



ADA Accessibility Upgrades at 33rd St – Rawson St **7** Station

Queens CB2 Transportation
Committee Briefing

ADA Package 5
Design-Builder: Judlau
PMC: AECOM

June 4, 2024



Construction &
Development





Project Scope

ADA Improvements:

- 2 new street-to-platform elevators; one each on Flushing-bound and Manhattan-bound sides
- 2 new street-to-platform stairs; one each on Flushing-bound and Manhattan-bound sides
- 4 mezzanine-to-platform stair replacements (2 on each side)
- New ADA raised boarding area on each platform
- New platform edge tactile strips for full length of platforms

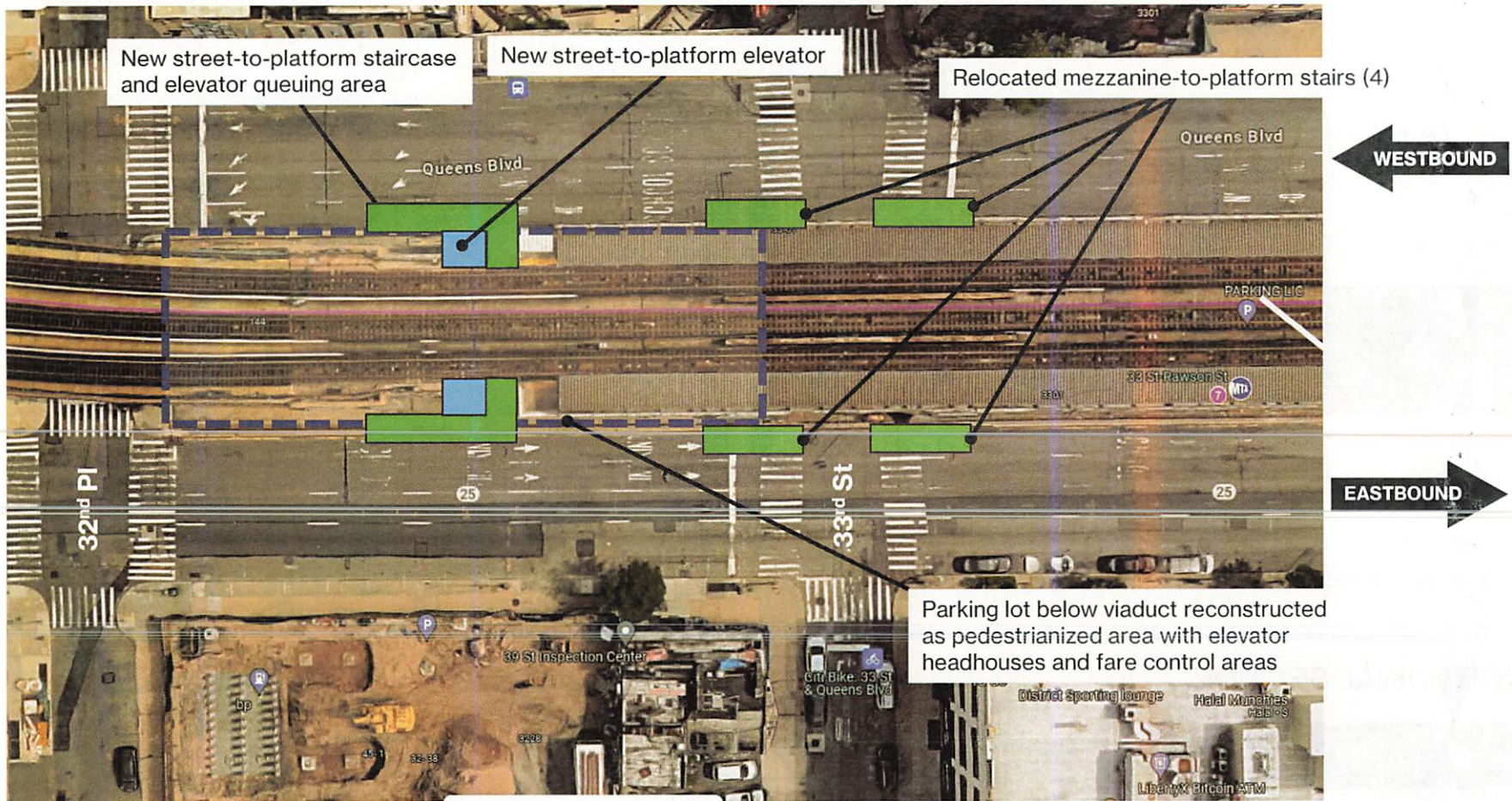
Infrastructure Improvements:

- 2 new street-level headhouses and fare control area
- Platform canopy extension
- New HVAC, lighting, and fire alarms

Station Environment Improvements:

- Pedestrianization under station viaduct
- Art & Design preservation and relocation (“Q is for Queens” stained glass windows on platform level)
- Preservation of historic features such as concrete viaduct (material, color, and finish matching)

