**Project:** NYC Department of Transportation  
St. George Staten Island Ferry Terminal Bus Ramps project  
**City:** Staten Island  
**State:** New York  
**ARRA Award Amount:** $175 Million  
**Program:** Urbanized Area Formula

**Description:**
The NYC Department of Transportation (NYCDOT) is using its ARRA formula funds to rehabilitate eight vehicular bridges, one pedestrian bridge and one parking field which provide commuter access to the Staten Island Ferry Terminal. The bridges support pedestrian traffic, MTA bus routes and stations, drop off and pick up taxi service, and other passenger vehicle traffic such as commuter vans. In addition, NYCDOT will repair and replace deck surfaces, rehabilitate and replace deteriorated structural steel, repair and clean concrete substructure, and paint all exposed structural steel. The vehicular bridge adjacent to the Richmond County Bank Stadium (North Ramp) will be demolished and reconstructed on a more efficient alignment in order to alleviate traffic congestion at the intersection of Richmond Terrace and Wall Street. NYCDOT will also replace existing bridge lighting and drainage systems, including new underground pipes to the existing outfall locations; install a pigeon deterrent system; resurface the North Municipal Parking Field; and install architectural enhancements to the bus canopies and pedestrian breezeway.

As a result of the ARRA funding, approximately 20 jobs were created and staff were retained which includes CADD Techs, Structural Engineers, Transportation Engineer, Document Control Administrator, Civil Engineer, Administrative Assistant, Project Managers, Construction Supervisor, Project Accountant, Regional Manager, Safety Officer, Field Engineers, Operators, Laborers, and Surveyors.

The rehabilitation of the St. George Ferry Ramps shall restore and preserve the structural integrity of these bridges for another 25 years while completing the makeover of this vital transportation hub. This hub provides a direct connection for 60,000 riders on a daily basis to and from Manhattan. This project likely would never have happened within the current timeframe without ARRA funding.