Restoring the Hugh L. Carey Tunnel Ahead of a Historic Deadline with Rosphalt® 50

Case Study Hugh L Carey Tunnel – Rosphalt Project Sept 2026





Roadway rehabilitation at the Hugh L. Carey Tunnel, showing daytime paving and nighttime construction operations.

Introduction

The Hugh L. Carey Tunnel, commonly known as the Battery Tunnel, connects Lower Manhattan to Brooklyn and ranks among the most heavily trafficked crossings. Owned and operated by the Metropolitan Transportation Authority (MTA) Bridges and Tunnels, the tunnel plays a critical role in regional transportation infrastructure, carrying commuters, commercial traffic, and emergency vehicles day and night. Beyond its transportation function, this stretch of roadway holds deep civic significance. It sits along the route of the Tunnel to Towers Marathon, the annual event commemorating Stephen Siller, the FDNY firefighter who ran through the tunnel in his gear to reach the World Trade Center on September 11, 2001. With the 25th anniversary of 9/11 approaching in 2026, the MTA faced a deadline with both operational and emotional weight: the roadway needed to be restored to a condition befitting the occasion, while maintaining demanding daily traffic patterns.

The Challenge

The roadway surface within the Hugh L. Carey Tunnel had deteriorated significantly, exhibiting potholing and other signs of wear consistent with years of heavy, continuous use. Left unaddressed, these conditions posed safety risks for the thousands of vehicles passing through daily and threatened to undermine the dignity of the upcoming anniversary events. Compounding the challenge was the project timeline. As one of the busiest vehicular crossings in the region, the tunnel could not be closed during normal operating hours. All paving work had to be performed exclusively at night and on weekends, drastically compressing the window available to complete a full rehabilitation. The project team needed a solution that could not only be installed efficiently under these constrained conditions but also deliver long-term durability sufficient to withstand the tunnel's relentless traffic load.

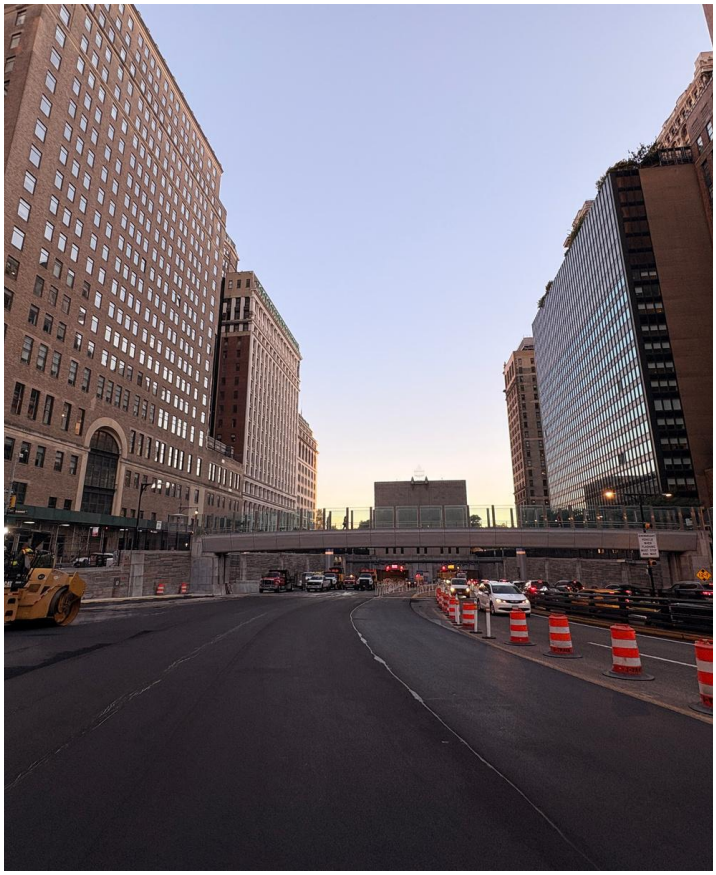
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The Solution

To meet both the performance and scheduling demands of the project, general contractor J-Track and paving subcontractor Restani Corporation used the specified Rosphalt®, Chase Corporation's polymer-modified asphalt additive, for the rehabilitation work. Rosphalt is engineered to enhance the strength, flexibility, and crack resistance of asphalt mixes, producing a wearing course built to withstand high-traffic, high-stress environments like tunnel roadways. Rosphalt also reduces rutting, shoving, and makes the asphalt more waterproof. Asphalt producer Willits Point Asphalt supplied the polymer-modified mix, incorporating 2,000 tons of Rosphalt across the project — a ratio of one unit of Rosphalt per ton of asphalt mix. This formulation was selected specifically to address the combination of heavy daily traffic and the limited maintenance access characteristic of tunnel infrastructure. Given the night-and-weekend-only work windows, the paving was executed in three discrete weekend shifts, allowing Restani's crews to install the full scope of work without disrupting regular tunnel operations. To complete the installation, Restani applied Chase Corporation's edge sealer, ensuring a finished, watertight transition at the joint lines and reinforcing the overall integrity of the new surface.

The Results

The rehabilitation of the Hugh L. Carey Tunnel roadway was completed on schedule, meeting the critical timeline set ahead of the 25th anniversary of September 11th and the Tunnel to Towers Marathon. The project's success within such a constrained operating window is a testament to the coordination between the Metropolitan Transportation Authority (MTA) Bridges and Tunnels, J-Track, Restani Corporation, Willits Point Asphalt, and Chase Corporation. While the full durability benefits of the Rosphalt-modified asphalt will become most apparent over the years ahead, the polymer-enhanced wearing course is engineered to reduce the frequency and cost of future maintenance for the MTA — a meaningful return on investment for one of the region's most heavily trafficked crossings.



The resurfaced tunnel approach following paving operations.

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