

Phase 1B Community Construction Update

Bus Ramp E-96 Deconstruction Overview

10/16/2026

Project Overview: The Port Authority of New York and New Jersey and its contractor, Tutor Perini, are beginning the deconstruction of the existing bus ramps that support bus operations at the Midtown Bus Terminal. The removal of these ramps is critical as they are situated within the site of the future Temporary Terminal/ Storage and Staging Facility. The first ramp scheduled to be deconstruction is E-96; this ramp allows buses to access the terminal from Dyer Avenue as they exit the Lincoln Tunnel and from 40th Street. Ramp E-96 will be removed in three sections. Please see the graphic below for further details. To prevent critical impacts to the bus terminal, Lincoln Tunnel, and nearby city streets, the Port Authority is carefully planning and staging the removal of the bus ramps in coordination with city agencies and bus carriers.

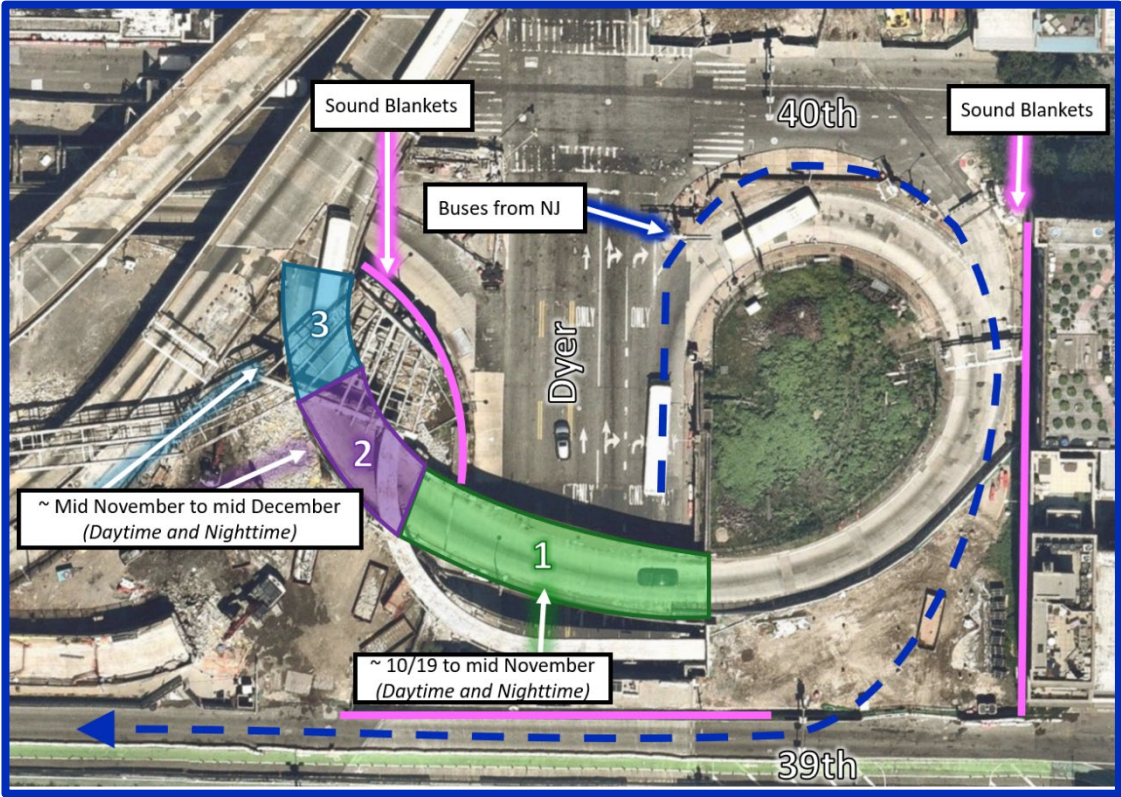
Work will begin on or about October 24th and occur throughout the remainder of the year. Work will require two separate activities per section of ramp: concrete removal followed by steel removal. Work will occur during both daytime and overnight shifts. Sound mitigation will be in place with extensive sound absorbing blankets installed around the worksite (shown in pink below).

During daytime shifts, the contractor will utilize minimal hoe ramming, which is expected to generate noise, to remove the overbuilt abutment, or joints between the separate sections of the ramp. Saw cutting will be utilized on all three sections – only during overnight shifts on section 1 and during both daytime and overnight shifts on sections 2 and 3. During overnight shifts, the contractor will also utilize a new method, “coring,” which allows the contractor to create holes in the structure, so cranes lift ramp sections out. Saw cutting, which was previously used during the deconstruction of the car ramps, and coring are both less noisy methods of deconstruction.

To reduce overnight noise impacts, the Port Authority and its contractor are prioritizing daytime shifts and continuing to explore new means and methods. As the deconstruction continues, the level of noise generated is expected to decrease as we shift from concrete removal to steel removal and limit the use of hoe ramming. The majority of concrete removal is expected to be achieved by mid-December, with the steel beams removed by the end of 2026.

Planned Work Activities will include:

- Saw cutting and coring of the ramp roadbed and parapet walls (*daytime and nighttime shifts*)
- Slab grab pre-sawcut sections removed with an excavator to minimize use of hoe ramming (*daytime and nighttime shifts*)
- Minimal, limited hoe ramming in select ramp sections to remove overbuilt roadbed; (*primarily during daytime shifts*)
- Cranes to lift and remove supporting steel beams which is expected to generate low levels of noise (*nighttime shifts*)
- Trucking debris offsite



Expected Closures and Detours: During the upcoming phases of work, limited impacts on public roads are expected from the deconstruction of the bus ramps. Portions of Dyer Avenue will be closed in coordination with standard Lincoln Tunnel closures. As impacts are determined, the community will be provided with notice.

As a reminder, to support this removal, the Port Authority has rerouted inbound buses to 39th Street through a new slip ramp, as shown via the blue arrow in the image above. Additional bus traffic should also be expected on 9th Avenue between 40th and 39th streets as buses recirculate. Please refer to the community advisory published on October 2nd for further information.

Sound Mitigation: All work will be accompanied by and, where possible, surrounded by sound blankets to reduce the level and distance of noise traveling from the worksite. Hoe ramming and saw cutting equipment will be surrounded on three sides by sound blankets where possible. Compared to the previously deconstruction car ramps, **the use of loud hoe ramming equipment will be greatly reduced and limited through new means and methods, such as coring. However, due to the active ramps and roadways, certain aspects of work must be done overnight to prevent potential safety risks to vehicular traffic, buses, and construction crews conducting the removal.**

Overnight Work Conditions: This overnight work will be noisy at times due to the nature of the activities being performed. Crews will work to limit disruptions where feasible. All work will comply with EIS requirements. Noise mitigation measures such as temporary barriers and acoustic blankets will be used where practicable to help reduce sound levels. Required noise monitoring equipment is already in place to ensure compliance throughout the work. As an added precaution, nearby residents may wish to keep their windows closed during overnight hours to further reduce potential noise intrusion. All work will remain within approved construction areas and is coordinated with relevant agencies and performed in compliance with permit requirements. Ongoing surveying and vibration monitoring will continue throughout the project area.

Project Information: Please contact the **Midtown Bus Terminal Replacement Community Hotline at (212) 435-5682** for any questions, concerns or complaints specifically about this phase of project work. For general questions or information about the Midtown Bus Terminal Replacement Project, please visit pabtreplacement.com, or email mbtreplacement@panynj.gov to sign up for email project updates.

PLEASE NOTE: Due to unforeseen conditions (weather, field conditions, etc.) it may become necessary to change some scheduled dates, times, work locations, and operations.