Overhead View of Project Area

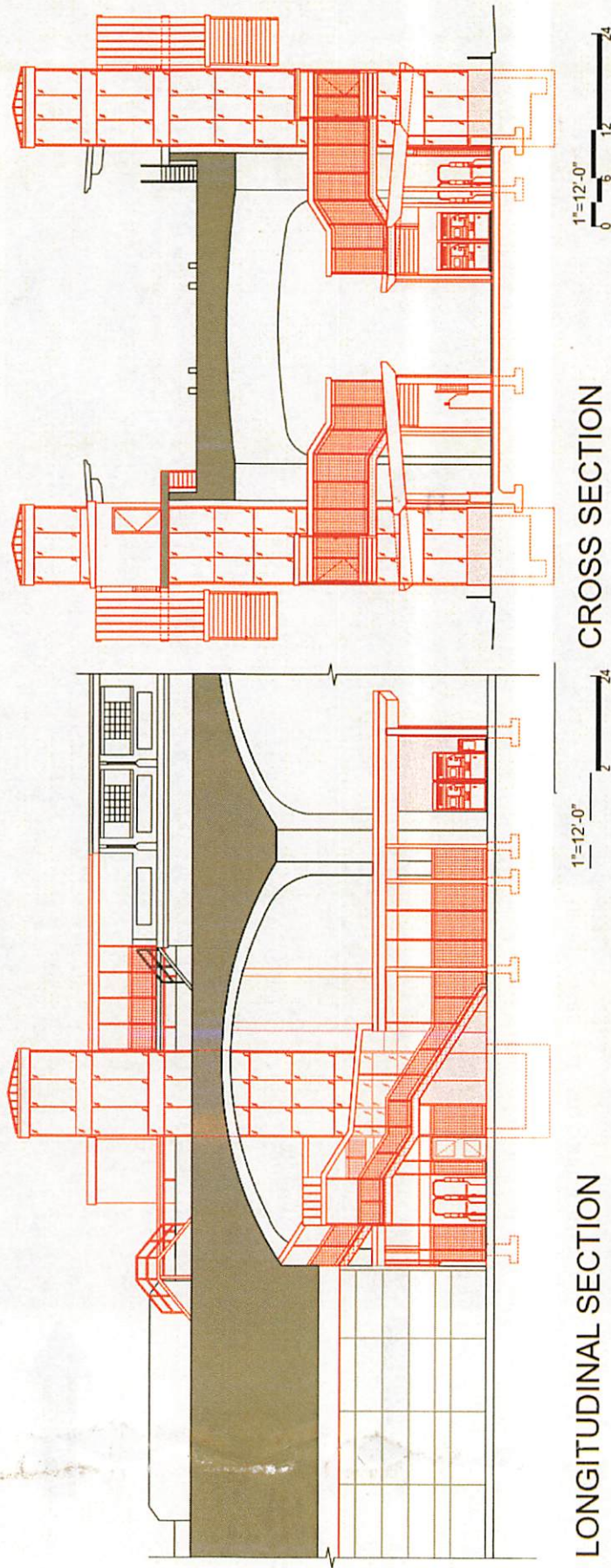




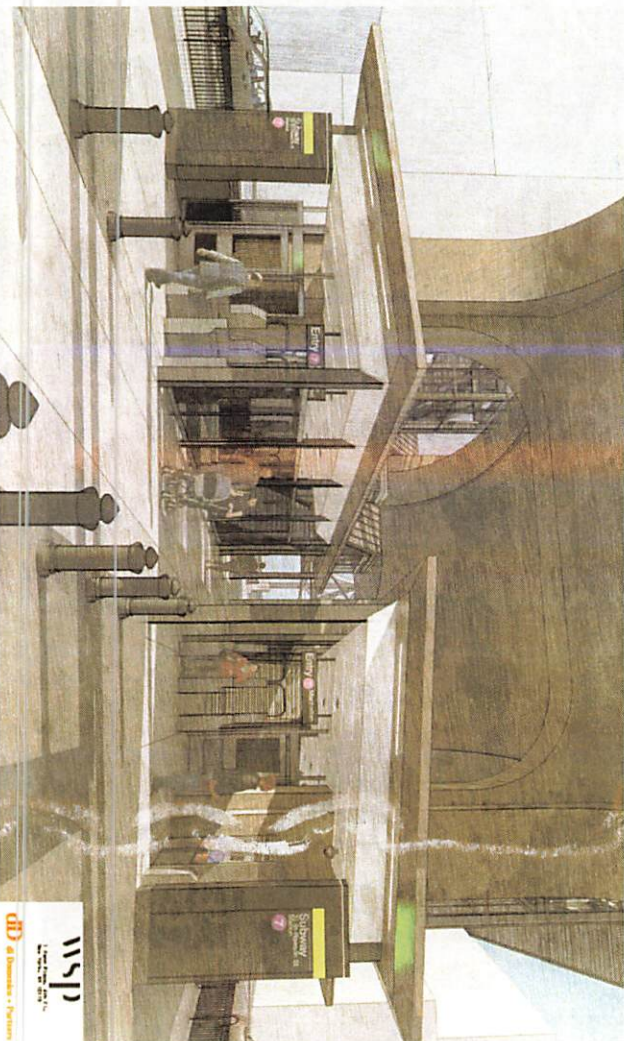
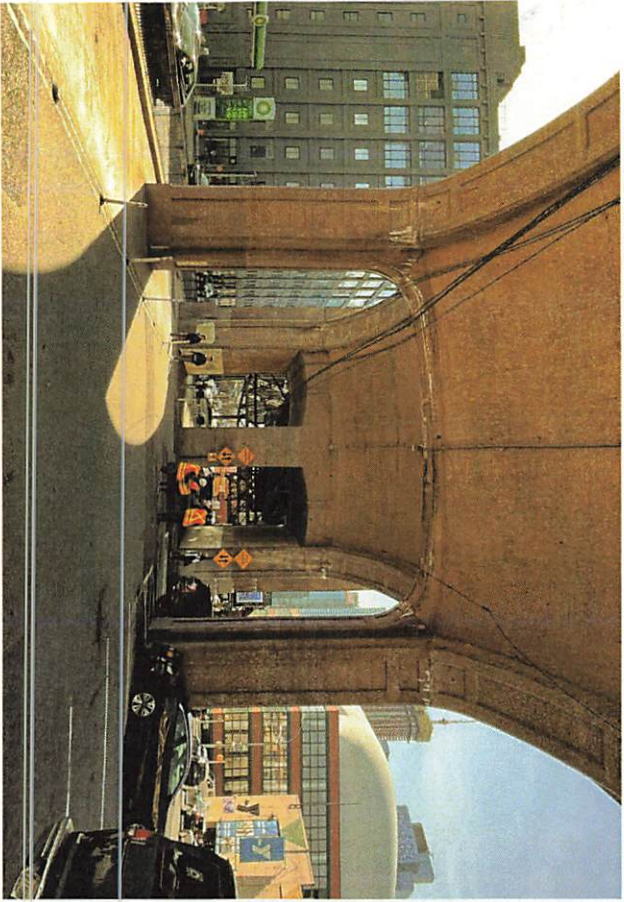
33rd St – Rawson St

