



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)

March 7, 2016

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. 10 – Concrete Deliveries at 49th Street and 415 Madison Entrance Design Enhancement* (Tech Memo No. 10) submitted by the Metropolitan Transportation Authority (MTA) on February 10, 2016, regarding the MTA Long Island Railroad East Side Access Project (ESA Project). As part of the ESA Project, MTA proposes to use a portion of East 49th Street between Park and Madison Avenues as a concrete delivery access point and to modify the design of an ESA entrance at 415 Madison Avenue.

Based on our review of the Consultation Form for Tech Memo No. 10, 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. 10 satisfies the NEPA requirements as outlined in 23 CFR 771.130 and no supplemental environmental review is necessary for the proposed changes. *When conducting the community outreach as described in the Consultation Form, specifically in Attachments 2 and 3, please keep FTA informed of any community feedback.*

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 Nina Chung at 212-668-2180.

Sincerely,







Henrika Buchanan-Smith
Acting Regional Administrator

Enclosure: Environmental Re-Evaluation Consultation Form for the *MTA Long Island Railroad East Side Access Technical Memorandum No. 10 – Concrete Deliveries at 49th Street and 415 Madison Entrance Design Enhancement*

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>2/29/2016</u>
Comments: _____	
Concurrence by Director of Planning & Program Development <input checked="" type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments 	Reviewed By: <u>RD</u> <u>2/29/2016</u> Date: _____
Comments: _____	
Concurrence by Regional Counsel: <input checked="" type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments 	Reviewed By: <u>MLC</u> Date: <u>3/7/2016</u>
Comments: _____	
Concurrence by Approving Official: 	Date: <u>3/7/16</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. 10 –Concrete deliveries at 49th Street and 415 Madison Entrance Design Enhancement

LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.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 50th 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 50th 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 37th 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 – 48th 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 – 37th 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 37th 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

Title : Environmental Re-Evaluation Consultation form submitted for “MTA Long Island Railroad East Side Access Technical Memorandum No. 9 –Concrete Deliveries at 55th Street” (referred to as Technical Memorandum No. 9)

Date: June 8, 2015

Type and Date of Last Federal Action – July 10, 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 Wuotinen, P.E. DATE: 2/8/16

IS THE PROJECT CURRENTLY UNDER DESIGN OR CONSTRUCTION?

REASON FOR RE-EVALUATION

MTA is proposing two modifications to the ESA project; a new concrete delivery location on 49th Street between Madison and Park Avenue and a modification to the design for the entrance located at 415 Madison Avenue. The details for each modification are outlined below.

49th Street Concrete Drop

During preparation of the FEIS, the EA, and Technical Memorandum No. 3, it was anticipated that concrete would be delivered to the tunnels from three access points: the Northern Boulevard shaft in Queens, and the 50th Street Facility site and the 44th Street

Facility site in Manhattan. Technical Memorandum No. 4 approved in March 2010 and Technical Memorandum 7 approved on November 3, 2013, analyzed the impacts from concrete, personnel, and materials delivery access at 37th Street.

When 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, a new construction access plan was developed in order to reduce cost and construction risk, and mitigate critical path schedule delays.

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 to overall project cost and schedule, 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.

An additional concrete delivery access point was created at 55th street and the impacts were analyzed as part of Technical Memorandum No. 9 approved by FTA on July 10, 2015. This location is being used to service the existing cavern and tunnel contract CM006 and will also be shared with the upcoming contract CM007 (GCT Station Caverns and Track).

Contract CM014B (GCT Concourse and Facilities Fit-Out) was given a notice to proceed in February 2015. To date, this contract has been using other available concrete drop locations as needed. As activities progress, the construction team has identified the need for an additional concrete access point located at 49th Street between Madison Avenue and Park Avenue to serve both CM014B and CM007.

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."

