



EAST RIVER TUNNEL REHABILITATION PROJECT

Strengthening the Northeast Corridor



Amtrak is rehabilitating the two East River Tunnel (ERT) tubes that were damaged by Superstorm Sandy in 2012.

The ERT system opened in 1910 and features four tunnel tubes connecting Moynihan Train Hall at New York Penn Station—America’s busiest train station—with Queens and the northern end of the Northeast Corridor (NEC) between New York and Boston. Used by more than 450 daily Amtrak, Long Island Rail Road (LIRR) and NJ TRANSIT trains, the tunnel is a critical piece of the NEC, the busiest passenger rail line in the United States.

Two of the four tunnel tubes require significant upgrades and comprehensive rehabilitation. During construction, one tube will be closed at a time to minimize service disruptions and ensure maximum track accessibility. Once complete, the tunnel infrastructure will be ready to support the transportation needs of Amtrak and its commuter partners for the next 100+ years. This project will bring the affected ERT tubes to a state-of-good-repair, improving tunnel safety, reliability, and security. In addition to underground work, Amtrak will also perform aboveground work near Long Island City in Queens to ensure all the related systems are upgraded and modernized.



Project Timeline

Spring 2024: Award of construction contract

Summer 2024: Preliminary construction activities begin in Sunnyside Yard

Early 2025: First tunnel tube closes for modernization

2026: First tunnel tube reopens; Second tunnel tube closes for modernization

2027: Anticipated project completion

PROJECT BENEFITS



Strengthened, more modern infrastructure



Reduced service disruptions and maintenance costs

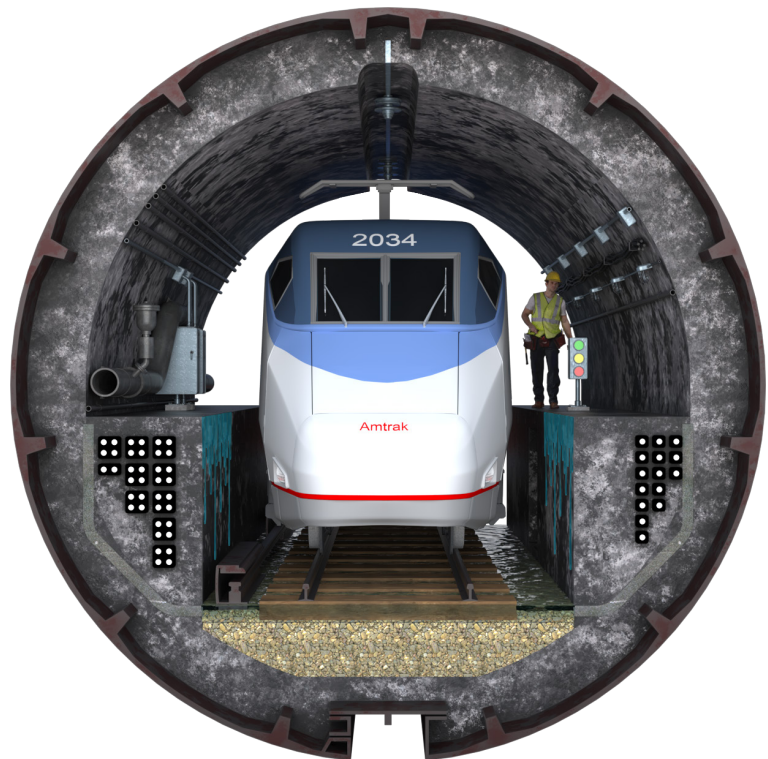


Implementation of new fire detection systems and modern egress standards to increase safety

Construction Overview

The ERT is being rehabilitated in two phases, removing a single tube from service at a time. Construction work includes:

- Repair of the tunnel liner
- Reconstruction of the benchwalls to modernize tunnel and railroad operation systems
- Conversion from ballasted track to a modern, direct fixation track system, enhancing drainage integration for improved performance
- Installation of new fire and smoke detection systems
- Replacement of signals, traction power, standpipe, and drainage systems



For further information, please visit [Amtrak.com/ERT](https://www.amtrak.com/ERT), call/text 1-888-708-2686, or email ERToutreach@amtrak.com.