue) and Borings (including environmental borings)
- Utility relocations between 115-120 on 2nd Avenue
- Completion of Demolition of: 246 E. 120 Street, 2325, 2327 and 2329 2nd Avenue
- Begin installation of guide wall and secant piles at 120th Street Yard
- Support of Excavation followed by Excavation of 125th Street shafts to begin
- Test blasting in the Lexington and 125th Street yard
- Demo/Construct EDR Room Temporary Access Shaft (116th Street on 2nd Avenue)



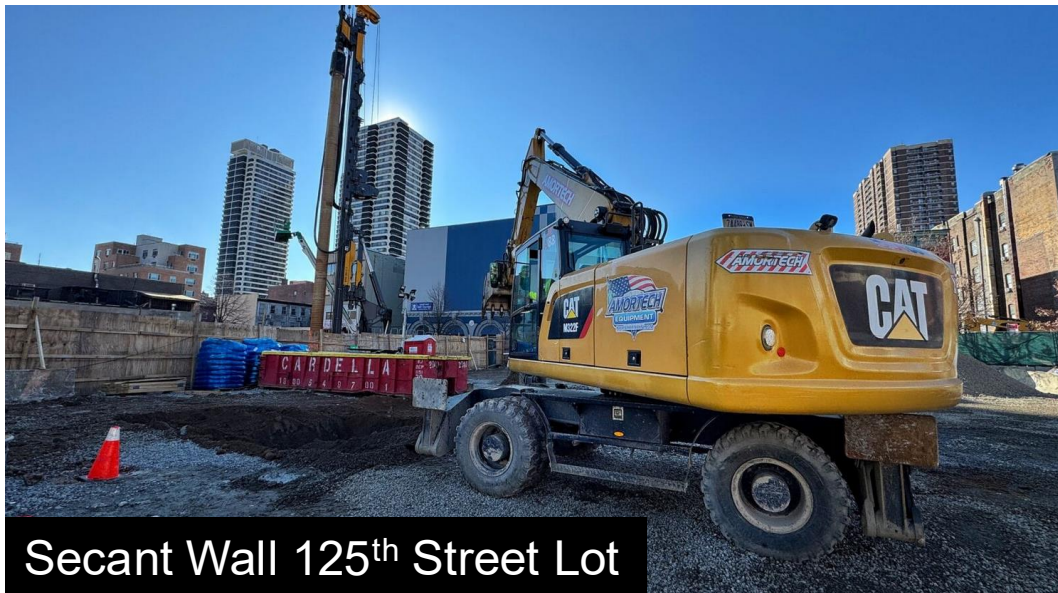
Ongoing Work



Geotech Boring 125th Street



Secant Wall 125th Street Lot



Secant Wall 125th Street Lot



Test Pit 120th Street

Ongoing Work



Building Demolition Site 120th Street



Sidewalk Cutback 119th Street



