



Metropolitan Transportation Authority

Construction & Development

Metro-North Railroad

MetLife

Park Avenue Viaduct Replacement Q1 2023 Update Manhattan Community Board 11



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Agenda

- Introductions
- Project Background
- Anticipated Project Schedule & Staging
- Urban Garden Center & La Placita Updates
- Community Outreach & Engagement
- Discussion & Questions





Project Background

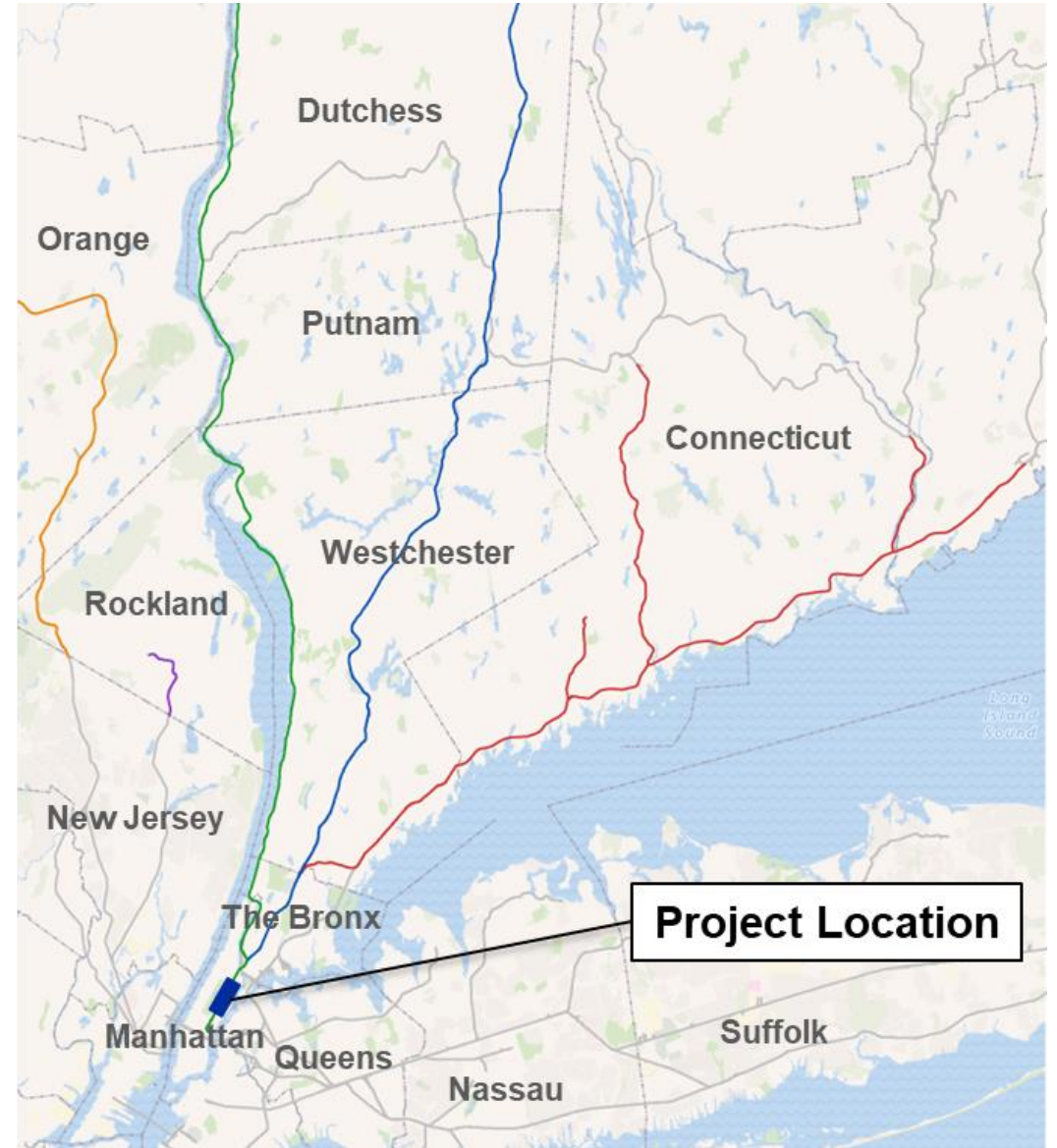


What is the Park Ave Viaduct?

The Park Avenue Viaduct is an elevated steel structure built in 1893 (130 years ago) which carries four Metro-North Railroad tracks above Park Avenue in East Harlem.

- 98% of all Metro-North trains use the viaduct
- 750 trains and 220,000 customers use the viaduct on a typical (pre-covid) weekday
- 1.25-mile-long steel structure (5 track miles)

The PAV is the main artery that carries all riders to and from Grand Central Terminal and Harlem-125th Street Station.



Why is the Viaduct important to Harlem?

- PAV served 5.3 million customers at Harlem-125 Street Station in 2019
- Harlem-125th Street Station was 3rd busiest in Metro-North system (pre-Covid)
- \$24 Million in recent station investments



Harlem 125th Street Neighborhood Investments



125th St. Lighting Improvement Project (SBMP)



125th St. Enhanced Station Initiative (ESI)



125th St. Customer Service Initiative (CSI)



125th St. Stair Replacement Project (SBMP)



