MTA River Crossings

damaged by Superstorm Sandy

Harlem River Lift Bridge (1955)
750,000 daily riders
Closed for trains 3 days
Unable to open Bridge for ships 10 weeks

53 Street Tube E M (1933)
1 mile long
275,000 daily riders
500,000 gallons of saltwater
Closed 7 days

Steinway Tube 7 (1910’s)
1.1 miles long
200,000 daily riders
1 million gallons of saltwater
Closed 6 days

Queens-Midtown Tunnel (1940)
1.2 miles long
81,000 daily vehicles and 1,100 buses
12 million gallons of saltwater
10 days to fully open

LIRR East River Tunnels (1910)
2.4 miles long
226,000 daily riders (LIRR+Amtrak)
13.6 million gallons of saltwater
12 days to fully open

Greenpoint Tube G (1930’s)
4,000 feet long
55,000 daily riders
3 million gallons of saltwater
Closed 10 days

Canarsie Tube L (1920’s)
1.4 miles long
200,000 daily riders
7 million gallons of saltwater
Closed 11 days

Rutgers Tube F (1930’s)
1 mile long
130,000 daily riders
1.5 million gallons of saltwater
Closed 7 days

Cranberry Tube A C (1930’s)
1.6 miles long
230,000 daily riders
1.5 million gallons of saltwater
Closed 7 days

Clark Tube 2 3 (1910’s)
1.2 miles long
145,000 daily riders
65,000 (pre-storm) daily riders
.5 million gallons of saltwater
Closed 6 days

Montague Tube R (1920’s)
1.9 miles long
65,000 (pre-storm) daily riders
27 million gallons of saltwater
Closed 53 days

Brooklyn-Battery Tunnel/ Hugh L. Carey Tunnel (1950)
1.7 miles long
47,700 daily vehicles and 3,100 buses
60 million gallons of saltwater
21 days to fully open

Rockaway Line A (1950’s)
3.5 miles long
31,000 daily riders (pre-Sandy)
Closed 7 months

New York City