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Press Release

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IMMEDIATE

Second Avenue Subway Reaches Major Milestones

All Blasting Completed; 96th St Station Heavy Construction Finished

The Metropolitan Transportation Authority (MTA) announced today that the Second Avenue Subway project, the largest expansion of the New York City subway network in generations, has reached major new milestones in its on-time, on-budget progress to serve customers on Manhattan's East Side by the end of 2016. All blasting operations for Phase 1 of the Second Avenue Subway Project are complete and heavy construction to excavate and create the 96th St station reached substantial completion November 5.

The final blast, which completed excavation for a future escalator entrance located on the north side of 86th Street and 2nd Avenue, took place at 5:21pm on Monday, November 18, 2013.

"This is a significant milestone, and one which I am sure will be welcomed by *all* of our Second Avenue community neighbors," said Michael Horodniceanu, President of MTA Capital Construction. "We are committed to continuing the progress on this project, which will be an enormous benefit to the entire community."

The contractor Skanska/Traylor Joint Venture will continue to install waterproofing and steel reinforcement to complete the concreting of the underground cavern, entrances, and ancillaries for the future 86th Street Station. The follow-on finishes contract, which will complete the mezzanine and platforms, station entrances, ancillary buildings, and the mechanical, electrical and plumbing systems for the station was awarded to Schiavone/Picone Joint Venture on June 12, 2013.

The controlled blasting operations began with the first blast at 96th St. on November 4, 2009, and were employed in the construction of all of the cavern excavations for underground structures for the subway stations at 72nd, 86th, and 96th streets. The 63rd St. Station is being reconstructed to connect the Second Avenue Subway into the existing Lexington Av-63 St Station. Work at that site involved excavation, muck removal, and reconstruction of the structural elements within the existing station, for future extension of the  Line.

In addition, the Site and Heavy Civil work for the 96th Street Station of the Second Avenue Subway was completed November 5. The contract, valued at \$365,724,479, was awarded in May 2009 to a joint venture of E.E. Cruz and Company and Tully Construction Company Joint Venture. This is the third contract out of ten to be completed for Phase 1 of the Second Avenue Subway project.

This heavy civil/structural work involved utility relocation, demolition of existing buildings, underpinning, slurry wall construction, station excavation, and concrete placement of the station invert slab of the main station, entrances, and ancillary facilities. Due to geological conditions, the cut and cover excavation method was used, followed by the transport and disposal of approximately 400,000 tons of soil and 40,000 tons of rock/concrete debris which was equivalent to 22,000 trucks of material taken to various disposal facilities in New York, New Jersey and Pennsylvania.

The utility work associated with this contract included relocation of approximately 82,000 linear feet of Con Edison primary and secondary electric cables, approximately 4,500 linear feet of Verizon fiber optic cables, extensive relocation of low and high pressure Con Ed gas mains, and relocation and/or protection of existing New York City water and sewer mains.

"The completion of this contract was a monumental accomplishment," Horodniceanu said. "It could not have been done without the hard work and dedication of a very motivated team."

The \$4.45 billion project to extend the  Line along Second Avenue is the largest expansion of the subway system in generations. The subway line, with new stations at 72nd Street, 86th Street and 96th Street, is expected to open for service in December 2016.

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