MPT Installation 2nd Avenue



Building Demolition 120th Street

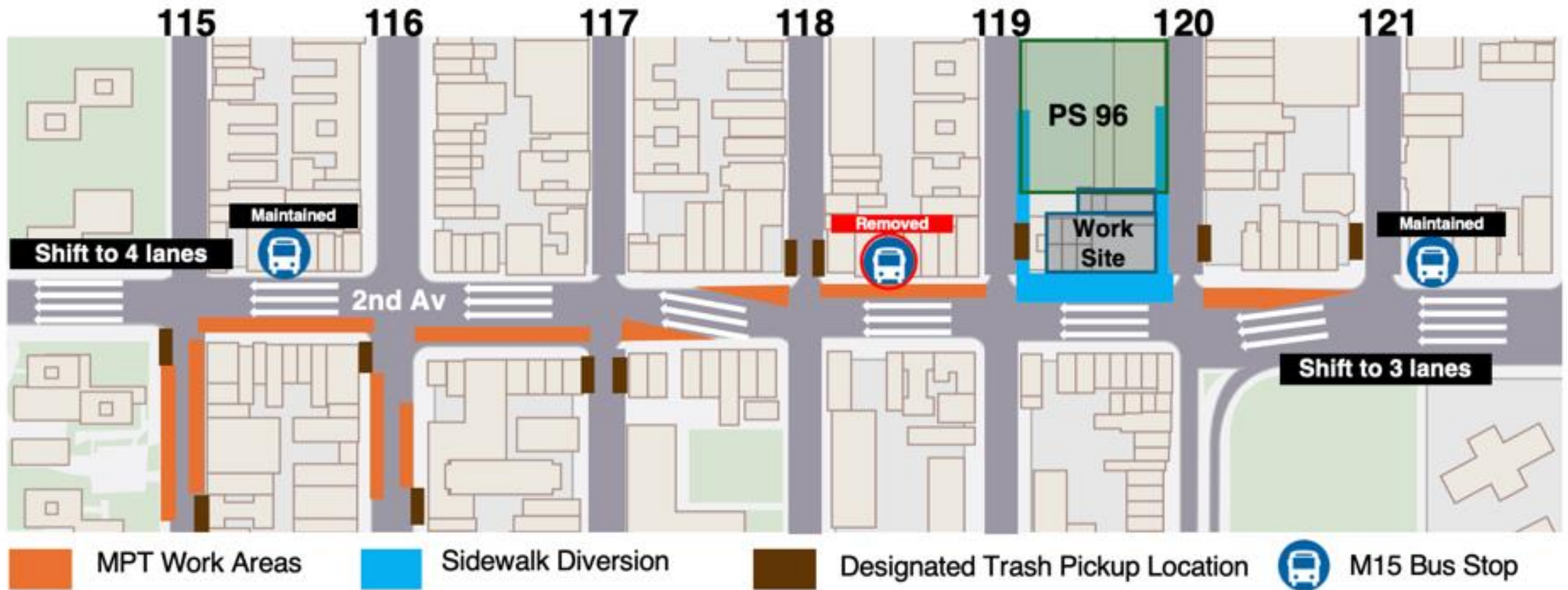


Contract 2 Early Work Timeline

- Lane Shift – **Completed**
 - MPT set up – underway
 - Milling and Restriping of New Lanes and Crosswalks – Friday, March 27
 - New Lane Configuration in place – As early as Saturday, March 28
- Demolition at Lot 128 (246 East 120th Street) – **Ongoing**
 - Mobilization started 2 days following signed agreement, with “first brick” removed on April 2nd
 - Coordinated 2-week pause in April to accommodate ELA testing
- Demolition at Lots 2325-2329 – **April 13th**
 - Begin during 2-week ELA pause at Lot 128
 - Continue in parallel with Lot 128 demolition following ELA testing

