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FALL 2015

In Manhattan, lining of the tunnels and caverns is in full swing and work is underway on the contract which will build the future LIRR concourse. The project is also getting ready to award what will likely be the final contract for work in Manhattan sometime before the end of 2015. In Queens, the final heavy civil construction contract is more than 85 percent complete and major progress is being made with the herculean task of modernizing and expanding the busiest passenger train yard and interchange in the country, Harold Interlocking.

For more information and details on the work in your area you can view the East Side Access [website](#) or follow along with the progress through the project's [Flickr](#). If you would like to receive additional project communications specific to your neighborhood, click [here](#). If you like to forward this email to your friends and neighbors, click [here](#).

About East Side Access

East Side Access is one of the largest transportation infrastructure projects currently underway in the United States. The project encompasses work in multiple locations in Manhattan, Queens and the Bronx and includes more than 11 miles of tunneling. When completed, East Side Access will serve approximately 162,000 customers a day, providing a faster and easier commute from Long Island and Queens to the east side of Manhattan in a new 8-track terminal and concourse below Grand Central Terminal.

The revenue service date for East Side Access is forecast for December 2022.

Manhattan Project Progress


Manhattan Tunnels:




Concrete and rebar installation on the mezzanine level of the westbound cavern

The mezzanine level, where passengers will wait for their trains in the terminal once service begins, is starting to take shape at the north end of the caverns. Two contracts are working concurrently throughout the 1200-foot-long caverns and the tunnels to the north and south installing waterproofing, concrete and rebar to permanently line these areas. The Manhattan North Structures contract is also working to complete the below ground structures and spaces for the 50th Street ventilation facility and will soon begin work below ground at the 55th Street ventilation facility.

For more information click [here](#).

View our videos on 

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Did You Know?

Have you ever wondered how it is possible to monitor all the tracks that LIRR uses to transport its customers?



TC-82 Track Geometry Car

It's not an easy task since LIRR has almost 600 miles of track that require constant monitoring and maintenance while continuing commuter service with as few interruptions as possible. Workers thankfully have an assortment of invaluable tools and equipment to assist with this. One such pieces of equipment is the TC-82 Track Geometry Car.

The TC-82 Track Geometry Car is a single train car which enables LIRR to measure and record various elements of the track including third rail geometry, tunnel and bridge clearances, track and tie conditions, and overall rail profiles. It is invaluable to LIRR engineering teams as it makes it possible to safely and comfortably survey the track and report where corrections or maintenance are needed. Because it is only one train car length, it can move easily within the various LIRR interlockings. The TC-82 is actually the third track geometry car that LIRR has had in its fleet. The first was the TC-80 which was used in the 1970's and only took basic measurements. The second, the TC-81, was acquired by LIRR in 1988

37th Street:

Significant construction activities at 37th Street are nearing completion. The Manhattan South Structures contractor successfully installed the pre-cast concrete linings for two of the three vertical air shafts that connect to the below ground ventilation facility between 37th and 38th Streets. The remaining shaft will be lined over the coming weeks and the surrounding street and sidewalks will be restored. This contract is currently 90 percent complete and on track to reach full completion during the first quarter of 2016.



Installation of pre-cast concrete lining for the below ground ventilation facility

44th Street:

Concrete operations have resumed at 44th Street. Ongoing concrete deliveries from this location will support the construction of the concourse as it begins to take shape below Grand Central Terminal.

48th Street:



Cooling tower installation atop 300 Park Avenue

Over the summer the contractor responsible for the construction of the new LIRR concourse below Grand Central Terminal mobilized to 48th Street between Park and Madison Avenues, where they began work on the future entrance to the LIRR Concourse. The contractor will install a temporary street deck which will allow traffic to continue to flow on the street while the contractor excavates the new concourse entrance below.

Early progress was made by this key contract when four cooling towers were successfully installed on the roof of 300 Park Avenue. Once the project is complete, these towers will cool the concourse 10 stories below Park Avenue.

and introduced the use of a video recording system among other important advances. The current TC-82 began its tour of duty in August 2001.

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.



Grand Central Terminal Concourse:



Rendering of Dining Concourse connection

Work in the west seating area of the Lower Level Dining Concourse of Grand Central Terminal is underway on the structural framework for the future stairway and escalators that will serve passengers once LIRR service to Grand Central Terminal begins. The chairs and tables in this area will be relocated throughout the dining concourse and all food vendors will remain open during construction.

55th Street:



Timeline of 55th Street Ventilation Facility Construction Progress

Construction activities along 55th Street between Park and Madison Avenues are quickly wrapping up as the contract is 94 percent complete. Over the past three years, the 55th Street Ventilation Facility contractor successfully built a below ground traction power and ventilation facility for the new LIRR service. At the surface the contractor is finishing the remaining utility work which will be followed by street milling, paving and striping. A smaller reduced site will remain on 55th Street around the access hatch on the north side of the street as the contractor completes punch list work in the facility through the end of 2015. In the coming weeks, a condensed work site will be mobilized for concrete deliveries to the tunnels and structures below by a new contractor.

63rd Street & 2nd Avenue:

Work continues within the existing ventilation facility at 63rd Street and 2nd Avenue. The contractor is installing new conduits and removing outdated equipment and materials while reconfiguring the internal space to better accommodate the increased capacity required by the new LIRR train service running below ground. Surface level activities will remain minimal at this site for the next several months.

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