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Fourth Quarter 2013

Happy New Year from East Side Access. In addition to this quarterly newsletter, please check the NEW project website for additional information regarding ESA in your neighborhood by clicking [here](#).

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Did you know?

Grand Central Terminal was the first all-electric train station and when it was built architects filled it with light bulbs which were a novelty at the time.

In 2008, it took six full time employees to swap out all the light bulbs with fluorescents at a savings of an estimated \$200,000 per year.

Get to know ESA

Project Milestones

44th Street Vent Facility:



Front stone, windows and louvers have been installed.

50th Street Vent Facility: As the contract approaches completion, the street and sidewalks at the 50th Street Ventilation facility between Madison and Park Avenues have been restored. Additional work will be under way to complete the public open space shortly.

55th Street Vent Facility: The excavation phase of work on 55th Street is nearly completed. Plenum and shaft blasting removed nearly 6,000 cubic feet of rock and will connect the street level with the caverns 140 feet below.



**Jesus Schabib,
Senior Engineering Manager
& Project Manager**

How did you first become interested in engineering?

I'm from a small town in Bolivia called Guayaramerin. I excelled in school so it was my original plan to become a doctor. As it turns out, I was very good at math and science. So when I was done with high school I moved to the U.S. to get a degree in Civil Engineering.

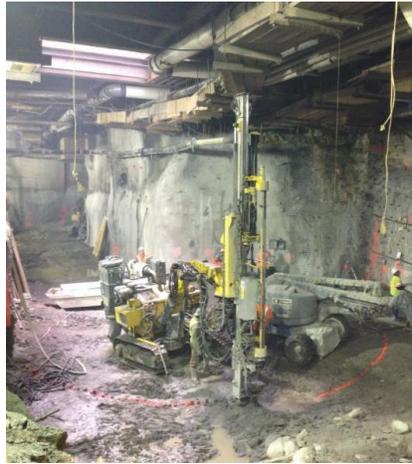
What was your first real-world experience in the field?

The first thing I did in the field of engineering was to design marine and port facilities. This was when I first began to really understand how man interacts with nature.

What are some other projects you have worked on besides ESA?

I started to work on tunnels during my assignment to the Amtrak North Access Connection Project. I also worked on several other projects, including the Central Artery in Boston and the 63rd Street Tunnel Connector, which was in actuality one of the projects connected physically to ESA. Shortly thereafter I came to work on ESA.

What are your thoughts on the East Side Access project?



Line drilling for blast holes in the plenum at 55th Street.

Manhattan Tunnels: *Work is underway by the contractor to build out the tunnels deep below Midtown. Waterproofing and shotcreting has been ongoing since the contract was awarded last quarter. On the surface at 37th Street, a personnel facility for the tunnel workers has been placed at 37th Street and Madison Avenue. Planters will help the facility blend into the urban landscape, while lighting and security cameras will provide for the safety of pedestrians.*

Project News

East Side Access Awards New Contract

In November 2013, Harold Structures JV (a joint venture of Schiavone Construction Company and John P. Picone Inc.) was awarded the contract for *CH057A Harold Structures Part 3A*. This contract is responsible for tunneling work beneath active railroads, installation of track, catenary poles and other miscellaneous structures within the confines of the Sunnyside Yard/Harold Interlocking area in Queens. The work is part of the Westbound Bypass (for more info [click here](#)). The \$104 million contract is scheduled to get underway later this year.

ESA Mentors The Urban Group

This is the most interesting project I've ever worked on. It offered me and others the opportunity to employ any type of technology that you can think of in tunneling. The biggest road header in the U.S. is on this project. Raised bore machines, ground freezing, tunnel boring machines, are all in use here. Young engineers are learning a lot on this project and they will build the future infrastructure of this country.

I'm proud to be a part of this project and the legacy that we're building. It's almost like looking at a sculpture being made. Every day there's something different to see and admire. But also the opportunity to be a part of history is something remarkable. When Grand Central Terminal and Penn Station were constructed those people became a part of history and so is everyone on this project.



Mentor program working within 10 feet of active track

Contract *CM014MP Early Work for Grand Central Concourse Facilities Fit-Out* reached substantial completion on December 4th, 2013. Also known as a mentor program contract (hence the MP designation), the Urban Group contractor was responsible for the demolition of an existing gantry crane in Madison Yard, the excavation and installation of approximately 6,000 linear feet of electrical duct banks and plumbing piping, and the removal of nearly 1,000 cubic yards of rock within 10 feet of the active Metro North track 115, as well as other work.

The mentor program was created by the MTA to increase, facilitate and encourage the participation of small businesses. The program provides a supportive framework for eligible firms to develop and grow within the construction industry and to establish stable, long-term business relationships with the MTA. The program pairs the contractor with an experienced construction manager and is offered additional oversight, assistance and guidance. This small business program encourages small business growth and provides the potential for increased competition for projects in the MTA Five Year Capital Plans.

ESA Construction Manager Nick Schiavone said, "It has been a valuable experience for the CM014MP ESA staff and we believe we were successful in mentoring The Urban Group and providing them with the necessary tools to achieve success on future contracts of this magnitude."

Stay in Touch

As work on this vital transportation infrastructure project continues, MTA Capital Construction is committed to keeping the community informed of its progress and strives to minimize construction related impacts.

For additional information on our project, or if you have community related questions or concerns please [email](#)

the East Side Access Community Outreach Team, or
call us at **(855) 4-MTAESA**.

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