



U.S. Department  
Of Transportation  
**Federal Transit  
Administration**

Region II  
New York  
New Jersey

One Bowling Green  
Room 429  
New York, NY 10004-1415  
212-668-2170  
212-668-2136 (Fax)

July 10, 2015

Mr. Marc Albrecht  
Deputy Director, Grant Management  
Metropolitan Transportation Authority  
2 Broadway  
New York, NY 10004

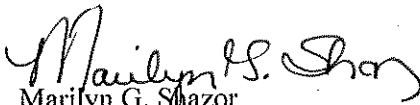
Dear Mr. Albrecht:

The Federal Transit Administration (FTA) has reviewed the Environmental Re-Evaluation Consultation form (Consultation Form) for the *MTA Long Island Railroad East Side Access Technical Memorandum No. 9 – Concrete Deliveries at 55<sup>th</sup> Street* (Tech Memo No. 9) submitted by the Metropolitan Transportation Authority (MTA) on June 8, 2015, regarding the MTA Long Island Railroad East Side Access Project (Project). As part of the Project, MTA proposes to use a portion of East 55<sup>th</sup> Street between Park and Madison Avenues as a concrete delivery access point.

Based on our review of the Consultation Form for Tech Memo No. 9, attached hereto, FTA concurs that the proposed design modifications, as described in Consultation Form, will not result in significant adverse environmental impacts. The completed Consultation Form for Tech Memo No. 9 satisfies the NEPA requirements as outlined in 23 CFR 771.130 and no supplemental environmental review is necessary for the proposed change.

Please be aware that if any further changes to the Project are proposed, FTA will need to determine if additional environmental studies will be necessary before the changes are approved. Should you have any questions concerning this Project, please contact Nancy Danzig, Director of Planning and Program Development at 212-668-2177.

Sincerely,




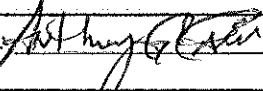
  
Marilyn G. Shazor  
Regional Administrator

Enclosure: Environmental Re-Evaluation Consultation Form for the *MTA Long Island Railroad East Side Access Technical Memorandum No. 9 – Concrete Deliveries at 55<sup>th</sup> Street*

Cc: J. Wuotinen MTA/MTACC

## ENVIRONMENTAL RE-EVALUATION CONSULTATION

Note: The purpose of this worksheet is to assist sponsoring agencies in gathering and organizing materials for re-evaluations required under the National Environmental Policy Act (NEPA). Submission of the worksheet by itself does not meet NEPA requirements. **FTA must concur in writing** with its determination and/or the sponsoring agency's NEPA recommendation. Contact the FTA Region 2 office at (212) 668-2170 if you have any questions regarding this worksheet. We strongly encourage you to contact us to discuss your project changes expiration of NEPA determination before you fill out this worksheet.

For Agency Use	
Date Received: _____	
Recommendation by Planner or Engineer: <input checked="" type="checkbox"/> Accept <input type="checkbox"/> Return for Revisions <input type="checkbox"/> Not Eligible  	Reviewed By: _____  Date: <u>June 8, 2015</u>
Comments: _____	
Concurrence by Director of Planning & Program Development <input checked="" type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments  	Reviewed By: _____  Date: <u>June 16, 2015</u>
Comments: _____	
Concurrence by Regional Counsel: <input checked="" type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments  	Reviewed By: _____  Date: <u>June 26, 2015.</u>
Comments: _____	
Concurrence by Approving Official: 	Date: <u>July 10, 2015</u>

Please answer the following questions, fill out the impact chart and attach project area and site maps. Using a site map from the previously approved NEPA document, show any project changes using a different color. Include additional site maps to help reviewer understand project changes.

**PROJECT TITLE**

MTA Long Island Rail Road East Side Access Technical Memorandum No. 9 –Concrete deliveries at 55<sup>th</sup> Street

**LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (c.g. EIS/ROD, EA/FONSI, BA, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.**

**Title:** MTA Long Island Rail Road East Side Access Final Environmental Impact Statement **Date:** Mar. 2001 **Type and Date of Last Federal Action –** May 2001 Record Of Decision

**Title:** "MTA LIRR East Side Access Project Technical Memorandum Assessing Potential Design Changes" (referred to as Technical Memorandum No. 1) **Date:** Feb. 2002 **Type and Date of Last Federal Action –** March 2002. FTA concurred with an assessment that showed no new adverse impacts would result from extending tail tracks south of Grand Central Terminal (GCT), a new 50<sup>th</sup> Street vent plant and a new truck dock, loop track modifications at Sunnyside, Queens, and a new entrance at the Roosevelt Hotel.

