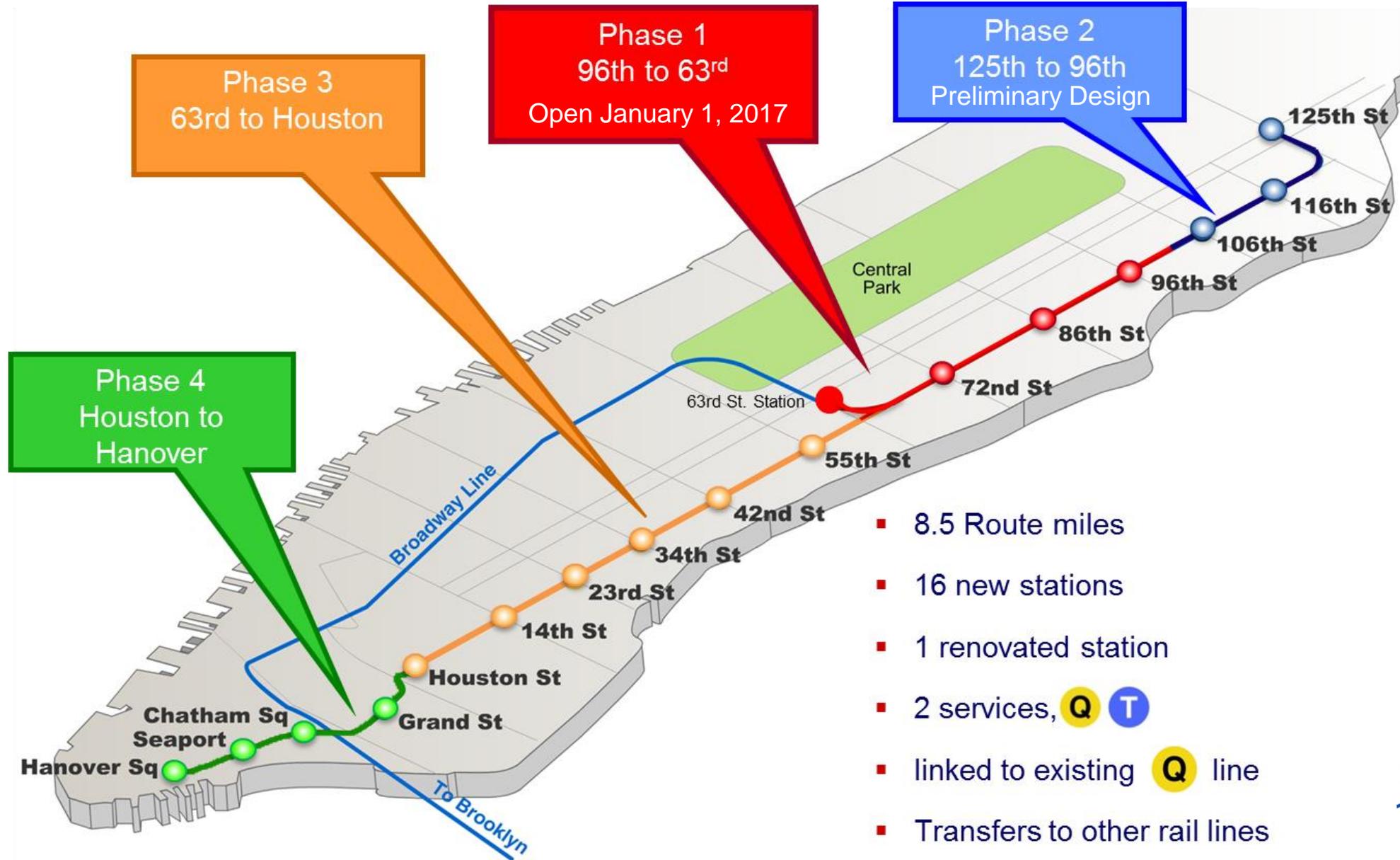


# Second Avenue Subway Phase 2



# COMPLETE PROJECT PROFILE



- 8.5 Route miles
- 16 new stations
- 1 renovated station
- 2 services, **Q** **T**
- linked to existing **Q** line
- Transfers to other rail lines



# PHASE 2 PROJECT ALIGNMENT



# Improved Quality Of Life



## Ridership

Phase 1 has drawn nearly 190,000 week day riders, and Phase 2 is projected to draw another 100,000 riders.



## Time Savings

Phase 1 average time savings of up to 20min/day, 7.2hrs/month and 3.6days/year. Phase 2 will offer similar time savings projections.



## Accessibility

All new stations will have ADA elevator and escalator access.



## Streetscape

We will leave the area better than we found it. Impacted streets, sidewalks and trees will be replaced. Ancillary structures will be designed so that they feature options for vibrant commercial space.



## Modern Stations

Stations will be bright, comfortable, and modern.



