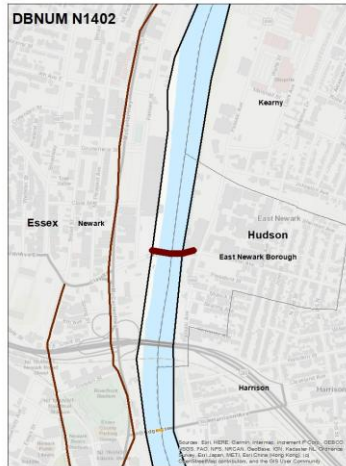


NJTPA TIP FY 2026 - 2029

Clay Street Bridge over the Passaic River

DBNUM: N1402 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$135.300 (Million) **Sponsor:** Hudson County
Routes: **Mileposts:** 0.0 - 0.07 **RCIS:** Bridge Preservation
County: Hudson Essex **Municipality:** Newark City East Newark

Clay Street Bridge over the Passaic River is a swing span and was built in 1908. The bridge carries two 18'-4" 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 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 and spanning only one of the existing 75-foot wide waterway channels under the bridge.



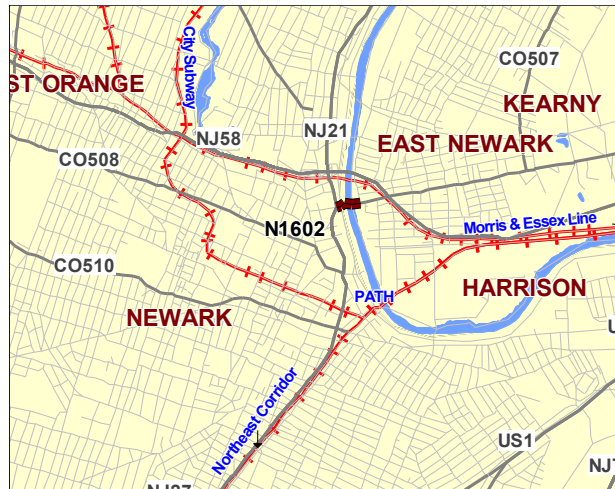
MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	DES	STBGP-NY/NWK	13.000				13.000	
NJTPA	ROW	STBGP-NY/NWK			0.200		0.200	
NJTPA	CON	STBGP-NY/NWK						120.000
TOTAL (\$ million)			13.000		0.200		13.200	120.000

NJTPA TIP FY 2026 - 2029

CR 508 (Bridge Street), Bridge over Passaic River

DBNUM: N1602 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$185.800 (Million) **Sponsor:** Essex County
Routes: CR 508 **Mileposts:** 12.27 **RCIS:** Bridge Preservation
County: Essex Hudson **Municipality:** Newark City Harrison Twp

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.



MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	ROW	STBGP-NY/NWK	6.500				6.500	
NJTPA	CON	STBGP-NY/NWK			33.000	69.500	102.500	52.500
TOTAL (\$ million)			6.500		33.000	69.500	109.000	52.500

NJTPA TIP FY 2026 - 2029

CR 508 (Central Avenue), Bridge over City Subway

DBNUM: N1605 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$25.500 (Million) **Sponsor:** City of Newark
Routes: CR 508 **Mileposts:** 10.40 **RCIS:** Bridge Preservation
County: Essex **Municipality:** Newark City

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.



