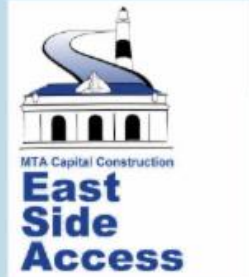


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Manhattan community newsletter

Summer 2014

As the summer draws to a close, please enjoy this wrap-up of East Side Access progress to date. For more information and details on the work in your area you can view the East Side Access website [here](#) or follow along on 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](#).

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Did you know?

6.2 million pounds of gravel ballast has been placed in Sunnyside Yard and Harold Interlocking as part of East Side Access. That is approximately the same weight as 43 LIRR train cars.

Get to know ESA

New East Side Access Pictures

Fantastic new photographs of East Side Access taken by noted MTA photographer Patrick Cashin are now available on the MTA [Flickr](#) page. Click [here](#) for pictures of Queens and [here](#) for pictures of the Manhattan Caverns and Tunnels.

Manhattan Project Progress

Contract Milestone: *The Manhattan South Structures contract (CM005) recently met a major milestone having completed the installation of the waterproofing, rebar and concrete invert (floor) in the eastern cavern.*



East Cavern

37th Street: *Over the course of six weeks this summer, the Manhattan South Structures contract (CM005) worked double shifts in order to complete necessary work at 37th Street and Park Avenue. Work at this location included reinforcement of the*



Susan Jurman,
Program Executive

Susan began her career in Cincinnati's planning department focusing on service delivery, strategic planning and analytical issues. She quickly moved on to the Budget Office, paving the way for her future career in public finance.

Upon returning to her home state of NY, Susan joined the MTA and served in various capacities in MTA's Capital Program Budget Department. When East Side Access was in its infancy, she took the initiative to ask if there was a position for her on the team and in 1998 she moved out of an oversight role at the MTA to become the Director of Budgets for the multi-billion dollar East Side Access project. Susan was part of the initial project team that implemented the management structure as well as the policies and procedures for the project.

Susan has been an integral member of the East Side Access team and has worn many hats over the past 16 years. As the liaison between the funding and the project, Susan is crucial to keeping things moving on the project by making sure all the proper resources are in place.

How has the project changed overall from a budget perspective?

When I started on the project

support for the excavation in the street and the replacement of the construction elevator. Concrete placement and material deliveries will continue at this location, and personnel will begin to utilize the new construction elevator as work in the tunnels and caverns below ground increases.



Reinforcement of the support of excavation at 37th Street and Park Avenue

44th Street: *The contractor on 44th Street has finished the construction of the ventilation facility's structural shell and the air shaft leading to the new terminal and concourse under construction below ground. Work to fit out and complete the interior finishes, equipment and systems of the vent facility will be performed by later contracts. In the interim, this site will be used for delivering concrete and materials as well as intermittent personnel access. The progression of work to this point has allowed the sidewalk along the north side of 44th Street to be reopened.*



Pouring the new sidewalk at 44th Street

50th Street: *Construction of the outer structural shell of the ventilation facility on 50th Street and the vent shafts below ground has reached completion this summer. The work included construction of a new pocket park, which will open officially in September. This new public space, which is to be christened "50th Street Commons", features a shade garden and an illuminated waterfall, with benches, and soon to be installed tables and chairs for approximately 40 people. Work to fit out and complete the interior finishes, equipment and systems of the*

we were establishing the infrastructure for managing the project which included awarding contracts for project management and engineering, establishing policies, and project controls systems. Since then the project funding and budget process has become much more challenging and complicated.

How many funding sources are there for ESA?

We receive grants from federal, state, local and agency sources, including the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA).

What has been one of your greatest accomplishments while working on ESA?

I was successful in securing federal funding from the Federal Transit Administration (FTA). This process began in 2001 and included many trips to Washington D.C. After 5 years, in 2006, a full funding grant agreement (FFGA) was awarded to East Side Access which formally established the maximum level of Federal financial assistance for the project. We received the largest Full Funding Grant Agreement the FTA had awarded at the time.

How has your position adjusted to the changing needs of the project?

With the establishment of MTA Capital Construction Company in 2003, I took on additional responsibilities that include administering approximately \$1 billion in consultant contracts and overseeing the administration of the project office which supports over 400 employees. The number of construction contracts and fund sources have increased. We have a lot of

vent facility will be performed by later contracts.



New "Pocket Park" at 50th Street - 50th Street Commons

Project News

Contract Mobilization



Waterproofing below 50th Street

The Manhattan North Structures contract (CM006) has mobilized to sites across the Manhattan alignment, including 50th, 52nd and 58th Streets and in the caverns below. These sites will be used for concrete deliveries. The 50th Street site will also accommodate material deliveries and personnel access.

Modernizing the Railroad

independent oversight.

What would you tell a person new to East Side Access?

This is a phenomenal, once in a lifetime project. There are great people from all walks of life. If you want to learn and grow there are many opportunities to do that. But keep in mind that we are in the business of going out of business.

What do you mean by "in the business of going out of business"?

There are benefits of the project being so big and so long, but it is our job to get East Side Access up and running, taking your job with it.

Any words to live by?

If you think you are too small to be effective, you have never been in bed with a mosquito.



Installation of signal bridge 24

A major component of the East Side Access project is the effort to modernize and reconfigure the rail infrastructure within Harold Interlocking. Harold Interlocking was built over a century ago and operates much of the same way today as it did then. Work to modernize this system is highly complex and is being performed by several contractors in coordination with LIRR and Amtrak, which operate within the country's busiest interlocking. One of those contracts, Harold Structures Part 3 Westbound Bypass (CH057A) will install four new signal bridges and remove five old signal bridges. Color lights and signals installed on the new bridges provide information to the train conductors indicating the state of the track ahead including if the track is clear from obstructions, if the train must slow down, or if it is safe to increase speed. The new signal bridges will complement the new tracks and routes being constructed within the interlocking and will ensure trains run efficiently on their way in and out of the city. Future work by this contract will include tunneling under the active rails within the heart of the interlocking for a new bypass line and construction of new tracks, signals and catenary systems from 48th Street west.

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**.

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

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