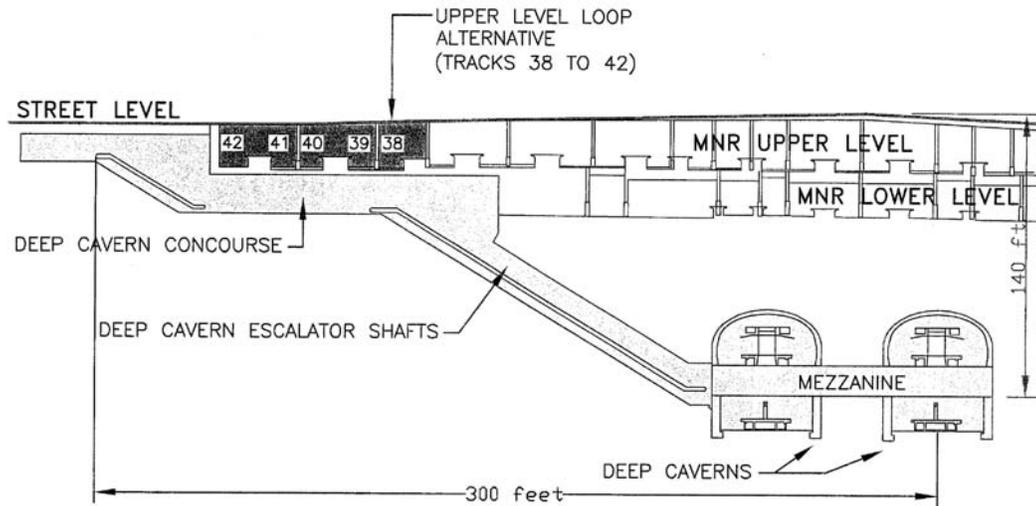


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**CROSS-SECTIONAL VIEW OF
DEEP CAVERN SCHEME
AND UPPER LEVEL LOOP ALTERNATIVE**



SECTION LOOKING NORTH
NOT TO SCALE

FIGURE 6
UPPER LEVEL LOOP ALTERNATIVE
DELSCAN

LIRR East Side Access – Halt Construction of MTA Deep Cavern Station and Expedite Completion of Upper Level Plan

A much better plan to bring LIRR trains to East Midtown Manhattan is to link the East River tunnels with five existing platform tracks that lead to the Upper Level Loop at Grand Central Terminal. When compared with MTA's Plan for a Deep Cavern Station some 150 feet below Park Avenue, the Upper Level plan would save at least \$1.2 billion in construction cost and speed its completion by three years, while meeting LIRR requirements for future growth. It would save LIRR commuters three to four minutes per trip each way, and avoid the increased security risk of a deep cavern station. Loss of five platform tracks, out of a total of 46 platform tracks available to Metro-North at Grand Central - the world's largest railway station - would have negligible impact on that carrier's operations. The Upper Level plan was analyzed in great detail by the well-respected Canadian engineering firm - the Delcan Corp. - but has been dismissed without serious consideration by MTA. Now, with costs rising rapidly, completion time repeatedly delayed and with only a limited amount of work actually underway, it is time for the new leadership in Albany to demand that MTA halt construction of its Deep Cavern station and invite Delcan to help expedite the design and construction of the Upper Level plan in its place. It is not too late to change direction and move quickly to complete a much better plan.