

East Side Access

The East Side Access project in New York City will connect the Long Island Rail Road's (LIRR) Main and Port Washington lines in Queens to a new LIRR terminal beneath Grand Central Terminal in Manhattan.

The new connection will increase the LIRR's capacity into Manhattan, and dramatically shorten travel time for Long Island and eastern Queens commuters traveling to the east side of Manhattan.

The project encompasses work in multiple locations in Manhattan, Queens and the Bronx and includes more than 17 km (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 eight-track terminal and concourse below Grand Central Terminal. The budget and schedule for the East Side Access project is currently being evaluated.



Port of Miami

The Port of Miami Tunnel project is a highly complex project that is being built through a public-private partnership (PPP) that includes the design, build, finance, operation and maintenance. It is a 35-year concession agreement between the Florida Department of Transportation and MAT Concessionaire, LLC.

Nearly 16,000 vehicles travel to and from the Port of Miami through downtown streets each weekday. Truck traffic makes up 28 percent (or 4,480) of this number.

The tunnel will provide providing a direct connection from the Port of Miami to highways via Watson Island to I-395 and will keep the Port of Miami competitive.

The Port of Miami provides 176,000 jobs, \$6.4 billion in wages and \$17 billion in economic output. Construction began May 24, 2010. Mining of the tunnels began November 11, 2011 and was completed on May 6, 2013. Final phases of construction continue for both Watson and Dodge Islands and the tunnel is expected to be open to the public in May 2014.



SR99

The Washington State Department of Transportation began work on the SR99 Tunnel in Seattle, WA in 2011. The 3.2-km (2-mile) long, twin-deck highway tunnel will replace the SR 99 Alaskan Way Viaduct, a double-deck highway that has spanned the downtown waterfront for more than 50 years. The tunnel will improve public safety, provide efficient movement of people and goods, maintain or improve downtown Seattle, port and regional economies and enhance Seattle's waterfront, downtown and adjacent areas.

The tunnel will be bored by the largest tunnel boring machine in the world.