Headhouse and Stairway Transverse Section Diagram

DRAFT DESIGN



Before and After Comparison: Beneath Viaduct

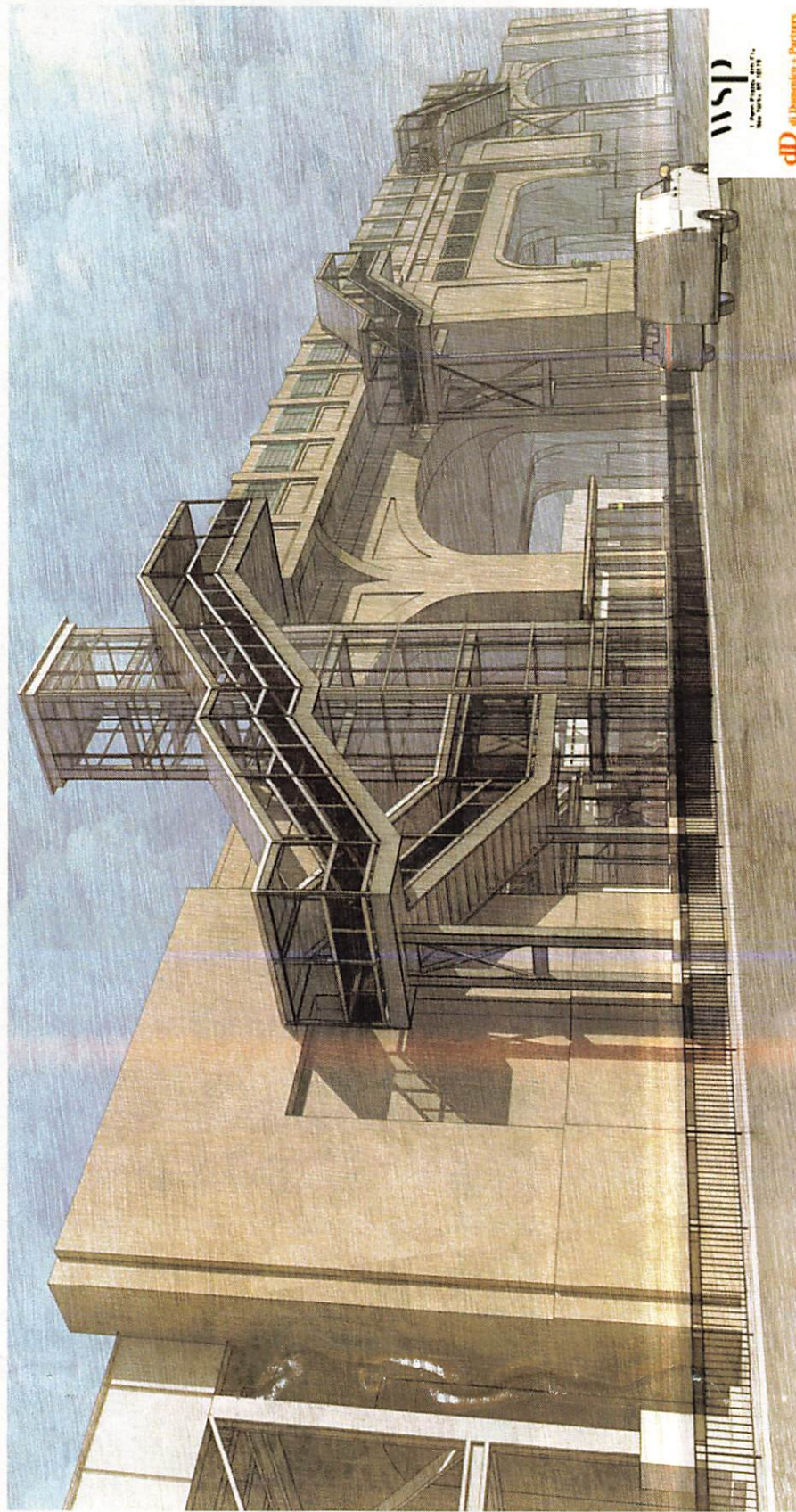


DRAFT RENDERING



33rd St – Rawson St

DRAFT Rendering: New Elevator and Stair and Relocated Stairs



wsp

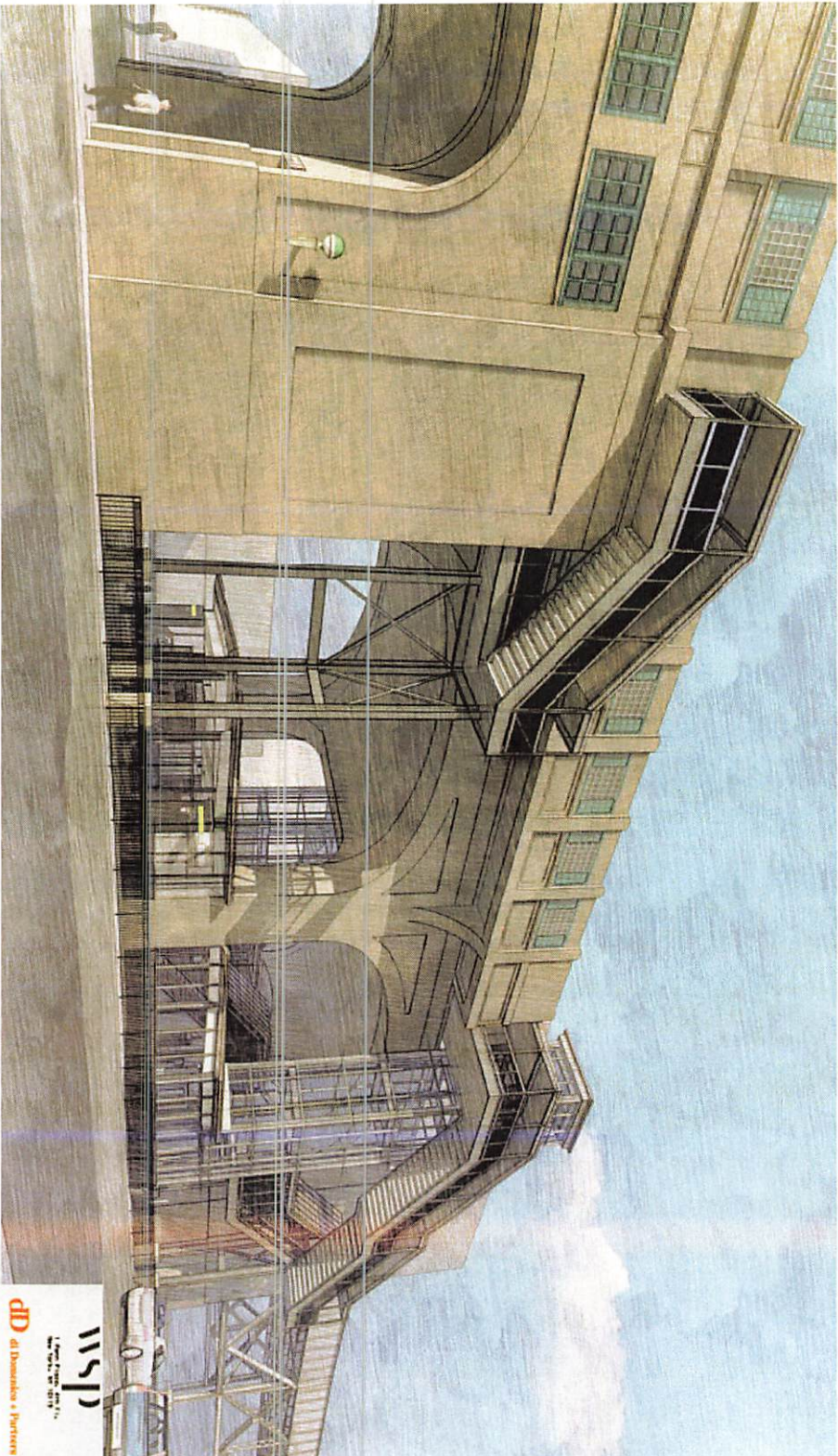
110 West Street, Suite 200
New York, NY 10038

cd | Domenico + Partners



33rd St – Rawson St

DRAFT Rendering: New Headhouse, Elevator, Stair, and Relocated Stair



wsp
100 West 31st Street, 11th Floor
New York, NY 10001
di Di Domenico + Partners

DRAFT Rendering: New Headhouse Interior





33rd St — Rawson St

DRAFT Rendering: Platform-Level Elevator Entrance (Flushing-bound)



Construction Timeline *All dates subject to change*

Activity	Approximate Dates
MTA is coordinating with local utilities, NYCDOT, and other agencies as needed.	Ongoing
Barrier and Maintenance and Protection of Traffic (MPT) Installation	Mid-June 2024
Demolition, Excavation, Utility, and Construction work	Mid-June 2024 - 2026
Project slated to be substantially complete	Q3 2026

* Because design is not yet finalized, these are approximate dates

- ADA Package 5 is a Design-Build package and builds on MTA’s successful completion of first Design-Build package earlier this year.
- MTA Construction & Development is increasingly implementing new and innovative contracting methods like Design-Build to deliver projects better, faster, and cheaper.