415 Madison Entrance Design Enhancement

As part of the ESA Project, a new entrance to the LIRR Concourse will be constructed at 48th Street within the existing building at 415 Madison Avenue, where the Rudin Management Company (RMC) is the Agent for the owner 415 Madison Avenue LLC. Technical Memorandum No. 6, 48th Street Entrance Design outlined changes related to the entrance based on detailed design information known at that time. This technical memorandum supports the information previously presented with updates related to temporary and permanent easements and an enhanced entrance street level design. The proposed design change to the entrance would not cause any significant adverse impacts nor does it have the potential to cause a change in the determination of impacts from what was described in the FEIS, Technical Memorandum No. 4 and No. 6.

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

49th Street Concrete Drop

This Technical Memorandum (No. 10) proposes to install one 12" diameter concrete drop pipe at street level. The FEIS identified intermittent closures of portions of one sidewalk and curb lane on one or more streets (49th Street to 52nd Street) for less than 15 months at each site related to substation and vent facility work. The installation and use of the concrete drop pipe would be in place on 49th street for a period of 48 months, or through 2019. This would increase the presence on 49th street for a period of 63 total months.

Concrete Deliveries: Similar to the 55th Street location, the street level drop hole at 49th Street will be periodically used for concrete and shotcrete deliveries through a drilled hole in the southeast quadrant of 49th Street between Madison Avenue and Park Avenue. 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 and/or concourse via a concrete pump located within the work zone. A maximum of three concrete trucks would be in the 49th 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) while two other trucks remain in the vicinity. Concrete truck and pump washout will also occur in this area. Washout water will be located in a storage container and removed as needed. Attachment 1 shows the layout for the 49th Street concrete delivery area.

It should be noted that extensive community outreach is ongoing and additional outreach is scheduled to take place in late February 2016 in the form of meetings, phone calls, and printed letter notifications. All of the community outreach efforts should be complete by the first week of March, 2016. The details are included in Attachment 2.

All work would adhere to NYCDOT permit requirements for allowable work hours, lane closures, and staging areas. All work would meet the commitments made in the FEIS, as well as those made to the community to mitigate construction impacts, including:

- Maintaining at least one moving lane of traffic at all times;
- Maintaining a 6-foot pedestrian sidewalk on the south side of 49th Street for the segment that is adjacent to the concrete access operation, and maintaining a full-width sidewalk for the remainder of the south side of 49th Street, a full-width sidewalk shall be maintained on the north side of 49th Street;
- Maintaining access to all business, residences, and loading docks;
- 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 are not significant, however the length of the construction period would increase as indicated below:

Total Construction Period: Under the current plan the construction presence on 49th street was 15 months or less with intermittent closures of the sidewalk and curb lane. Under the proposed plan, the construction period would be about 63 months, with tunnel access activities occurring for approximately 48 months.

Construction Noise, Vibration and Dust: Under the current plan the duration of construction noise, vibration and dust impacts on 49th street was limited to less than 15 months. Under the proposed plan, the duration of construction noise, vibration and dust impacts would increase to about 63 months.

Traffic and Parking Lane Closures: The FEIS anticipated that work around 49th street would require less than 15 months of lane closures and traffic disruption. Under the proposed construction plan, the parking lane and a portion of the sidewalk (final length to be coordinated with the NYCDOT, estimated at 150 feet) would be closed for an additional 48 month period.

415 Madison Entrance Design Enhancement

As negotiations between MTA and RMC for the required easements for the new entrance progressed, the needs of both parties have changed which now requires changes to the design packages for the construction of the entrance, future Contract CM015 (MTACC 3rd party procurement) and utility relocation work (work to be performed by RMC's contractor).

RMC now intends to redevelop the building that will require extensive demolition and reconstruction of its existing building. The new building will have a greater structural load which requires strengthening of the building's columns and footings that will remain within the ESA entrance, and, reinforcement of the slabs directly above the new entrance.