## Improved Conditions

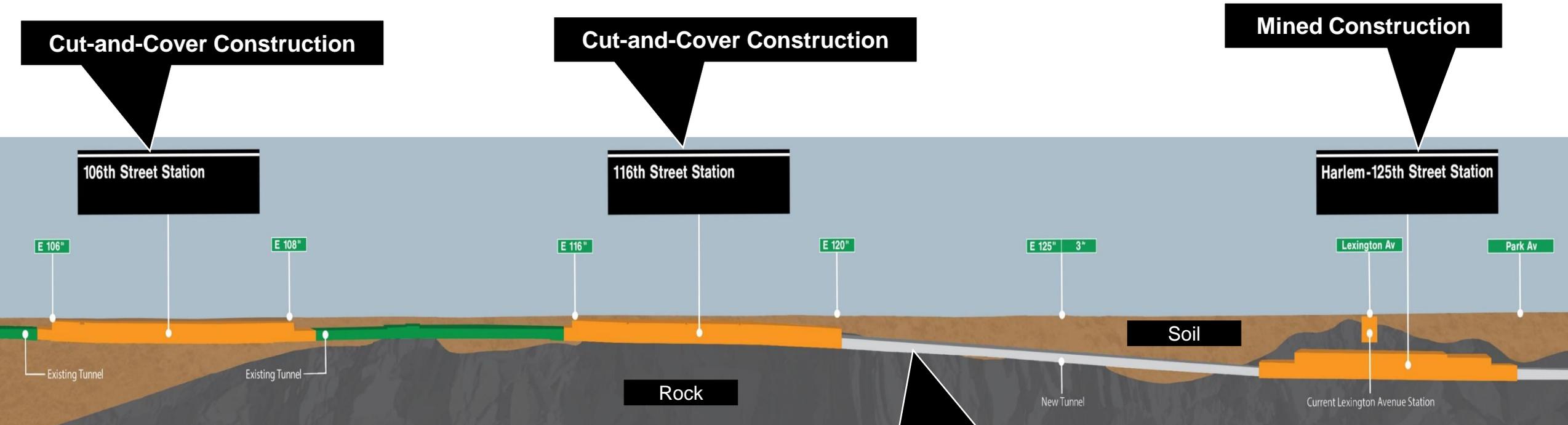
Reduce crowding on the 4/5/6, and create a one seat ride from Harlem 125<sup>th</sup> Street to West Midtown, Times Square, Chinatown, and on to Coney Island, Brooklyn

# BENEFITS OF THE SECOND AVENUE SUBWAY

# Project Status

- Ongoing field investigation program
- Goal is to finish preliminary engineering update by third quarter of 2018
- Complete environmental update by third quarter of 2018
- Early utilities relocation contract is planned for second half of 2019
- Start final design in 2019

# SAS PHASE 2 GEOLOGICAL PROFILE



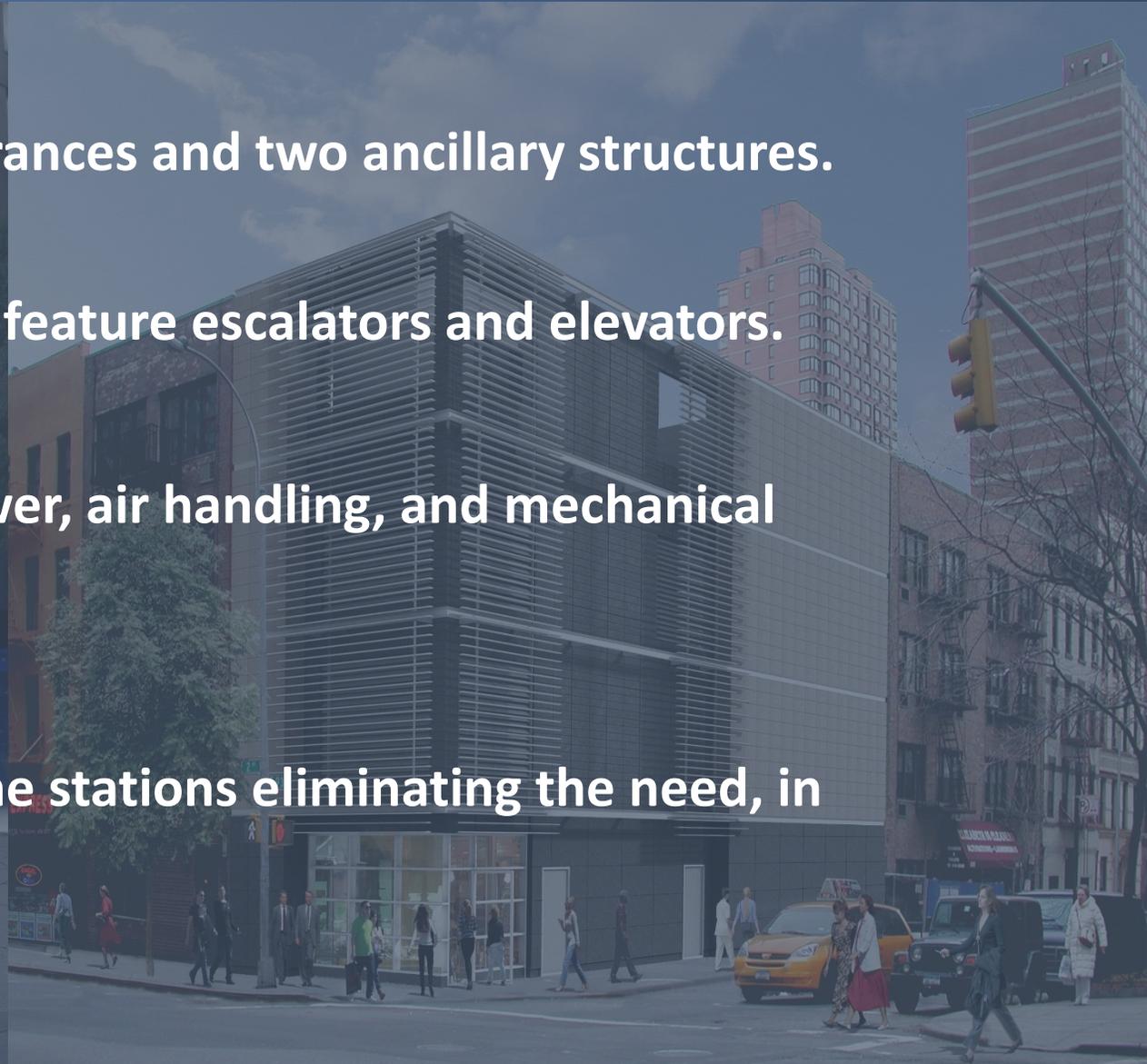
**New Tunnel Construction using Multi Mode Earth Pressure boring machine/s**