E. 132nd St. Viaduct Painting (SBMP)

More than \$24 Million recently Invested

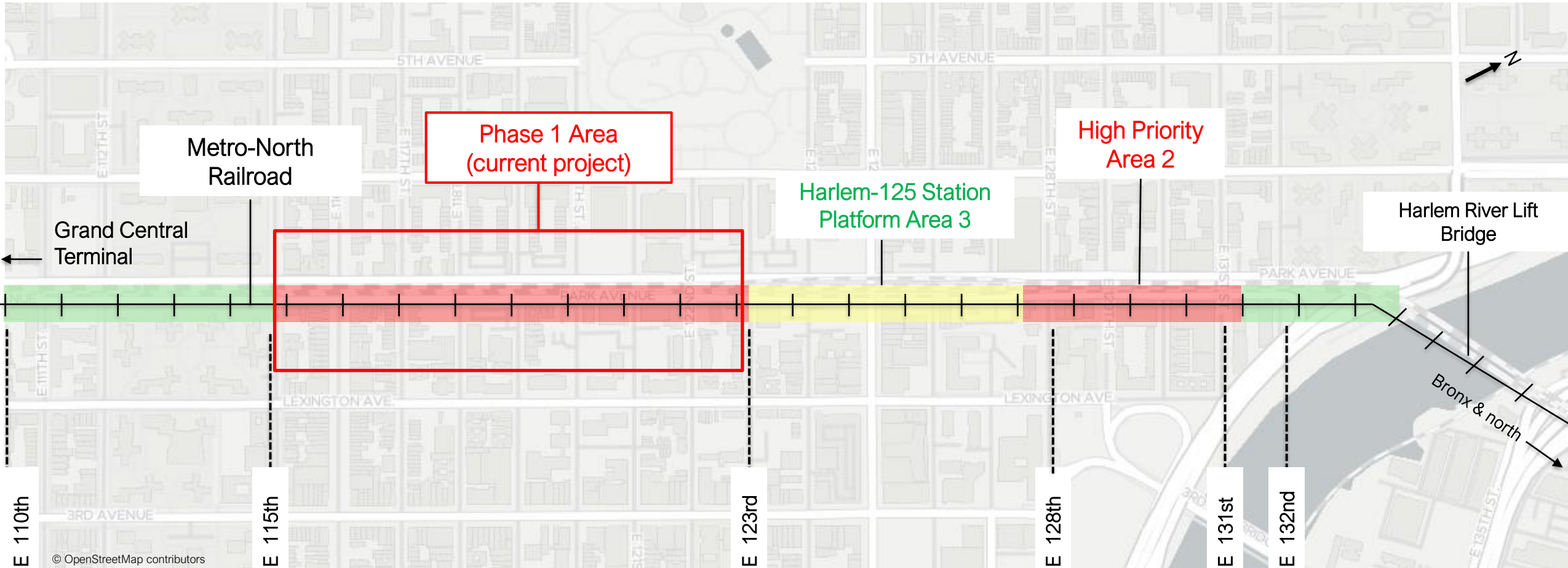


What is the Park Avenue Viaduct Replacement Project?

- MTA Construction & Development and Metro-North Railroad plan to replace major segments of the Park Avenue Viaduct to maintain a State of Good Repair
- Ensures MNR service to and from the Harlem community
- No change to the existing number of tracks and **no impacts to Metro-North schedule including at Harlem/125th station**



Park Avenue Viaduct Program Prioritization



High Priority: Interim Repairs and Full Replacement of Viaduct

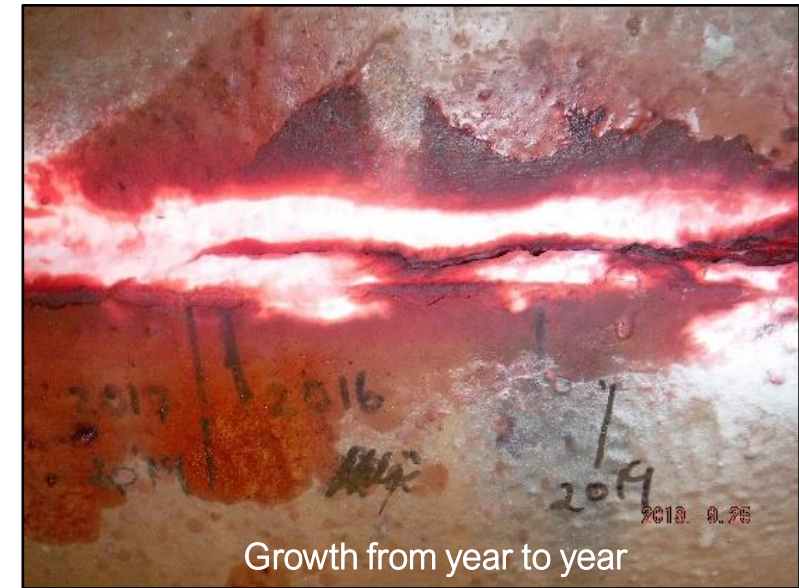
Rehabilitation

Painting & Localized Repairs



Why Now?

- The Park Avenue Viaduct was built in 1893 (over 130 years ago)
- Structure continues to exhibit signs of distress
- Current usage is well above original design
- PAV must be maintained in a state of good repair



Project Benefits



Maintains the **safety** of the public and the railroad



Constructs a more resilient viaduct that meets modern industry design standards



Ensures train service to and from Harlem-125th Street Station, GCT, The Bronx & north



Reduced noise and vibration levels



MTA Arts & Design permanent art at 116th St



Pathways into union jobs for local community



Includes tens of millions of dollars for DBE contracts



Integrate DOT improvements



Introduces construction-induced spending and job creation



Provides unique opportunity to partner with local schools (STEM)



