

**FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**New Jersey Department of Transportation Project Descriptions**  
(\$ millions)

**Clay Street Bridge over the Passaic River**

*DBNUM: N1402*

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" foot wide lanes of traffic and two 9'-2.5" wide pedestrian sidewalks. The bridge is structurally deficient due to the serious condition of the superstructure. The overall condition rating of the bridge is "3 – Serious" due to the serious condition of the superstructure and low inventory ratings. It has a sufficiency rating of 33.0. The preferred alternative includes widening and replacement of the Clay Street Bridge along the existing alignment. The proposed structure would be a movable bridge on the existing profile. The movable bridge would span only one of the existing 75-foot wide waterway channels under the Clay Street Bridge. The typical section of the new bridge will be 68'-0", which will include two 12-foot wide eastbound lanes, one 12-foot wide westbound lane, an 8-foot wide outside shoulder in each direction, and a 6-foot wide sidewalk in each direction.

**COUNTY:** Hudson, Essex

**LEGISLATIVE DISTRICT:** 28, 29, 32

**MUNICIPALITY:** Newark City, East Newark

**SPONSOR:** Hudson County

**MILEPOSTS:** 0.0 - 0.07

**STRUCTURE NO.:** 0700H01

**FINANCIAL PLAN REQUIREMENT:**

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** S19 (Exempt)

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation (Local System Support: Local Bridges)

MPO	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
NJTPA	DES	STBGP-NY/NWK		\$7.000									\$7.000
NJTPA	ROW	STBGP-NY/NWK				\$0.100							\$0.100
NJTPA	CON	STBGP-NY/NWK						\$55.100					\$55.100

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**CR 508 (Bridge Street), Bridge over Passaic River**

*DBNUM: N1602 / UPC: 153270*

The historic structure was built in 1913 and rehabilitated in 1981. The structure is structurally deficient and functionally obsolete. 2 lanes with an overall roadway width of 39.5'. The bridge is eligible for placement on the National Register of Historic Places. This is a bridge replacement project.

**COUNTY:** Essex, Hudson

**LEGISLATIVE DISTRICT:** 28, 29, 32

**MUNICIPALITY:** Newark City, Harrison Twp

**SPONSOR:** Essex County

**MILEPOSTS:** 12.27

**STRUCTURE NO.:** 0700H03

**FINANCIAL PLAN REQUIREMENT:**

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** S19 (Exempt)

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation (Local System Support: Local Bridges)

MPO	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
NJTPA	DES	STBGP-NY/NWK	\$7.000										\$7.000
NJTPA	ROW	STBGP-NY/NWK			\$0.100								\$0.100
NJTPA	CON	STBGP-NY/NWK					\$50.000	\$27.000					\$77.000

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**CR 508 (Central Avenue), Bridge over City Subway**

*DBNUM: N1605 / UPC: 153300*

Central Avenue bridge over the Newark City Subway was built in 1908 and is structurally deficient, functionally obsolete, fracture critical and has an overall sufficiency rating of 31 despite all the efforts by the county to save the structure. The city plans to replace the substructure in front of the existing abutment while eliminating 2 spans with a cantilever abutment. The replacement of the two southernmost trusses (Spans 2 and 3) in the north section of the bridge with one truss. The pier supporting the two trusses will be removed. The truss will span from the south abutment to the existing concrete pier supporting the northernmost trusses (Span 3 and 4) of the north section of the bridge; that pier will be removed and replaced with a pier that meets current standards.

**COUNTY:** Essex

**LEGISLATIVE DISTRICT:** 28, 29

**MUNICIPALITY:** Newark City

**SPONSOR:** City of Newark

**MILEPOSTS:** 10.40

**STRUCTURE NO.:** 0700N06

**FINANCIAL PLAN REQUIREMENT:**

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** S19 (Exempt)

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation (Local System Support: Local Bridges)

MPO	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
NJTPA	DES	STBGP-NY/NWK	\$3.000										\$3.000
NJTPA	ROW	STBGP-NY/NWK		\$1.000									\$1.000
NJTPA	CON	STBGP-NY/NWK					\$20.000						\$20.000

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**Kingsland Avenue, Bridge over Passaic River**

*DBNUM: N1601 / UPC: 153260*

The structure was built in 1905 and reconstructed in 1986. It consists of a two-span, steel thru-truss swing span with two steel thru-truss approach spans having a total length of 364' and total width of 45'-8" with one 6' sidewalk. The bridge's SI&A is 24.4. The superstructure is in poor condition due to fatigue and the substructure is in satisfactory. The electrical machinery is outdated repair very costly. This is a bridge replacement project.

**COUNTY:** Bergen, Essex

**LEGISLATIVE DISTRICT:** 36

**MUNICIPALITY:** Lyndhurst Twp, Nutley Twp

**SPONSOR:** Bergen County

**MILEPOSTS:** 0.92

**STRUCTURE NO.:** 020032A

**FINANCIAL PLAN REQUIREMENT:**

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** S19 (Exempt)

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation (Local System Support: Local Bridges)

MPO	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
NJTPA	DES	STBGP-NY/NWK	\$2.500										\$2.500
NJTPA	ROW	STBGP-NY/NWK		\$0.200									\$0.200
NJTPA	CON	STBGP-NY/NWK				\$35.000							\$35.000

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**Lincoln Tunnel Access Project (LTAP)**

*DBNUM: 11407 / UPC: 114070*

Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski Skyway including Route 139 (Hoboken and Conrail Viaducts) eastern approach to the Skyway. The State of NJ is also providing funding, from the TTF, to complete work on the projects.