# Ongoing Design Efforts

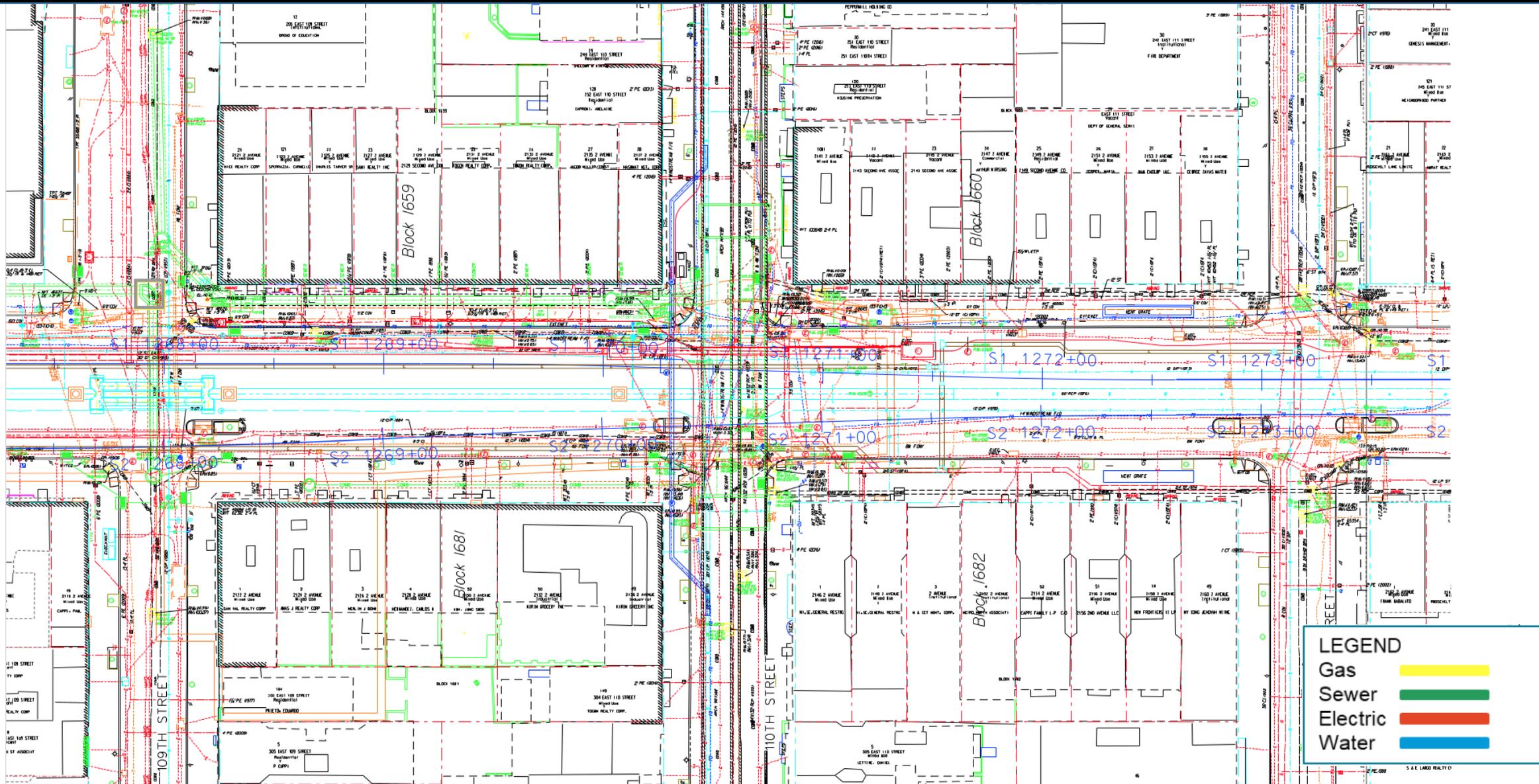
- Maximize use of existing tunnel segments from the 1970's
- Minimize surface impacts at 125<sup>th</sup> St station area
- Minimize impacts to existing Lexington Avenue Station & facilities
- Adjust alignment to minimize utility relocations
- Plan utility work to minimize risks during station and tunnel construction

