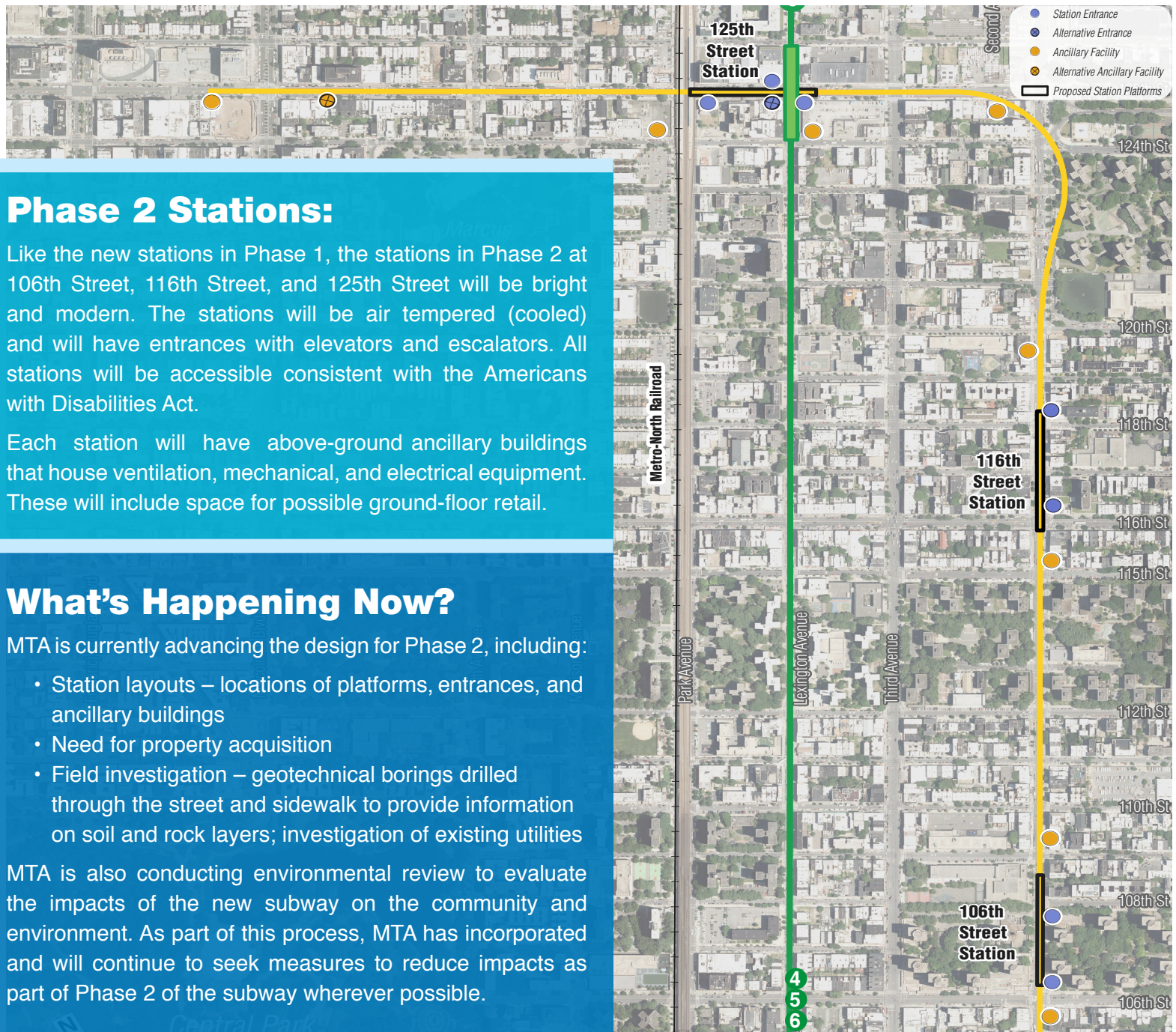


# Second Avenue Subway Phase 2

Fact Sheet

## The Second Avenue Subway is Coming to East Harlem

With the recent opening of Phase 1 of the Second Avenue Subway, the Metropolitan Transportation Authority (MTA) is now advancing Phase 2. Phase 1 extended Q subway service from 63rd Street to 96th Street along Manhattan's East Side, with new stations at 72nd, 86th, and 96th Streets, providing one-seat service from the Upper East Side to Times Square and on to Coney Island via the Broadway line. Phase 2 will extend into East Harlem to 125th Street and include three new stations at 106th, 116th, and 125th Streets. Phase 2 will provide direct passenger connections to the Lexington Avenue (4/5/6) subway line at 125th Street and an entrance at Park Avenue to allow convenient transfers to Metro-North Railroad.



### Phase 2 Stations:

Like the new stations in Phase 1, the stations in Phase 2 at 106th Street, 116th Street, and 125th Street will be bright and modern. The stations will be air tempered (cooled) and will have entrances with elevators and escalators. All stations will be accessible consistent with the Americans with Disabilities Act.

Each station will have above-ground ancillary buildings that house ventilation, mechanical, and electrical equipment. These will include space for possible ground-floor retail.