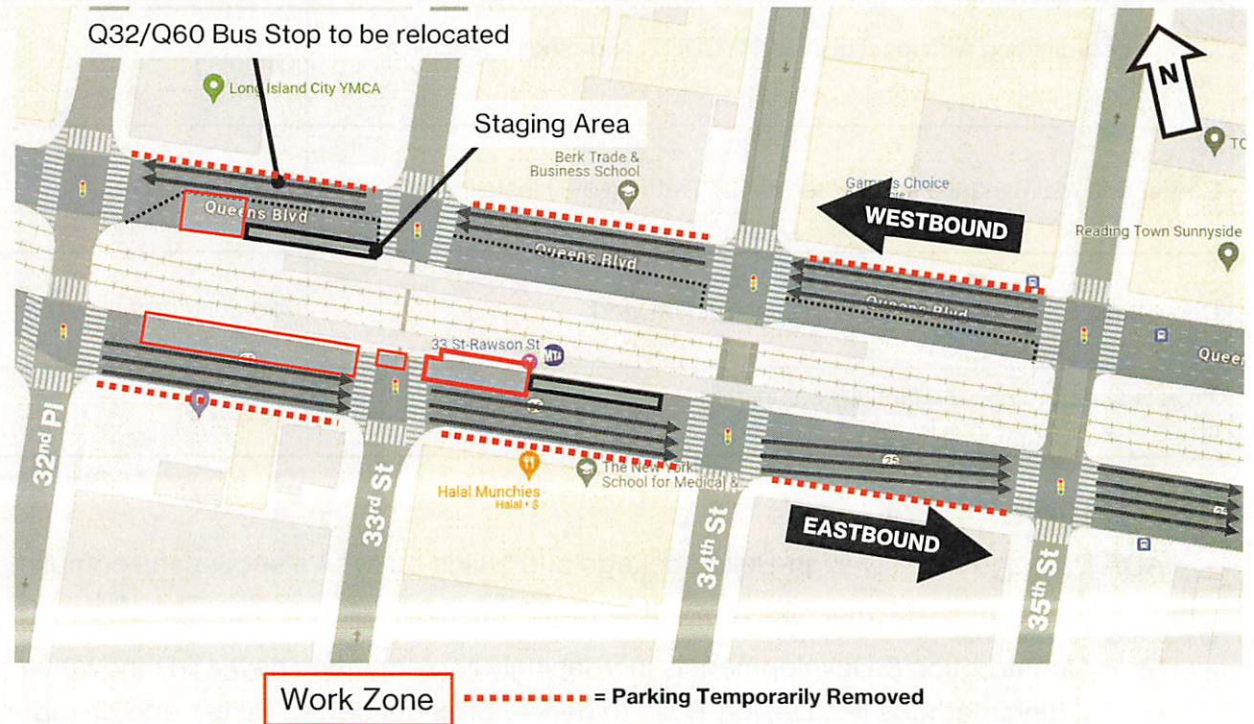
MPT Phase 1: Street-Level Work Zones & Staging

Construction:

- Utility support and construction
- Work zones and staging areas on eastbound and westbound sides of Queens Boulevard

Travel:

- Queens Boulevard
 - Parking lanes on eastbound and westbound sides between 32nd Pl and 35th St to be temporarily removed
 - **Westbound Queens Blvd reduced to 2 lanes only during overnight work**
 - Tapering and realignment of travel lanes to be clearly marked
- Sidewalks and crosswalks to be maintained
- Q32 and Q60 bus stop to be relocated



