

ADA Accessibility Upgrades at Court Square – 23 St **E** **M** Station

Stakeholder Briefing

ADA Package 5
Design-Builder: Judlau
PMC: AECOM

May 6, 2024



**Construction &
Development**



Project Scope

ADA Improvements:

- New ramp from existing mezzanine to northbound platform
- ADA boarding area and tactile platform edge to both platforms
- Platform stair upgrades for ADA compliance

Infrastructure Improvements:

- Structural repairs and upgrades to facilitate ramp
- Maintains platform width
- Lighting, communications, and fire alarm upgrades

Station Environment Improvements:

- New ADA-compliant pedestrian curb ramps at street level
- Artwork preservation

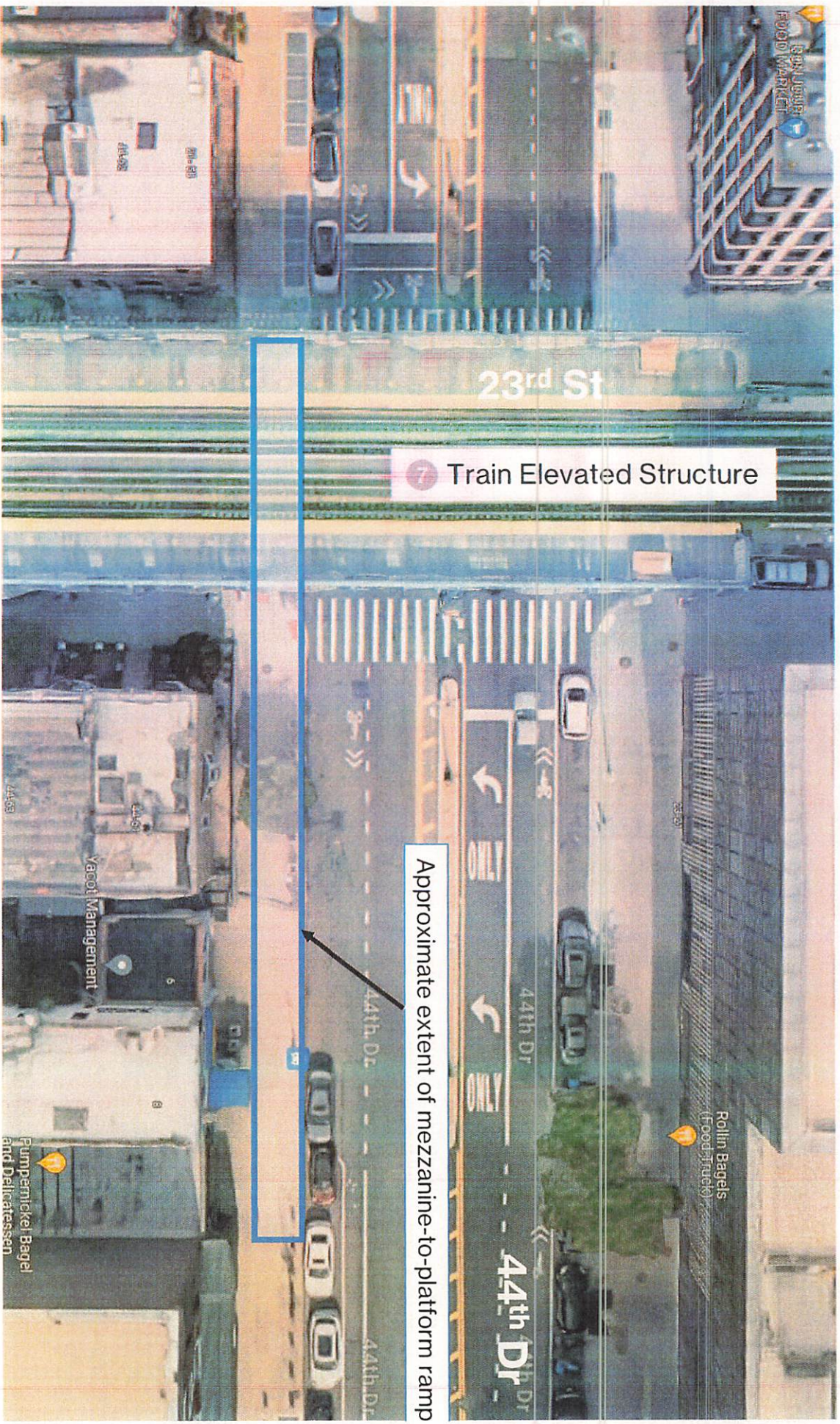




ADA Ramp Selection Criteria

- Less maintenance and no down-time
- Cost effectiveness
- No waiting times
- High capacity
- Low slope

