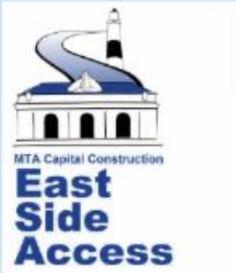


Having trouble viewing this email?[Click here](#)



# Queens 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](#).**

## In This Issue

[Quick Links](#)

[Did you know?](#)

[Get to know ESA](#)

[Stay in Touch](#)

[Project Progress](#)

[Project News](#)

## Quick Links

[ESA on the Web](#)

[MTA Capital Construction](#)

View our videos on 

View our photos on 

## 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.

## Queens Project Progress

**Sunnyside:** Civil construction work by the Harold Structures Part 1 contract (CH053) in Sunnyside is winding down. Over the course of the work, the contractor set three new signal bridges, constructed 2,447 linear feet of retaining wall and placed over 3,000 tons of new gravel ballast, which will bear the load of the railroad ties and facilitate water drainage in the widened track area. See [below](#) for additional information about this work.



**Track installation in Sunnyside**

**Two new contracts:** Two contracts were awarded this summer which are responsible for the installation and removal 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.*

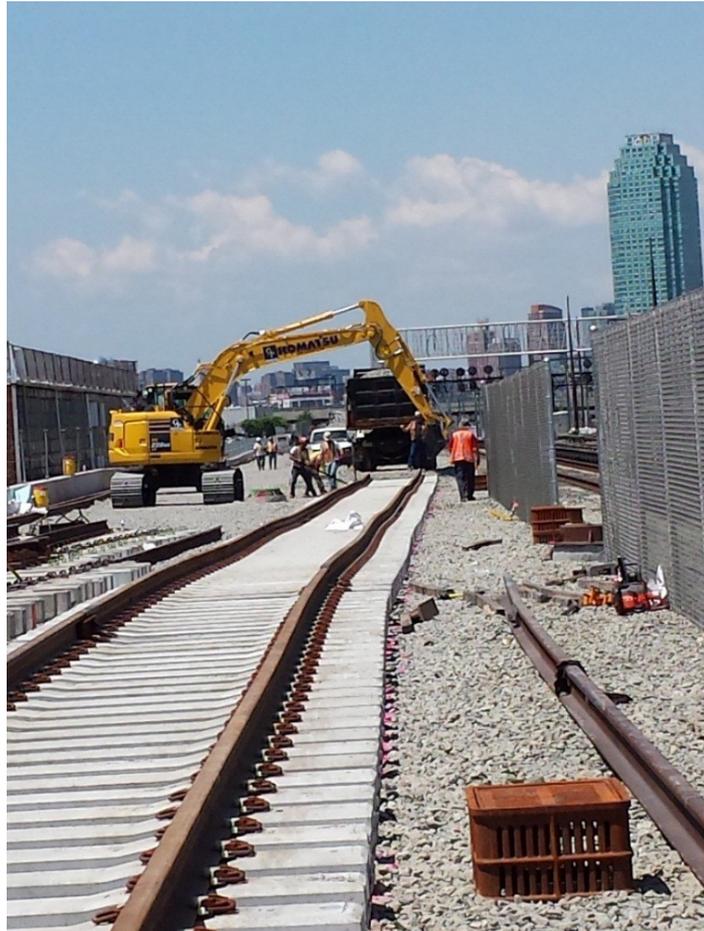
*Upon returning to her home state of NY, Susan joined the MTA and served in various capacities in MTA's Capital Program Budget Department. When East Side Access was in its infancy, she took the initiative to ask if there was a position for her on the team and in 1998 she moved out of an oversight role 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

*Main Line 2 and Main Line 4 tracks within Harold Interlocking. The first contract, CH057B, installed nearly 3,000 feet of new tracks in preparation for the cutover of the Main Line 4 tracks. Work by the contract was completed on time and on budget. The second contract CH057C will be getting underway in mid-August and will last approximately four weeks. The contractor will remove and demolish the old Main Line 2 and 4 tracks as well as a retaining wall near 48th Street. The completion of this work is critical to the new track alignment within Harold Interlocking which will ease congestion in this heavily trafficked passageway.*



#### **Track installation**

**Northern Boulevard:** *Finishing work continues on the exterior of the B10 bulk power station. Overall work remaining includes some internal fireproofing and the installation of both exterior louvers and interior stairs. The B10 bulk power station is on track to be completed later this year and be turned over to the systems contract to install the interior finishes and mechanical equipment.*

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?**

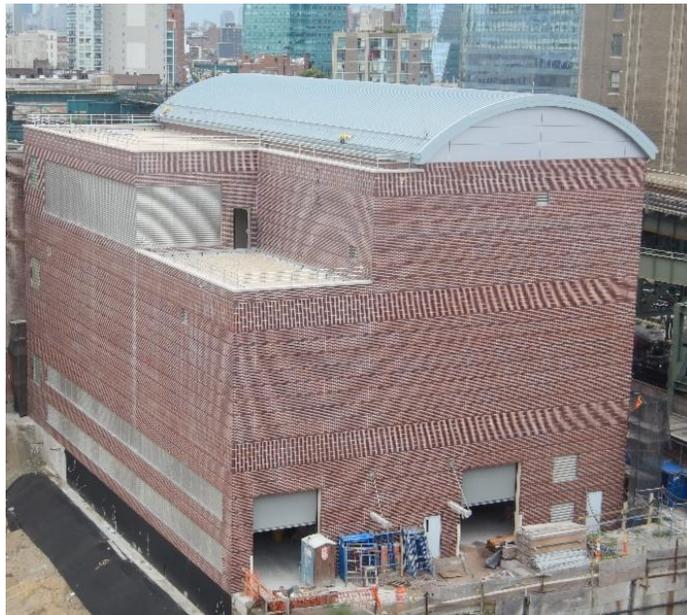
We receive grants from federal, state, local and agency sources, including the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA).

**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



***Scaffolding on the B10 power station has been removed***

***23rd Street and 41st Avenue: Work is currently underway to update an existing LIRR ventilation facility at the intersection of 23rd Street and 41st Avenue.***



***Excavation at 23rd Street***

## Project News

### 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.

**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**.



**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.

**Contract Progress**



## ***Micro Tunnel Boring Machine***

Hard work and perseverance has paid off for contract CH053. Recently, the contractor completed the last in a series of four micro tunnels underneath the active railroad in Harold Interlocking. The tunnels, constructed by a micro tunnel boring machine (MTBM), are nearly 230 feet long and five feet in diameter and will carry systems cabling and conduit under the tracks in the interlocking. MTBMs are typically used when conventional cut and cover tunnel construction is not feasible as is the case in the Harold Interlocking. All the tunneling work was done while regular railroad operations continued above ground. The contractor performed constant monitoring over the course of the three day operation to ensure no interruptions to the railroads would occur.

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

Copyright © 2013. All Rights Reserved.

**[Forward this email](#)**

 **SafeUnsubscribe™**

This email was sent to pwaranis@mtacc-esa.info by [communityoutreach@mtacc-esa.info](mailto:communityoutreach@mtacc-esa.info) | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).



MTA East Side Access | 469 Seventh Avenue | New York | NY | 10018