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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](#).

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Queens Project Progress

Woodside and Sunnyside:

Work by ESA contractors in Sunnyside was limited during the winter and included work items such as regrading track areas, installation of security fencing and other minor demolition work by the two main civil infrastructure contracts which have been operating in this area and further west for the past few years.



Grading adjacent to the future Westbound Bypass track area

The next phase of work in this area will begin under a new contract which went out to bid in March (see item below) and which is expected to be awarded sometime during the second half of 2015.

Extensive planning and preparation work was done during the winter for the installation of 35 new wood and steel poles along the south side of the LIRR Main Line tracks from approximately 48th Street to 60th Street. This operation got underway this month. These new poles are in addition to existing ones and once installed will allow Long Island Rail Road and Amtrak to each have an independent power, signal and communication system. This work is expected to continue into 2016.

Northern Boulevard:

Construction of the Yard Services Building located on the eastern side of Northern Boulevard by 41st Avenue began in earnest this past winter. The contractor began excavation for the building's

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*?



foundation and completed the setting of timber piles in January. In total, 113 piles were driven into the ground adjacent to the Outward Bound building. Due to the extra effort in planning made by the contractor, this four-week job was completed in just six days and the impact on Outward Bound was significantly minimized. The completed Yard Services Building will serve as crew facilities for Long Island Rail Road maintenance and operations employees.

The open cut construction area also known as the "Q-Tip" is almost entirely covered with waterproofing and concrete. Steel beams which will form the ventilation tower above the interlocking, are climbing higher and higher. Below the surface, the contractor is building out the four individual tunnel structures and switches that will make up the Plaza Interlocking.



Pile driving operation underway at Northern Boulevard



B10 Power Substation (background, right), Yard Services Building, lower foundation walls (background left), steel for future the Plaza Interlocking ventilation tower (foreground).

Harold Interlocking:

Extensive work to install support of excavation piles has been ongoing deep within Harold Interlocking beneath the Queens Boulevard Bridge and the Honeywell Street Bridge. These piles are being

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.



set as the contractor prepares for the forthcoming excavation work which will eventually form the Westbound Bypass tunnel and approach structures. The contractor has placed several hundred metal and concrete piles outlining where the excavation for the approach and tunnels will eventually take place.



Secant pile installation for the East Approach

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 Cavens 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 Cavens 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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