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Spring 2015

After a long cold winter fraught with challenges and harsh weather, East Side Access is moving ahead at full speed. 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 our [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 [here](#).



Manhattan Project Progress

Manhattan Tunnels:



Conduit, rebar and waterproofing installation in the tunnels south of Grand Central Terminal

Two structures contracts continue to progress their work throughout the tunnels below the streets of Manhattan. Ongoing work in these areas includes waterproofing, concrete, and rebar installation for the permanent lining of the tunnels and caverns as well as construction of other subsurface structures like equipment rooms, cross passages and ventilation facilities, which will support the functioning of the future train service. At the surface, extensive activity by both contracts is mainly focused on concrete delivery for the underground structures.

37th Street:

ESA in the News



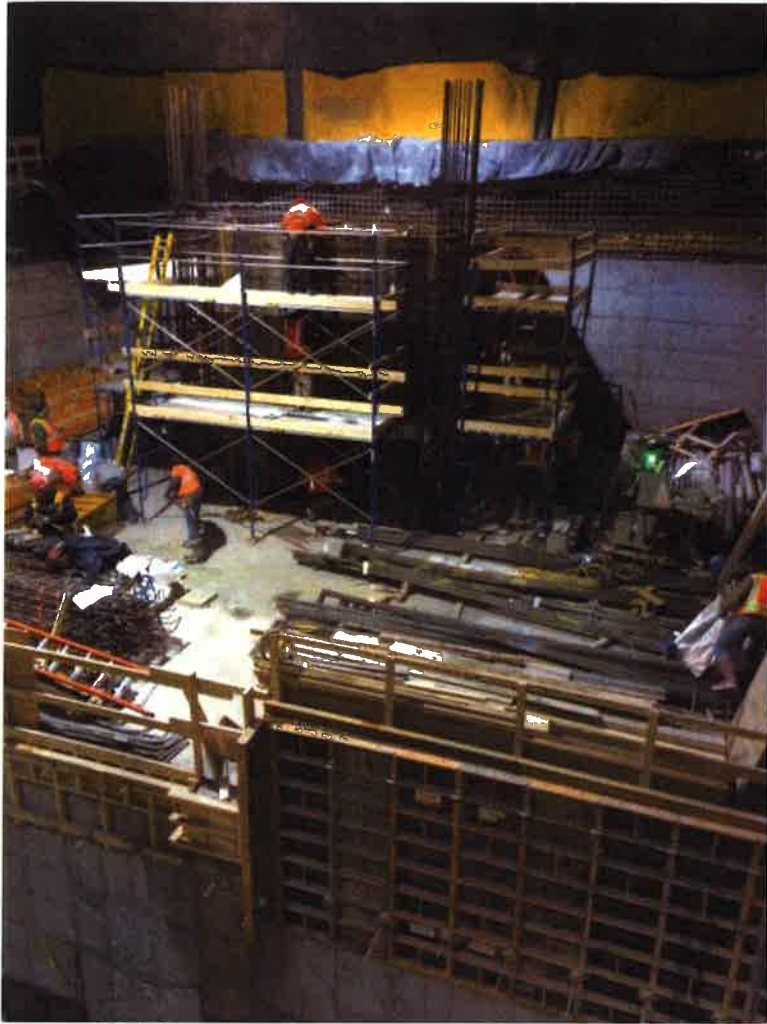
East Side Access and MTACC staff photographer, Rehema Trimiew, was the winner of ENR magazine's 2014 Construction Photo Contest. Her winning photo (above) was pictured on the cover of the January edition.

Selected from hundreds of submitted photos, this year's "Images of the Year in Construction" features photographs that best capture the mood and flavor of construction during 2014. Of the 37 photographs chosen for the issue, four are from MTACC projects, including two from ESA, and one each from the Second Avenue Subway and 7 Line Extension. Rehema actually had two photographs chosen as did noted MTACC photographer Patrick Cashin.

For more MTACC construction photos click [here](#) and to see the entire ENR Construction Photo Gallery, click [here](#).

Did You Know?

What is a bellmouth?



Wall forms in the subsurface 38th Street Vent Facility

Construction of the ventilation facility below ground at 38th Street and installation of the permanent waterproofing and concrete lining in the tail tracks south of 42nd Street have been progressing well. Upcoming work this summer and fall will include lining the vertical air shafts between 36th and 37th Street and eventual restoration of the street and sidewalk.

