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Fall 2016

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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.

For more information, [click here.](#)

Underground Construction Operations

Manhattan Tunnels and Caverns

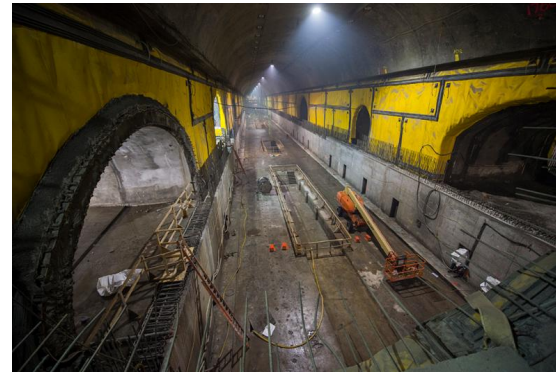
The contractor successfully lined with concrete the 12,000 feet of tunnels that extend south from the caverns below Grand Central Terminal to the tail tracks that terminate at 37th Street.

The contractor responsible for that work also completed the build-out of the ventilation facility, air shafts and air plenum below the surface at 37th Street and Park Avenue. The concrete

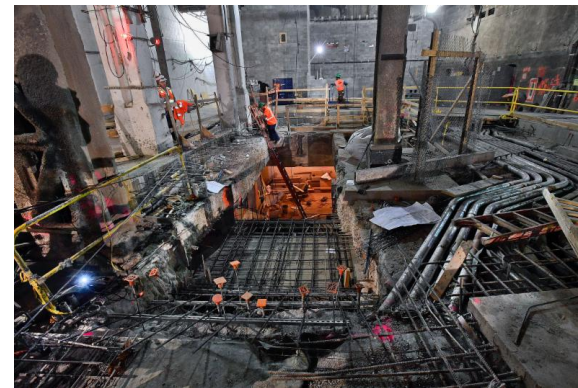
floors and lower level walls in both of the caverns are also complete and are now ready for the follow on contractor to begin work on the final structures, platforms and passenger waiting areas. The lining of the tunnels and build-out of the structures from the caverns north and out to Queens is progressing well with a forecasted completion in late 2017.

Grand Central Terminal/ Future Concourse

Construction and fit out of the future 350,000 square foot concourse is in full-swing. The contractor is busy laying the miles upon miles of conduit, ducts and other behind-the-scenes infrastructure. Over 80 percent of the concrete floor base has been poured and the four wellways which will house the 17 hi-rise escalators are being fit out with conduits, cables and brackets, which will hold the decorative cladding. The construction of the terminal management center rooms, which will serve as the main nerve center for the new train service, are complete. In the coming months they will start to be fitted out with equipment. Several sections of escalators along with several large and heavy pieces of power, HVAC equipment and machinery were delivered and set in their final location.



West Cavern
(Click the photo to view larger version)



Preparation of 45th Street cross passage stairway
(Click photo to view larger version)

To see more progress photos, check out the [East Side Access FLICKR page](#).

Surface Level Operations

Construction Activity

37th Street and Park Avenue

Major surface level operations at 37th Street and Park Avenue for the construction of the 38th Street ventilation facility are complete. The sidewalk is open to pedestrians and the contractor's equipment and materials have been removed. In 2017, 37th Street will become active once more while the contractor completes the remaining utility work and finishes the sidewalk restoration. A reduced site will be mobilized by the contractor to be used for concrete delivery.

44th Street, between Madison and Vanderbilt Avenues

Work to complete the exterior façade of the 44th Street ventilation facility is underway. Over the next few months, the contractor will be installing the final finishes on the exterior of the building before turning the facility and work site over to the systems contract, which will be responsible for fitting out the facility and installing and testing the ventilation equipment.



Gantry crane removal from the 44th Street vent facility
(Click the photo to view larger version)

48th Street, between Madison and Park Avenues

Below 48th Street, the contractor is preparing to complete a load transfer of the street above from an existing abutment wall to a newly built structural support. This will allow excavation and relocation of utilities for the future entrance to the new LIRR concourse and terminal to continue. The street restoration is forecasted for late 2017.



Installation of roof support below 48th Street
(Click photo to view larger version)

63rd Street and 2nd Avenue

At the request of the community, East Side Access began to replace the damaged sidewalk which surrounds the ventilation facility and lot at 63rd Street and 2nd Avenue. While only a small section was completed, the balance of the sidewalk will be replaced in the new year as weather and other construction operations allow. Activity within the yard will continue as the contractor works to construct the structural supports for the mechanical equipment room which

was excavated adjacent to the existing ventilation facility.



Excavation for the equipment room at 63rd Street
(Click the photo to view larger version)

Concrete Operations

Concrete delivery operations will continue at sites throughout Manhattan including **47th, 50th, 52nd, 55th and 58th Streets**, with additional locations possible, depending on the project's need and schedule.

The East Side Access Community Outreach team continues to monitor each of the concrete delivery sites to ensure that they are kept neat and clean. To receive advance notice for concrete deliveries, please [click here](#).



East Side Access Project Progress

Future Terminal and Platforms

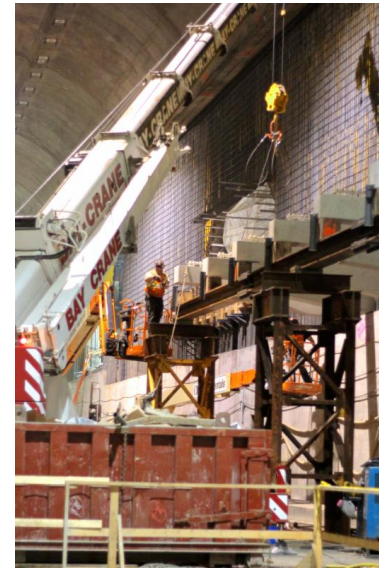
Contract CM007 Grand Central Terminal Station Cavens and Track, which was awarded earlier this year to Tutor Perini, has been deeply engaged in the extremely detailed process of developing and finalizing the construction plans, schedules designs, preparatory work, site and location inspections and countless other tasks leading up to their phased mobilization in late 2016 and early 2017. Contract CM007 will begin to build out the two cavens creating the platforms and terminal lining and will install the tracks along the entire length of the project's alignment.

3,900 precast concrete pieces, which are being fabricated at The Fort Miller Co., Inc. in Schuylerville, NY, will be installed to

form the platforms and structures during the fit out of the two cavern terminals. Cantilevered beams will be installed on the mezzanine level of the caverns and will support the precast deck panels and eventually support pedestrian loads when the terminal is complete. On December 8th the very first of these beams was installed. Earlier this fall, a group of engineers from East Side Access, Long Island Rail Road and the contractor Tutor Perini visited The Fort Miller Co. to inspect the precast beam, prototype deck panel and structural support formwork fabrication. Installation of the precast pieces is underway and will continue into the new year.

Contract Advertisement

East Side Access passed yet another significant milestone with the advertisement of the Mid-Day Storage Yard contract on October 20, 2016. The contract will develop an approximately 30-acre site into a new storage yard for the future LIRR service to Grand Central Terminal. The yard will include 24 layup tracks which can accommodate up to 12 cars each. The work under this contract also includes nearly 11 miles of new tracks, over 80 switches, turnouts, crossovers and extensive utility work. There now remain only a few third party contracts for East Side Access which have yet to be advertised or awarded.



Installation of precast beams in west cavern
(Click the photo to view larger version)

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