Mass transit reduces traffic congestion and improves air quality



Sustainable materials

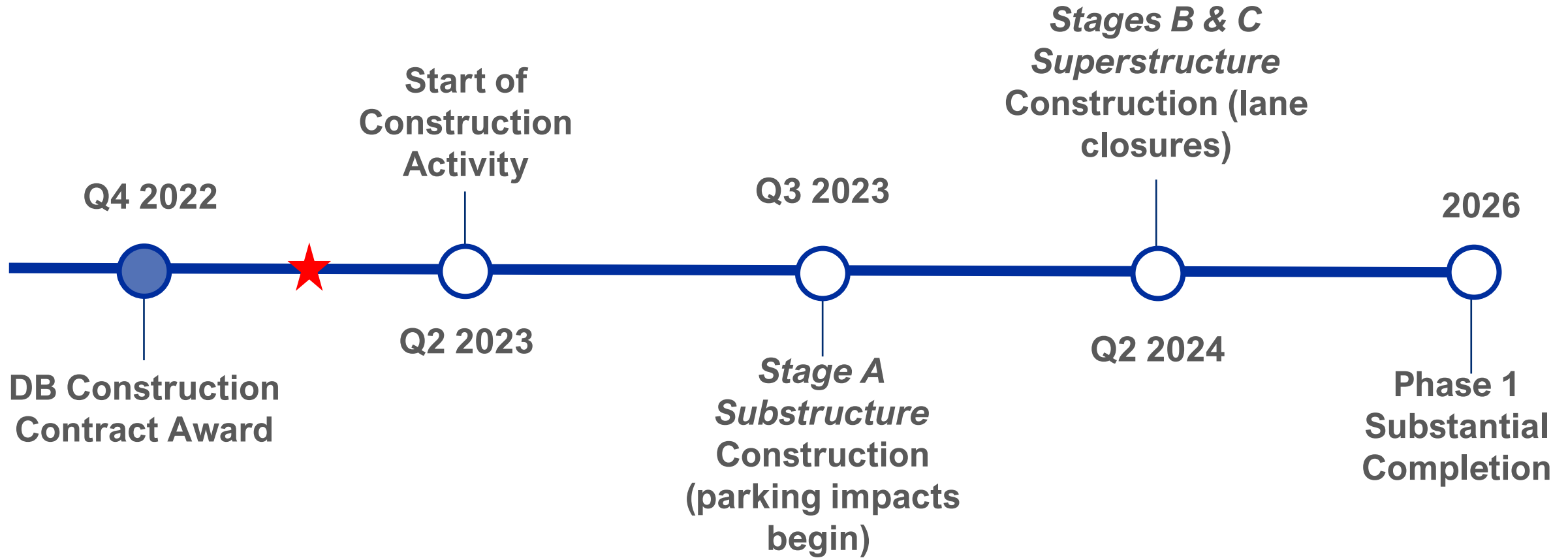


An aerial photograph of a city street featuring elevated train tracks. The tracks run diagonally from the top left towards the bottom center. The surrounding area is densely packed with multi-story urban buildings in various colors, including red brick, tan, and grey. A blue semi-transparent banner is overlaid across the middle of the image, containing the title text.

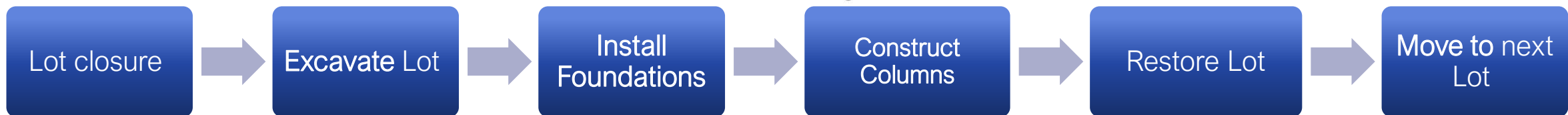
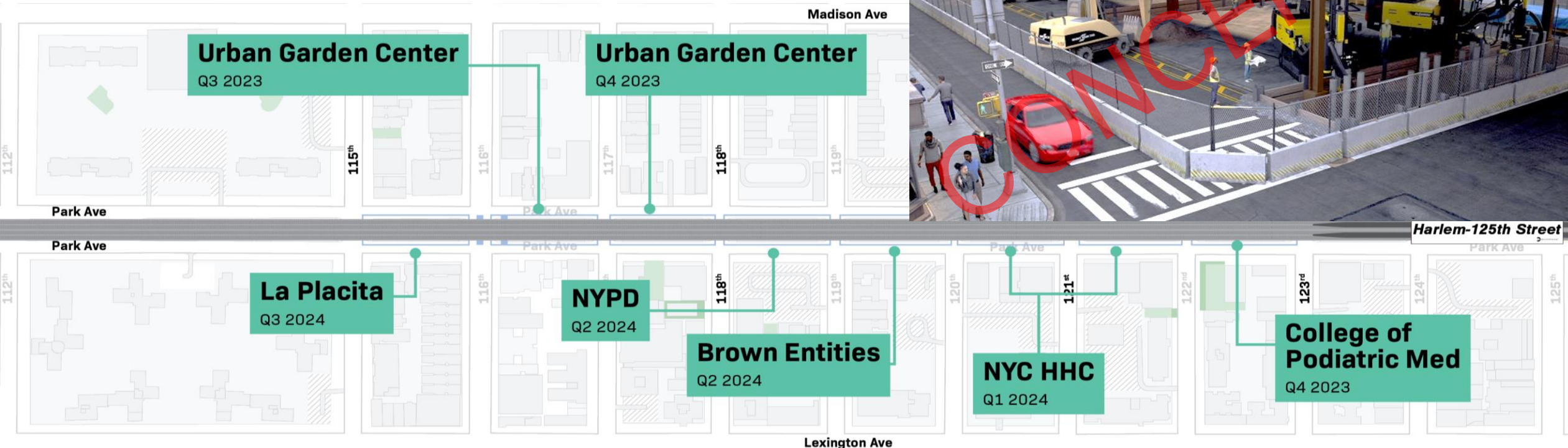
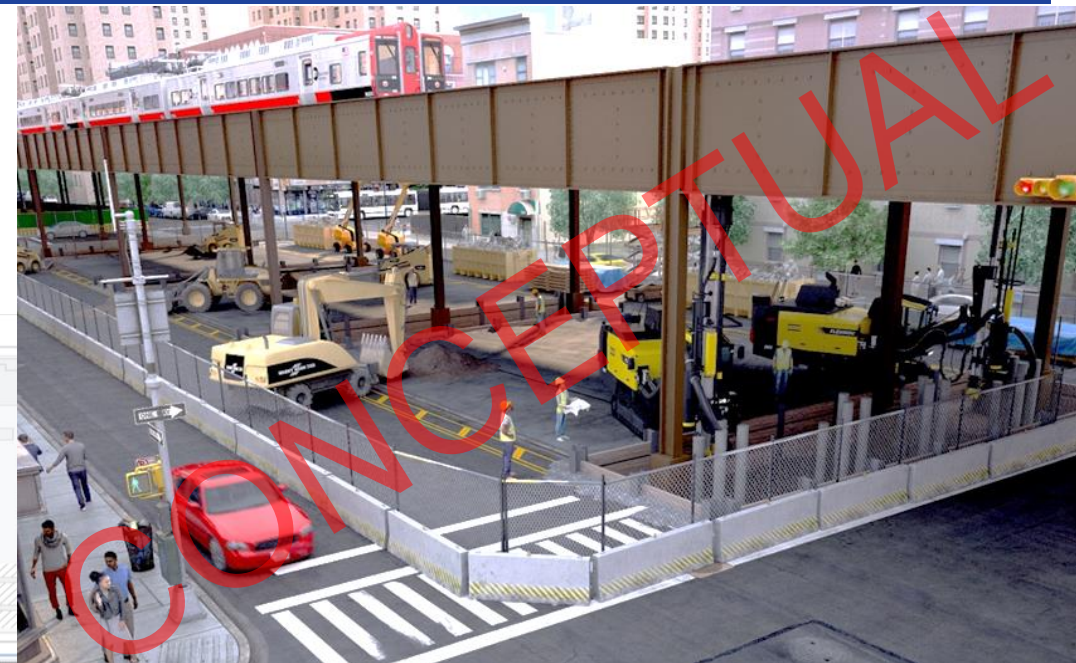
Anticipated Project Schedule & Staging