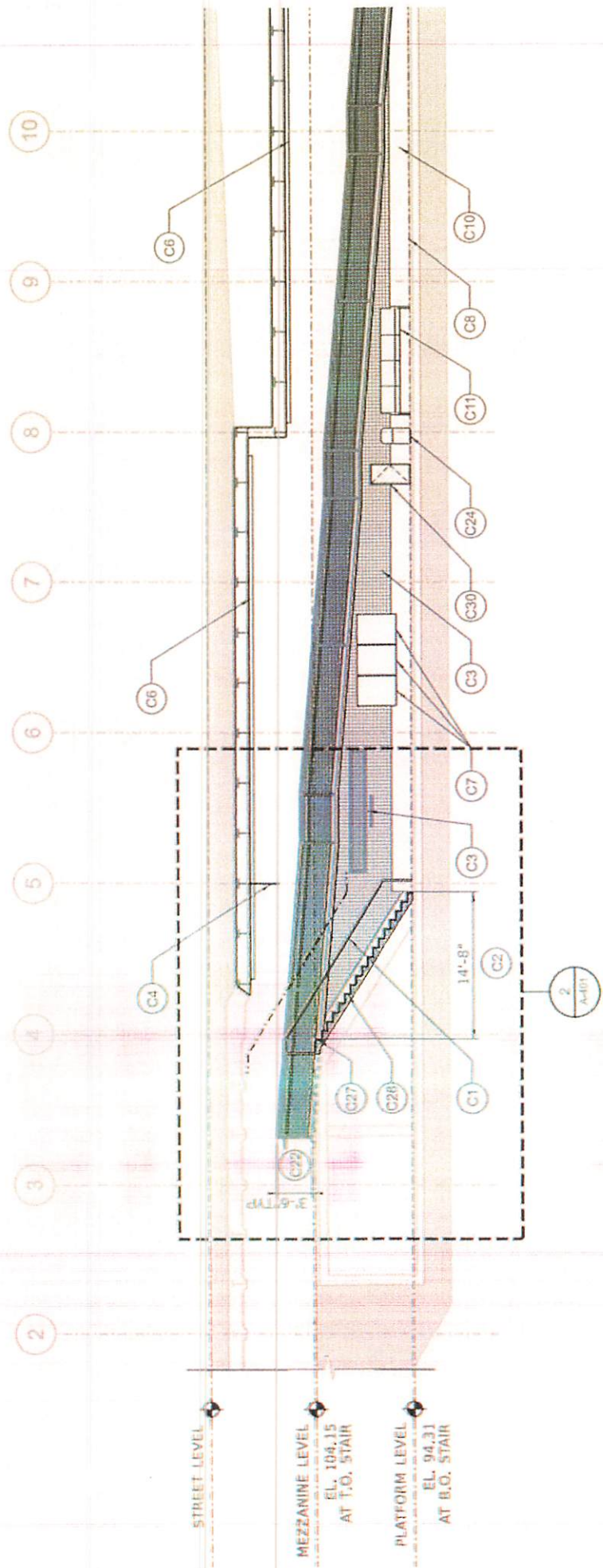
Overhead View of Project Area



7 Train Elevated Structure

Approximate extent of mezzanine-to-platform ramp

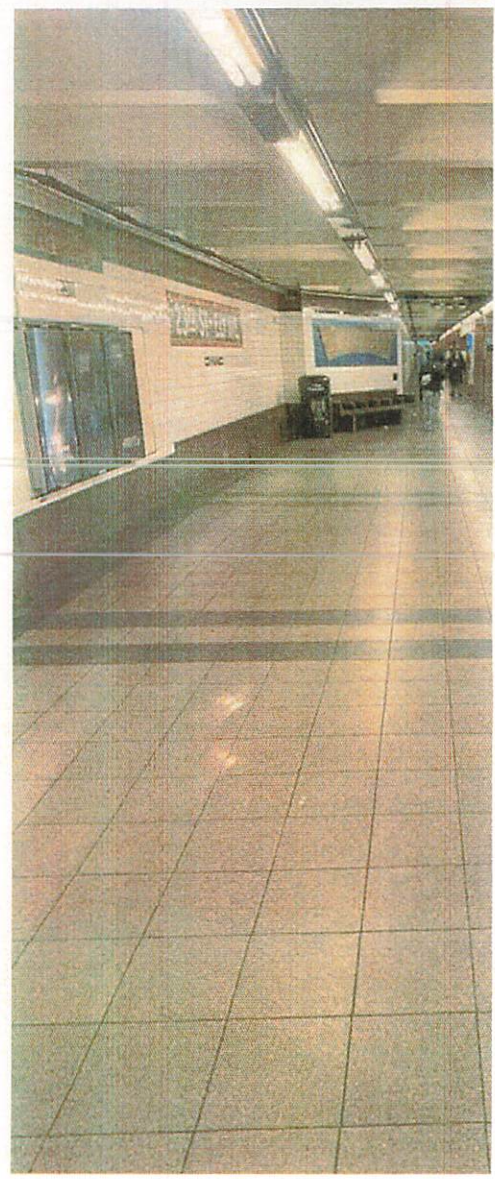
Ramp Cross-Section



- Design modifies back-of-house spaces to preserve platform width

Customer Benefits

- Fully accessible Court Sq – 23rd St station
- Mezzanine-to-platform ramp on northbound platform creates fully accessible path to rest of Court Square station complex (7 and G trains).
 - Step-free path of travel from Queens-bound to Manhattan-bound platform requires out-of-system transfer
- Other station aesthetic, structural, and accessibility upgrades
- Universal design upgrades to benefit **all subway riders**



Court Sq – 23rd St
ram

Construction Timeline *All dates subject to change*

Activity	Approximate Dates
Barrier and Maintenance and Protection of Traffic (MPT) Installation	On or after June 10, 2024
Heavy demolition, excavation, utility	June 10, 2024 – 2026
MTA will coordinate with stakeholders, local utilities, NYCDOT, and other agencies as needed.	Ongoing
Project slated to be substantially complete	Q4 2026

- Majority of construction will take place during standard DOT hours from 7am – 4pm
 - Stakeholders and the community will be notified weeks in advance of evening work necessary to limit construction impact to rush hour traffic flow.

