

Having trouble viewing this email?[Click here](#)



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](#).

If you would like to receive additional project communications, click [here](#). To forward this email to your friends and neighbors click [here](#).

In This Issue

- [Quick Links](#)
- [Did you know ?](#)
- [Get to know ESA](#)
- [Project Milestones](#)
- [Project News](#)
- [Congestion Relief Project](#)

Quick Links

- [ESA on the Web](#)
- [MTA Capital Construction](#)

View our photos on [flickr](#)

View our videos on [YouTube](#)

Did you know?

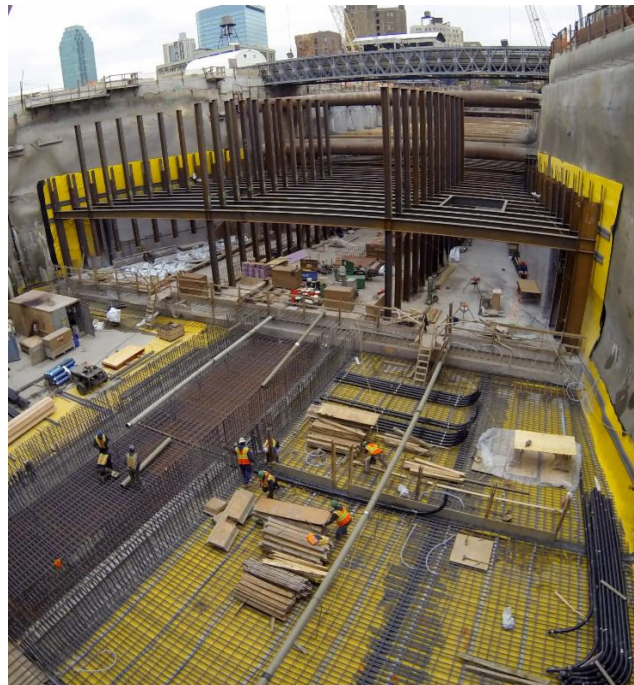
Grand Central Terminal was the first all-electric train station and when it was built architects filled it with light bulbs which were a novelty at the time.

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

Queens Open Cut:



Steel and waterproofing work for the Plaza Interlocking continues.

Sunnyside and Harold Interlocking: Three new bridge spans, each weighing 150,000 pounds, have been installed near 43rd and 48th Streets in Sunnyside, Queens. These bridges will support the new east and westbound rail routes which are part of the extensive efforts to modernize the track and signal systems and reduce the congestion within Harold Interlocking (click [here](#) to read more about this work). The setting of these bridges



**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?

This is the most interesting project I've ever worked on. It offered me and others the

represents significant progress in advancing the heavy construction in the area, bringing it closer to completion.



Installation of bridge span that will support eastbound tracks

Northern Boulevard: *In October 2013 the former Kinney lot at the corner of Northern Boulevard and 40th Road in Queens was officially turned over to the CM005 Manhattan South Structures contract for staging materials and equipment. This material and equipment will be lowered into the bellmouth and then travel underground through the tunnels to work sites such as Vernon Boulevard and 41st Avenue, Roosevelt Island and even as far away as 37th Street in Manhattan. By using this access point to feed the work of the entire project alignment, thousands of truck trips through Manhattan and Queens neighborhoods are no longer necessary. The bellmouth and the former Kinney lot will continue to serve as an access point to the caverns for the duration of ESA.*

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 in phases starting this spring.

Congestion Relief Project

The East Side Access project is working to bring the LIRR into Grand Central Terminal, improving and easing the commute for thousands of New Yorkers. Did you also know that in

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.

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) 4MTAESA**.



conjunction with ESA other vitally important transportation improvements are being progressed?

These improvements are called the Harold Interlocking Northeast Corridor Congestion Relief Project. Funded through a grant from the Federal Railroad Administration's High-Speed Intercity Passenger Rail (HSIPR) Program, the congestion relief project will construct a number of improvements that will facilitate regional transportation through the Harold Interlocking in Queens, the busiest train interlocking in North America. At present, Amtrak, LIRR, New Jersey Transit and New York and Atlantic Railway utilize the same tracks to take them through the interlocking and into the East River tunnels on to their destination in or past Manhattan. This results in a number of conflicts which slows the passage of trains. The HSIPR funds will be used to construct new train routes for Amtrak which will provide a conflict free route through the Interlocking. Recently two noteworthy milestones in the congestion relief project were reached.



Installation of Westbound Bypass bridge span

In December, the CH053 Harold Structures Part 1 contract successfully set three steel bridges near 43rd and 48th Streets in Sunnyside, Queens. The northernmost bridge will support the new tracks for the route known as the Westbound Bypass and will feed a direct route for Amtrak trains into and under a large swath of Harold Interlocking speeding up travel and reducing the burden on the original tracks. The steel spans weighed in at 150,000 pounds each and were lifted into place using cranes which were capable of lifting over 1 million pounds. The large cranes were necessary because of the location of the bridges and requirements for height and safety set forth by the LIRR.

This past November the contract to excavate and build out the tunnel for the Westbound Bypass below the LIRR Main Line tracks within Harold was awarded (click [here](#) for more details). The excavation of the 680 foot tunnel (forecasted to begin in late 2014) will be performed through a tunneling method known as a jacked shield tunneling which will allow excavation to proceed

without causing any disruptions to the trains and tracks above. The tunnel will pass underneath the concrete slab which was built this past summer during the 30-day outage.

These milestones will support the reliability of service throughout the Northeast corridor as well as advance the progress of East Side Access.

MTACC East Side Access | 469 Seventh Avenue | New York, NY 10018

Copyright © 2013. All Rights Reserved.

[Forward this email](#)



Try it FREE today.

This email was sent to pwaranis@mtacc-esa.info by communityoutreach@mtacc-esa.info | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

MTA East Side Access | 469 Seventh Avenue | New York | NY | 10018