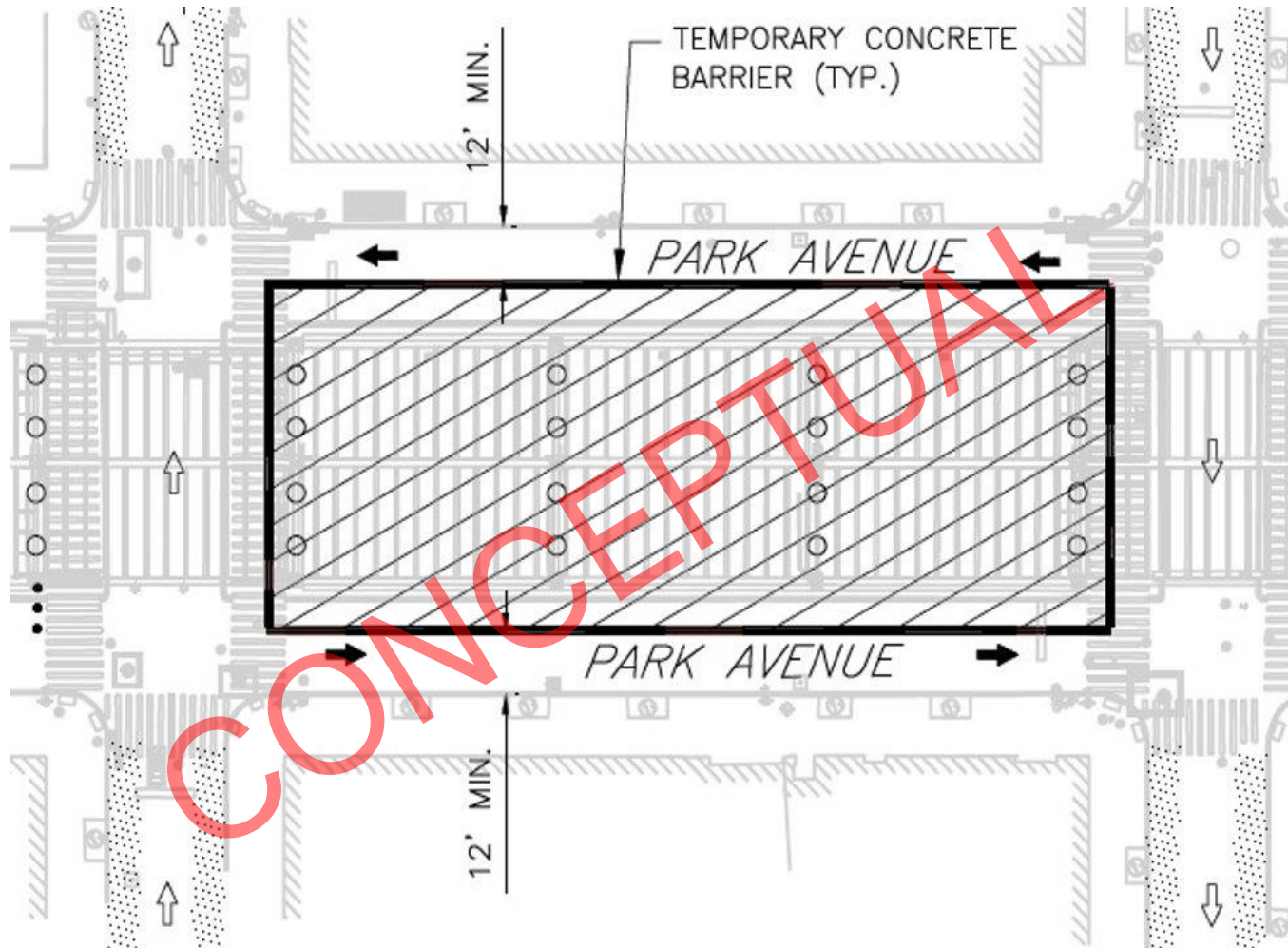
Anticipated Project Schedule



Stage A: Substructure

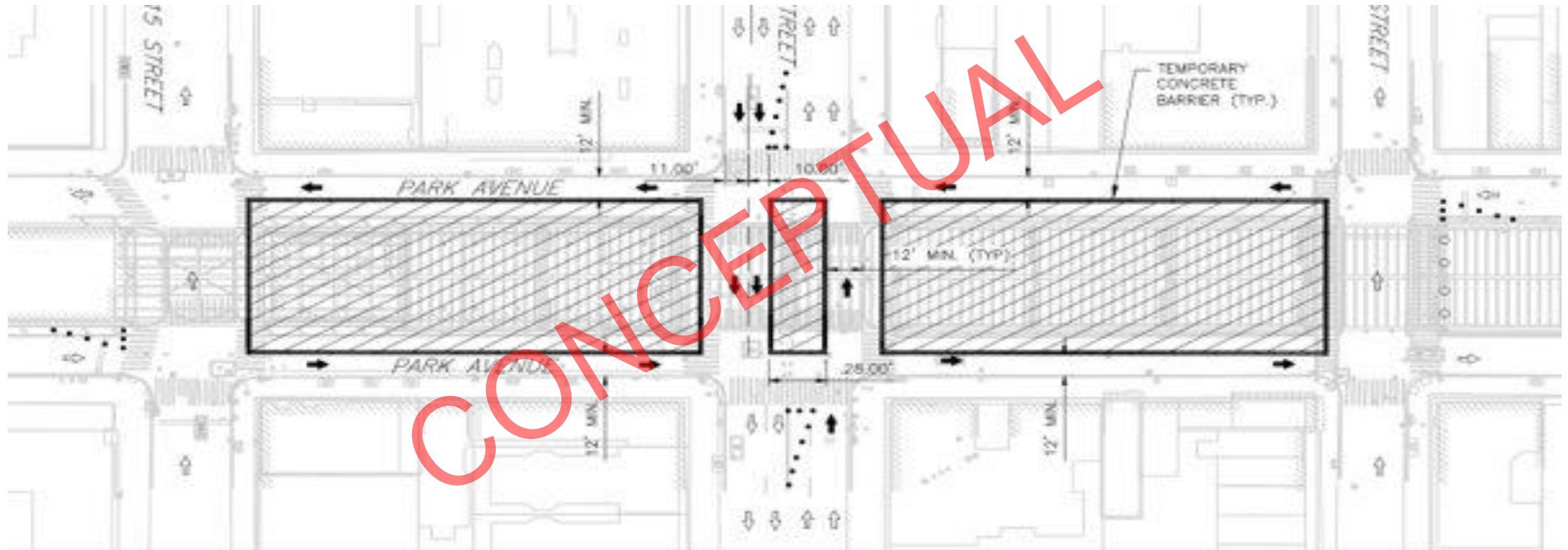


Stage A: Substructure Typical Work Zone



- Parking lanes temporarily removed in up to 2-block increments on a rolling basis during construction
- Emergency access maintained at all times
- Sidewalks to remain fully open
- Construction mobilization begins **March/April 2023**
- Substructure construction anticipated Q3 2023 to Q3 2024

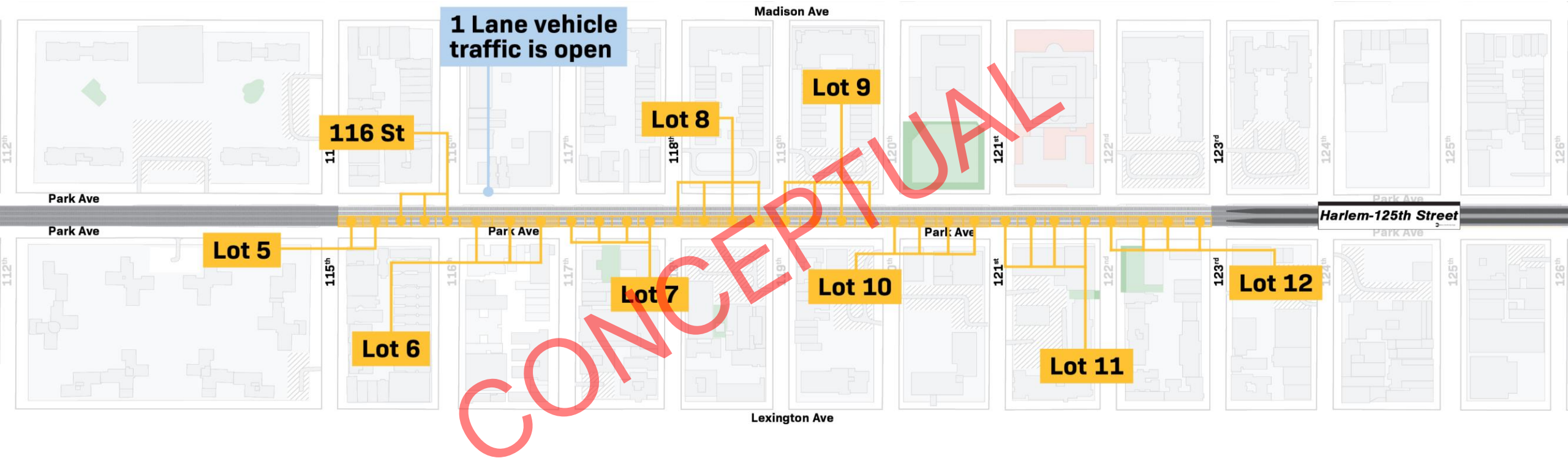
Stage A: Substructure – 116th Street (Special Case)