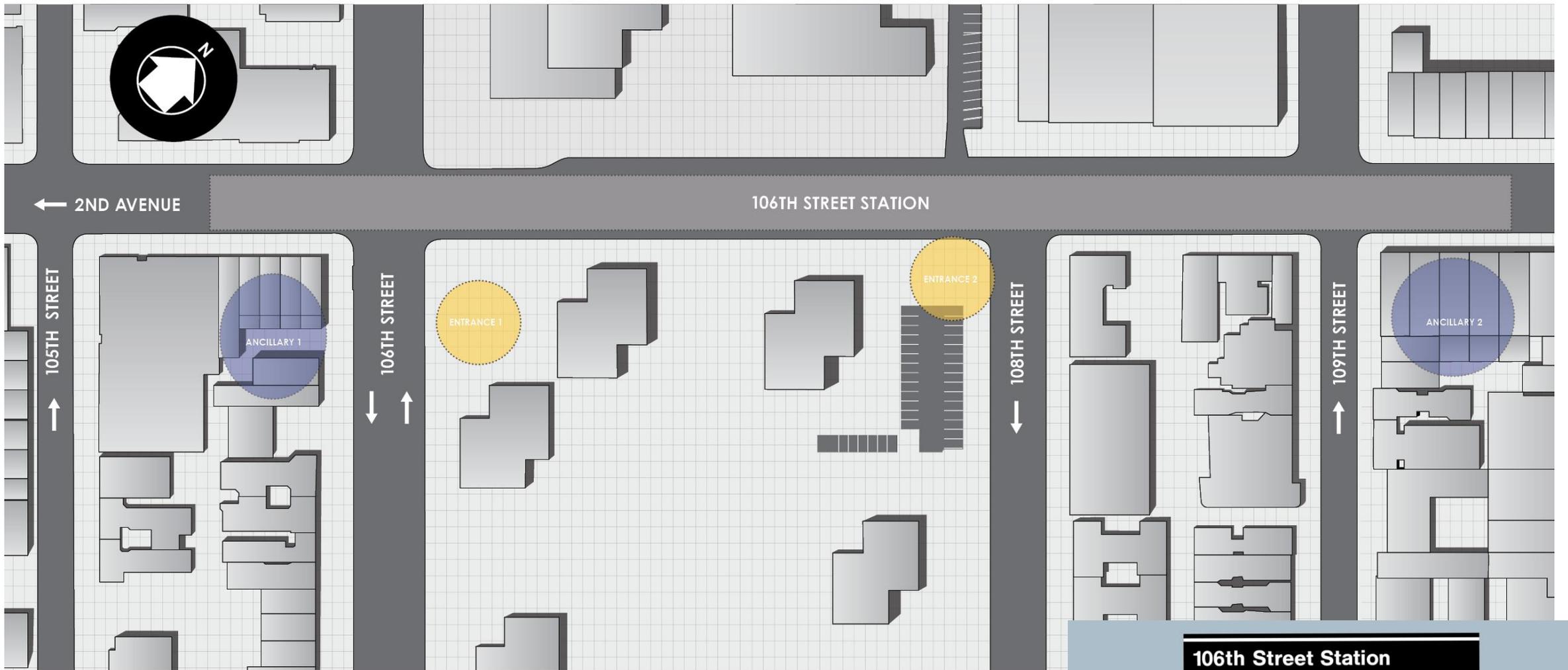
# ▶ Station Components

- Each station will have at least two entrances and two ancillary structures.
- All stations will be ADA accessible and feature escalators and elevators.
- Ancillary structures house: station power, air handling, and mechanical equipment.
- Ancillaries push and pull air through the stations eliminating the need, in most cases, for the sidewalk grates.