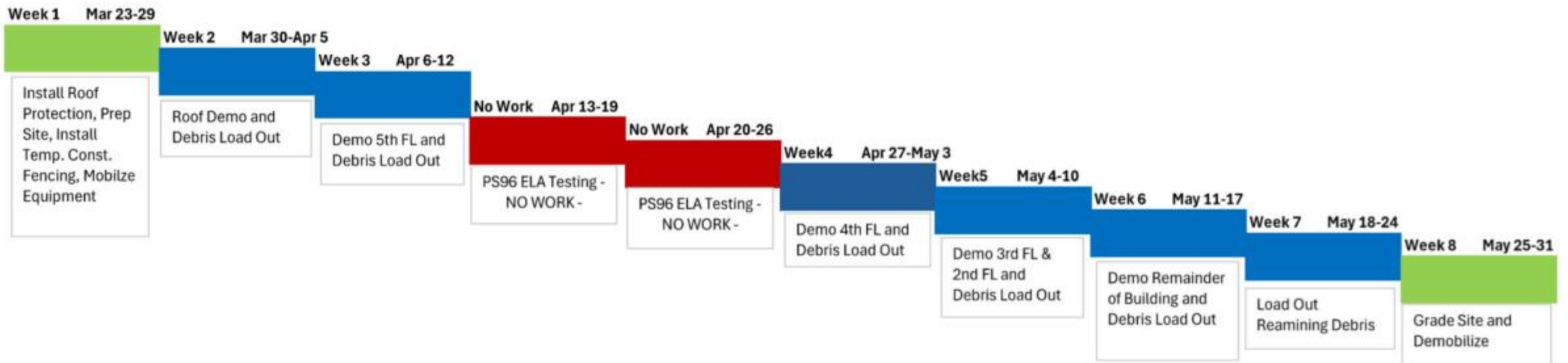


Contract 2 Lane Shift

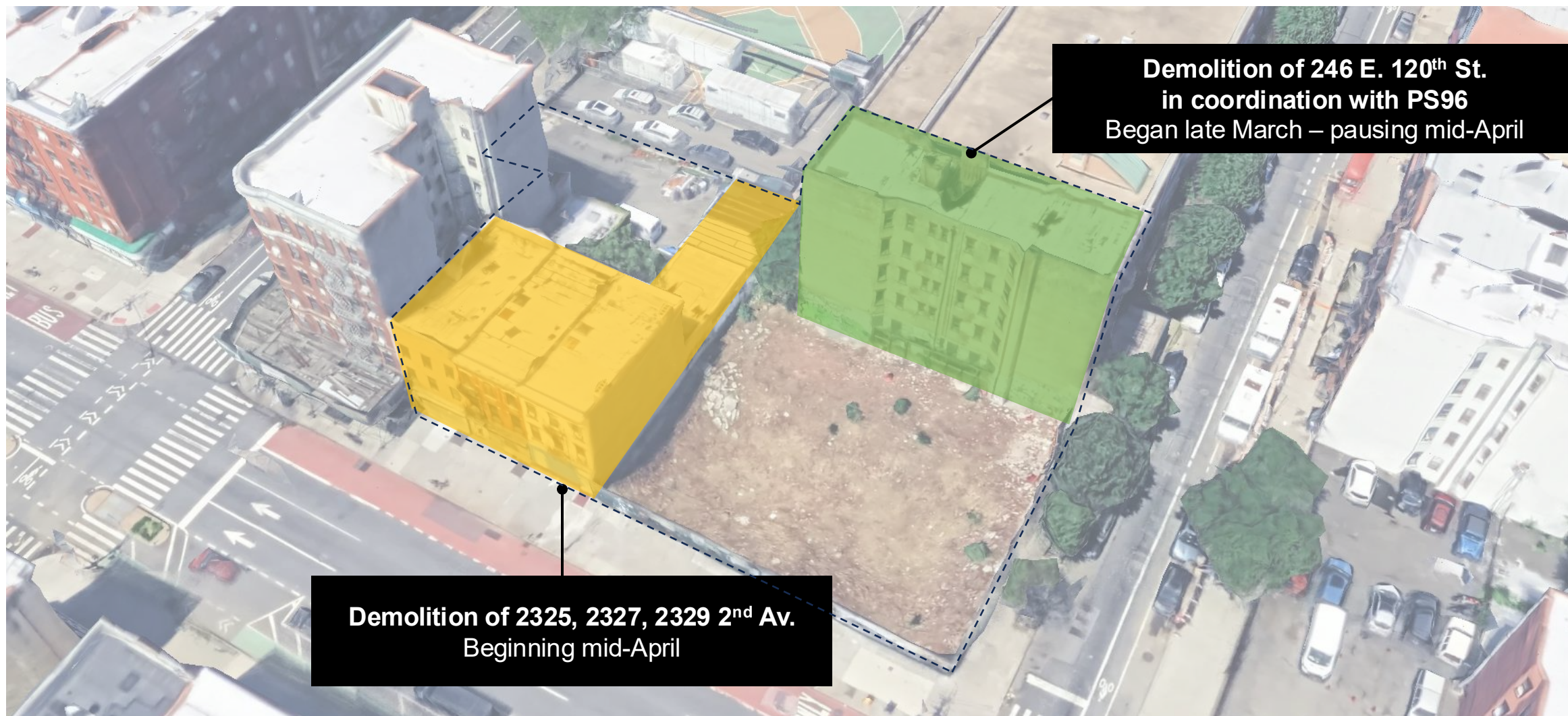


Controlled Demolition Schedule: Lot 128

- Work will progress Monday through Saturday 7am to 5pm. Demolition will be halted during PS96 ELA testing from April 13th to April 26th
- Each week will utilize 4-8 workers with a manlift alongside a skid steer and