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Spring 2014

Spring has sprung and things are beginning to thaw here on East Side Access after a long cold winter. Continue checking the project website for up-to-date information regarding ESA by clicking [here](#).

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Did you know?

During the construction of Grand Central Terminal, 3,094,750 cubic yards of dirt and rock were removed. If you loaded it onto a train of flatbed cars, it would stretch from New York to Omaha, Nebraska.

Get to know ESA

Project Milestones

44th Street Ventilation Facility: *The contractor is putting the final touches on the interior and exterior structures of the 44th Street vent facility. Preparations are being made to clear the work site for the follow on contractor who will be taking over the site in May.*

50th Street Ventilation Facility Public Open Space:



The granite pavers, fountain basin and horticultural elements have been installed as the public open space nears completion.

55th Street Ventilation Facility: *On February 19, 2014, the CM013A 55th Street Ventilation Facility contractor successfully completed excavation and drill and blast operations at 55th Street. Nearly 200,000 cubic feet of rock was removed by mechanical excavation and blasting to form and connect the plenum and shaft with the caverns 75 feet below ground. Approximately 13,000 pounds of explosives were used in 150 safely executed blasts. Concrete, rebar and waterproofing operations to build up the substructure are now underway in the cavern and the air plenum.*



Lou D'Amico
Program Executive

Lou D'Amico is one of three new program executives on East Side Access. His main responsibility is providing management and oversight of the area known as Project Controls, which includes things like estimating, scheduling and risk management; a herculean task on a project like East Side Access. Prior to joining East Side Access, Lou worked for New York City's Hudson Yards Development Corporation where he held the position of senior vice president and oversaw work to build the infrastructure for the retail space and mixed use areas. He was also responsible for overseeing design and construction for a new four-acre park known as Hudson Park and Boulevard; and aspects of the extension of the #7 subway line to the west side.

How did you get your start in the construction and engineering field?

The space race in the late 1960's fascinated me so when I went to college at Polytechnic University in Brooklyn I pursued a Bachelor's degree in Engineering hoping for a job in that field, but as the economy wasn't great I took a job with a civil construction firm called Slattery Construction. That firm, now part of Skanska USA Civil Northeast, was working on



Looking up through the fully excavated air shaft from the cavern below 55th Street

Manhattan Tunnels: *Concrete, rebar and waterproofing operations continue in the east and west caverns and tunnels below Grand Central Terminal by the Manhattan North Structures (CM005) contractor.*



Waterproofing throughout the caverns

Project News

East Side Access Awards Two New Contracts

In March 2014, Frontier Kemper Constructors was awarded the contract for CM006 Manhattan North Structures. This contract covers the fabrication and construction of the permanent structural concrete lining, interior structures, and fit-out for the caverns and tunnels previously excavated by others beneath and to the north of Grand Central Terminal. This \$295 million contract is scheduled to get underway later this year.

Also in March 2014, Tutor Perini was awarded the contract for CS179 Systems Facilities Package No.1. This contract covers the installation of multiple systems throughout the project

the Second Avenue Subway project.

What are some of the other projects that you have worked on?

After my time on the Second Avenue Subway project, I worked on several other transit related projects along the east coast. I worked on the Porter Square Subway Station in Boston; Friendship Heights Station, Tenley Circle Station, and L'Enfant Plaza in Washington, DC.

Which have been the most interesting or challenging projects?

Much like in New York, the extensive existing underground infrastructure in Washington DC makes construction in those cities very challenging. But the most interesting project I worked on, before ESA of course was the Big Dig in Boston because of the wide range of engineering and construction methods that were used.

After a long career in construction, what do you think about East Side Access?

East Side Access is a very exciting project. The magnitude of the work is unlike anything else and the challenges presented by the construction methods, the in place infrastructure - such as working below an active rail yard - and the multiple access restrictions, are what make this project so exciting. And of course much like my experiences with Hudson Yards, I welcome the opportunity to be part of a project that will have such a tremendous impact on the City of New York.

including the backbone communications system, fiber optic networks, control centers, telephones, security systems, fire detection, signal power, lighting and many others. This \$550 million contract is also scheduled to get underway later this year.

New Management at East Side Access

Changes are afoot at East Side Access as the project is moving quickly forward into a new phase of construction. With the completion of the tunneling and major blasting, the work will now focus on building out the massive caverns and tunnels and installing the systems that will make the trains run and bring this project to fruition. Along with the shift in the type of work, a new program executive and management team was named to lead the project forward.

On March 10th, Bill Goodrich took over as the new executive vice president and senior program executive on East Side Access. Goodrich brings over thirty years of experience in the construction industry to ESA. That experience began upon graduation from the United States Military Academy in West Point where he earned a Bachelor's degree in Civil Engineering. Afterwards, he served in the military at Fort Lewis, Washington being promoted to Captain in the U.S. Army.

Following a career where Goodrich worked on several high profile projects, in 2008, he took a position with MTA Capital Construction as senior vice president and program executive on the 2nd Avenue Subway project where he was prior to joining the ESA team.

Joining Bill Goodrich is a new management team which includes dedicated program executives, who will report to Goodrich to oversee the remaining construction.

Andy Thompson, Program Executive for Heavy Civil Construction, will manage all construction contracts in Manhattan and Queens, as well as the underground contracts in the Harold Interlocking. (Click [here](#) to read about Andy Thompson in Third Quarter 2013 newsletter).

Lou D'Amico, Program Executive, will lead Project Controls, Design Management and Construction Coordination. Learn more about Lou D'Amico in [Get to Know ESA](#) in this newsletter.

Michael Kaleda, Program Executive for Harold and Project Wide Systems, will manage the complex above ground work in the Harold Interlocking and the execution of the systems work throughout East Side Access.

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) 4-MTAESA**.

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