MPT & Street-Level Work Zone Staging

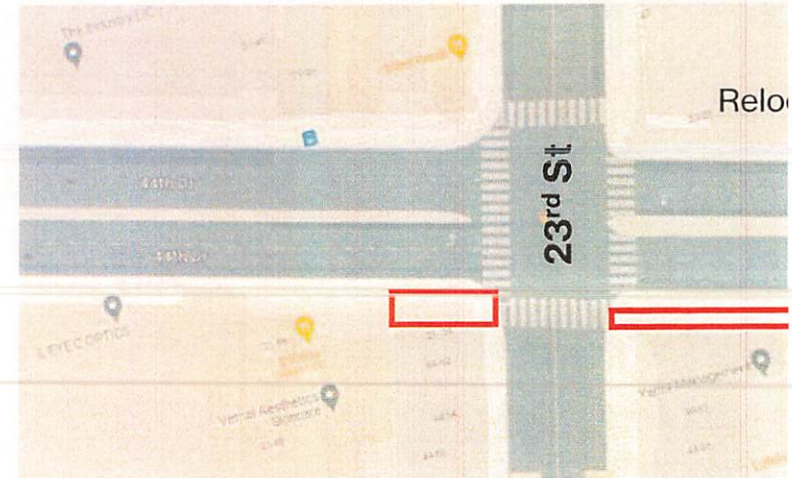
Phase 1 MPT

- Work zones on sidewalks of 44th Dr
- Staging area in parking lane of 44th Dr
- Q39 and Q67 bus stop to be relocated
- Pedestrian walkways and crosswalks to be maintained
- Existing vehicle lanes to be maintained

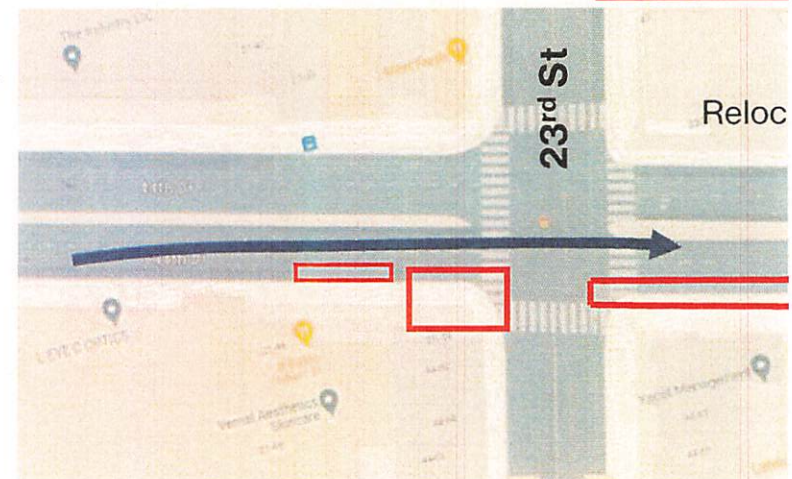
Phase 2 MPT

- Work zones on sidewalks and parking lane of 44th Dr
- Q39 and Q67 bus stop to be relocated
- Pedestrian walkways and crosswalks to be maintained
- Eastbound left turn lane on 44th Dr to be converted to thru traffic lane
- 44th Dr bike lane to be routed around work zone