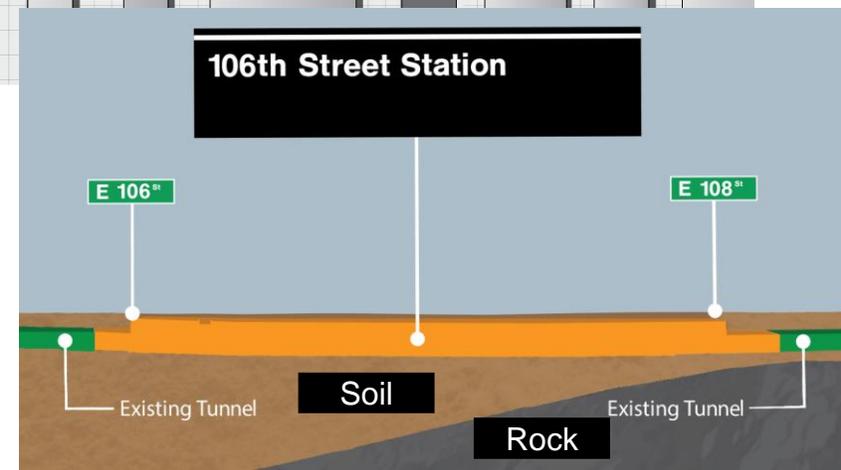


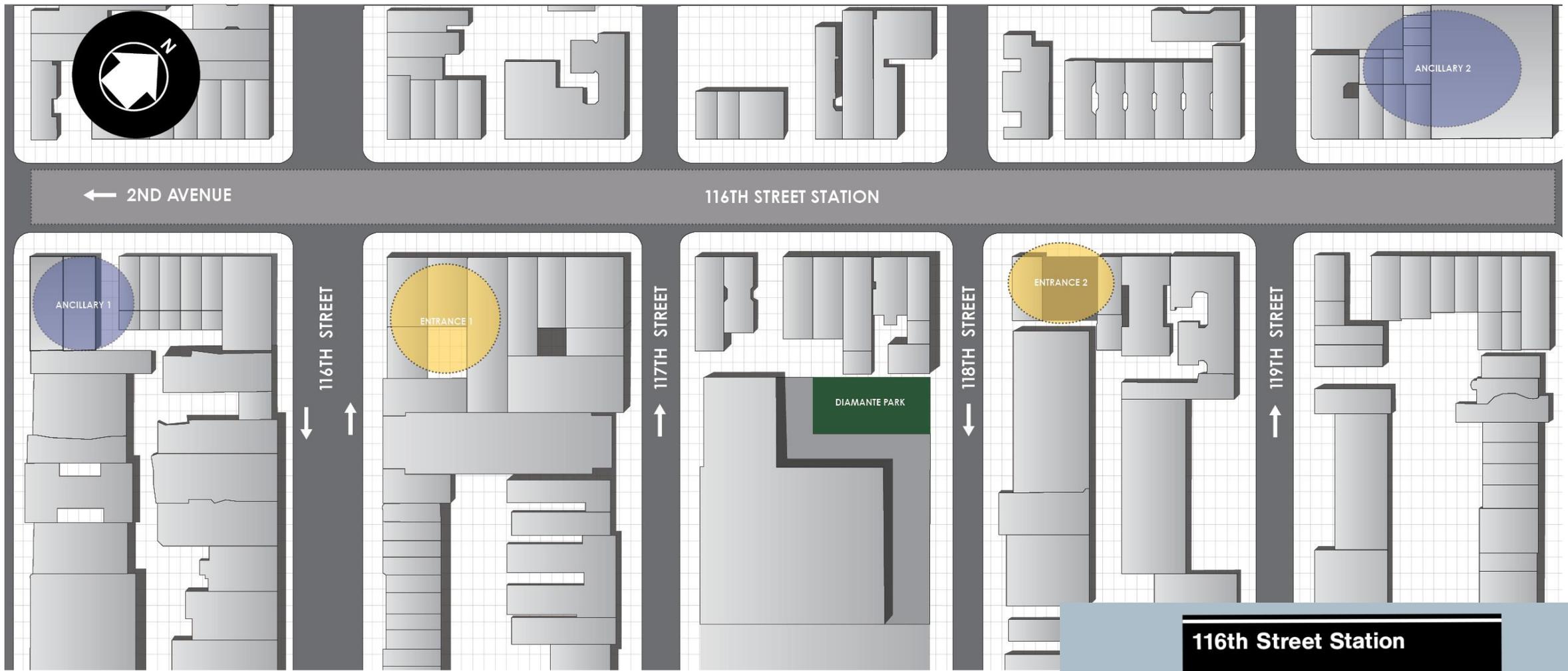
# 106th Street Station-Composite Utilities 109th Street to 110th Street





- Proposed Entrances = 2
- Proposed Ancillaries = 2 (ranging in height from 120'–140')





- Proposed Entrances = 2
- Proposed Ancillaries = 2 (ranging in height from 90'140')
- Park



