

= New Jersey Route 495 =

Route 495 is a 3 @. @ 45 @-@ mile ( 5 @. @ 55 km ) freeway in Hudson County , New Jersey in the United States that connects the New Jersey Turnpike ( Interstate 95 ) at exits 16E and 17 in Secaucus to New York State Route 495 inside the Lincoln Tunnel in Weehawken , providing access to midtown Manhattan . The road is owned and operated by the New Jersey Turnpike Authority between the New Jersey Turnpike and Route 3 , the New Jersey Department of Transportation between Route 3 and Park Avenue near the Union City / Weehawken border , and by the Port Authority of New York and New Jersey east of Park Avenue , including the helix used to descend the New Jersey Palisades to reach the entrance of the Lincoln Tunnel . Route 495 is mostly a six @-@ lane freeway with a reversible bus lane used during the morning rush hour . The bus lane , which runs the entire length of the freeway , continues into the Lincoln Tunnel 's center tube .

The first portion of the present @-@ day Route 495 , at the entrance to the Lincoln Tunnel , was constructed in 1937 when the Lincoln Tunnel opened . In 1939 , it was extended west to Route 3 and it became an eastern extension of that route . In 1952 , the portion of the route west of Route 3 was opened when the New Jersey Turnpike was completed . In 1959 , the road was incorporated into the Interstate Highway System and was designated as part of Interstate 495 . Since the Mid @-@ Manhattan Expressway that would have connected the route to New York 's Interstate 495 ( Long Island Expressway ) was canceled , Interstate 495 officially became New Jersey Route 495 in 1979 , and the signs were changed in 1989 .

= = Route description = =

Route 495 officially begins at the Exit 16E off @-@ ramp of the northbound lanes of the New Jersey Turnpike near the boundary of Secaucus and North Bergen . The main roadway heads east through North Bergen as a freeway with three lanes in the eastbound and westbound directions , maintained by the New Jersey Turnpike Authority . The route has an interchange with Route 3 , with access to eastbound Route 3 and U.S. Route 1 / 9 for traffic in the eastbound direction and to westbound Route 3 in the westbound direction . Past this interchange , Route 495 becomes a six @-@ lane freeway maintained by the New Jersey Department of Transportation that intersects U.S. Route 1 / 9 at a partial interchange , with a westbound exit and eastbound entrance . Past U.S. Route 1 / 9 , the freeway has an interchange with County Route 501 ( John F. Kennedy Boulevard ) , which uses 30th Street and 31st Street as collector / distributor roads . East of this junction , Route 495 enters Union City and heads through developed residential areas , passing under numerous streets . There is an eastbound exit and westbound entrance for Park Avenue , which provides access to Weehawken and Hoboken , where Route 495 becomes maintained by the Port Authority of New York and New Jersey . It enters Weehawken and comes to a westbound exit and eastbound entrance for Park Avenue .

At this point , the roadway loops around itself at a section in the roadway locally known as The Helix , descending the New Jersey Palisades to reach the entrance to the Lincoln Tunnel under the Hudson River . The route has a westbound exit for County Route 677 ( John F. Kennedy / Hudson Boulevard East ) and another exit for Boulevard East with a westbound exit and eastbound entrance . After interchanging with Boulevard East , the road features an eastbound toll plaza and enters the Lincoln Tunnel . At the New York state line , which is located at the midpoint of the Hudson River , the road continues as New York State Route 495 , which is separate from Interstate 495 ( New York ) , and heads into midtown Manhattan in New York City .

Since 1970 , the left lane of the three westbound lanes is converted during the morning rush hour to a reversible bus lane , known as the " XBL " , or Exclusive Bus Lane . The Port Authority of New York and New Jersey is responsible for daily operation of the XBL , including its opening and closing , removal of disabled vehicles , and response to emergencies . It is used by buses headed east from the New Jersey Turnpike and Route 3 , mainly to the Port Authority Bus Terminal just past the Lincoln Tunnel in Manhattan , serving over 1 @, @ 800 buses and 65 @, @ 000 bus commuters on regular weekday mornings , ( 6 @-@ 10 a.m. ) . This bus lane is the busiest in the United States .