Phase 1 MPT **Work Zone**



Phase 2 MPT **Work Zone**

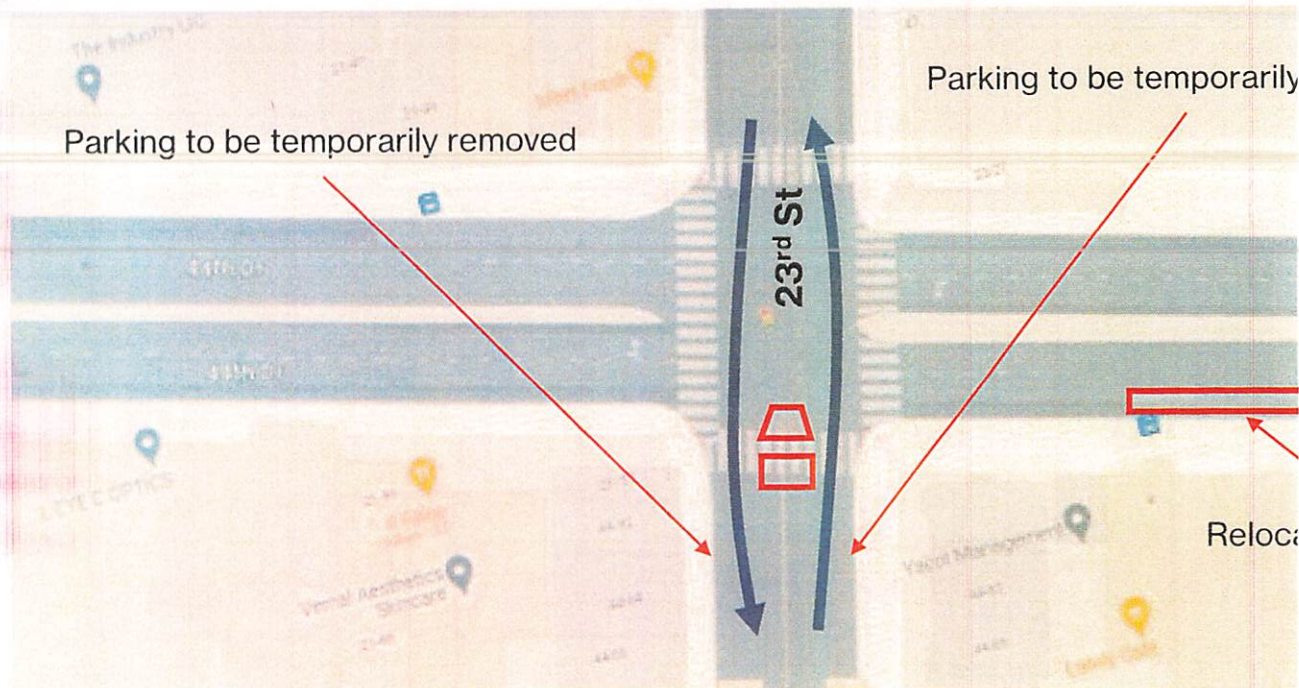


MPT & Street-Level Work Zone Staging (cont.)

Phase 3 MPT

- Staging area in parking lane on 44th Dr
- Parking to be temporarily removed on 23rd St to accommodate one travel lane in each direction around intersection work zone
- Q39 and Q67 Bus Stop relocated
- Pedestrian walkways and crosswalks to be maintained

Phase 3 MPT Work Zones

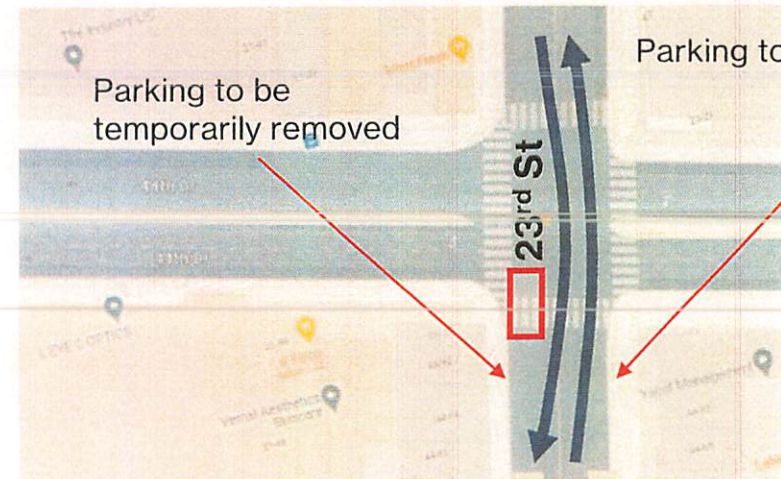


MPT & Street-Level Work Zone Staging (cont.)

Phase 4 MPT

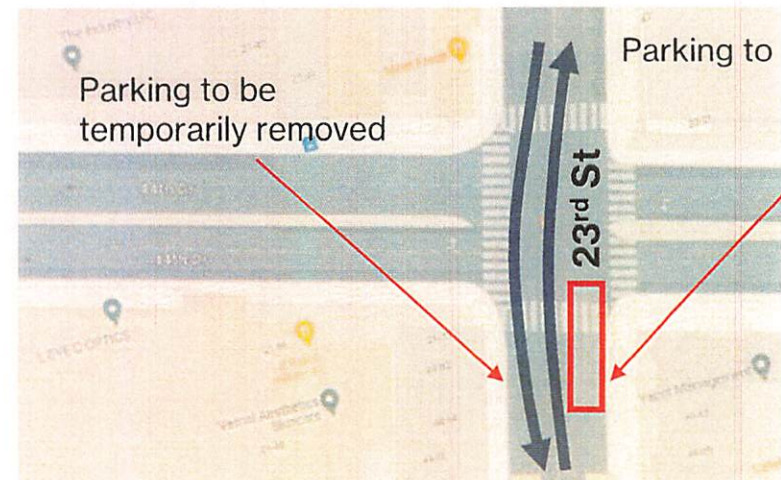
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Phase 4 & 5 MPT Wc



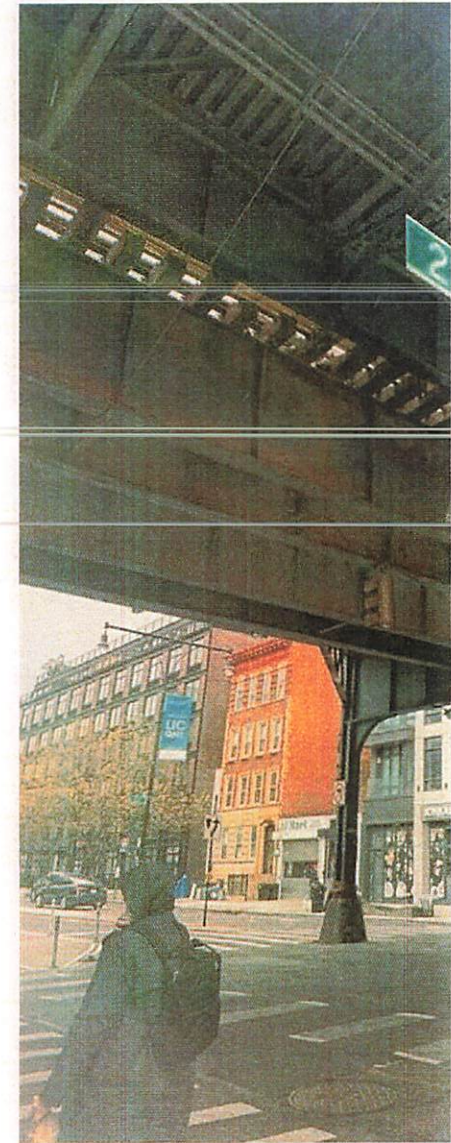
Phase 5 MPT

- Staging area in parking lane on 44th Dr
- Parking removed on 23rd St to accommodate one travel lane in each direction around intersection work zone
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Construction and Service Impacts