# Harlem-125th Street Station

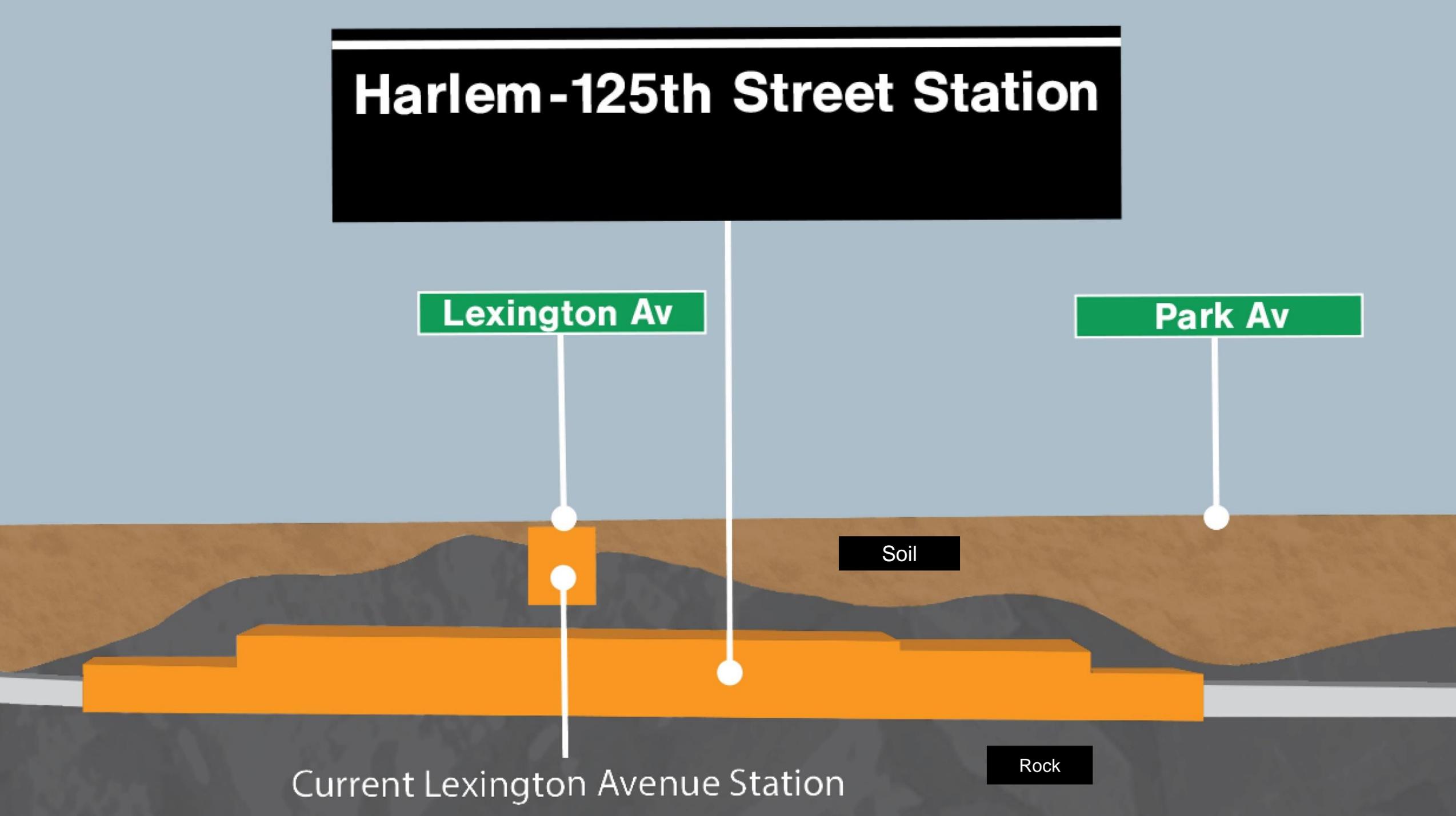
Lexington Av

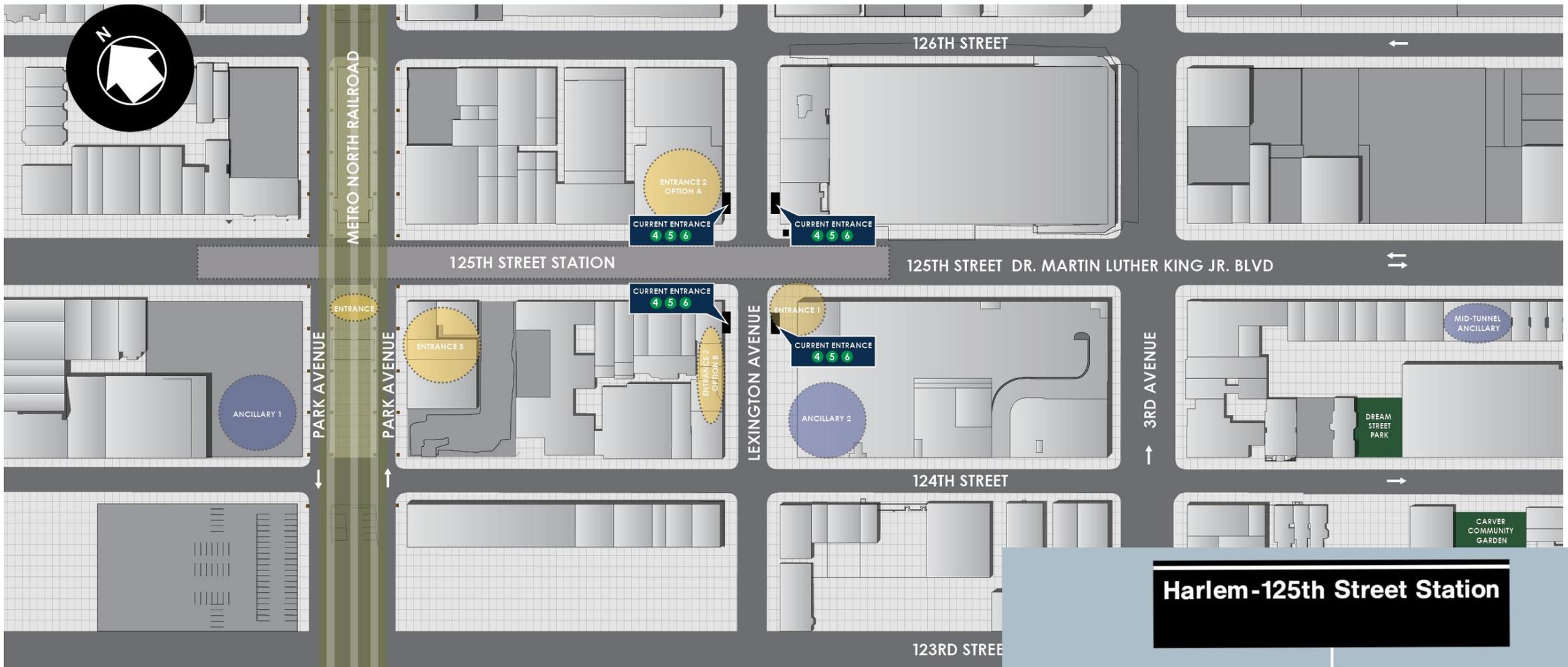
Park Av

Soil

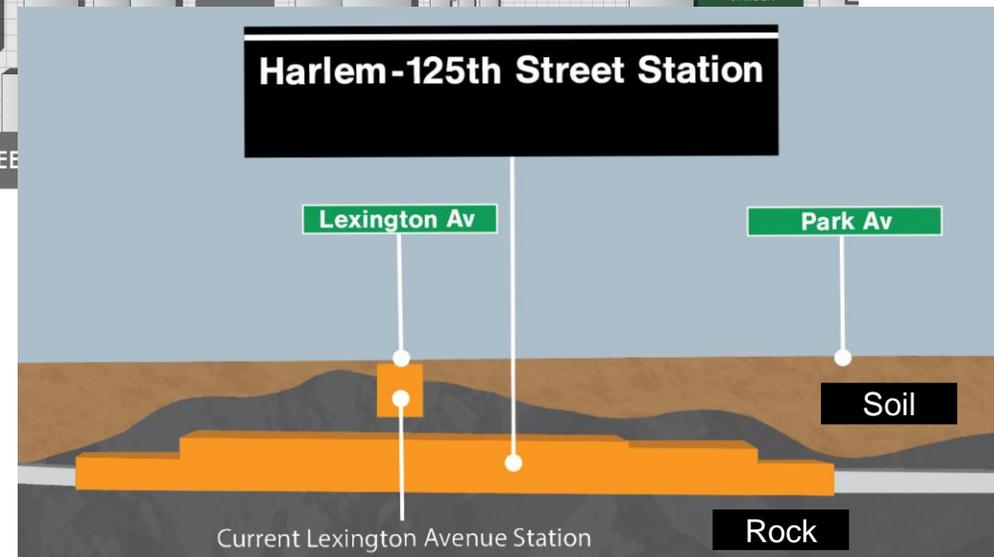
Rock

Current Lexington Avenue Station





- Proposed Entrances = 2