RMC's decision to reconstruct its building and significantly upgrade the scale of their retail on the street level at Madison and 48th Street would likely reduce visibility of the new Terminal entrance. Considering this, Technical Memorandum No. 10 proposes to enhance the entrance height design by utilizing approximately 1,300 sf of additional second floor space in the entrance foyer and add a street-side exterior canopy which will afford rain/snow cover for LIRR passengers. Figure 1 presents the existing design entrance and Figure 2 presents the proposed enhanced design entrance.

Change in Impacts of Proposed Plan

Easements/Property Acquisition: The total amount of permanent easements required in terms of square footage would be comparable under the Current or Proposed Design, and the total amount of temporary easements has increased (as illustrated in the tables below). Neither 280 Park Avenue nor 415 Madison Avenue is listed on or eligible for listing on the State and National Registers of Historic Places, and they are not NYC Landmarks.

The temporary easement quantities for 415 Madison increased based on the need for structural reinforcement of the building foundation for the RMC's future development. Installation of rock bolts below basement level and the reinforcement of 16 basement level, 12 street level and 8 second floor columns are now required.

The Proposed Design will require a slightly smaller permanent easement quantity for 280 Park. The temporary easement needs increased from 200 sf to 1,150 sf based on a better understanding of how to construct the elevator in the plaza area, allow space for the replacement of structural members supporting the sidewalk adjacent to 280 Park's west plaza and allow the contractor ample access to conduct the work.

At 415 Madison Avenue the temporary easement area was greatly expanded to accommodate the requirements to construct the new foundations for the 16 columns, rebuild the street level floor structure above the basement space being acquired by the MTA and to rebuild the second floor structure above the street level space to be acquired by the MTA. 9,870 sf, of the second floor area was identified as a temporary easement.

Under either the Current or Proposed Design, the parties affected would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Permanent Easements – Approximate Square Footage

	Current Design From Tech Memo #6	Proposed Design
280 Park Avenue	650	450
415 Madison Avenue	7,600	7,103
Total	8,250	7,553

Temporary Easements – Approximate Square Footage

	Current Design From Tech Memo #6	Proposed Design
280 Park Avenue	200	1,150
415 Madison Avenue	6,300	27,508
Total	6,500	28,658

Tenant Displacements: The second floor temporary and permanent easement space is slated to be unoccupied before the project work begins, therefore no relocation of tenants will be needed. The HSBC bank tenant that was identified for relocation in Tech Memo #6 has also vacated the space and no future tenants will be entering the space, thus displacement is no longer required on the ground floor and the basement level.

Entrance Capacity: No change. The entrance height is being enhanced which will have no impact on the pedestrian capacity that was analyzed in Tech Memo No. 6.

Total Construction Period: The RMC contractors will need 10 months to relocate interior building utilities prior to the commencement of work under contract CM015. Contract CM015 is still slated to take 28 months.

Construction Noise, Vibration and Dust: The impacts identified in Tech Memo #6 will be the same for this design modification. As agreed with the building owner the rock excavation work will be performed outside of the building's normal business hours.

Street and Sidewalk Closures:

Under the Proposed Design the sidewalk closures will be the same as outlined in Tech Memo #6. The 48th Street sidewalk vault will be used by the project as an access point into the building's basement. All rock spoils will be removed through this area. Sidewalk closures on 48th Street adjacent to the outdoor seating area have the potential to make this area inhospitable during construction to its current use as a dining area, which was an impact previously identified in Tech Memo #6.

All traffic lane and sidewalk closures will be made in accordance with the traffic stipulations issued by New York City Department of Transportation (NYCDOT). Maintenance and Protection Traffic (MPT) for the Proposed Design have been drafted by MTACC and will be further developed by the contractor after approval by NYCDO

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 On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act), which authorizes transit programs for five years through September 2020, was signed into law. The project changes identified in this re-evaluation comply with the relevant environmental provisions, as amended by the FAST Act.

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

Not Applicable - The project is on 49th Street between Park and Madison Avenue and 48th Street and Madison Avenue, both dense urban environments, 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 checked="" type="checkbox"/> Yes	<input 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 checked="" type="checkbox"/> Yes	<input 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:

Please refer to the Re-Evaluation Worksheet table for an analysis of the potential impacts.