- Single lane closure on westbound 116th St during Substructure construction
- Emergency access maintained at all times; sidewalks to remain fully open
- This configuration to be in place for 2 months at 116th, given the unique layout

Stage B: Superstructure – Eastern Two Tracks

Anticipated Start: Spring 2024

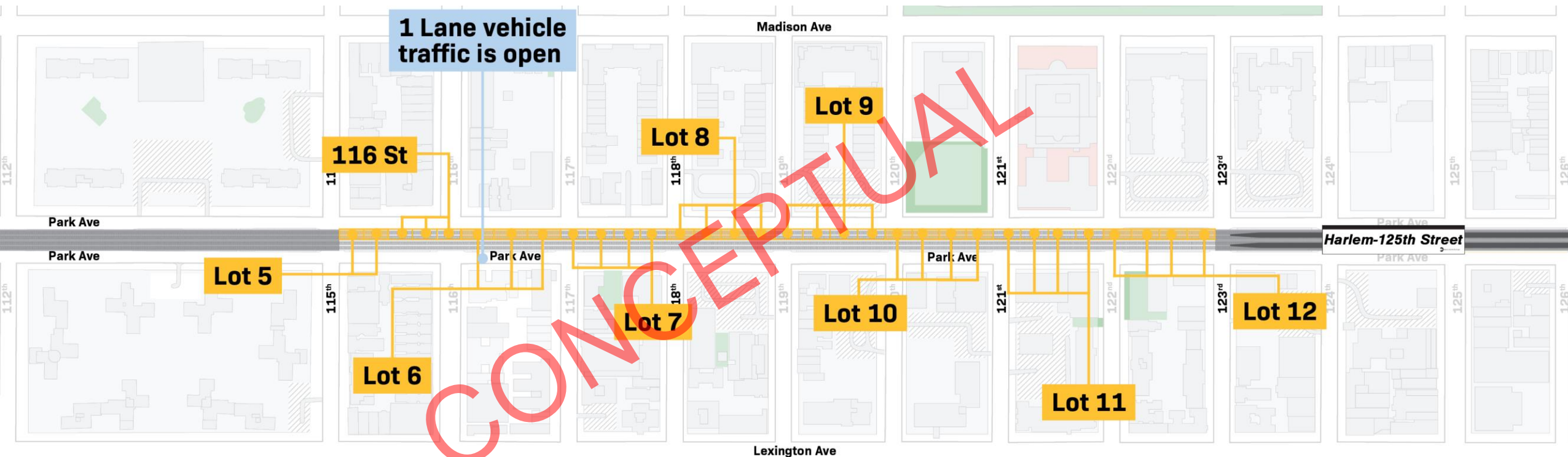


- Superstructure spans replaced over weekends; no impact on Metro-North schedules
- One Southbound lane remains open; Northbound traffic detoured
- Southbound and Northbound parking closed
- Ongoing coordination with DOT and emergency response



