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Press Release

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[NYC Transit](#)

IMMEDIATE

### For Five Weekends, a Train Will Operate in Two Sections in Brooklyn. L Line will run additional service. No C service.

For five out of six weekends between Saturday, March 31 and Monday, May 7, A Line service will be suspended in both directions between Jay Street-Borough Hall and Utica Avenue in Brooklyn while MTA New York City Transit replaces roadbed and track infrastructure in Downtown Brooklyn. This service suspension will not be in place over the Easter Holiday weekend.

In construction terms, the work is called a "chip and pour." Workers will use hydraulic machines to break out the old concrete roadbed and new concrete will be poured to replace it. Performing the work at this time will eliminate the need for trains to run at reduced speeds in the future.

After the new concrete is poured and allowed to cure, new rails will be installed using resilient rail fasteners. Due to the installation of the new rail and resilient rail fasteners, which serve to reduce vibration, customers should notice a ride that is slightly quieter and smoother over the replaced track segment.

Though the rails have been replaced several times over the decades, the current concrete roadbed is original, in place since the line was opened in 1936. About 1,200 feet of the Manhattan-bound roadbed is being replaced during this project, just a fraction of the approximately 22,000 feet of concrete roadbed replaced in the subway each year.

"We realize that this is going to be a tremendous inconvenience for our customers, but we are implementing improvements made during the ongoing 7 project to make things go as smoothly as possible," said MTA New York City Transit Acting President Millard Seay. "The work we are doing is a necessary reconstruction of infrastructure that dates back to the opening of this section of the A Line and, unfortunately, this type of job requires a service suspension in order to complete it as quickly as possible."

Community outreach to local and elected officials has been a key component of this effort, alerting neighborhoods in advance of the service disruptions and explaining why they are necessary for the continued safe and efficient operation of the subway.

Also, customer information will be posted in stations and inside subway cars. Additional personnel will be on hand at Jay Street and Utica Avenue distributing "take-ones." NYC Transit's Customer Information Centers will be in place at both stations and signage will be prominently posted at shuttle bus stops.

During the weekends work is in progress, C train service will be suspended in both directions along its entire length - 168th Street, Manhattan to Euclid Avenue in Brooklyn. This is necessary due to the lack of track capacity. C service will be replaced by the A, which will run local in Upper Manhattan and Brooklyn. Customers traveling between stations east of Utica Avenue and Manhattan should use L service, which will be beefed up.

While the work is being performed, free shuttle buses will replace subway service. A service will operate in two sections: the north segment will run between 207th Street, Manhattan and Jay Street, Brooklyn; the southern segment will operate between Utica Avenue and Ozone Park-Lefferts Boulevard or Far Rockaway- Mott Avenue.

The free shuttle buses will operate between Jay Street-Myrtle Avenue (Metrotech) and Utica Avenue, making stops at the Kingston-Throop Avenues, Nostrand Avenue, Franklin Avenue, Clinton-Washington Avenues, and Lafayette Avenue stations. Buses will also make stops at the Hoyt-Schermerhorn Streets and Fulton Street G stations. There will also be non-stop (express) shuttle buses running between Jay Street and Utica Avenue.

On the weekends the project is underway, L service will be increased. Customers traveling between Midtown and stations beyond Utica Avenue should utilize L service between stations in Manhattan and Broadway Junction, where they can transfer to A service. Customers can catch the L along 14th Street in Manhattan at First Avenue, Third Avenue, Union Square, Sixth Avenue and Eighth Avenue.

Train crews will also be making on-board train announcements in the days prior to the closure. Customers seeking information on these and other weekend service disruptions can subscribe to NYC Transit's email notification program. For more information, visit [www.mta.info](http://www.mta.info) and click on Service Advisories. Or, simply click onto NYC Transit's podcast service at <http://www.mta.info/nyct/transittrax.htm>.

For 2007, \$248 million will be invested in track and switch reconstruction. In this program, NYC Transit will replace 22,500 feet of underground subway track, 30 mainline switches, 950 track panels, 17 yard switches and 165 yard panels. Also part of this program is the installation of 24,000 track feet of continuous welded rail to replace worn jointed rail.