- The community and stakeholders will be notified as construction phases progress.
- Access will be maintained to sidewalks and crosswalks near 44th Dr and 23rd St.
 - Sidewalk narrowing will be necessary to facilitate work for approximately 1 year.
- Utility relocations and replacements will necessitate isolated outages.
- Traffic and parking impacts in and around the intersection of 44th Dr and 23rd St resulting from work barricades will last for approximately 1 year.
- Weekday overnight (10:00pm-5:00am) and weekend trackwork (10:00pm Friday-5:00am Monday)
- Service impacts still being evaluated



Intersection of 23rd St and 44th Dr by traffic protecti

Outreach & Project Team Contacts

- Meagan Molina, MTA Government and Community Relations
 - meagan.molina@mtahq.org
- Kana Ervin, MTA Construction & Development
 - Kana.Ervin@mtacd.org
- Deborah Howes, AECOM
 - Deborah.Howes@aecom.com
- Project Hotline: 407.461.7057
- Project Email: ada5outreach@mtacd.org

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

Thank you!
Questions?



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Roof slab of ramp and staircase are to be replaced

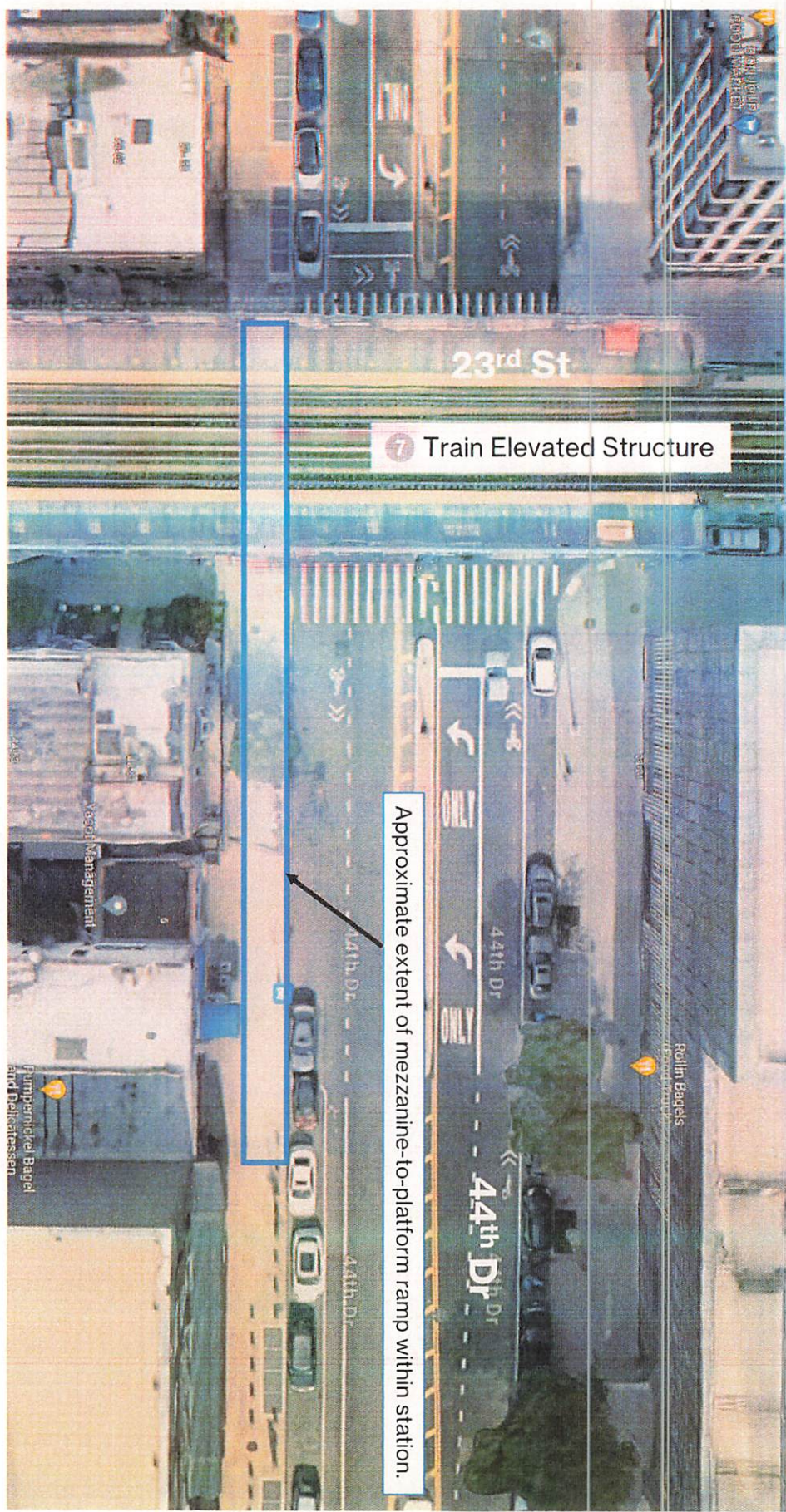
Staircase to be upgraded to ADA standards