excavators to load out materials and debris. The roof, 5th, and 4th floors will be demolished using hand tools. The remaining 4 floors will be demolished using the previously mentioned equipment.



Contract 2 Demolitions



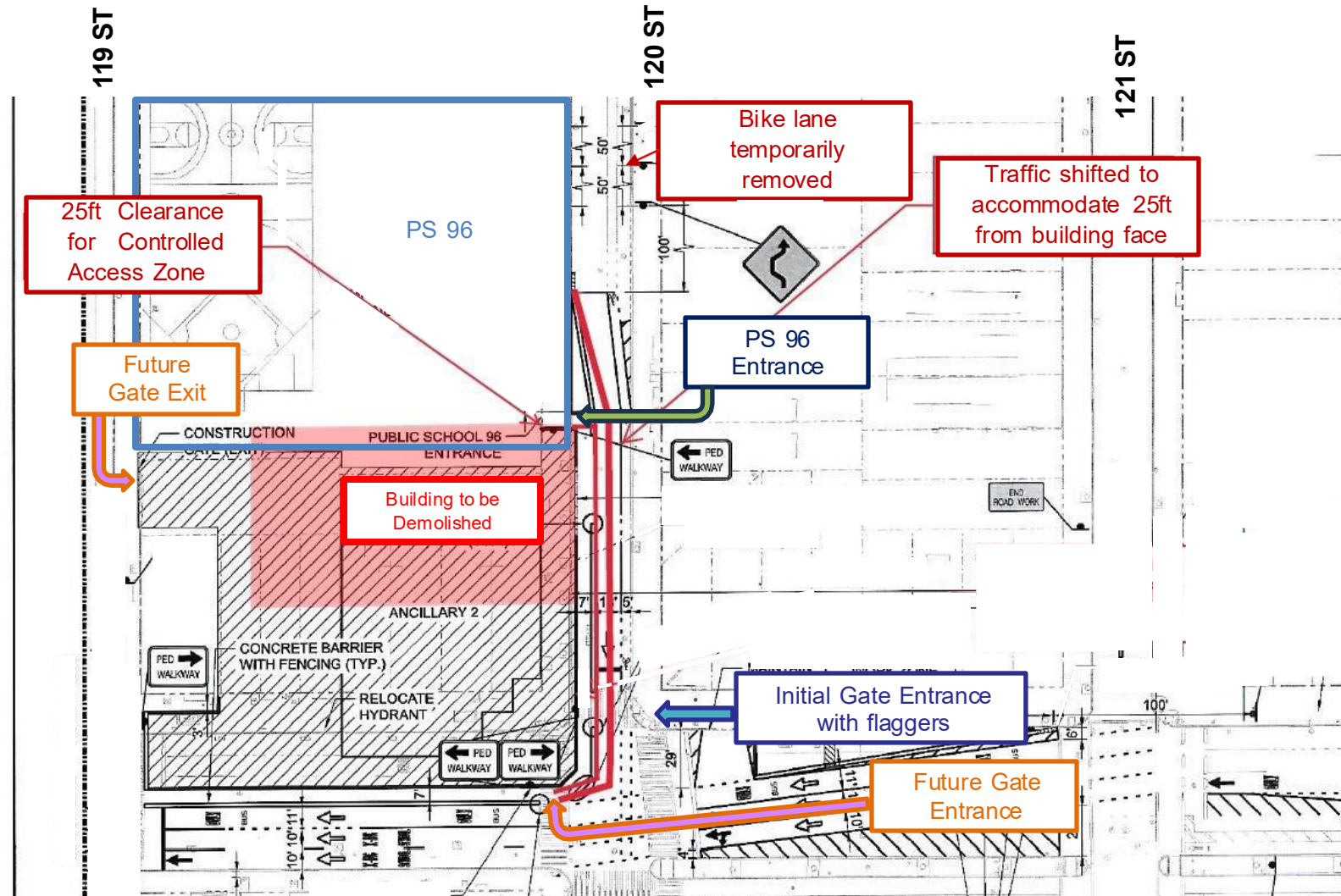
**Demolition of 246 E. 120th St.
in coordination with PS96
Began late March – pausing mid-April**

