



East Side Access construction Update

Since the start of East Side Access construction in 2001, several contracts have been successfully completed. These projects are highlighted below.

MANHATTAN/BRONX

Highbridge Yard

Construction of this new storage and maintenance facility in the Bronx was completed in December 2003. Providing six tracks for train storage and a maintenance facility for Metro-North trains previously stored in Grand Central Terminal (GCT), the new yard makes room for the new concourse at GCT's lower level.



Environmental Remediation

Hazardous material abatement within the Grand Central Terminal's lower level was completed in September 2003 and the removal of asbestos-containing materials from the lower level of the 63rd Street Tunnel was completed in January 2004, in preparation for contracts that will lay new track work.





QUEENS

Shaft Construction at Exiting Bellmouth

Completed in November 2003, this Queens shaft sets the stage for open-cut excavation between Northern Boulevard and the existing rail yard. It also makes the bellmouth of the 63rd Street Tunnel in Manhattan accessible to the hard-rock tunnel boring machine contractor.



Demolition of Superior Reed Building and Existing Rail Yard Preparation

Completed in September 2003, three buildings were demolished and tracks removed from the existing rail yard in Queens. To pave the way for future contracts, a construction access road was built and new track work was installed to accommodate New York & Atlantic Railway service.



Arch Street Yard and Shop

Construction is on track for a December 2004 completion of this LIRR rail yard and maintenance shop in Queens. Initially, the yard will be used for delivery, testing and acceptance of new LIRR M-7 train cars as part of the LIRR fleet replacement program. In the future, it will support mid-day inspection, maintenance and cleaning of trains that will be used in LIRR Grand Central Terminal service.