*5 ft.-wide
ramp to
descend to
platform*

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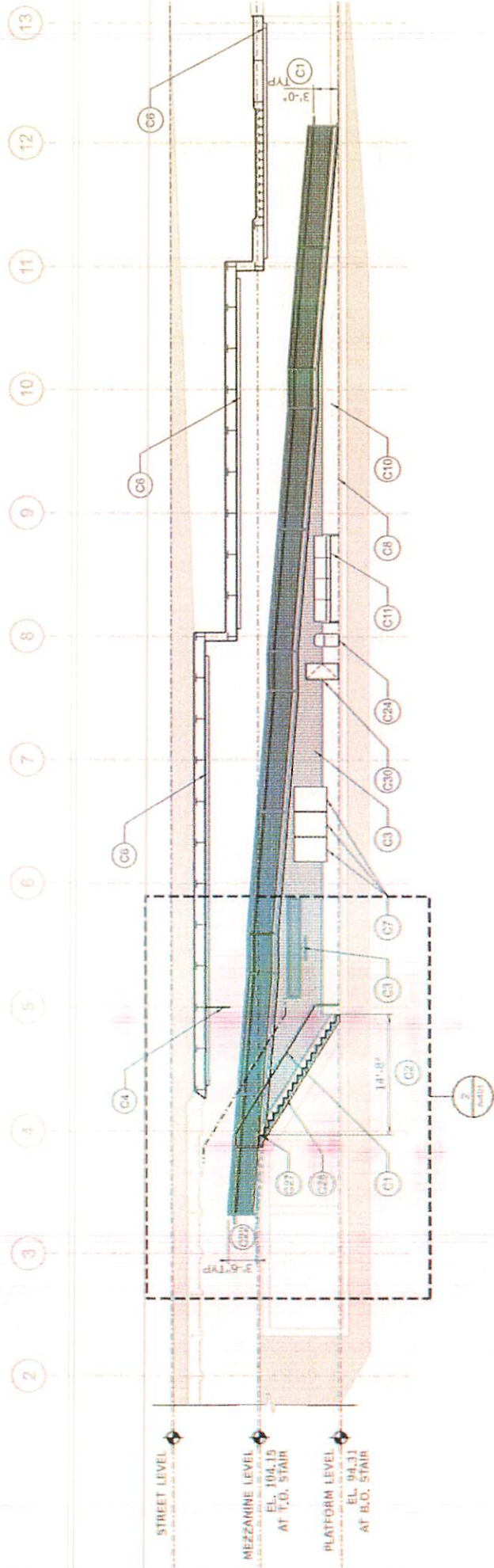
Overhead View of Project Area



7 Train Elevated Structure

Approximate extent of mezzanine-to-platform ramp within station.

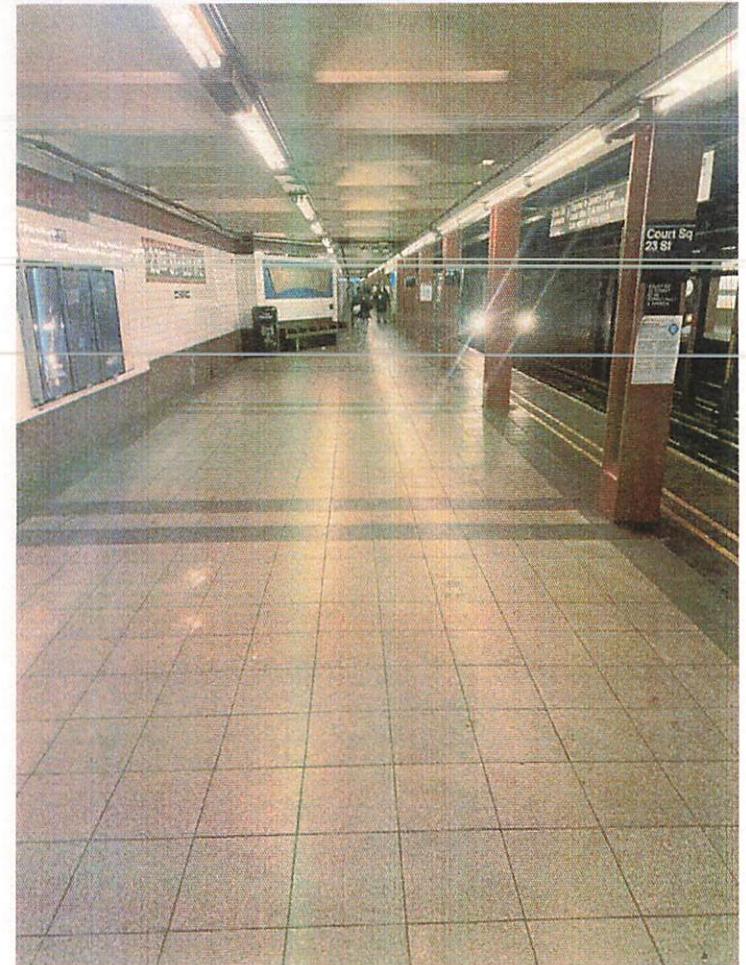
Ramp Cross-Section



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Court Sq - 23rd St northbound platform. ADA ramp to be located at image left

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MPT & Street-Level Work Zone Staging