**Demolition of 2325, 2327, 2329 2nd Av.
Beginning mid-April**



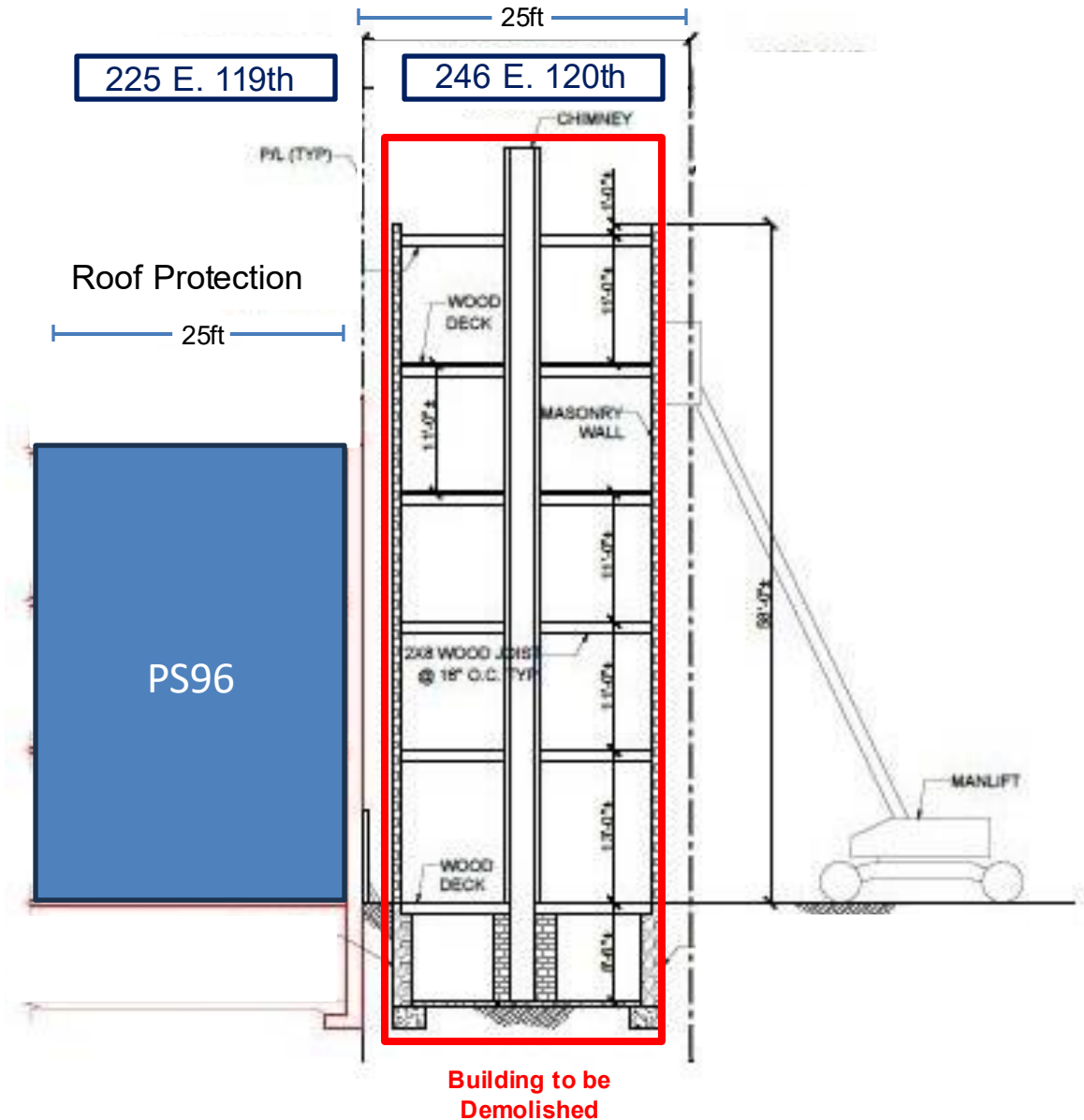
Site Layout

- Sidewalk and travel lane shifted to accommodate safe travel around controlled access zone.
- Site access will be shifted to 2nd Ave. once all buildings are demolished.



School Protection Measures

- Removal of the top floors with hand tools until the structure is below the height of the school.
- **Roof Protection:** Plywood and 2 layers of plastic.
- **Vents:** Wrap PS 96 roof vents with 2 layers of plastic sheeting. Exhaust only.