Stage C Superstructure – Western Two Tracks

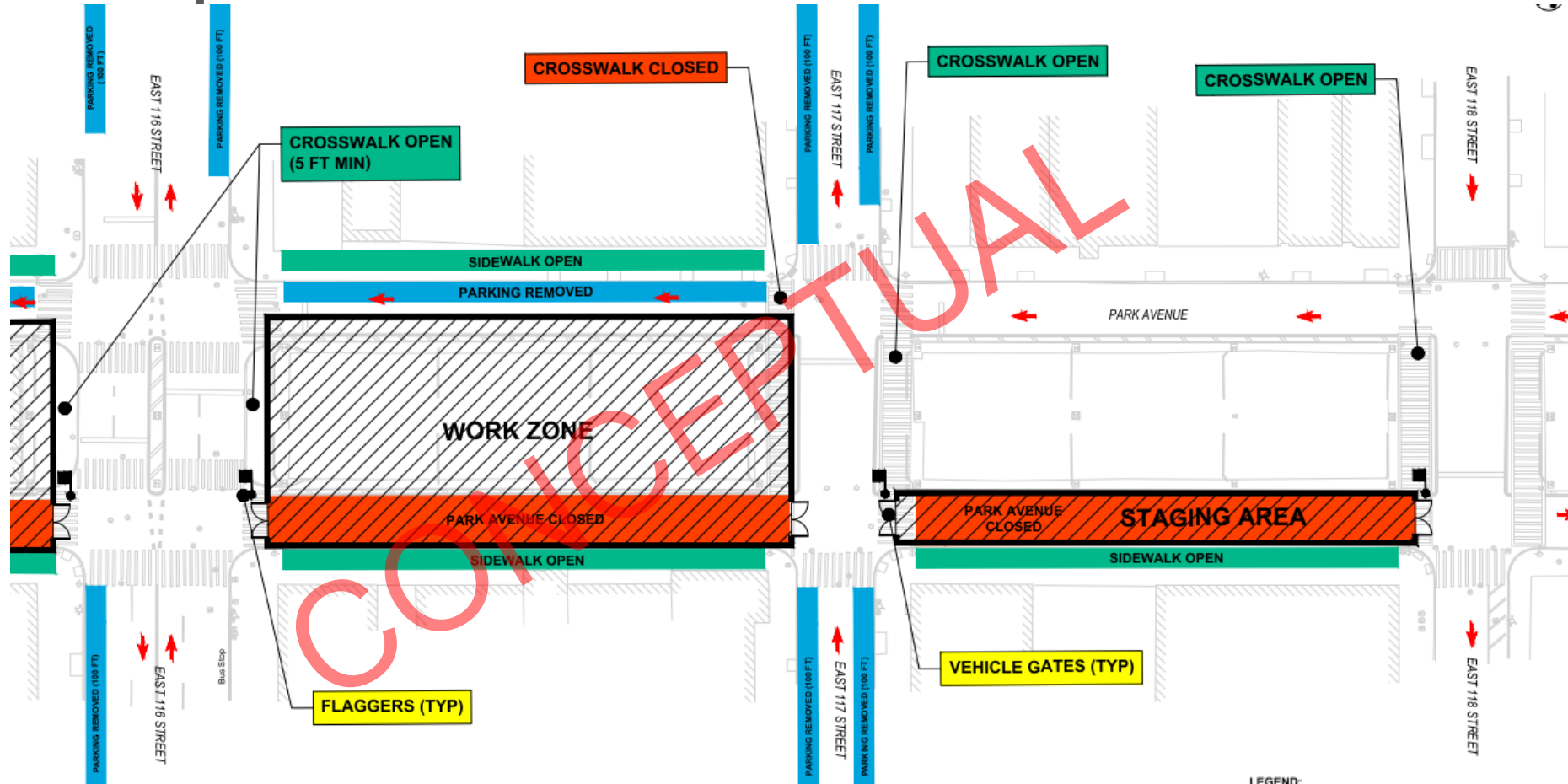
Anticipated start: Spring 2025



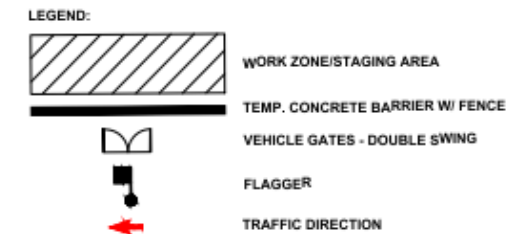
- Superstructure spans replaced over weekends; no impact on Metro-North schedules
- Northbound traffic remains open; Southbound traffic detoured
- Northbound and Southbound parking closed
- Ongoing coordination with DOT and emergency response



Typical Superstructure Work Zone



- Lots below Viaduct closed during Superstructure replacement
- Staging area established adjacent to work areas
- Clear zones requirements to be maintained during construction
- Expected duration Q2 2024 to Q4 2025



