



MTA Press Releases

[Select Language](#) | ▼

Press Release

November 10, 2011

[NYC Transit](#)

IMMEDIATE

Culver Viaduct Rehabilitation Project F and G Service Changes Will Continue Through 2012

MTA New York City Transit is in the midst of a vital construction project making much needed repairs and improvements to Brooklyn's Culver Line including the rebuilding of the viaduct structure and the renewal of its tracks, signals and switches. The project includes rehabilitation work at Smith-9th Sts station and component work at the 4th Avenue-9th Street station as well.

This weekend and next weekend, from 12:01 a.m. Saturday to 5 a.m. Monday, free shuttle buses replace F trains between Jay Street-MetroTech and 18th Avenue. There will be no G service between Hoyt-Schermerhorn Sts and Church Avenue.

F trains run in two sections:

- Between 179th Street and Jay Street-MetroTech, then rerouted via the C to Euclid Avenue
- Between 18th Avenue and Coney Island-Stillwell Avenue

G trains run in two sections:

- Between Court Square and Bedford Nostrand Avs
- Between Bedford-Nostrand Avs and Hoyt-Schermerhorn Sts

Free shuttle buses run in three sections:

- Between Jay Street-MetroTech and 18th Avenue (Limited), making stops at Church Avenue and Ditmas Avenue only
- Between Jay Street-MetroTech and 4th Avenue-9th Street, making stops at Bergen Street, Carroll Street and Smith-9th Sts only
- Between 4th Avenue-9th Street and Church Avenue, making stops at 7th Avenue, 15th Street-Prospect Park and Fort Hamilton Parkway

Then, beginning 5 a.m. Monday, November 14 through Spring 2012, the following changes will be in effect:

- No Coney Island-bound F or Church Avenue-bound G service at 15th Street-Prospect Park and Ft. Hamilton Parkway stations.
- All southbound trains stop on the express track at Church Avenue and 7th Avenue stations.
- Coney Island-bound F and Church Avenue-bound G trains are accessed via a temporary pedestrian overpass to a temporary platform at the 4th Avenue-9th Street station.
- Smith-9th Sts station remains closed.

This \$275.5 million engineering and construction project is necessary to rehabilitate the steel and concrete viaduct first opened in 1933 as part of the IND system. The project area stretches from the tunnel portal south of the Carroll Street station to the portal south of Fourth Avenue. In preparation for this work, the G line has been extended to Church Avenue since July 2009.

During this long-term project, trains will be required to skip some stations. As work progresses customers should visit www.mta.info for "Current Service Changes" and "Planned Service Changes." They may use tripplanner.mta.info to plan their rides and subscribe to our free email or text message alerts at www.mta.info. There will also be posters, brochures and announcements in the system.

###