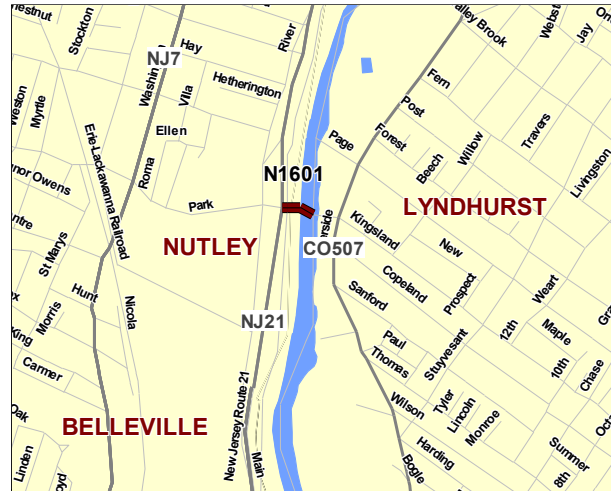
MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	DES	STBGP-NY/NWK	3.000				3.000	
NJTPA	ROW	STBGP-NY/NWK			1.000		1.000	
NJTPA	CON	STBGP-NY/NWK						20.000
TOTAL (\$ million)			3.000		1.000		4.000	20.000

NJTPA TIP FY 2026 - 2029

Kingsland Avenue, Bridge over Passaic River

DBNUM: N1601 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$48.118 (Million) **Sponsor:** Bergen County
Routes: **Mileposts:** 0.92 **RCIS:** Bridge Preservation
County: Bergen Essex **Municipality:** Lyndhurst Twp Nutley Twp

The Kingsland Avenue (Avondale and De Jessa Memorial) Bridge over the Passaic River was constructed in 1905 and rehabilitated in 1986. The existing fracture critical structure is a two-span thru truss with a rim-bearing swing span with two steel pony truss approach spans supported on an ashlar stone substructure with a concrete cap. The bridge is 364 feet long and 30 feet wide between trusses (45'-8" out to out) and has a travel lane and sidewalk in each direction. The structure is classified as structurally deficient and functionally obsolete. The project will replace the existing movable bridge with a fixed bridge and upgrade the approach roadways to improve traffic operations and meet current design standards.



MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	ROW	STBGP-NY/NWK	0.600				0.600	
NJTPA	CON	STBGP-NY/NWK		41.000			41.000	
TOTAL (\$ million)			0.600	41.000			41.600	

NJTPA TIP FY 2026 - 2029

Lincoln Tunnel Access Project (LTAP)

DBNUM: 11407 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$3,175.000 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Bridge Preservation
County: Hudson Essex **Municipality:** Jersey City Newark City Kearny Town

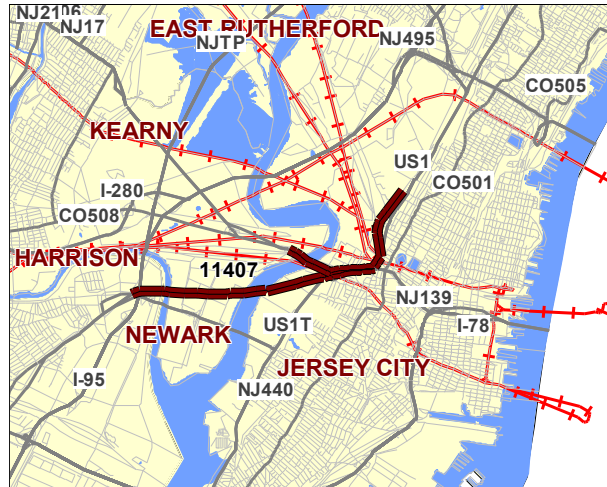
Under this program, also known as the Lincoln Tunnel Access Program (LTAP), the Port Authority of NY & NJ provided funding support, in the amount of \$1.8 billion, for improvements to three NJDOT facilities: Route 7, Hackensack River (Wittpenn) Bridge; Route 1&9T Extension (New Road); and Route 1&9 Pulaski 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 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 Tonnele Circle and Route 1&9, helping to ease congestion and facilitate goods movement throughout the region. 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 project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.