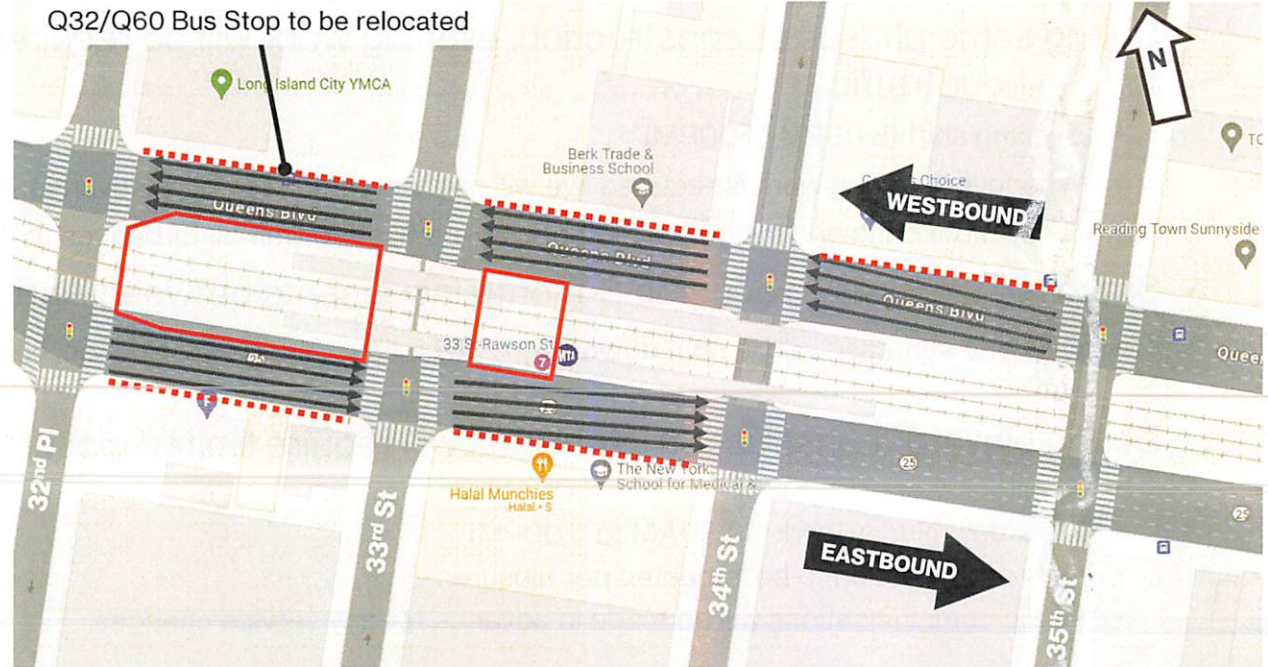
MPT Phase 2: Street-Level Work Zones & Staging

Construction:

- Headhouse, elevator, stair, and station infrastructure construction
- Work zones and staging areas underneath station viaduct

Travel:

- Queens Boulevard
 - Westbound parking lane between 32nd PI and 35th St remains temporarily removed
 - Eastbound parking lane between 32nd PI and 34th St remains temporarily removed
 - Tapering and realignment of travel lanes to be clearly marked
- Sidewalks and crosswalks to be maintained
- Q32 and Q60 bus stop to be relocated



Work Zone

----- = Parking Temporarily Removed

Construction & Service Impacts

- Most construction will take place during regular DOT approved hours from 7AM-4PM.
- During some phases of construction, evening work will be required to minimize impact to rush hour traffic.
 - Evening shift (3:00PM-11:00PM)
 - Whenever evening work is required, we will notify community well in advance.
 - Noise monitoring and mitigation methods will be used to limit disturbances to the public.
- Staircase closures to occur in 3-month increments between April 2025 and April 2026
 - Only one staircase will be shut down at any given time during construction, ensuring access to the station.
- During elevator construction, platforms will require limited closures.
 - Weekend work (10:00PM Friday to 5:00AM Monday)
 - Weekday midday work (10:30AM to 3:00PM)
 - Only one direction to be impacted per closure
 - Public communications will be made in advance for any service changes.

Arts & Design Impacts

- 4 windows from “Q is for Queens” artwork by Yumi Heo (1999) will be removed from their current locations, stored, and protected.
- Artwork will be reinstalled in new locations
- Removal necessary to relocate mezzanine-to-platform stairs



Windows “A,” “B,” “C,” and “D” to be relocated

Image Source: [Robbie Rosenfeld](#)



