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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](#) page. If you would like to receive additional project communications specific to your neighborhood, click [here](#). If you would 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.

For more information click

### Queens Project Progress

#### 63rd Street Tunnel and Ventilation Facilities:

*This past summer, the contractor performing the structural and architectural rehabilitation of the two lower level tubes of the 63rd Street Tunnel completed its work on the eastbound tube. While the upper level of the tunnel has been in use by NYC Transit's F train service since the late 1980's, the lower level tubes need to be upgraded to support the future LIRR train service into and out of Grand Central Terminal. The work in the eastbound tube was extensive and included construction of new concrete walls, ceilings and floors, installation of a duct bench and some early utility work. Similar work is now underway within the westbound side.*

[here.](#)

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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 piece 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 and introduced the use of a video recording system



Completed concrete lining and bench installation within the eastbound 63rd Street Tunnel

*Along the 63rd Street tunnel, both above and below ground, are several ventilation facilities (Roosevelt Island, Vernon Boulevard, 12th Street, 23rd Street, 29th Street) which are all undergoing rehabilitation and modernization work in order to meet the power and ventilation demands of the new LIRR service. Work will continue on these facilities for some time to come.*

## Sunnyside and Woodside:



A new Central Instrumentation Location hut was installed in August along the right-of-way between 43rd and 48th Streets

*As part of the East Side Access project, extensive work has been underway to modernize LIRR's existing signal system within Sunnyside. This modernization includes installing new Central Instrumentation Locations or CILs. CILs contain the equipment and technology used to enable trains to switch from one track to the next and navigate safely through train interlockings. On August 10th, the sixth LIRR CIL was delivered by flatbed truck to 37th Avenue between 43rd and 48th Streets and placed in its permanent position along the railroad tracks. The CIL, which measures 10 feet by 60 feet, weighs nearly 30,000 lbs. The delivery and installation occurred overnight and required the closure of 37th Avenue between 43rd and 48th Streets. This operation was successfully completed on schedule as a result of detailed coordination and participation between ESA, LIRR, the MTA Police Department and*

among other important advances. The current TC-82 began its tour of duty in August 2001.



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## Stay In Touch

*local property owners. There are two remaining CILs to be installed by ESA as part of LIRR expansion.*

*In Woodside and Sunnyside Gardens, the installation of new wood and steel poles along the right of way is nearly complete. When all 35 poles are installed and the new cables and wires are strung between them, LIRR and Amtrak will each be one step closer to having modern, independent power and signal systems. This work is expected to be completed in early 2016.*



**Erection of a supplemental steel pole within Woodside**

### **Queens Plaza/Northern Boulevard:**

*Within Queens Plaza, construction of the three main structures continues with the forming of columns, floors, towers and the installation of brick masonry walls for both the Yard Services Building and the Ventilation Tower Facility. Construction of these structures will continue with expected completion targeted for early next year.*



**Construction of columns, floors and walls for the Yard Services Building**

*Further into the yard on the east side of Northern Boulevard, construction of the Plaza Interlocking reached a significant milestone when the open cut excavation was completely decked over and a concrete slab was poured in early September. The tunnels and related underground space will now serve as the interlocking (a combination of four tunnels, switches and associated systems) for trains traveling to and from Grand Central Terminal.*

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.



**B10 Power Substation (background, right), decking over of Early Access Chamber (foreground), Ventilation Facility (background, left) and the Yard Services Building (background, center)**

*On the western side of Northern Boulevard, work to backfill and partially cover the Bellmouth, continues. This work involved the installation of a 60-foot high retaining wall and backfilling of the area with approximately 22,000 cubic yards of fill. Previously, the Bellmouth served as the main entry and exit point for delivery of the Manhattan tunnel boring machines, and removal of the excavated bedrock materials. The bellmouth will remain open for the duration of the project as it is the main access point for materials and personnel as construction of the tunnels and caverns in Manhattan continues.*



**Partial backfilling of the Bellmouth underway during early July 2015**

#### **Sunnyside Yard and Harold Interlocking:**

*Within Harold Interlocking the preparation of the area along the active Amtrak and LIRR tracks for the future excavation of the new Westbound Bypass tunnel is nearly complete. This tunnel, and its eastbound counterpart the Eastbound Reroute, will provide more operational flexibility to trains within the interlocking. The contractor has also completed the installation of dewatering well points and a water pump station around the future worksite which will be used to pump all existing ground water from the area where the tunnel will be excavated.*

*Two major ESA contracts are coming to an end with substantial completion for both expected to occur by*

*the end of 2015. Over the past seven years, these two contracts accomplished the monumental task of reconfiguring a substantial portion of Harold Interlocking within the Sunnyside Yard Complex. The work involved the relocation of much of the existing infrastructure and the physical expansion of the LIRR and Amtrak right of way, all to allow for new tunnels to be built within the yard. Improvements that were attained due to these contracts included addition of new tracks, power substations, expansion and replacement of overhead bridges, communications, signals, and retaining walls, just to name a few of the major infrastructure elements.*



**Installing a secant pile as part of the support of excavation for upcoming tunneling work**

*These contracts have laid the ground work for all of the other Harold contracts that will follow.*

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