- Proposed Ancillaries = 2 (ranging in height from 45'–75')
- Park
- Viaduct



# SECOND AVENUE SUBWAY: 125<sup>TH</sup> STREET & LENOX

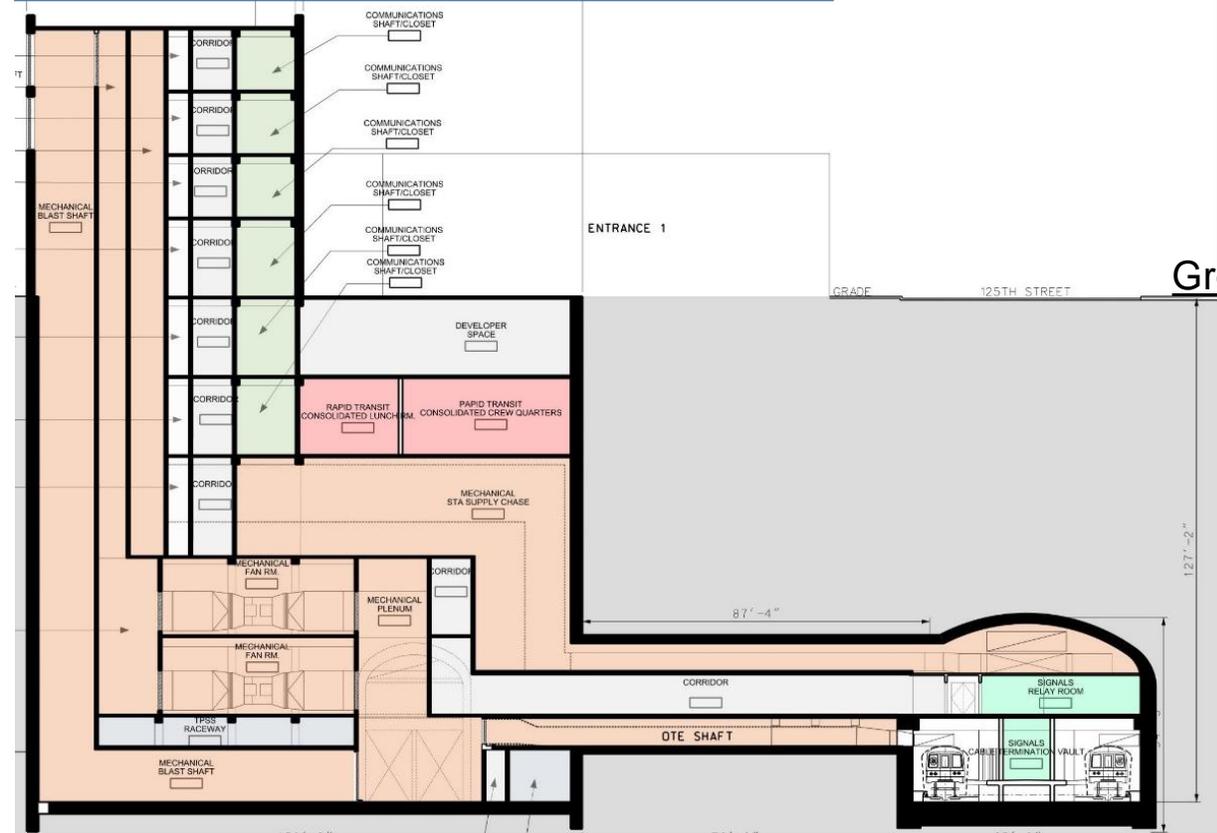
(TAIL TRACK PLAN)



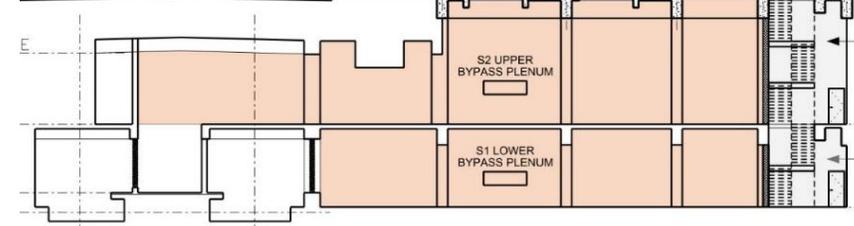
■ Proposed Ancillaries = 2 (ranging in height from 45'–60')

