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Press Release

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[NYC Transit](#)

IMMEDIATE

### MTA New York City Transit Extends G Line During Culver Viaduct Rehabilitation

Beginning July 5 and lasting approximately four years, extensive reconstruction of the Culver Viaduct will require the extension of the G Line subway service to Church Avenue in Southern Brooklyn. While designed to accommodate this major structure rehabilitation, the extension will provide additional service south of Smith-9th Street, save travel time for many customers and provide additional transfer options.

This change is necessary because rehabilitation of the steel and concrete structure, opened in 1933 as part of the IND system, requires the removal of two tracks from service for the duration of the project, eliminating the area at 4th Av-9th Street used by G trains to reverse direction.

The \$257.5 million engineering and construction project will see the complete renovation of the structure and replacement of the signaling system and tracks. The project area stretches from the tunnel portal south of the Carroll Street station to the portal south of Fourth Avenue. The project calls for the reconstruction of the concrete deck slab, deck waterproofing, and the installation of new low-vibration track. The Fourth Avenue interlocking will be upgraded with new switches and signals, as well as new signal controls that will be Communication Based Train Control (CBTC) ready.

"This is an important long-term reconstruction project that will renew this 76 year-old structure and its systems. The work actually increases travel options for many of our customers along the F and G Lines," pointed out MTA New York City Transit President Howard H. Roberts, Jr. "Riders utilizing the line between Church Avenue and 4th Ave-9th Street will benefit from more frequent service."

As part of the reconstruction project, G trains will operate on the local tracks south of Smith-9th Street to Church Avenue in Brooklyn at all times, providing service to five additional stations: 4th Av-9th Street, 7th Ave, 15th Street-Prospect Park, Fort Hamilton Parkway and Church Ave. At Church Ave, G trains will reverse direction south of the station – where there are four tracks, providing a better operating environment which will help improve reliability for both the F and G lines.

Customers will benefit from the extension of the G with the availability of new, direct connections with the M R lines at 4th Av-9th Street eliminating the additional transfer to the F. Additionally, riders making the connection to A and C trains at Jay Street-Borough Hall will now have the additional option to utilize the G to make the connection at Hoyt-Schermerhorn which will make for speedier trips.

As a result of the extension, it is estimated that on a typical weekday, 8,700 riders will save an average of three minutes.