### What's Happening Now?

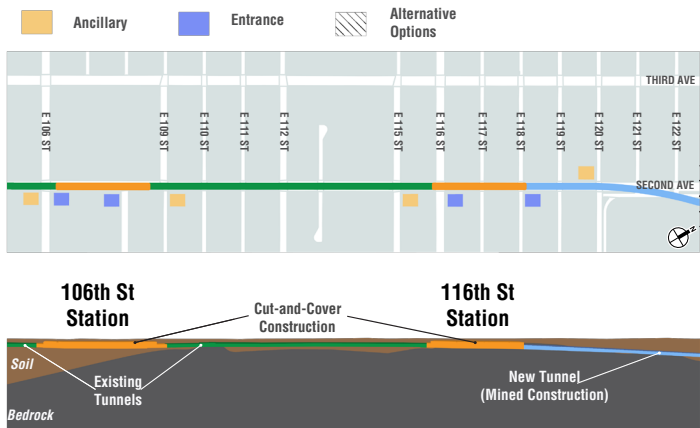
MTA is currently advancing the design for Phase 2, including:

- Station layouts – locations of platforms, entrances, and ancillary buildings
- Need for property acquisition
- Field investigation – geotechnical borings drilled through the street and sidewalk to provide information on soil and rock layers; investigation of existing utilities

MTA is also conducting environmental review to evaluate the impacts of the new subway on the community and environment. As part of this process, MTA has incorporated and will continue to seek measures to reduce impacts as part of Phase 2 of the subway wherever possible.

## Construction

Construction of Phase 2 of the Second Avenue Subway will include moving some utilities (water, sewer, electric) currently located under Second Avenue away from the construction zone, excavation for the new tunnel and stations, and construction of the station entrances, ancillary buildings, and connections to the 4/5/6 subway at Lexington Avenue. MTA is seeking to minimize construction impacts on the community as much as possible.



Construction work will include:

- Modification and use of the existing tunnel sections beneath Second Avenue that were built in the 1970s
- Cut-and-cover construction for 106th Street Station and 116th Street Station to connect to the existing tunnel sections
- Mined tunnel constructed below-ground using a Tunnel Boring Machine from Second Avenue at 120th Street to 125th Street near Lenox Avenue; mined construction of 125th Street Station
- Excavation and above-ground construction for all station entrances and ancillary buildings



## Environmental Review

The National Environmental Policy Act (NEPA) requires environmental review for projects that will seek federal funding. As required by NEPA, the Federal Transit Administration (FTA) and MTA evaluated the full proposed Second Avenue Subway between 125th Street and the Financial District in an Environmental Impact Statement (EIS) completed in 2004. Because of the long duration for completion of the new subway, FTA and MTA will prepare an updated supplemental NEPA environmental document for each phase of the subway. Each supplemental NEPA document will evaluate updated conditions and any refinements to the project design from what was presented in the 2004 EIS.

FTA and MTA have completed a Supplemental Environmental Assessment (EA) that evaluates the impacts of Phase 2 of the Second Avenue Subway and are now inviting comments from the public on the information presented in the Supplemental EA.

### SUMMARY OF IMPACTS

<p><b>Construction Impacts</b></p>	<ul style="list-style-type: none"> <li>• Overall construction for approximately 9 years, with construction at some locations for shorter periods</li> <li>• Traffic disruption, noise, visual appearance of construction sites, temporary modified access to buildings</li> </ul>
<p><b>Permanent Operational Impacts</b></p>	<ul style="list-style-type: none"> <li>• Beneficial impacts of new subway service and enhanced transit accessibility</li> <li>• New ancillary buildings 90 to 140 feet high on Second Avenue, 45 to 75 feet high on 125th Street; designed to be compatible with neighborhood setting</li> <li>• New station entrances on both Second Avenue and 125th Street (see graphic on previous page)</li> <li>• Need for acquisition of private property to accommodate entrances and ancillary facilities: possible acquisition of 36 to 39 properties and partial acquisition of 4 to 5 properties. This would result in an estimated displacement of 170 residents and 157 to 505 employees. As with Phase 1 of the Project, MTA will work with owners and tenants, and will follow all state and federal regulations for compensation and displacement, as well as robust MTA real estate protocols.</li> </ul>

# Second Avenue Subway Phase 2

## PLEASE JOIN US FOR A PUBLIC MEETING

**Tuesday, July 31, 2018**

Meeting from 6 PM - 9 PM

6 PM - Open House

7 PM - Presentation

7:30 PM - Public Comment Session

### **Henry J. Carter Specialty Hospital & Nursing Facility**

First Floor Conference Room

1752 Park Ave, New York, NY 10035

(Main Entrance on Park Avenue and East 122nd Street)

The Federal Transit Administration (FTA) and the Metropolitan Transportation Authority (MTA) have completed a Supplemental Environmental Assessment (EA) to the Second Avenue Subway Final Environmental Impact Statement: Phase 2. Phase 2 of the subway will extend service from 96th Street to 125th Street with new stations at 106th Street, 116th Street, and 125th Street. The Supplemental EA has been prepared in accordance with the National Environmental Policy Act (NEPA) for FTA as lead federal agency.

FTA and MTA are holding the public meeting to hear comments related to Phase 2 and the Supplemental EA. Written comments also may be submitted at the public meeting or submitted to MTA or FTA at [outreach@mtacc.info](mailto:outreach@mtacc.info) or the addresses below. All submissions received by MTA or FTA by August 13, 2018 will be considered and included in the public record.

For additional information contact:

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Community Information Center  
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(212) 722-3700  
[outreach@mtacc.info](mailto:outreach@mtacc.info)

Donald Burns, AICP  
Director, Planning and  
Program Development  
Federal Transit Administration,  
Region II  
One Bowling Green,  
Room 429  
New York, NY 10004  
(212) 668-2170

### **The Supplemental EA is available for public review at the following locations:**

- Online at [http://web.mta.info/capital/phase2\\_docs.html](http://web.mta.info/capital/phase2_docs.html)
- Second Avenue Subway  
Community Information Center,  
69 East 125th Street, Manhattan
- Federal Transit Administration,  
One Bowling Green, Room 429,  
Manhattan
- Manhattan Community Board 10  
Office, 215 West 125th Street,  
4th Floor
- Manhattan Community Board  
11 Office, 1664 Park Avenue,  
Ground Floor