Public Outreach Contacts

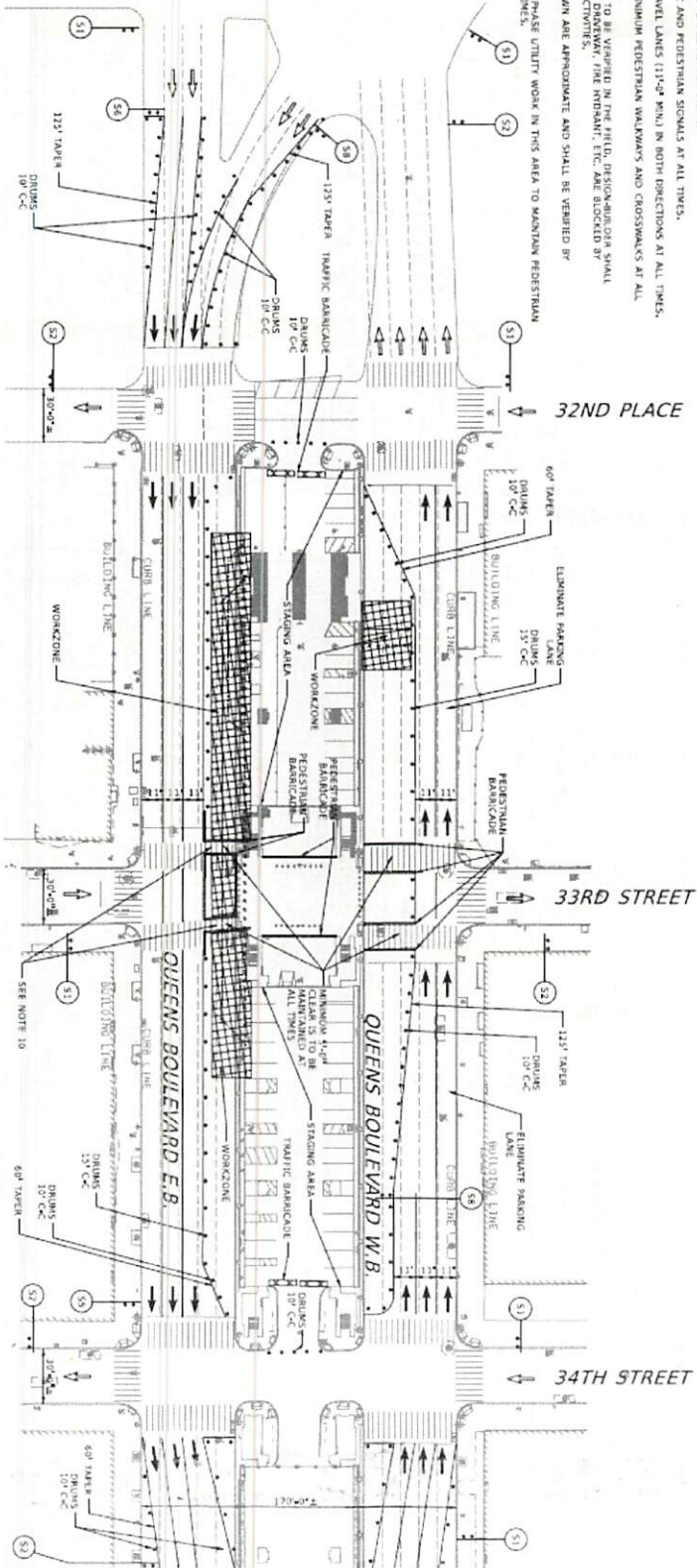
- Project Hotline: 407.461.7057
- Project Email: ada5outreach@mtacd.org

Note: These contacts are for non-emergencies only.

The project hotline and project email address are available to anyone wishing to reach out with comments or ask general questions before construction commences.

NOTES:

1. DESIGNED USER IS TO FOLLOW DOT REGULATIONS FOR SIDEWALK AND PAVEMENT STREET CLOSURES.
2. DESIGN USER WILL BE REQUIRED TO SUBMIT ALL DRAWINGS THAT COMPLY WITH MUTCD IN ORDER TO OBTAIN DOT PERMITS.
3. NO PRIVATE VEHICLES ARE TO BE PARKED WITHIN THE CLOSED LANES. ONLY COMMERCIAL VEHICLES INVOLVED WITH THIS SPECIFIC CONTRACT ARE PERMITTED TO PARK WITHIN THE CLOSED AREAS INDICATED ON THESE DRAWINGS.
4. THE STAGING AREA SHALL REMAIN CLEAN.
5. MAINTAIN TRAFFIC AND PEDESTRIAN SIGNALS AT ALL TIMES.
6. MAINTAIN ALL TRAVEL LANES (11'-0" MIN.) IN BOTH DIRECTIONS AT ALL TIMES.
7. MAINTAIN 5'-0" MINIMUM PEDESTRIAN WALKWAYS AND CROSSWALKS AT ALL TIMES.
8. STAGING AREA IS TO BE VIEWED IN THE FIELD. DESIGN-BUILDER SHALL CONSIDER ALL TRAFFIC, FIRE HAZARD, ETC. ARE BLOCKED BY CONSTRUCTION ACTIVITIES.
9. DIMENSIONS SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED BY DESIGN-BUILDER.
10. CONTRACTOR TO PHASE UTILITY WORK IN THIS AREA TO MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES.
11. SCHEMATIC LAYOUTS SHOWN ARE GENERAL DIRECTIONS AND DO NOT ADHERE TO OR MEET THE REQUIREMENTS OF THE MUTCD.
12. OGC PERMITS FOR THE MAIN WORKS WILL NOT BE ISSUED UNTIL THE PLANS ARE APPROVED BY MCDOT.
13. CONTRACTOR TO MINIMIZE IMPACTS TO PARKING SPACES DURING CONSTRUCTION.



Phase 1



1 STREET LEVEL

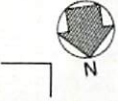
33RD STREET MPT - STREET LEVEL PLAN
TWO LEFT LANES W.B. CLOSURE - FOR CONSTRUCTION OF SECTION OF UTILITY LINES
LEFT LANE E.B. CLOSURE - FOR CONSTRUCTION OF SECTION OF UTILITY LINES

- CROSS REFERENCES:**
1. MAINTENANCE AND PROTECTION OF SEE DWG. NO. MPT-1 AND MPT-2
 2. TRAFFIC GENERAL NOTES SEE DWG. NO. MPT-4B
 3. CONSTRUCTION SIGN TABLE SEE DWG. NO. MPT-3
 4. WORK DURATION SEE DWG. NO. MPT-3