The Route 7 Wittpenn Bridge is being replaced with a new vertical lift bridge. The total project cost is estimated at \$575 to \$625 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 1&9T Extension (New Road) project will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off of Tonnelle Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. The total project cost is estimated at \$400 to \$450 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project is rehabilitating the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. Also included in the Pulaski Skyway project is the Route 139 eastern approach to the Skyway. The Route 139 portion rehabilitated the Hoboken Viaduct, as well as replaced the deck and rehabilitated the superstructure of the Conrail Viaduct. The total Pulaski Skyway project cost is estimated at \$1.9 to \$2.1 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

**COUNTY:** Hudson, Essex

**LEGISLATIVE DISTRICT:** 31, 33, 32, 29

**MUNICIPALITY:** Jersey City, Newark City, Kearny Town

**SPONSOR:** NJDOT

**MILEPOSTS:** N/A

**STRUCTURE NO.:** 0909150, 0704150, 0901150, 0904151

**FINANCIAL PLAN REQUIREMENT:**

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** NR3 (Exempt)

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation (Bridge Assets: Bridge Rehab and Replacement)

MPO	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
NJTPA	ERC	STATE	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$95.000	\$950.000

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**Route 10, Chelsea Drive to Kelly Drive**

*DBNUM: 15439 / UPC: 154390*

Initiated from the Safety Management System, this project will provide installation of sidewalks, with ADA curb ramps, on the Westbound side of Route 10 from Chelsea Drive to Kelly Drive.

**COUNTY:** Essex

**LEGISLATIVE DISTRICT:** 27

**MUNICIPALITY:** Livingston Twp, West Orange Twp

**SPONSOR:** NJDOT

**MILEPOSTS:** 21.42-21.87

**STRUCTURE NO.:** N/A

**FINANCIAL PLAN REQUIREMENT:**

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** AQ2 (Exempt)

**ASSET MANAGEMENT CATEGORY:** Safety (Safety Management: Safety Improvements)

MPO	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
NJTPA	ROW	NHPP			\$1.000								\$1.000
NJTPA	CON	NHPP					\$4.750						\$4.750

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**Route 21, Newark Riverfront Pedestrian and Bicycle Access**

**DBNUM: 98540 / UPC: 985400**

This project proposes to improve pedestrian and bicycle connections between Broad St and McCarter Highway (Route 21). The project would improve pedestrian and bicycle access between Downtown Newark and the Riverfront, via Center Street/Park Place between Broad Street and McCarter Highway (Route 21). The project would also include new curb and sidewalks, ADA curb ramps, traffic signals, street lighting, street furniture and bike lanes. The project will replace the existing traffic signals at Broad Street and Rector Street, Broad St and Central Ave, Park Place and Rector Street, Center Street and Park Place, Center Street and Mulberry Street.

The following special federal appropriations have been allocated to this project: FY05 SAFETEA-LU: \$1,200,000 (ID# NJ139); \$1,500,000 (ID# NJ269); \$2,000,000 (ID# NJ254).

**COUNTY:** Essex

**LEGISLATIVE DISTRICT:** 29

**MUNICIPALITY:** Newark City

**SPONSOR:** Newark City

**MILEPOSTS:** 4.1-4.3

**STRUCTURE NO.:** N/A

**FINANCIAL PLAN REQUIREMENT:**

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** AQ2 (Exempt)

**ASSET MANAGEMENT CATEGORY:** Infrastructure Preservation (Multimodal Programs: Bicycle/Pedestrian)

MPO	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
NJTPA	CON	DEMO	\$4.150										\$4.150

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**Route 23, Route 80 and Route 46 Interchange**

*DBNUM: 9233B6 / UPC: 009234*

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 Southbound to I-80 Westbound. Three new bridges are anticipated to facilitate the construction of the new ramp. A connection allowing travel from I-80 Eastbound to Rt 23 Northbound and Southbound and Rt 46 Westbound via a new ramp connection. Adjustments to the lane configuration on the I-80 between Rt 23 and the bridge over the Passaic River to improve lane continuity will be made, and modifications to the existing exit and entry ramps on I-80 to improve the merge and diverge with the mainline roadway. A number of retaining walls are anticipated in conjunction with the bridge and ramp construction.

**COUNTY:** Passaic, Essex

**LEGISLATIVE DISTRICT:** 40, 26

**MUNICIPALITY:** Wayne Twp, Fairfield Twp

**SPONSOR:** NJDOT

**MILEPOSTS:** 23: 5.00-6.82; 23/202:62.95-64.00; 80: 52.7-54.55; 46: 55.85-56.40

**STRUCTURE NO.:** N/A

**FINANCIAL PLAN REQUIREMENT:**

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** NR3 (Exempt)

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total
NJTPA	ROW	STBGP-FLEX	\$0.348										\$0.348
NJTPA	CON	STBGP-FLEX			\$82.400								\$82.400