- **Windows:** 3 floors of windows on 120th Street side and back side of building – seal with 2 layers of plastic sheeting.



Signage Plans

- Continue coordination with MTA HQ to develop project signage and comprehensive plan/branding campaign
- Improve local business signage
 - The outreach team have been meeting with businesses to identify signage needs
 - MTA is working with our contractors to develop and install signage for local businesses
- Establish “Good News Messaging” signages with QR codes to project website and newsletter sign-ups

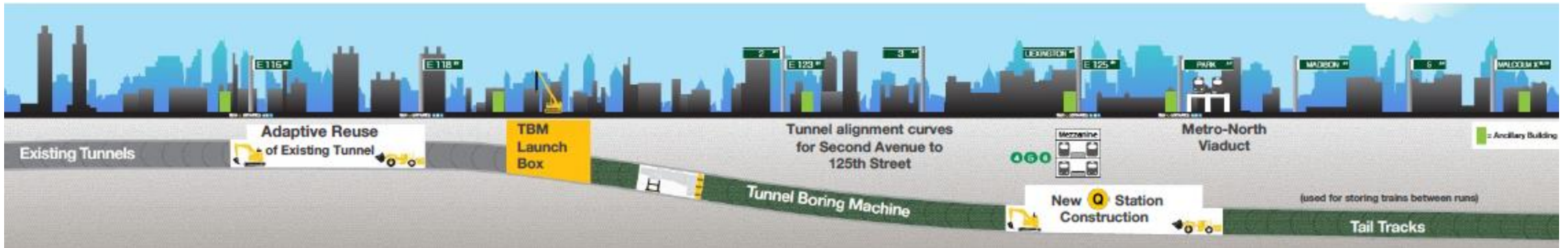
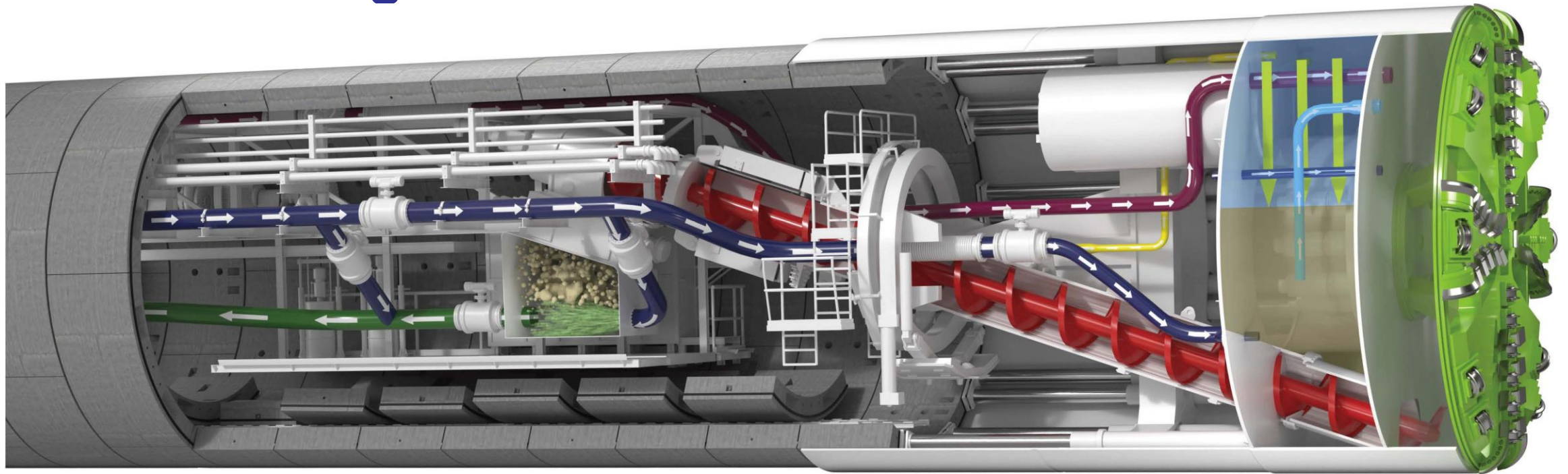