55th Street:

It is the widening of an underground rail tunnel, in preparation for future connection or expansion of service. In this case the Queens Bellmouth (built in 1989), located on the western side of Northern Boulevard near 40th Street, was created for the future expansion of the Long Island Rail Road into Grand Central Terminal, otherwise known as the East Side Access project. It has functioned as a major access point for the underground construction of East Side Access tunnels. The Bellmouth is now being partially closed under one of the Queens contracts. In the past it served as the main entry and exit point for delivery of the tunnel boring machine, and all of the muck (excavated bedrock materials) removed during the excavation of the Manhattan tunnels was removed at this location.

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.



View of the 55th Street Vent Facility in the background

The 55th Street Ventilation Facility contract has completed almost the entire subsurface structure. This contract is forecasting completion by the end of summer 2015. Street and sidewalk restoration will be underway in the weeks and months leading up to that point. Once the current contract is complete, a smaller work site will remain on the street to support future concrete deliveries.

63rd Street & 2nd Avenue:



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Sawcutting new equipment and material access doors at the 63rd Street & 2nd Avenue Ventilation Facility.

Preparation of the tunnels for the permanent lining below ground at 63rd Street and 2nd Avenue is underway as is preparation and rehabilitation of the 2nd Avenue ventilation facility. Access doors for material deliveries have been constructed on the east side of the facility and removal of old equipment is underway. Extensive repair and rehabilitation work in the 63rd Street connector tunnels (constructed in the 1970's) between 2nd Avenue and east to Roosevelt Island is also underway.

Project News

Two New Contracts Advertised

Two very different, yet equally important East Side Access contracts have recently been advertised. Both represent significant milestones for the East Side Access project.

In Manhattan, the Grand Central Terminal Station Cavems and Track contract (CM007), which will be responsible for the construction of the concrete structures and the fit out for the new LIRR Grand Central Terminal Cavems and track work throughout the ESA tunnel system, is expected to be awarded later this year. This will be the last major contract that will be awarded for Manhattan tunnel and cavern work.

In Queens, Contract CH057 - Harold Structures Part 3, was advertised for bid on March 26th, 2015. This contract is responsible for significant civil infrastructure work in Harold Interlocking and Sunnyside Yard, including replacement of the existing 48th Street Bridge with a new steel bridge, construction of two new retaining walls; demolition of a power substation, and installation of catenary support structures, track switches and Amtrak electrical utilities. This contract will be awarded in the second half of 2015. The work by this contract is extensive and will include construction which will make the physical connection between Grand Central Terminal in Manhattan and daylight in Harold, enabling a future contract to build out the tunnel and tracks between the two. Installation of a key crossover switch by this contract will eventually provide greater flexibility in the routing of trains through the area, thereby reducing

the number of potential customer delays.

MTA Awards Contract to Build Long Island Rail Road's Future Terminal under Grand Central Terminal

In February, MTACC officially awarded the CM014B - GCT Concourse and Facilities Fit-Out contract to GCT Constructors JV, a joint venture comprised of Schiavone Construction Co., LLC and John P. Picone Inc. The Award and Notice to Proceed marked the completion of a nine month procurement process for this highly complex and vitally important contract. It covers the finishes and build-out of the architectural, structural, mechanical and electrical facilities that will comprise the future 350,000 square-foot passenger concourse for LIRR and related ventilation plants at 44th and 50th Streets.



Rendering of the Lower Platform for the future LIRR Station at GCT

Work in the concourse will include building and installing the escalators at four escalator wellways at 45th, 46th, 47th and 48th Streets and installing elevators in five elevator shafts connecting the LIRR passenger concourse to the terminal 160 feet below Park Avenue. The work will also include installation of emergency stairs and the associated architectural, structural, mechanical and electrical finishes and equipment.



Rendering of the 46th Street intersection on the mezzanine level

The Contract includes major civil work that will create internal connections for passenger use from the new LIRR Concourse up to Grand Central's Lower Level Dining Concourse, Grand Central's Biltmore Room on the Upper Level, the 47th Street cross passageway, the 45th Street cross passageway and a portion of the 48th Street entrance. The base amount of the contract is \$404,622,096 with four options, which if exercised would bring the contract amount to \$428,900,000.

While every Contract on ESA is valuable and significant, the importance of the CM014B Contract comes from the fact that as the work progresses, the once hollow caverns and empty former rail yard known as Madison Yard will finally begin to look like a new railroad station.

MTACC East Side Access | 469 Seventh Avenue | New York, NY 10018

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