

# Second Avenue Subway

NEWSLETTER  
JANUARY  
2026

## PHASE 2: EAST HARLEM

Visit the  
Second Avenue  
Subway  
Community  
Information  
Center!



MTA Second Avenue Subway  
Community  
Information  
Center:

69 E 125th St.  
(Between Park &  
Madison Aves.)  
New York, NY 10035  
(212) 722-3700  
outreach@mtacd.org

Open Monday - Friday  
9 a.m. – 5 p.m.

Sign Up to Receive Updates!



mta.info/EastHarlem

## Utility Relocation Work Moves To 109 Street



The contractor has set up MPT to advance utility relocation on the corner of 109<sup>th</sup> Street and Second Avenue. The work here will focus on installing test piles, load testing for new utilities, and identification of subsurface conditions for future work. The MPT was established to protect pedestrian and vehicular traffic, businesses and property, as well as our workers, while work is completed. Additionally, the contractor will need to temporarily remove some business awnings to protect the awnings and allow for oversized equipment. While the awnings are removed, the project will provide temporary business signage.



### Test Pits & Borings Along Second Avenue

With the award of Contract 2 the contractor has been performing test pits and borings along Second Avenue and also on 125<sup>th</sup> Street to advance the upcoming construction of the Second Avenue Subway. The test borings drill deep into the earth to identify subsurface conditions prior to major construction.

Test pits are hand dug excavations along the alignment designed to identify/confirm the location of underground utilities. Both are required steps in building the Second Avenue Subway. Please pay particular attention to notification flyers posted in work areas prior to any construction work.



Rendering of the 125<sup>th</sup> Street Station

### Advancing the 125<sup>th</sup> Street Second Avenue Subway Station

You may have noticed excavation work on the empty lot on 125<sup>th</sup> Street between Lexington and Third Avenue and on 125<sup>th</sup> Street and Park Avenue. The C2 contractors are performing pre-construction preparations to advance the building of the 125<sup>th</sup> Street Subway Station. Excavators are preparing the area for upcoming construction operations including site preparation for coordination with the tunnel boring machine and the excavation of the 125<sup>th</sup> Street Station.

Please use the QR code to sign up for ongoing project “look ahead” notifications if you want to stay on top of the advancing work.

## Keeping You Informed

# Community Engagement

## Maintaining Public Art On 125 Street

The MTA has been working with Carey King, the Executive Director of Uptown Grand Central, to keep the art on the fencing of the construction sites on 125<sup>th</sup> Street. The artwork had to be removed temporarily while we installed a new, secure, modular barricade system. Later, the contractors carefully reinstalled the art panels to keep the corridor looking colorful and vibrant. The Grandscale Mural Project works with uptown artists to make artwork that supports and uplifts the community and creates a vibrant gateway to Harlem, with more than 100 artists painting their work on over half a mile of construction fences



## Potential Westward Expansion

Second Avenue Subway Phase 2 - the ongoing megaproject to bring the **Q** from 96 St to 125<sup>th</sup> St in Harlem - is being built in a few different ways. We're building the southernmost stretch using 'cut and cover' - basically, opening the street, digging the holes, and closing it up again. From 110<sup>th</sup> to 120<sup>th</sup> St, we're reusing long-abandoned tunnels we built in the 1970s. And from 120<sup>th</sup> and 2<sup>nd</sup> to 125<sup>th</sup> and Park Av, where Phase 2 ends, we will bring in the Tunnel Boring Machine (TBM). That raises the question of what to do with the 1.5-million-pound TBM once it arrives at the finish line in East Harlem. Two years ago, we studied continuing the tunnel all the way across 125<sup>th</sup> Street to West Harlem. We put our findings in our 20-Year Needs Assessment which compared it with other bold expansion proposals.

Then at Governor Hochul's direction, we completed a feasibility study which concluded it is feasible, should we choose to do it. The result found it highly promising for equity, cost, ridership, and capacity. In her 2026 State of the State address, Governor Hochul directed the MTA to begin designing the project. This doesn't guarantee construction, and work wouldn't start until Phase 2 tunneling is complete, but it does provide funding to develop a detailed plan. This westward expansion does not preclude the MTA from advancing previously proposed southward expansion, in the form of Phases 3 and 4, in the future, it merely takes advantage of the efficiency opportunity presented by having the Tunnel Boring Machines operating in Harlem at the conclusion of Phase 2 tunneling.



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