125th Street Station Test Blasting

- Test blasting will be occurring in May for one of the shaft locations
- Blast will be audible but little vibrations are to be expected during this test
- Foot traffic on the sidewalk will be stopped
- Sirens will sound at 5 minutes then 1 minute
- Further notification to follow once more details are finalized



Tunnel Boring Machine



Community Engagement



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Keeping You Informed Throughout the Project

The Community Outreach Team will continue to meet and inform community members about project milestones and provide notifications on how the project will impact the community.

- Pop Up Events
- Public Posting of Construction Notices
- Monthly Newsletters
- Merchant Advisory
- Resident Advisory
- Weekly Look Ahead Eblasts
- Coordination with CB 11 SAS2 Taskforce
- Quarterly Construction Advisory Committee (CAC) Meetings
 - Residential
 - Retail/Education/Organizations



Upcoming Job Fair

Date & Location

Friday, April 24, 2026

4:00 - 7:00pm

P.S. 083 Luis Munoz Rivera

Location: 219 East 109 Street



Join the MTA, alongside the Second Avenue Subway Phase 2 (SAS2) Program Management Team and Contractors to learn about job opportunities for this transportation mega-project which will improve mobility for commuters and residents of East Harlem.

Learn about

- The Project & Employment Opportunities
- Union apprenticeship and pre-apprenticeship programs
- Construction industry training
- Civil Service exam opportunities with MTA, NYPD, FDNY & City Agencies

Community Outreach Contacts

MTA C&D

Joseph O'Donnell, Senior Director – Strategic Public Affairs

Project Management Team

Desiree Gazzo, PMC Outreach Coordinator

Yuki Zheng, PMC Outreach

East Harlem Community Collaborators

Hector Santana, Project Manager

Richard Harley, Outreach Director

Alex Zamudio, Construction Liaison

Gregory Nyman, Construction Liaison

Fred Cannizzaro, Public Relations Specialist

Erica Pooran, Graphics/Production

Contractor Outreach

Michelle Perez, Contract 1 - Community Outreach

Alejandra Cabrales, Contract 2 - Community Outreach

Second Avenue Subway

Phase 2 Community Information Center

69 East 125th Street

212-722-3700

outreach@mtacd.org

24-hour Hotline

212-693-9520

Hours of Operation

Monday – Friday 9AM- 5PM



Questions?