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

Yes No

Comments: A description of the coordination that has occurred or is scheduled to occur by March 4, 2016 with adjacent property owners near 49th Street is provided in Attachment 2. MTACC has met with the owners/managers of both 280 Park Avenue and 415 Madison Avenue to review the Proposed Design. Attachment 3 outlines the outreach effort for the 48th Street Entrance over the past year. 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

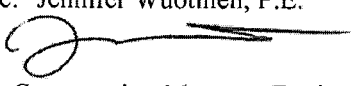
CONCLUSIONS AND RECOMMENDATIONS: The proposed construction access plan would not cause a change in the determination of impacts from what was described in the FEIS or subsequent NEPA documentation for any of the NEPA areas listed above. Further environmental analysis is not necessary.

LIST OF ATTACHMENTS:

Attachment 1 – 49th Street Concrete Delivery Area
Attachment 2 – 49th Street Community Outreach Efforts
Attachment 3- 48th Street Community Outreach Efforts
Figure 1- 48th Street Existing Design
Figure 2- 48th Street Proposed Design

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, MTACC	Date: 3/1/14
--	--------------

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

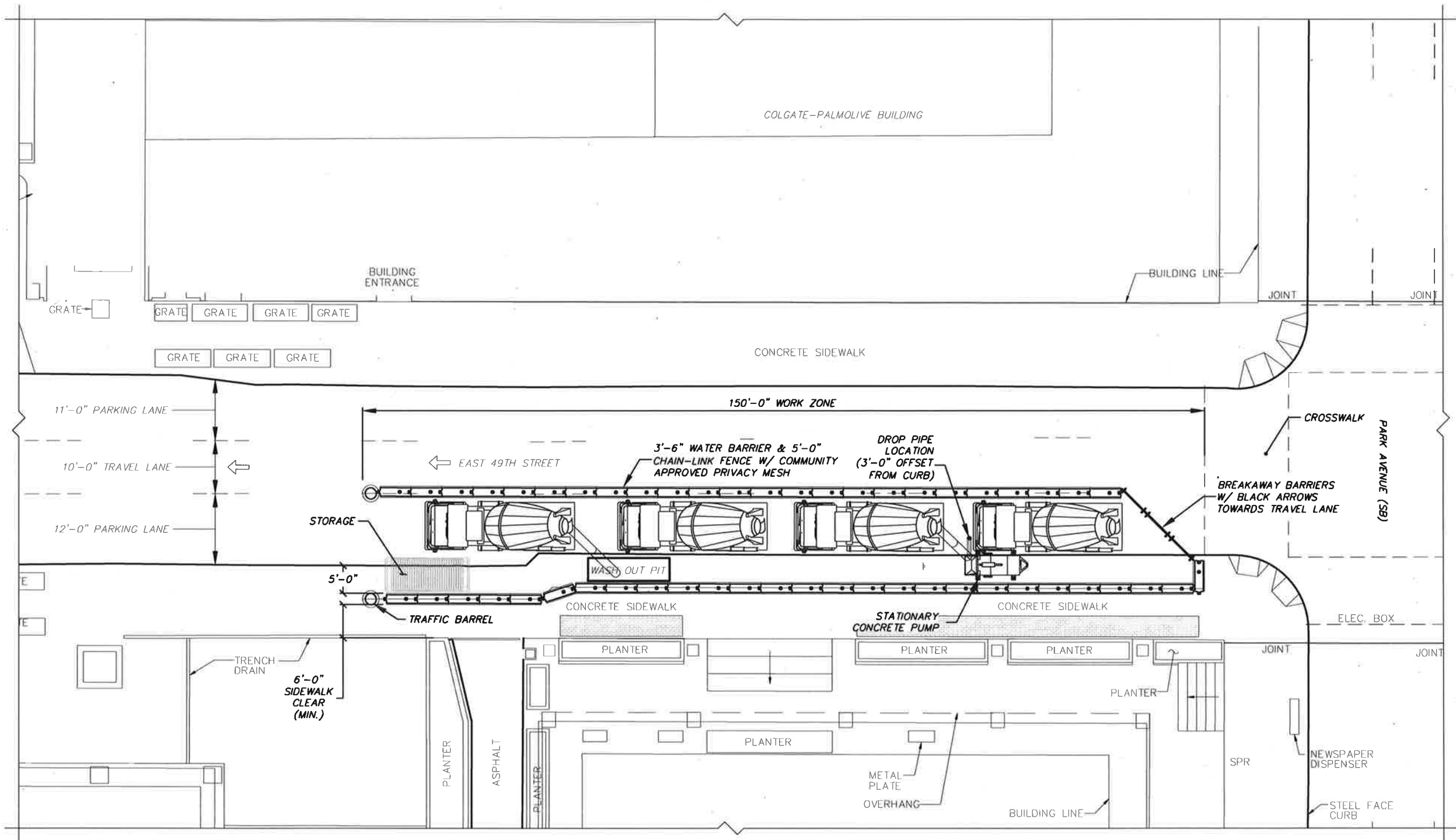
Impact Category	Impacts and Any Mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Transportation	None	None	None
Land Use and Economics	None	None	None
Acquisitions, Displacements, & Relocations	<p><u>FEIS</u>: Identified potential property acquisitions and potentially displaced businesses (see Table 5-12 on pg. 5-27) based on a conceptual design for the entrances. Ground floor space in 28-story office building (280 Park Avenue), approximate 5,000 sq feet permanent acquisition, displacement of restaurant.</p> <p>Tech Memo 4: No change in impact as that described in the FEIS (pg 12).</p> <p>Tech Memo 6: Identified the location of the entrance at 415 Madison and outlined the temporary and permanent easements required.</p>	<p><u>Current Design</u>: 8,250 sf. permanent easement; 6500 sf. temporary easement; potential displacement of HSBC Bank..</p> <p><u>Proposed Design</u>: 7,553 sf. permanent easement; 28,658 sf. temporary easement; No tenant displacement</p>	<p>Not significant – as a result of the modification to the entrance design, only additional temporary easements would be required. MTA would continue to follow the Federal Uniform Relocation Assistance and Property Acquisitions Policy Act of 1970.</p>
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