Route 495 is a busy route that carries approximately 74 @, @ 571 vehicles at its western terminus and approximately 119 @, @ 432 vehicles by the time it reaches the Lincoln Tunnel .

Each of the travel lanes in the Lincoln Tunnel 's center tube is reversible . In general , both of the lanes , including one " XBL " ( Exclusive Bus Lane ) , serve Manhattan @-@ bound traffic during the weekday morning rush hour , both of the lanes serve New Jersey @-@ bound traffic during the weekday evening rush hour , and one lane is provided in each direction during other time periods . New Jersey @-@ bound traffic normally uses both lanes of the north tube and Manhattan @-@ bound traffic normally uses both lanes of the south tube .

= = History = =

The road was built as an approach to the Lincoln Tunnel , with the first section opening December 22 , 1937 , when the first ( now the center ) tube of the tunnel was completed . This section ran only from the tunnel portal south through the toll booths to a plaza with Park Avenue and Hudson County Boulevard East . Marginal Street , providing access from Hudson County Boulevard East west over Park Avenue to 32nd Street and the Bergen Turnpike , was also opened at that time . In 1939 , the Port Authority opened the rest of the approach , up the helix and west to Route 3 , and it was designated as an eastern extension of Route 3 . The final section of today 's Route 495 opened on January 15 , 1952 , with the completion of the New Jersey Turnpike . The turnpike interchange ( exit 16 ) only served Route 3 traffic to and from the south ; exit 17 served Route 3 traffic to and from the north .

With the creation of the Interstate Highway System in 1956 , the approach to the Lincoln Tunnel was planned to become an Interstate Highway along with present @-@ day Route 3 , which itself was not included in the Interstate Highway System because New Jersey thought it would be too expensive to bring it up to Interstate Highway standards . However , the Lincoln Tunnel approach was included in the Interstate Highway System and in 1959 , it was renumbered from Route 3 to Interstate 495 despite the fact it does not meet Interstate Highway standards . Shortly after the road became Interstate 495 , the western portion of the road was brought up to Interstate Highway standards with the improvements of the interchanges with the New Jersey Turnpike and Route 3 . Interstate 495 was intended to connect with New York 's Interstate 495 by way of the Mid @-@ Manhattan Expressway ; however , this proposed controlled @-@ access highway through Manhattan was canceled in 1971 due to strong opposition to the road running through the heart of Midtown Manhattan . Due to the fact that New Jersey 's Interstate 495 would not be connected to New York 's , NJDOT started referring to the route as New Jersey Route 495 in 1979 . The American Association of State Highway and Transportation Officials ( AASHTO ) approved the decommissioning of I @-@ 495 between I @-@ 95 and Pleasant Avenue / Park Avenue in Union City in 1980 . In 1986 , AASHTO approved the decommissioning of the rest of the I @-@ 495 designation in New Jersey .

Starting with the viaduct , which passes over the Conrail rail lines just west of Route 1 and 9 , the roadway going east is listed as being eligible for state registry in the New Jersey Register of Historic Places for its engineering , architecture and history . The designations for eligibility were given in segments between 1991 and 2003 and include the Lincoln Tunnel Approach and Helix , as well as the tunnels , toll booths , and ventilation towers .

The Helix has traditionally been known for offering a panoramic view of the New York skyline . While local zoning laws prohibit the construction of high @-@ rise buildings that would obstruct sight @-@ lines from higher points in town , as of June 2013 construction of a new residential building partially blocked the view from the lower portion of the roadway . As of 2015 , the Helix is considered by the PANYNJ to have a working life @-@ span of ten years . Alternatives to its replacement include tunnels under the Palisades directly to the Lincoln Tunnel portals .

= = Exit list = =

The entire route is in Hudson County . All exits are unnumbered .