# Ancillaries for Phase 2

## Ancillary for mined station



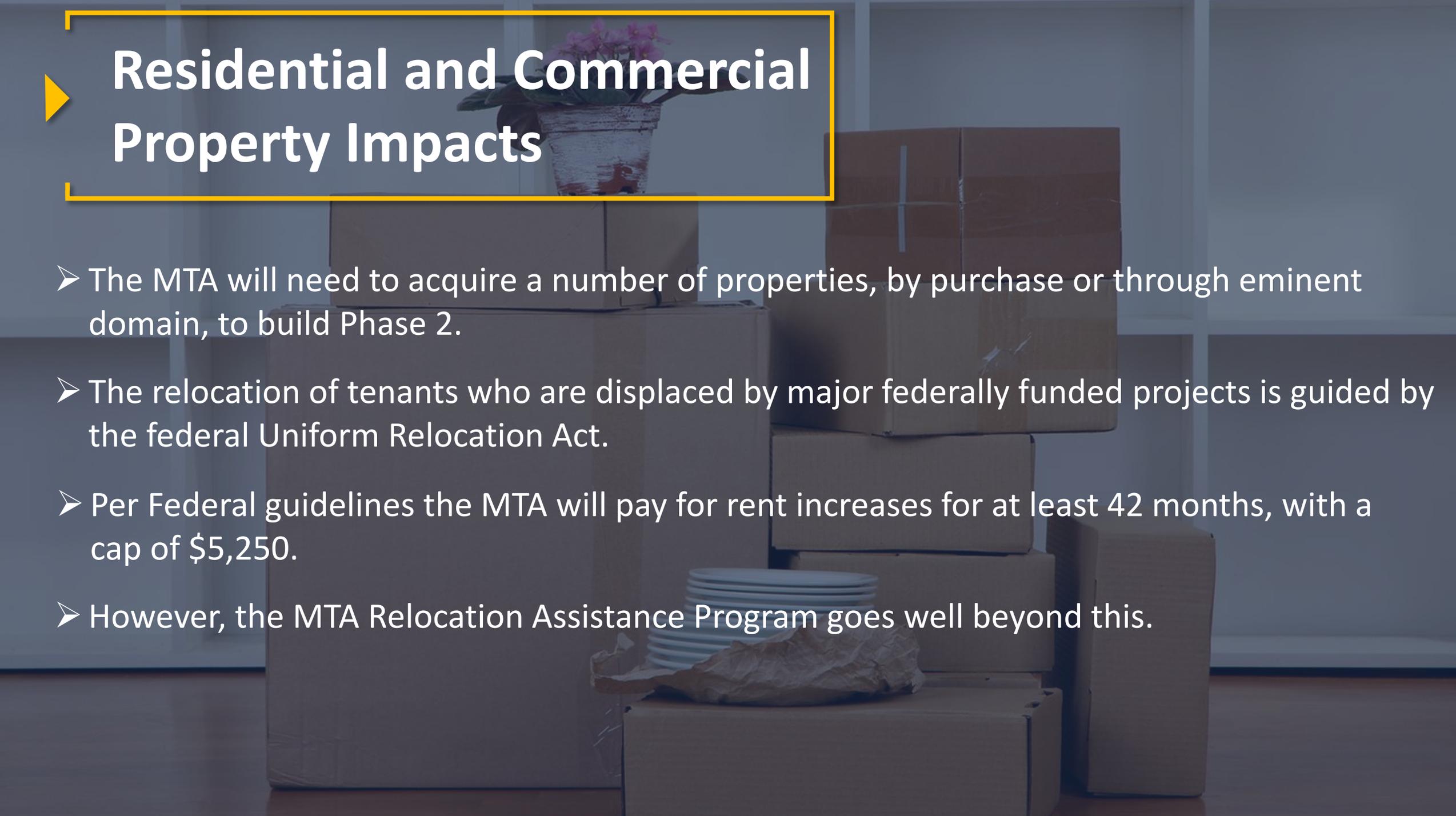
## Ground Level SECOND AVENUE



## Ancillary for cut-and-cover station

### LEGEND

- |   |                      |   |                   |   |                                 |
|---|----------------------|---|-------------------|---|---------------------------------|
|  | COMMUNICATION SPACES |  | MECHANICAL SPACES |  | PUBLIC / NON PUBLIC CIRCULATION |
|  | ELECTRICAL SPACES    |  | PLUMBING          |  | SIGNALS                         |
|  | TPSS                 |  | FIRE PROTECTION   |  | STATION OPERATIONS              |



# Residential and Commercial Property Impacts

- The MTA will need to acquire a number of properties, by purchase or through eminent domain, to build Phase 2.
- The relocation of tenants who are displaced by major federally funded projects is guided by the federal Uniform Relocation Act.
- Per Federal guidelines the MTA will pay for rent increases for at least 42 months, with a cap of \$5,250.
- However, the MTA Relocation Assistance Program goes well beyond this.



**Second Avenue Subway**

**Community  
Information Center**

**Partnering with the  
Community**



**Thank You!**