

FY 2014-2023
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Authorities Project Descriptions
Port Authority of New York & New Jersey

Bayonne Bridge

Route 440, Bayonne Bridge Navigational Clearance Project

This project entails increasing the air draft of the Bayonne Bridge by raising the roadway within the existing arch span by 64 feet, from 151 feet to 215 feet. Additionally, the new roadway will be wider (to better conform to AASHTO standards), and the 6-foot wide pedestrian walkway will be widened to a 12-foot wide shared-use path accommodating pedestrians and cyclists. A new higher roadway will be constructed within the existing constraints on the main span. The existing approach roads will be demolished and new, wider approaches will be constructed. The new approaches will have 8-foot wide outside shoulders and 4-foot wide inside shoulders. During construction, the median will be removable channelizer posts. Once the full bridge is completed, jersey barriers will be used in the median. The existing toll plaza will be demolished and replaced. Estimated duration of construction is about 3.5 years, during which time traffic will be reduced to one 12.5-foot lane per direction, with nightly road closures and 8 full weekend closures per year. ITS sign structures (including VMS, VSLS, CCTV and road sensors) will be constructed along the rehabilitated roadway.

ROUTE (MILEPOSTS): NJ 440 (18 - 18.82)

Cost (\$ Millions) Construction (Year)

COUNTY: Hudson County

\$1,000.000

2013 - 2017

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Goethals Bridge

Route 278, Goethals Bridge Replacement

Replacement of the existing Goethals Bridge between Elizabeth, NJ and Staten Island, NY along the I-278 Corridor. The Port Authority is advancing plans for replacement of the existing bridge opened in 1928. The preferred alternative is a full replacement on an alignment immediately to the south of the current bridge, tying into the existing roadway connections in both states. The existing bridge will remain in service during construction of the new crossing, and will be demolished after the replacement bridge opens.

The existing structure has two 10-foot-wide lanes in each direction (eastbound and westbound) separated by a median, with no shoulders, and no pedestrian/bikeway accommodation. The existing free flow speed is 45 mph. The new bridge will include separate roadway decks for eastbound and westbound travel, each providing three 12-foot-wide lanes, one 12-foot-wide outer shoulder, and one 5-foot-wide inner shoulder.

The new bridge will also include a pedestrian/bikeway. Project specifications assure the design will not preclude addition of future mass transit service across the bridge (by providing sufficient right-of-way between the east and westbound roadways for a potential future transit system). The free flow speed for the new bridge will be 60 mph. The new structure also will incorporate seismic protection, security, and comprehensive ITS features. Total project length is approximately 1.5 miles, between NJ Turnpike and the Staten Island Expressway.

On April 24, 2013, the Port Authority authorized award of a historic \$1.5 billion Public-Private Partnership (P3) to NYNJ Link Partnership to provide the design, build, finance, and maintenance for a replacement to the 80 plus year old Goethals Bridge. This P3 is a financial arrangement between the private sector and a government agency to fund the bridge replacement and the Port Authority will operate it. The new bridge will be located directly south of the existing bridge. In an earlier Request for Qualifications process, three developers were deemed best qualified to participate in a Request for Proposal (RFP) process for the Design, Build, Finance and Maintain (DBFM) of the new bridge. The process also includes the demolition of the existing bridge upon completion of a new bridge. As part of the P3 effort, the Agency is also pursuing federal funding.

ROUTE (MILEPOSTS): I-287 (1.34 - 2)	Cost (\$ Millions)	Construction (Year)
COUNTY: Union County	\$1,500.000	2012 - 2016

Lincoln Tunnel

The Lincoln Tunnel Helix Rehabilitation Project

This project is to repair the Lincoln Tunnel Route 495 roadway approach, known as the Helix. The iconic roadway structure leading directly into the Lincoln Tunnel is more than 70 years old, and is nearing the end of its useful life. The Lincoln Tunnel Helix Rehabilitation Project will repair this crucial infrastructure over a period of three years in order to extend the roadway's usability. Work being performed on the Lincoln Tunnel Helix will provide a smoother riding surface, improve safety and reduce delays for periodic maintenance.

ROUTE (MILEPOSTS): NJ 495 (2 - 3.4)	Cost (\$ Millions)	Construction (Year)
COUNTY: Hudson County	\$85.000	2012 - 2014