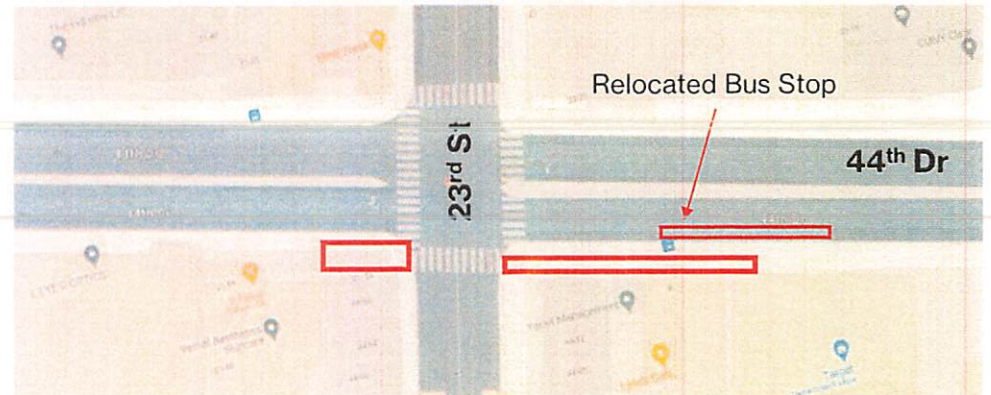
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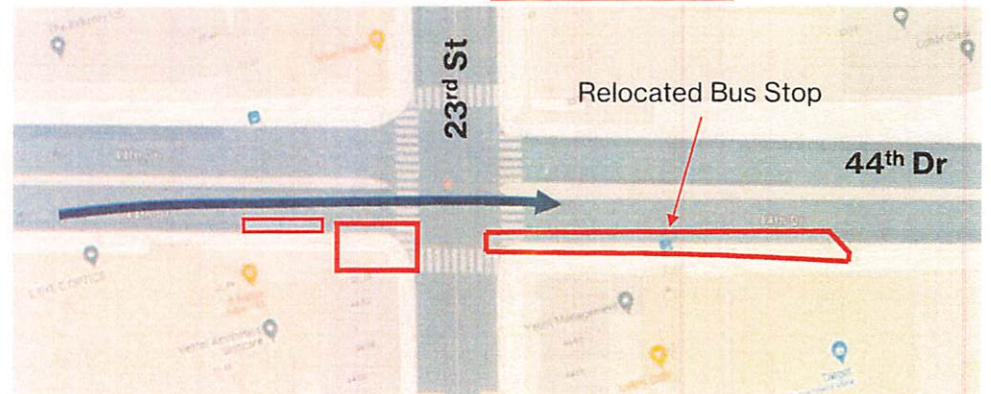
Phase 2 MPT

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Phase 2 MPT **Work Zones**

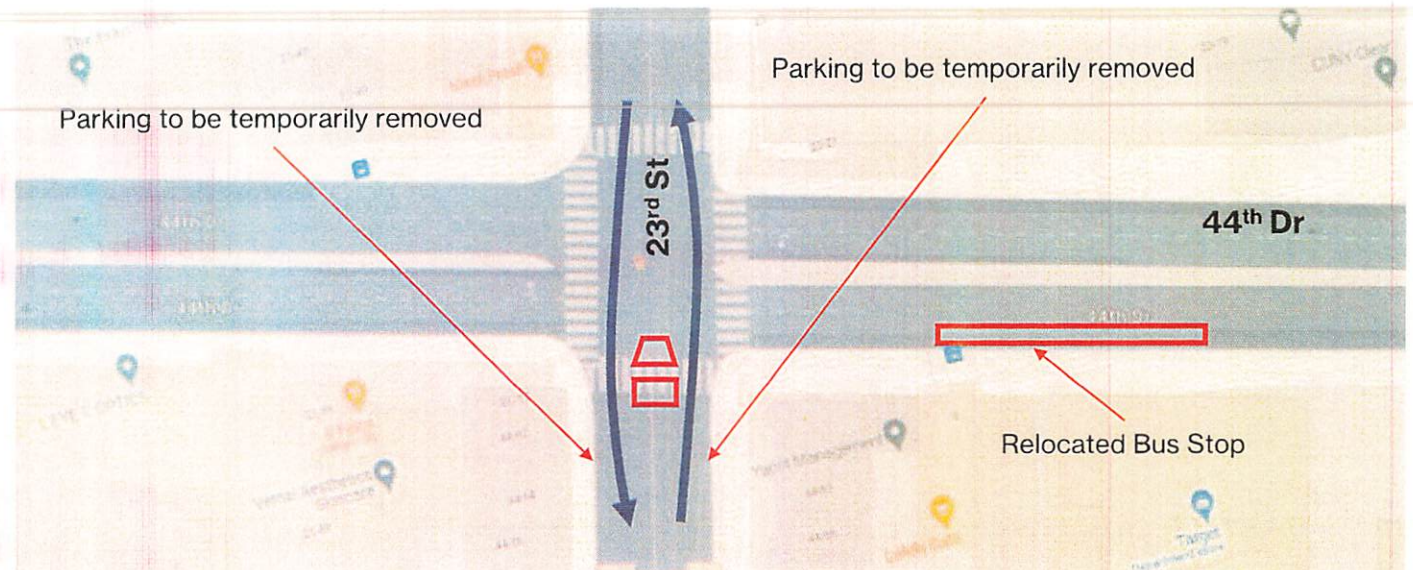


MPT & Street-Level Work Zone Staging (cont.)

