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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.](#)**

**Construction Operations & Activity**

**Sunnyside Yard/ Harold Interlocking**

Work is progressing in Harold Interlocking on the construction of both the East and West Approach for the new tunnel being mined, that once complete, will allow trains from the mainline track to bypass traffic in the Interlocking and travel through to Sunnyside Yard. The excavation for the West Approach, an 837-foot-long structure, where trains will come above ground from the tunnel, is complete and the contractor has poured 70% of the concrete base slab that will support future tracks. Waterproofing, rebar and concrete pours

for the walls are underway. The contractor needs to complete excavation of the 1,115-foot-long East Approach before waterproofing, rebar and the concrete can continue.



Concrete pour for West Approach  
(Click the photo to view a larger version)

### **Tunnel Boring Machine Cutterhead Removal**

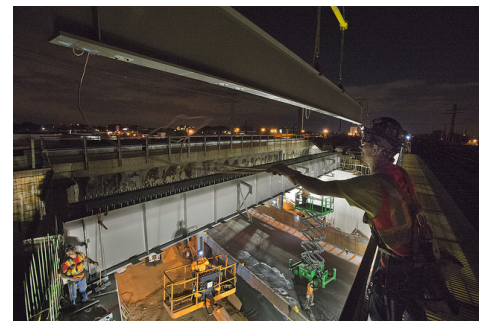
Almost four years after it successfully completed mining two of the four Queens soft ground tunnels, the cutterhead and shield of one of the two tunnel boring machines was removed from the ground below Harold Interlocking. The cutterhead was left in place when the final tunnel was completed because the necessary access was not available at the time to be able to remove the pieces safely.



Removal of the cutterhead  
(Click the photo view a larger version)

### **48th Street and Barnett Avenue**

The contractor successfully installed the new 48th Street train bridge after setting the three main steel girders that formed the bridge's steel superstructure. Each of the three 95-foot long beams weighed approximately 40,000 pounds and were set on newly formed concrete abutments. This bridge is the fourth and final train bridge that will be constructed as part of the East Side Access project and brings the project one step closer to realigning the track to its final configuration. The contractor has begun the installation of the track bed and rails that will run from 52nd Street west over the 48th Street bridge.



Installation of the 48th Street train bridge  
(Click the photo to view a larger version)

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

### **63rd Street Tunnel Ventilation Facilities**

The Roosevelt Island ventilation facility received the first of several deliveries of large equipment including switchgears and transformers totaling approximately 80,000 pounds, which will supply power to fans, pumps and other equipment in the facility. This facility along with the other existing ventilation facilities along 41st Avenue in Queens (12th Street, 23rd Street and 29th Street) and Vernon Boulevard are being modernized and expanded to accommodate the future needs of the LIRR service into Grand Central.



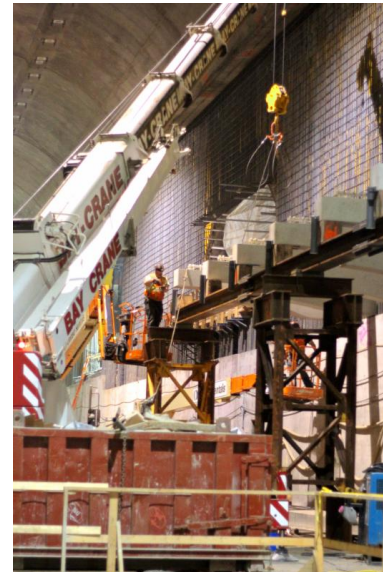
Equipment delivery at Roosevelt Island  
(Click the photo to view a larger version)

## 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 caverns 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 the structural support formwork fabrication. Installation of the precast pieces is underway and will continue into the new year.



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

### 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.

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