Construction	<p>49th Street Concrete Drop FEIS: 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. On 49th-52nd Street, construction of underground ventilation plants and substations would require intermittent closures of portions of one sidewalk and curb lane on one or more of these streets for less than 15 months at each site. (see for example pages S-43 to S-45, and 17-10, 17-43)</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.17-25, 17-39)</p>	None	<p>49th Street Concrete Drop Concrete deliveries would begin for a period of about 48 months, requiring a concrete pump and drop pipe to be located within an enclosed work zone at 49th 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 south side of 49th Street and a full-width sidewalk on the north side of 49th 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. Privacy/dust screens would be maintained on site fencing and compliance with contract environmental specifications enforced.</p> <p>Change in impact – Construction presence, and related construction impacts, on 49th Street from 15 months to 63 months. Prolonged parking lane, moving lane and partial sidewalk closures from 15 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>415 Madison Entrance Design Enhancement FEIS: One curb lane of 48th Street between Park and Madison Avenue would be used for construction activities for about 1 year. This block currently has mid-block pedestrian cut through walkways and several building delivery docks on either side and one emergency fire access entryway into GCT along the south side. Access would be maintained to these facilities. The north and south curbs do allow for curb deliveries with "No Standing Except Trucks Loading and Unloading, 7AM to 7PM, Except Sunday" regulations, although closer to Madison Avenue no standing rules are posted along the north curb. These rules would be changed to "No Standing Anytime" to ensure that at least one travel lane is maintained. About 18 curb spaces would be lost on the north side of the street and 14 spaces would be lost on the south side, depending on which side of the street would have its curb lane eliminated." (page 17-42).</p> <p>Tech Memo 4: No change in impact as that described in the FEIS (pg 13).</p> <p>Tech Memo 6: Design required more extensive street level construction than anticipated in the FEIS, with potential traffic and pedestrian impacts extending over a 28 month period. An escalator bank is located beneath 48th Street. As a result, lane and partial sidewalk closures and noticeable street-level construction will last approximately 28 months instead of one year as identified in the FEIS. Traffic will be maintained on the streets and sidewalks in accordance with NYCDOT permits. Deliveries and building access will be maintained at all times.</p> <p>Construction noise, vibration, and dust impacts would be reduced since the overall construction activities will be limited to 28th months from the 5 year construction period anticipated from the previous design.</p>	<p>None</p>	<p>415 Madison Entrance Design Enhancement Change in impacts. None.</p> <p>The construction schedule remains at 28 months and the sidewalk closures outlined in Tech Memo #6 remain the same. Rock excavation was also planned for in the original FEIS for the ESA entrance construction.</p>
--	-------------	--