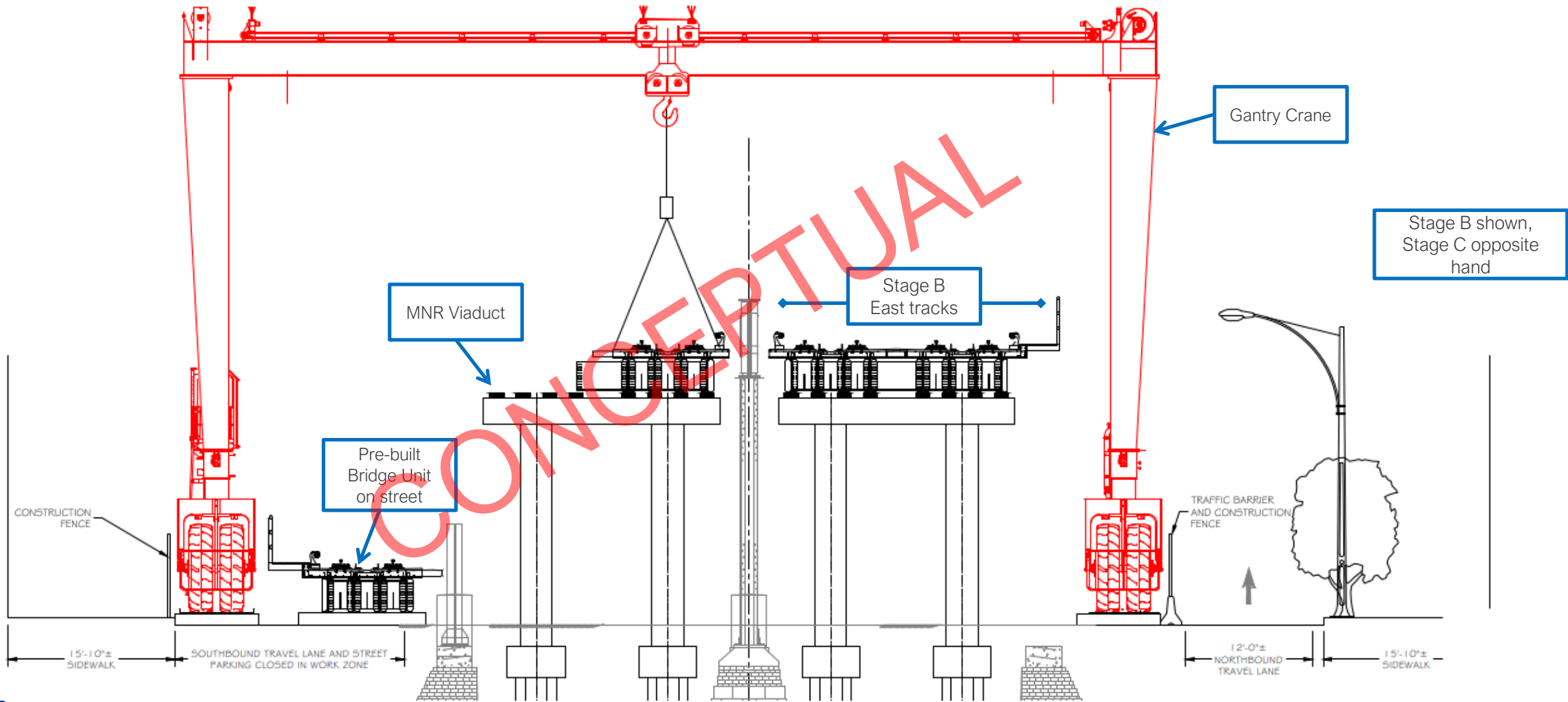
Superstructure Construction



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Superstructure Construction – Gantry



Superstructure Construction – Gantry (CONCEPTUAL)

Please visit the following URL to see a CONCEPTUAL video showing the superstructure construction process:

<https://vimeo.com/ursci/review/794517529/456290c29f>

CONCEPTUAL





Urban Garden Center & La Placita Updates



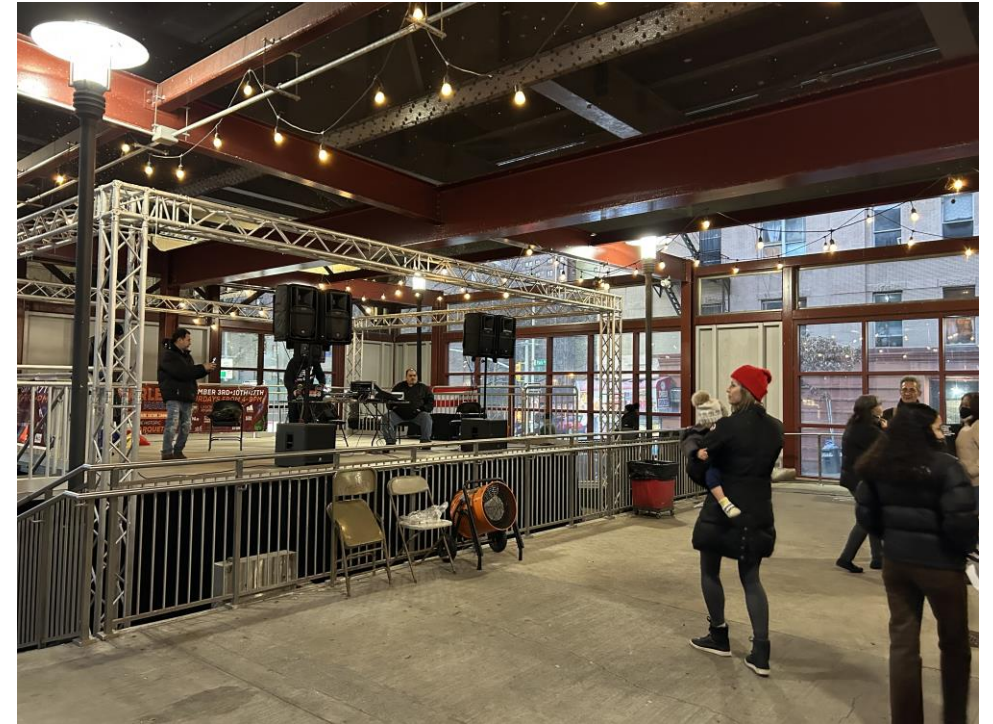
Temporary Urban Garden Center Relocation

