



Queens community newsletter

SUMMER 2017

In This Issue:

Construction Operations & Activity

ESA Project Progress

About East Side Access

East Side Access is the largest public transportation infrastructure project currently underway in the United States. The project encompasses work in multiple locations in Manhattan, Queens and the Bronx and includes more than eight 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.

[For more information, click here.](#)

Construction Operations & Activity

Sunnyside Neighborhood Improvements

New LED lighting has been installed and illuminated underneath both the 43rd and 48th Street train bridges. Additional improvements in the area will be underway beginning this summer, as an East Side Access contractor will restore portions of the sidewalk, curb and street along 43rd Street both north and south of Barnett Avenue. This contractor will also plant seven new trees along 43rd Street during the fall and will replace the green construction fence along the west side of 43rd Street with permanent security fencing.



43rd Street lighting

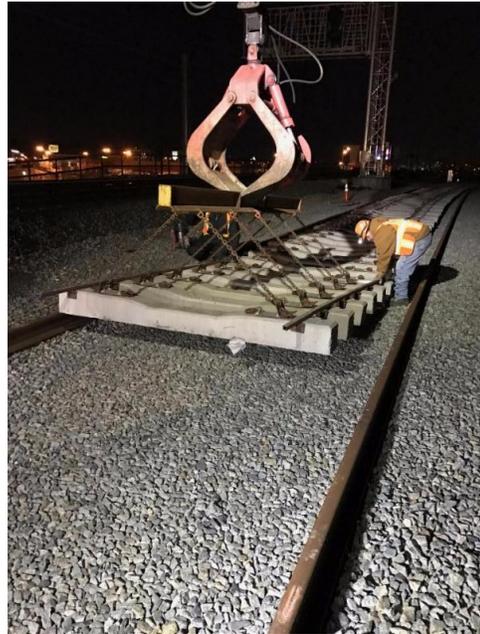
48th Street/Barnett Avenue

The East Side Access contract, which began work in early 2016 to replace an obsolete train bridge and install new tracks and power and signal structures in the area east and west of 48th Street, is now complete and finished, ahead of schedule. The work site on 48th Street was removed and returned to the community.

Harold Interlocking Improvements

A new section of track as the Revised Primary Route went into service late last year in Harold Interlocking. Commonly referred to as the RPR track, this unassuming and yet exceedingly important new section of approximately 600' of track will maintain the flexibility of train movements through Harold

Interlocking, while work to connect the third tunnel from Grand Central Terminal to the LIRR Mainline tracks at the surface in Harold Interlocking is performed in 2018. This operation is vital to East Side Access' eventual service. The new RPR track is just one of two routes that runs north and south tying the two sides of Harold together. Trains using this new track will reach speeds of up to 45 mph, an increase of 15 mph, increasing throughput capacity in the interlocking. The RPR track is one of many improvements East Side Access is making to Harold Interlocking that will benefit commuters well before East Side Access is complete.



Track installation

63rd Street Tunnel Ventilation Facilities

Upgrades to the ventilation and communication systems and equipment are currently underway at the five ventilation facilities along 41st Avenue from Vernon Boulevard to 29th Street and on Roosevelt Island. Over the next few months, sites at both the Vernon Boulevard and 29th Street facilities will become active as the contractor prepares the sites to receive deliveries of materials and equipment.

To see more progress pictures, check out the [East Side Access FLICKR page](#).

East Side Access Project Progress

Contract Award and Notice to Proceed

In April, the MTA awarded the contract for construction of the Mid-Day Storage Yard in Queens. The \$291 million contract is one of the final components of the East Side Access project. When complete, the 30-acre train yard will enable the LIRR to store upwards of 300 train cars during the day.

The 40-month contract will include construction of 24 layup tracks, 11 miles of new railroad tracks, and more than 80 switches. Additional components of the contract work includes excavation and grading work, demolition and removal of existing structures, environmental remediation, construction of a LIRR crew footbridge; installation of utilities, signal, traction power, mechanical, and electrical systems; and testing and commissioning of yard tracks.

Earlier this year, the MTA issued a notice to proceed to the Track A cut and cover and approach structures contract. This contract will connect the existing mainline tracks in Harold Interlocking with one of the four previously constructed bore tunnels for the East Side Access project. Upon completion of this \$34 million contract in the summer of 2018, heavy civil work for three of the four ESA tunnels below Harold Interlocking and Sunnyside Yard will be complete.

MTA Welcomes New Chief Development Officer

On May 30th, Janno Lieber joined the MTA as the new Chief Development Officer and President of MTACapital Construction. Mr. Lieber will manage MTA's major capital projects including East Side Access. The senior private real estate development and construction executive and former President of World Trade Center Properties will take over leadership and oversight of key strategic capital initiatives focused on increasing the capacity of the MTA system.

"The key to transforming the MTA is delivering on bold and ambitious projects that will give New Yorkers the enhanced, modern transportation system they deserve," Governor Cuomo said. "Janno Lieber has a proven track record of innovative success managing multi-billion dollar projects in the private sector and deep experience in transportation. His unique skillset is a significant asset and will help us continue to deliver on the promise of a world-class transit system for New Yorkers."



MTA Chief Development
Officer Janno Lieber

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