Phase 3 MPT

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Phase 3 MPT Work Zones



MPT & Street-Level Work Zone Staging (cont.)

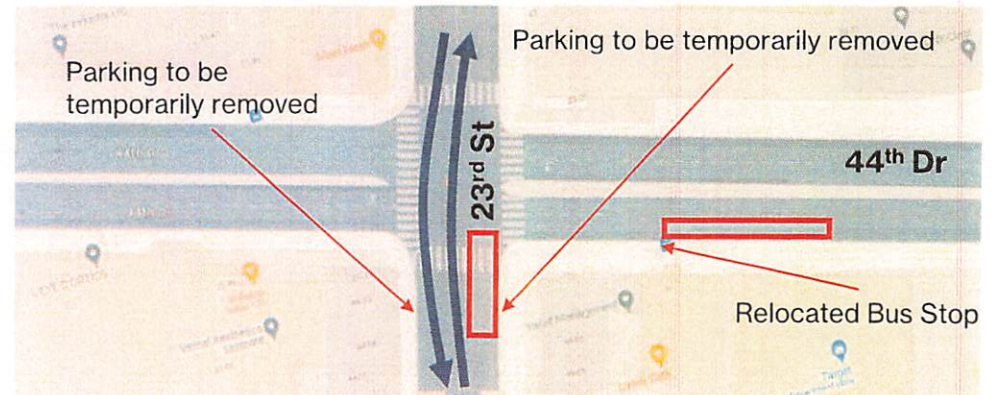
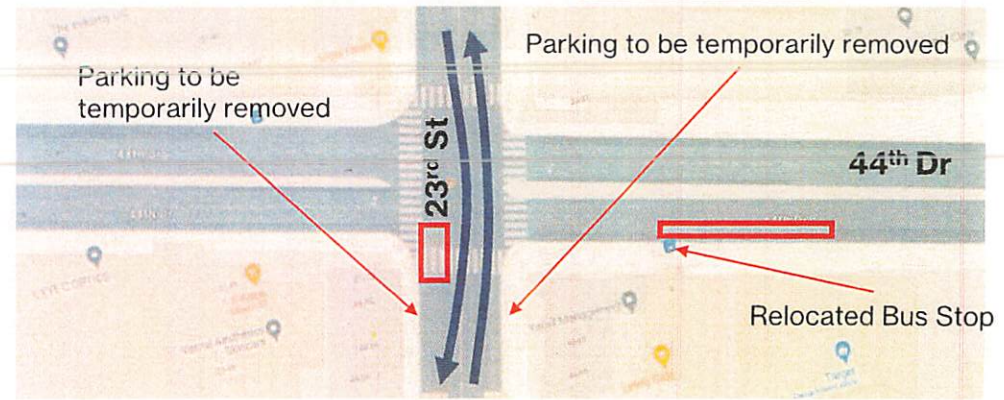
Phase 4 MPT

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Phase 5 MPT

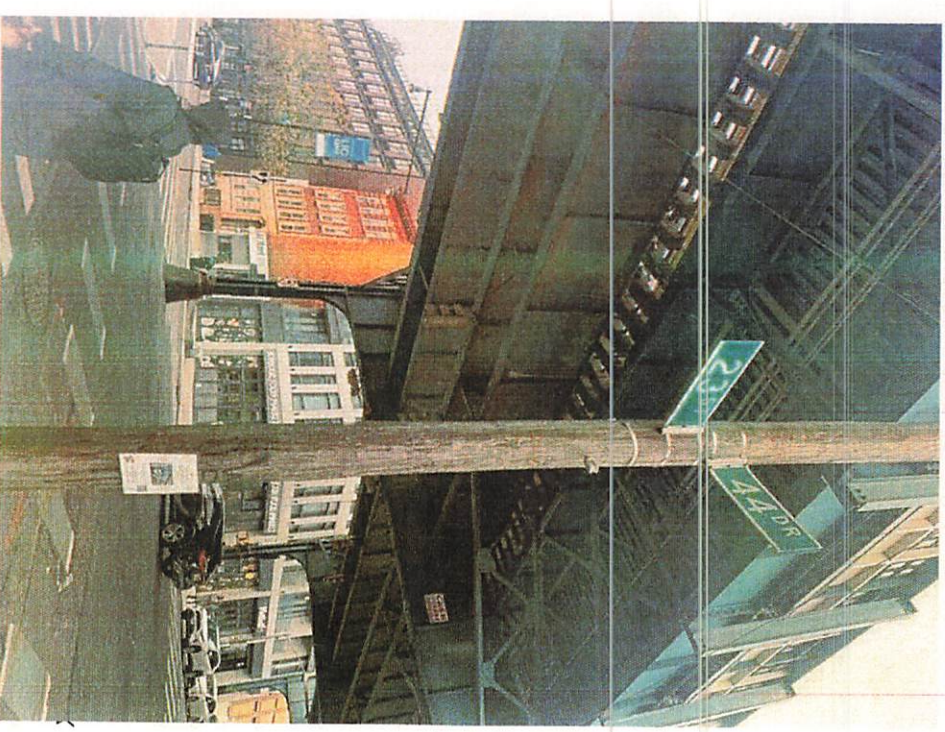
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Phase 4 & 5 MPT Work Zone



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Intersection of 23rd St and 44 Dr to be impacted by traffic protection barricades and utility work.



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