**Title:** "MTA LIRR East Side Access Project Design Changes in Queens Revision 14-4M" **Date:** November 2005 (referred to as Technical Memorandum No. 2) **Type and Date of Last Federal Action –** April 2006. FTA concurred with assessment that showed no new significant adverse impacts would result from design revisions in Sunnyside Yard, Queens involving the Harold Interlocking and changes to meet new 2003 National Fire Protection Association (NFPA) standards for ventilation systems design.

**Title:** "MTA/LIRR ESA 50<sup>th</sup> Street Facility Revised Supplemental Environmental Assessment to the East Side Access Final Environmental Impact Statement" **Date:** April 2006 **Type and Date of Last Federal Action–**Finding Of No Significant Impact July 27, 2006

**Title:** "MTA LIRR East Side Access Technical Memorandum Assessing Design Refinement: Tail Tracks Ventilation Plenum and Grate" (referred to as Technical Memorandum No. 3) **Date:** Feb 2008 and transmitted April 16, 2008 **Type and Date of Last Federal Action –** July 2008. FTA concurred with assessment that showed no new significant adverse impacts would result from the 37<sup>th</sup> Street sidewalk grates and vent plenum.

**Title:** "MTA LIRR East Side Access Technical Memorandum Assessing Design Changes: LIRR Concourse and Street Entrances" in addition to other documents (referred to as Technical Memorandum No. 4) **Date:** July 2009 **Type and Date of Last Federal Action** March 3, 2010. FTA concurred with an assessment that showed no new significant adverse impacts would result from GCT design changes and entrance configuration.

**Title:** "Redundant Elevator for East Side Access Concourse" (ref to as Technical Memorandum No. 5)

**Date:** March 2010

**Type and Date of Last Federal Action** – July 29, 2010 FTA concurred with an assessment that showed no new significant adverse impacts would result from construction of a redundant elevator for the East Side Access concourse.

**Title:** Environmental Re-Evaluation Consultation submitted for "MTA Long Island Railroad East Side Access Technical Memorandum No. 6 – 48<sup>th</sup> Street Entrance Design" (referred to as Technical Memorandum No. 6)

**Date:** Sep 2011

**Type and Date of Last Federal Action** – November 23, 2011 FTA concurred with an assessment that concluded no new significant adverse impacts would result from relocating the 280 Park Avenue entrance west to 415 Madison Avenue (an adjacent building).

**Title:** Environmental Re-Evaluation Consultation form submitted for "MTA Long Island Railroad East Side Access Technical Memorandum No. 7 – 37<sup>th</sup> Street Shaft – Construction Access" (referred to as Technical Memorandum No. 7)

**Date:** September 2013

**Type and Date of Last Federal Action** – November 4, 2013 FTA concurred with an assessment that concluded no new significant adverse impacts would result from changes to construction access for the 37<sup>th</sup> Street Shaft.

**Title:** Environmental Re-Evaluation Consultation form submitted for "MTA Long Island Railroad East Side Access Technical Memorandum No. 8 – Command Center Elevator" (referred to as Technical Memorandum No. 8)

**Date:** March 26, 2015

**Type and Date of Last Federal Action** – April 24, 2015

**HAS THE MOST CURRENT AND OTHER PERTINENT APPROVED ENVIRONMENTAL DOCUMENTS BEEN RE-READ TO COMPARE PROPOSED PROJECT CHANGES?**

**NO (STOP! The most current approved environmental document MUST be re-read prior to completing a re-evaluation.)**

**YES NAME: Jennifer Wuofinen, P.E. DATE: 6/8/15**

**IS THE PROJECT CURRENTLY UNDER DESIGN OR  CONSTRUCTION?**

**REASON FOR RE-EVALUATION**

A new construction access plan was developed in order to reduce cost and construction risk, and mitigate critical path schedule delays. Unacceptable bids were received for a contract called "Manhattan Structures 2 and Fit-Out of Facilities," which was to be awarded in the first quarter of 2013. One of the issues raised during the bidding process for that contract was the limited access points for delivering concrete and construction materials to the site. As a result of the unacceptable bids, this contract has been divided into smaller work packages and re-bid, increasing the number of contractors that must utilize the already restricted number of tunnel access points and underground access routes. To maximize the efficiency of each concrete access point and minimize MTACC's risk, each concrete access point is contractually allotted to an individual Contractor for 8 hour increments. As such, the already limited access points are further restricted by the increased quantity of Contractors working adjacent to each other. Adding another concrete access point into the cavern will allow for more efficient concrete

deliveries for current and future contracts. The work in these contracts is on the critical path and affects all remaining Manhattan work including the "North Structures, Main Caverns, Systems Package 1 and Systems Package 2."