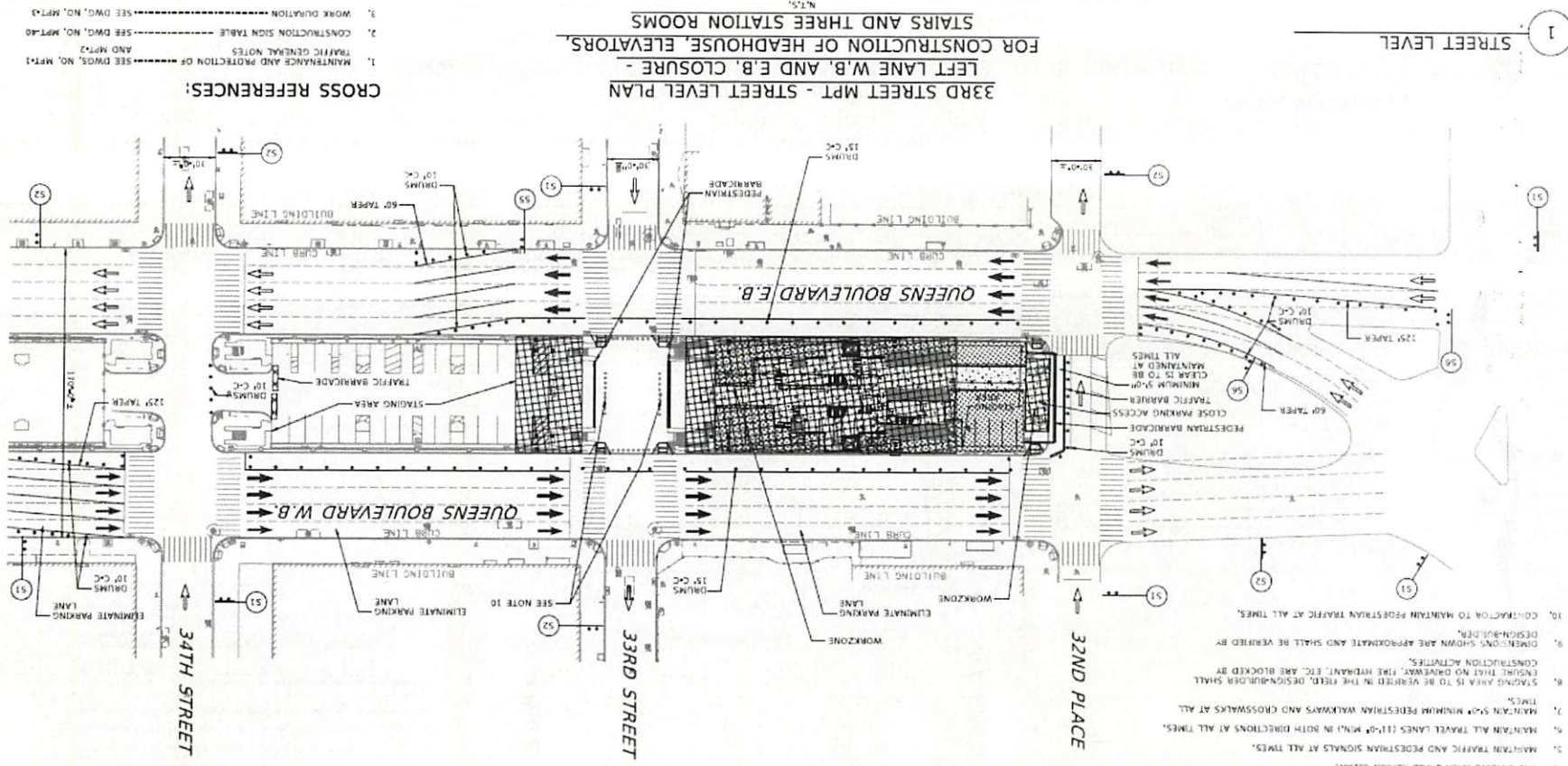
NOTES:

1. DESIGNER IS TO FOLLOW DOT STIPULATIONS FOR SIDEWALK AND PARTIAL STREET CLOSURES.
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9. DIMENSIONS SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED BY DESIGNER.
10. CONSTRUCTION TO MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES.

Phase 2



1. DESIGNER IS TO FOLLOW DOT STIPULATIONS FOR SIDEWALK AND PARTIAL STREET CLOSURES.
2. DESIGNER WILL BE REQUIRED TO SUBMIT MPT DRAWINGS THAT COMPLY WITH MUTCD IN ORDER TO OBTAIN DOT PERMITS.
3. NO PRIVATE VEHICLES ARE TO BE PARKED WITHIN THE CLOSED LANES. ONLY COMMERCIAL VEHICLES INVOLVED WITH THIS SPECIFIC CONTRACT ARE PERMITTED TO PARK WITHIN THE CLOSED AREAS INDICATED ON THESE DRAWINGS.
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10. CONSTRUCTION TO MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES.



3RD STREET MPT - STREET LEVEL PLAN
LEFT LANE W.B. AND E.B. CLOSURE -
FOR CONSTRUCTION OF HEADHOUSE, ELEVATORS,
STAIRS AND THREE STATION ROOMS

N.T.S.

- CROSS REFERENCES:**
1. MAINTENANCE AND PROTECTION OF AND MPT-2
 2. CONSTRUCTION SIGN TABLE - SEE DWG. NO. MPT-40
 3. WORK DURATION - SEE DWG. NO. MPT-3

STREET LEVEL

1



Construction & Development

**Thank you!
Questions?**

33rd St – Rawson St