

The ramifications for the transit industry involve large scale changes in the current public transit system and roadway access. The Massachusetts Bay Transportation Authority (MBTA) will have 20 interfaces at its subway stations with the CA/T project. The artery and tunnel are expected to improve access to multiple locations along the Boston waterfront.

### **The Third Harbor Tunnel**

Construction of the tunnel began in September 1992. In February 1993, the first of 12 sections of the Third Harbor Tunnel was lowered into place. The tunnel is expected to open on a limited basis to commercial and high occupancy vehicle traffic in the fall of 1995 and will open to all traffic sometime in late 1999. Bethlehem Steel is the manufacturer of the tunnel sections.

Once completed, the tunnel will stretch 3,850 feet across Boston Harbor from the Subaru Pier in South Boston to Bird Island flats in East Boston. It will connect both the Massachusetts Turnpike and the Southeast Expressway to East Boston and Logan International Airport. There will be 2 lanes of traffic in each direction.

Another tunnel project which is part of the CA/T project is the Central Artery North Area Project. This tunnel is located in Charlestown and is slated to open in the Spring of 1993.

#### **Contact:**

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Peter Zuk, Project Director

#### **Purchasing information:**

All firms doing construction, engineering, design and consulting work for the MHD must be prequalified. Bids will not be accepted by companies which are not prequalified.

#### **Engineering/General Construction contracts:**

Companies may obtain a 5-year, \$75 subscription to receive a weekly mailing of all public bids which includes the date of the bid opening, the location of the work, the work description, the monetary estimate of the bid and the cost of the plans and specifications.

Please refer to the following page for a map of the CA/T project.