The current East Side Access contract for the construction of the 55<sup>th</sup> Street ventilation facility (CM013A) on 55<sup>th</sup> Street is nearing completion by mid-2015. Use of the 55<sup>th</sup> Street site for installation of a concrete drop (two 12" pipes at street level) and potential personnel access hatch would facilitate the work of multiple contractors by providing a key intermediate location along the Manhattan alignment for concrete deliveries to the tunnels both north and south of 55<sup>th</sup> Street. The personnel access hatch (if the future contracts need it) will also provide access to about 30 workers per shift for three shifts per day. In addition to reducing costs and schedule delays for the remaining Manhattan work, it would reduce the potential for construction hazards/risks and delay claims.

Upcoming contract CM007 (GCT Station Caverns and Track) requires a significant amount of concrete in the Caverns as well as the running tunnels. Due to the work of Adjacent Contractors at the time of CM007's Notice To Proceed (NTP) (expected around July 2015), CM007 will only have access to concrete through the 37<sup>th</sup> Street shaft, which is significantly far from the Caverns where CM007 concrete is most critical. The use of this 55<sup>th</sup> Street drop pipe location will allow MTACC to redistribute critical concrete access points between CM006 (Caverns/Manhattan North Structures) and CM007 to provide more viable alternatives to support CM007's critical path work.

#### DESCRIPTION OF PROJECT CHANGES, NEW INFORMATION OR REASON FOR DELAY IN CONSTRUCTION

*This Technical Memorandum (No. 9) proposes to extend the construction period at 55<sup>th</sup> Street, between Park and Madison Avenue, by about 48 additional months to permit deliveries of concrete to the tunnels to facilitate the remaining construction work in Manhattan and potentially allow access for construction personnel through a hatch. The FEIS anticipated the total time for construction of the 55<sup>th</sup> Street ventilation facility ("Facility") to be 30 months and subsequent schedules and information provided to the community reflect a 34 month schedule. The FEIS and subsequent NEPA documentation assumed materials, concrete and personnel would have access to the tunnels through shafts at 37<sup>th</sup>, 44<sup>th</sup>, 50<sup>th</sup>, and the Queens Bellmouth, and potentially via rail from BN Yard in the Bronx. East 55<sup>th</sup> Street was not identified as a construction access point in those documents.*

*The proposed concrete drop pipes will consist of two 12" holes at street level where the following activities would occur:*

**Concrete Deliveries:** The street level drop holes may periodically be used for concrete and shotcrete deliveries through drilled holes directly adjacent to the 55<sup>th</sup> Street ventilation facility. Depending on the size of the pour, between 10 and 30 concrete trucks per day (over a 24-hour time span) would supply concrete to the tunnels via a concrete pump located within the work zone. A maximum of four concrete trucks would be in the

55<sup>th</sup> Street vicinity at the same time. Two trucks would be staged within the work zone behind the privacy/dust screen (approximately 22' wide by 100' long) currently erected at the site while 2 other trucks remain in the vicinity. Concrete truck and pump washout will also occur in this area. Washout water will be collected in a storage container and removed as needed.

**Potential Personnel Access:** If future contracts (not bid yet) require it, approximately 30 workers per shift, three shifts per day, would use this access route into the tunnels. A guard would be stationed in small guard booth located underground in the 55<sup>th</sup> Street ventilation facility. An egress stairway will be constructed from the running tunnels up to the street level to an exit hatch on the north sidewalk in from on 65 East 55<sup>th</sup> Street. There are no plans for an enclosure at the street level for this personnel access point. The access hatch would be located completely in the work zone.

*Currently, the contractor is completing the shaft lining and Facility fitout as well as utility work at the street level in preparation for repaving the street. Facility completion is anticipated by mid-2015. At that point, under the proposed plan, the site would be used for potential personnel access and delivery of concrete, for a period of about 48 additional months. It should be noted that extensive community outreach is ongoing, and a current schedule of 34 months has been presented to them as shown on Figure 2. Under this plan, the site will be used for approximately 82 months.*

All work would adhere to NYCDOT permit requirements for allowable work hours, lane closures, and staging areas. The staging areas and lane closures that would be required, shown on Figure 1, are significantly reduced in size from those currently used (and permitted by NYCDOT) for the 55<sup>th</sup> Street Ventilation facility construction that is ongoing. All work would meet the commitments made in the FEIS, as well as those recently made to the community, to mitigate construction impacts, including:

- Maintaining at least one moving lane of traffic at all times;
- Maintaining 6-foot pedestrian sidewalks on the north side of 55th Street; a full-width sidewalk shall be maintained on the south side of 55th Street;
- Maintaining access to all business, residences, and loading docks;
- No staging in front of the Friars Club;
- Implementation of stringent noise and dust control measures and compliance with all contract environmental specifications.

