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Press Release

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[NYC Transit](#)

IMMEDIATE

### Astoria Blvd Station Reopens for Customer Use

***Station Mezzanine Successfully Demolished and Rebuilt, Work Will Reduce Problem of Vehicle Strikes;***

*Station to Remain Open While Broader Work to Make Station Accessible Continues*

*Video Explaining Work on Entire Astoria Line is Available [Here](#)*

The Metropolitan Transportation Authority (MTA) reopened the Astoria Blvd **N W** station last night, culminating a nine-month closure of the station and marking the on-time completion of the first phase of critical work there that will eventually also include four new elevators and other accessibility features. During the station closure, crews safely demolished and rebuilt the station mezzanine with more vertical clearance to prevent strikes by trucks and other over-height vehicles traveling beneath the station structure. The station will remain open as work on the broader accessibility pieces of the project continue. The full project is expected to be completed in the fall of next year.

“Our customers were [absolutely thrilled](#) to return to this station last night and I’m thrilled for them,” said **Andy Byford, New York City Transit President**. “I’m proud of the team that delivered this complicated phase of the project safely, on time and on budget, and excited for when we finish the job with complete accessibility at the station. Our commitment to upgrading the infrastructure throughout this area of Queens is a huge win for local residents and will vastly improve the customer experience.”

By demolishing the previous station mezzanine and building a newly designed and structurally reinforced one that will have more vertical clearance, trucks now will be able to more seamlessly clear the underpass. This, in turn, is expected to reduce the damage to the track structure. When such incidents take place, New York City Transit personnel must make manual inspections so that trains can operate safely and that no critical operational infrastructure, such as tracks, switches or signals, is damaged. These manual inspections, and any damage caused by each vehicle strike, delay service and can result in costly repairs or maintenance work. Since the station was closed in March, workers also strengthened column foundations, built four new mezzanine-to-platform staircases, rehabilitated platforms, installed new LED lighting and canopy roofs. Artists also completed work on new glass at both the mezzanine and the platform level stair enclosures.

Since 2017, NYC Transit has been repairing and rehabilitating stations, switches and track structures throughout the length of the entire elevated Astoria **N W** line, replacing deteriorated structural steel, installing new sections of track panels and repairing platforms, stairs and mezzanines to bring century-old stations to a state of good repair. Thus far, NYC Transit has completed repairs and renovations at the 30 Av, 36 Av, 39 Av-Dutch Kills, Broadway and Ditmars Blvd stations. Crews also replaced thousands of feet of track and 10 switches along the line to address deteriorating track components and reduce train noise.

When the entire project at the Astoria Blvd station, which began in September of 2018, is completed in late 2020, the Astoria Blvd station will have two street-to-mezzanine elevators and two mezzanine-to-platform elevators. Additional accessibility features, rebuilt elevated walkways, new benches, finished platform stair enclosures, new digital service information signage, and a pair of new street-to-mezzanine staircases are also set to be incorporated by the time the project is completed.

Under the proposed 2020-2024 MTA Capital Plan, New York City Transit will spend over \$5 billion to increase accessibility at an additional 70 stations, an historic commitment to improving accessibility throughout the system.

A dedicated webpage on all Astoria Line projects, including details of the Astoria Blvd project such as street impacts, work site locations and hours, upcoming service changes, is available [here](#). A video explaining the work on the entire Astoria Line is available [here](#).