- UGC's retail operations (currently at Lot 6, under PAV between E 116th & E 117th) will be relocated to Lot 1 (under PAV between E 111th & E 112th)
- Contractor, MTA, and City working together to prepare Lot 1, in consultation with UGC, and anticipate move occurring in Q2 of 2023
- Contractor, MTA, and City working together on an offsite location in the nearby community, in consultation with UGC, for Lot 7 (UGC's storage) to be relocated in Q2 of 2023
- Both changes will be in place for duration of construction



Temporary La Placita Relocation

- La Placita (Lot 5, under PAV between E 115th & E 116th) is not anticipated to be impacted until Q2 2024 (through Q3 2025)
- Phasing developed to minimize duration of impact to La Placita; selected contractor (Halmar) proposed shortest temporary closure period of all proposals received
- The team will work with EDC to review locations within the community for La Placita's temporary space
- After the Contractor completes their work in 2025, La Placita will be returned to their existing location with restored aesthetics and functionality



An aerial photograph of a city street featuring elevated train tracks on the left side. The tracks run parallel to a street with several cars. The surrounding area is densely packed with multi-story buildings in various colors, including red brick, tan, and grey. A prominent yellow building with many windows is visible in the center. The sky is not visible, and the overall scene is brightly lit.

Community Outreach & Engagement



Art & Design Component

- Project will include a permanent art installation at 116th Street
- Open call for artists initiated late last year and application period ended 2/15
- Artist will be selected by a professional panel with input from Community Board and local elected officials; the unique characteristics and diversity of the East Harlem community will be part of proposal review
- Finalists will be paid an artist fee; selected artist will work with MTA on refining proposal and implementation



Harlem –125th Street, Art Installation:
Harlem Encore, 1999

Stakeholder Engagement Overview

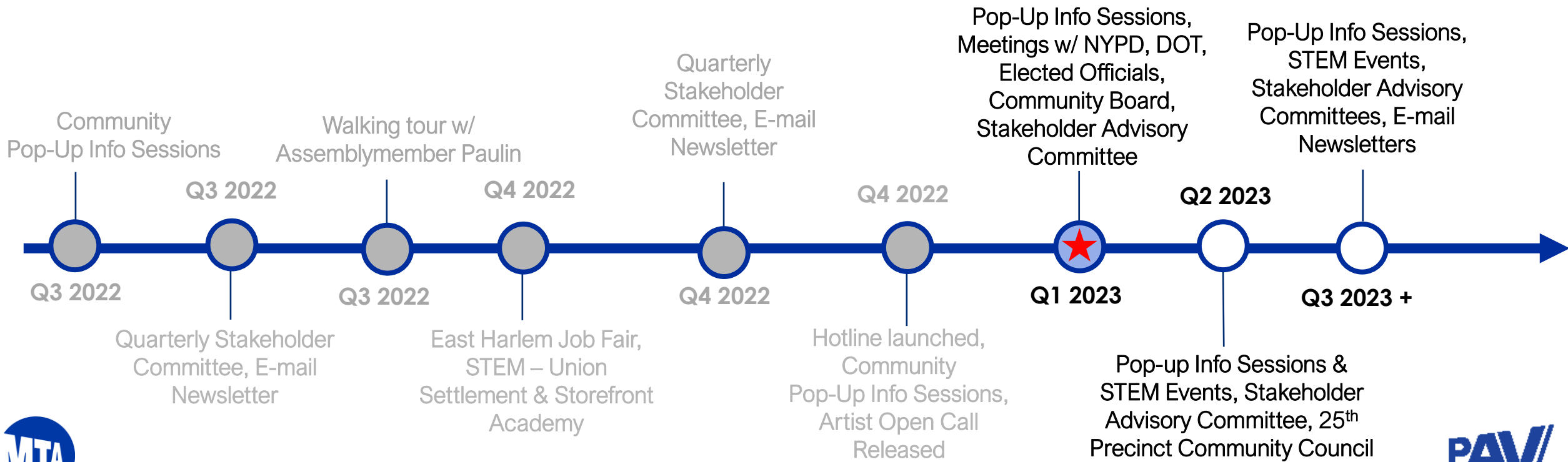
- Quarterly Stakeholder Advisory Committee Meetings and e-mail newsletters
- Pop-up info sessions at high-traffic locations (public transit, community centers, etc.)
- STEM programming at schools
- Community Board meetings, elected official briefings, 25th Precinct Community Council meeting
- Dedicated Construction Community Liaison, Allan Valerio
- Timely construction notifications and project e-mail and hotline



Past Stakeholder Outreach



Stakeholder Outreach



Design Decisions Informed By Community Input

Community Request	Update
Lighter color viaduct	Approval from SHPO for light grey structure
Improve lighting underneath the viaduct	New lighting per NYC DOT Street Lighting standards
Increase pedestrian safety	Eliminating vehicle access through crosswalks to parking lots; Pedestrian Refuge Island on 116th Street
Open columns (not solid pier walls)	Open columns will be used
Reduce viaduct noise and vibrations	Modern design and materials expected to reduce local noise and vibration levels



Design Decisions Informed By Community Input

Community Request	Update
Minimize temporary disruptions to La Placita	Work is being staged to minimize duration of impacts to La Placita; Coordinating with La Placita to identify interim space
Compatibility with La Placita	Restoring aesthetics and functionality of La Placita
Maximize visibility of local businesses during construction	MTA and the contractor will work with impacted businesses to provide signage to show they are open and how to access
Reduce air quality impacts and noise during construction	Monitor noise and air quality levels for project duration; Shorter overall construction duration



Good Neighbor Initiative

- MTA will oversee a Good Neighbor Initiative Program, where contractor will be graded on various local quality of life factors; grades will be tied to financial incentives
- Factors will include:
 - Pedestrian Environment and Livability
 - Site Upkeep, Cleanliness, and Housekeeping
 - Maintenance of Additional Site Elements and Communication
- What would you like to see monitored in this program?



Project Contact Info

- Project Construction Community Liaison: Allan Valerio
 - Email: PAVoutreach@mtacd.org
 - Hotline: (347) 422-7780
 - Website: <https://new.mta.info/project/park-avenue-viaduct>
- MTA C&D Dir. of Public Affairs Joe O'Donnell and MTA Metro-North Dir. of Gov & Community Relations Andy Buder, can also be contacted



CCL Allan Valerio speaking with a community member about the project at 125th St MNR Station





End of Presentation