#### **Construction Effects of Proposed Plan**

In considering the changes that would result between the current and proposed construction plans, the magnitude of construction impacts would be greatly reduced in scale, however the length of the construction period would increase as indicated below:

**Total Construction Period:** Under the current, approved plan, 55<sup>th</sup> Street was expected to be used for 34 months. With the proposed change to use 55<sup>th</sup> Street for tunnel access, there would be an *additional* 48 months of construction activity on 55<sup>th</sup> Street.

**Construction Noise, Vibration and Dust:** Under the current plan, the duration of construction noise, vibration and dust impacts was expected for 34 months. With the proposed change to use 55<sup>th</sup> Street for tunnel access, there would be an additional 48 months of construction noise, vibration and dust impacts.

**Traffic and Parking Lane Closures:** The FEIS anticipated that construction of the 55th Street ventilation facility would require approximately 8 months of lane closures and traffic disruption. Once utility relocation was complete and the deck installed, most of the work would have been completed from below. Additional lane closures would have been required at the end of the construction period, in order to install the sidewalk grates and restore the street and sidewalks. Under the proposed construction plan, two parking lanes would be closed for the entire 82 month period, albeit a significantly reduced portion for the final 48 month period. The sidewalks would be reduced to a width of 6-feet for about 30 months at which time the south sidewalk and a portion of the north sidewalk will be restored for the remaining 48 month period.

HAVE ANY NEW OR REVISED LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECTS THIS PROJECT? If yes, please explain.

- NO  
 YES

IS THE LIST OF THREATENED AND ENDANGERED SPECIES (NMFS AND USFWS) MORE THAN 6 MONTHS OLD?

Not Applicable - The project is on 55<sup>th</sup> Street between Park and Madison Avenue, a dense urban environment, in New York City.

WILL THE NEW INFORMATION HAVE THE POTENTIAL TO CAUSE A CHANGE IN THE DETERMINATION OF IMPACTS FROM WHAT WAS DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT FOR ANY OF THE AREAS LISTED BELOW? For each impact category, please indicate whether there will be a change in impacts. For all categories with a change, continue to the table at the end of this worksheet and provide detailed descriptions of the impacts as originally disclosed in prior environmental documents, describe all changes possible impacts. For a project with delay(s) in implementation, confirm the accuracy and validity of the underlying studies. The change in impact may be beneficial or adverse.

Transportation	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Land Use and Economics	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Acquisitions, Displacements, & Relocations	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Neighborhoods & Populations (Social)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Visual Resources & Aesthetics	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Air Quality	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Noise & Vibration	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Ecosystems (Vegetation/& Wildlife, incldg Endng'd Species)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Water Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Energy & Natural Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Geology & Soils	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Hazardous Materials	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Public Services	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No



Historic, Cultural & Archaeological Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Parklands & Recreation	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Construction	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Secondary and Cumulative	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Environmental Justice	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Will the changed conditions or new information result in revised documentation or determination under the following federal regulations/orders?

Endangered Species Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Magnuson-Stevens Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Farmland Preservation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 404-Clean Water Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Floodplain Management Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
CERCLA (Hazardous Materials)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 106 National Historic Preservation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Uniform Relocation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 4(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 6(f) Lands	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Wild & Scenic Rivers	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Coastal Barriers	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Coastal Zone	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Sole Source Aquifer	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
National Scenic Byways	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Environmental Justice	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If you checked yes to any of these, describe how the changes impact compliance and any actions needed to ensure compliance of the new project:

NA

Will these changes or new information likely result in substantial public controversy?

Yes  No

Comments: A description of the coordination that has occurred with adjacent property owners since construction began at 55th Street is provided in Attachment 1. Also included is an email notification that was sent community wide (including the community board) on March 25, 2015. It is unlikely that substantial public controversy will result from the proposed plan.

Will these changes or new information require any new or different mitigation measures? If yes, describe the measures in each category.

Yes  No

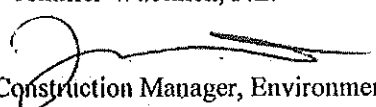
**CONCLUSIONS AND RECOMMENDATIONS:** The proposed construction access plan would not cause a change in the determination of impacts from what was described in the FEIS or subsequent NEPA documentation for any of the NEPA areas listed above. Further environmental analysis is not necessary.

