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Press Release

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IMMEDIATE

Excavation of West Tunnel for Second Avenue Subway Complete

The Metropolitan Transportation Authority (MTA) today announced the completion of the excavation of the west tunnel for Phase I of the Second Avenue Subway. To achieve this major milestone, a tunnel boring machine (TBM) mined 7,162 feet. The 485-ton, 450-foot-long machine began mining in May 2010 from 92nd Street and will now be disassembled and pulled back to 92nd Street where it will start its second run this spring to mine the east tunnel. The subway line is on schedule to be completed by December 2016.

"Construction of this much-needed subway continues to move forward and this week marks another major accomplishment to transform New York as we know it," said MTA Capital Construction President Michael Horodniceanu. "These are tangible results that will not only expand our capacity but will also bring new economic activity and growth to Manhattan's Upper East Side and points beyond."

Phase I of the Second Avenue Subway will serve more than 200,000 people per day, reducing overcrowding on the Lexington Avenue Line and restoring a transit link to a neighborhood that lost the Second Avenue Elevated in 1940.

When Phase I is complete, it will decrease crowding on the adjacent Lexington Avenue Line by as much as 13%, or 23,500 fewer riders on an average weekday. It will also reduce travel times by up to 10 minutes or more (up to 27%) for those on the far east side or those traveling from the east side to west midtown.

The line is being built in phases, with the Phase I of the Second Avenue Subway providing service from 96th Street to 63rd Street as an extension of the Q train, three new ADA-accessible stations along Second Avenue at 96th, 86th and 72nd Streets, and new entrances to the existing Lexington Av/63 Street Station at 63rd Street and Third Avenue. Further phases of the project will extend the line from 125th Street in Harlem to Hanover Square in the Financial District. The configuration of the tracks will allow for possible future extensions into Brooklyn, Queens, and the Bronx.

The Second Avenue Subway is one of four large-scale projects being built as the MTA undertakes the largest expansion of New York's public transportation system in two generations. The MTA is also connecting the Long Island Rail Road to Grand Central Terminal, extending the 7 subway line to the far west side, and building the Fulton Street Transit Center in Lower Manhattan.