**Sign Up for Our
Newsletters Here!**



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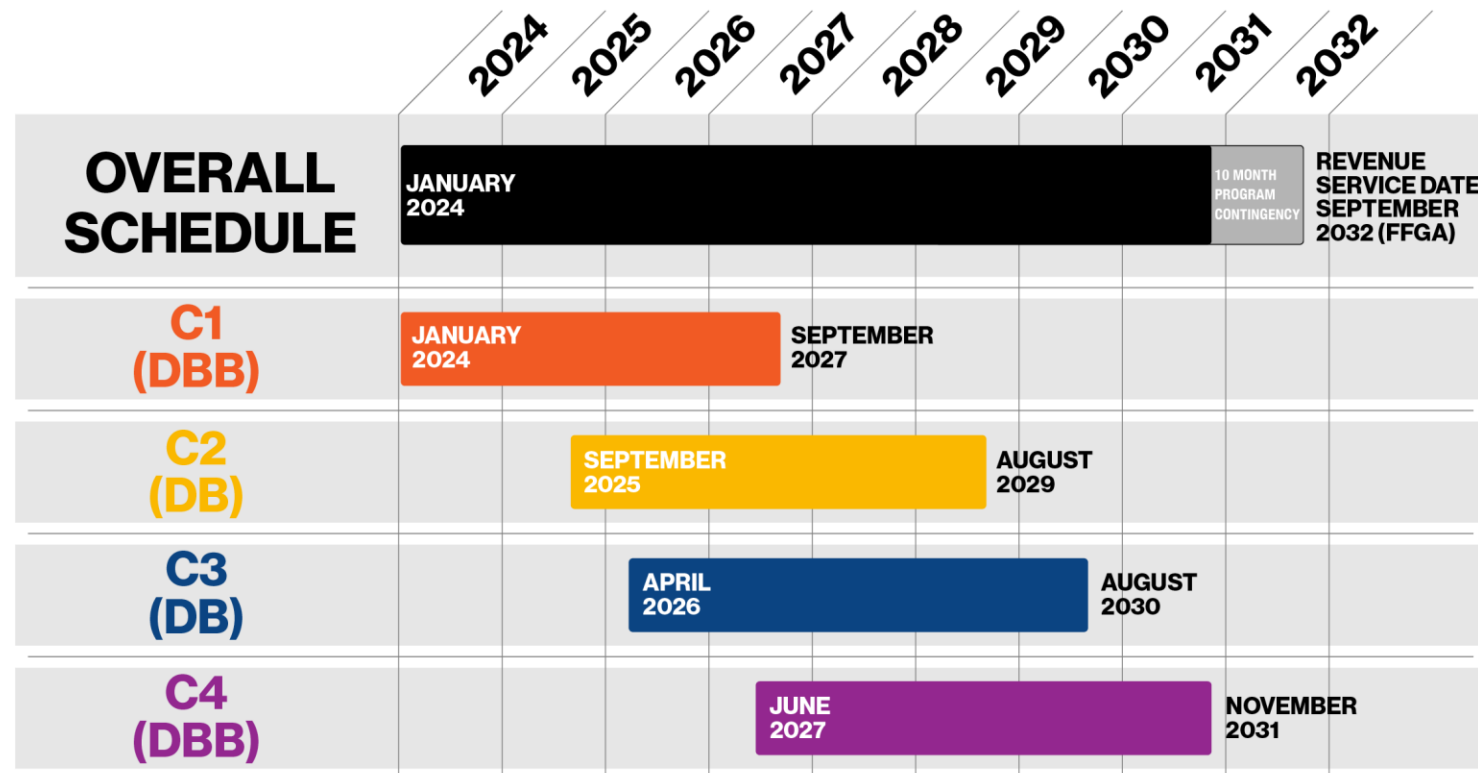
Contract 3



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The New Approach to Second Avenue Subway

Thanks to good planning and management, the project is on time and on budget, with Contract 3 being the latest milestone.



Second Avenue Subway Phase 2

- MTA Board has been **Authorized to award Contract 3** to construct the 106 St station & connecting tunnels



Next Steps

The \$1.015 billion contract is ready for award.

Uncertainty regarding the federal government meeting its contractual obligations to fund this project may impact the timing of the award.