**LIST OF ATTACHMENTS:**

Figure 1- Current and Proposed Staging Area  
Figure 2 – Schedule of Work at 55<sup>th</sup> Street: Current and Proposed  
Attachment 1 – 55<sup>th</sup> Street Ventilation Facility Community Meetings  
Since June 2013 and Community email sent March 25,  
2015.

**SUBMITTED BY:**

By signing this, I certify that to the best of my knowledge this document is complete and accurate.

Name: Jennifer Wuotinen, P.E.  Title: Construction Manager, Environmental/Acting Chief Environmental Officer, MTACC	Date: 6/8/15
---	-----------------

Submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below. Submit an electronic version to your area FTA Community Planner. Contact FTA at the number below if you are unsure who this is or if you need the email address. Modifications are typically necessary. When the document is approved, FTA may request additional copies.

Federal Transit Administration, Region II  
1 Bowling Green, Room 429  
New York, NY 10004

phone: (212) 668-2170  
fax: (212) 668-2136

Impact Category	Impacts and Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Transportation	None	None	None
Land Use and Economics	None	None	None
Acquisitions, Displacements, & Relocations	None	None	None
Neighborhoods & Populations (Social)	None	None	None
Visual Resources & Aesthetics	None	None	None
Air Quality	None	None	None
Noise & Vibration	None	None	None
Ecosystems (Vegetation & Wildlife)	None	None	None
Water Resources	None	None	None
Energy & Natural Resources	None	None	None
Geology & Soils	None	None	None
Hazardous Materials	None	None	None
Public Services	None	None	None
Utilities	None	None	None
Historic, Cultural & Archaeological Resources	None	None	None
Parklands & Recreation	None	None	None

<p><b>Construction</b></p> <p><u>FEIS:</u> The FEIS anticipated construction impacts lasting up to 2 ½ years at aboveground construction sites in Manhattan and resultant traffic disruptions, increased truck traffic, pedestrian inconveniences on sidewalks, and noise and dust nuisances to abutters. The new ventilation facility under 55th Street would be constructed principally by mining beneath the street. Cut-and-cover construction would be needed for the sidewalk gratings and creation of the ventilation shaft itself. A portion of the sidewalk, a curb lane and one moving lane of traffic would be temporarily closed for a period of 8 months to permit excavation for the facility. In addition, during off-peak hours for up to a few hours of time, the entire street may be closed to facilitate certain construction activities. (see for example pages S-43 to S-45, and 17-8 to 17-10)</p> <p>To minimize any potential impacts of construction activities on traffic, Maintenance and Protection of Traffic Plans (MPTs) would be developed and implemented. At all times, at least one moving travel lane would be maintained on each affected street. On streets where lane closures would be necessary, on-street parking would be prohibited and parking regulations would be changed to "No Standing Anytime" to ensure continued vehicular flow. Access to loading areas and driveways would be maintained during construction. As most Midtown Manhattan streets typically have one effective moving travel lane, with curbs typically occupied by delivery vehicles, taxis, and parked cars, this would not significantly change traffic conditions in Midtown. (p.17-59)</p>	<p>None</p>	<p>Concrete deliveries would begin for a period of about 48 months, requiring a concrete pump and drop pipe to be located within the current work zone at 55<sup>th</sup> Street. Depending on the size of the pour, between 10 and 30 concrete trucks per day (over a 24-hour period) would supply concrete via a pump in the work zone. A 6 foot pedestrian sidewalk on the north side of 55<sup>th</sup> Street and a full-width sidewalk on the south side of 55<sup>th</sup> street, with at least one moving lane of traffic would be maintained at all times as per the current NYSDOT permit. Access to driveways and pick-up/drop-off points for adjacent properties would be maintained. No staging in front of the Friars Club would be permitted in accordance with project agreements. Privacy/dust screens would be maintained on site fencing and compliance with contract environmental specifications enforced.</p> <p>Change in impact – Prolonged construction presence, and related construction impacts, on 55<sup>th</sup> Street from 30 months to 82 months.</p> <p>Prolonged parking lane, moving lane and partial sidewalk closures from 8 months to 48 months. A new MPT plan and NYCDOT permit will be obtained. This change would not result in new significant environmental impacts.</p>
<p>Secondary and Cumulative</p>	<p>None</p>	<p>None</p>
<p>Environmental Justice</p>	<p>None</p>	<p>None</p>
<p>Other</p>	<p>None</p>	<p>None</p>