Secondary and Cumulative	None	None	None
Environmental Justice	None	None	None
Other	None	None	None

Attachment 1



49TH STREET DROP PIPE MPT

LOCATIONS IN PLAN VIEW
SCALE: 1" = 20'-0"

DATE	REVISIONS	No.

DESIGNED BY:	
DRAWN BY:	A. MELEO
CHECKED BY:	A. DENT
COORDINATED BY:	P. DILEO
APPROVED BY:	

SCALE:	AS NOTED	CONTRACT No.	CM014B
DRAWING NUMBER:		ISSUE:	
DATE:	02/02/2015	SHEET No.	
REVISION NUMBER:	0		
			1 OF 1

Attachment 2

49th Street Concrete Drop Site
Community Outreach Plan

	Name	Title	Property	Email	Phone #	Type of Notification	
						Letter	Meet
Property Representatives	Charles Marr	Sr. Real Estate Manager	280 Park Avenue	charles.marr@cbre.com	212-682-7565		X
	Pamela Rose	Property Manager	300 Park Avenue	prose@tishmanspeyer.com	212-755-2848		X
	Glenn DiBiase	Property Manager	437 Madison Avenue	gdibiase@sagerealty.com	212-758-0437		X
	Pauline Grant	Property Manager	425 Madison Avenue	pgrant@silk-halpern.com	212-697-1470		X
Elected Officials	Name	Title	Address		Phone #	X	
	Daniel Garodnick	City Council Member	211 East 43rd Street, Suite 1205	New York, NY 10017	212-818-0580	X	
	Brad Holyman	Senator	322 8th Avenue, Suite 1700	New York, NY 10001	212-633-8052	X	
	Dan Quart	Assembly Member	360 E. 57th Street	New York, NY 10022	212- 605-0937	X	
	Carolyn Maloney	Congress Member	1651 3rd Avenue, Suite 311	New York, NY 10128	212-860-0606	X	

Attachment 3

CM014B Community Outreach

Building	Date of Meeting
Prior to contract mobilization	
280 Park Avenue	May 8, 2015
400 Madison Avenue	May 8, 2015
415 Madison Avenue	May 13, 2015
270 Park Avenue	May 15, 2015
Prior to drill and blast	
270 Park Avenue	January 22, 2016
280 Park Avenue	January 29, 2016
415 Madison Avenue	January 29, 2016

Ongoing Outreach

Monthly update meetings held with 270 Park Avenue beginning in August 2015
2-Week Construction Schedule sent weekly since May 2015 to representatives from all surrounding buildings

Construction Updates/ Community Notices E-mail Blasts

Sent to area stakeholders to provide an update on progress of work and to alert them to off hours activities	May-15
	Oct-15
	Oct-15
	Oct-15
	Oct-15
	Nov-15
	Nov-15
	Nov-15
	Nov-15
	Nov-15