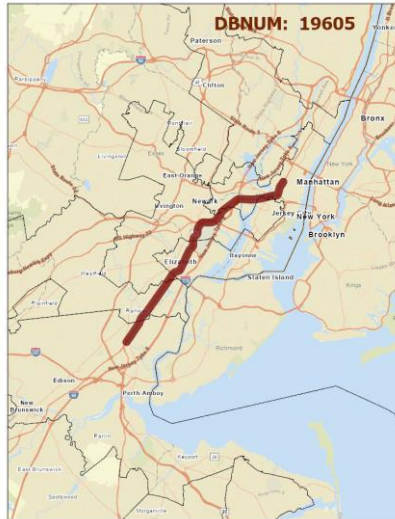
MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	ERC	STATE	195.000	195.000	195.000	195.000	780.000	880.000
TOTAL (\$ million)			195.000	195.000	195.000	195.000	780.000	880.000

NJTPA TIP FY 2026 - 2029

Route 1&9, Route 35 to North Street, ATS C#1

DBNUM: 19605 **AQ Code:** NR2 (Exempt) **Est. Total Project Cost:** \$23.120 (Million) **Sponsor:** NJDOT
Routes: 1&9 **Mileposts:** 36.35 - 55.81 **RCIS:** ITS and Incident Management
County: Union Essex Hudson **Municipality:** Various

This project is an Adaptive Traffic Signal Corridor for Rt. 1&9. The purpose is to decrease traffic congestion and increase traffic flow.



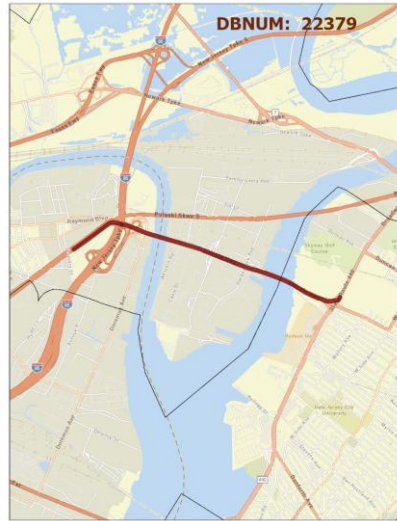
			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP						23.120
		TOTAL (\$ million)						23.120

NJTPA TIP FY 2026 - 2029

Route 1T, Pulaski Skyway to Service Road For Park

DBNUM: 22379 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$8.050 (Million) **Sponsor:** NJDOT
Routes: 1T **Mileposts:** 0.00-2.30 **RCIS:** Road Preservation
County: Essex Hudson **Municipality:** Newark City Kearny Twp Jersey City

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits.



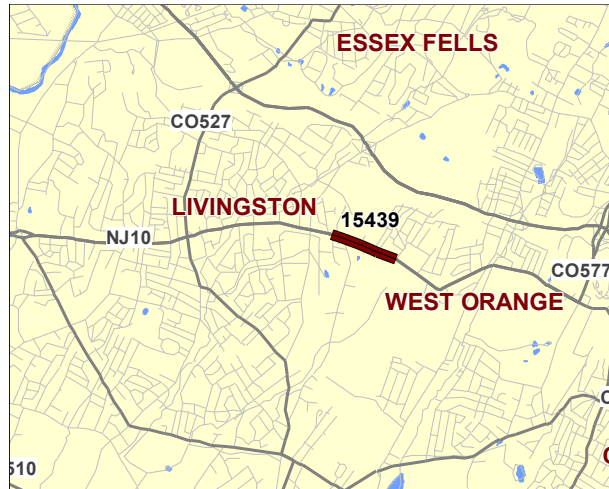
MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	CON	STBGP-FLEX		7.400			7.400	
		TOTAL (\$ million)		7.400			7.400	

NJTPA TIP FY 2026 - 2029

Route 10, Chelsea Drive to Kelly Drive

DBNUM: 15439 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** \$7.500 (Million) **Sponsor:** NJDOT
Routes: 10 **Mileposts:** 21.42-21.87 **RCIS:** Pedestrian and Bicycle
County: Essex **Municipality:** Livingston Twp West Orange Twp

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.



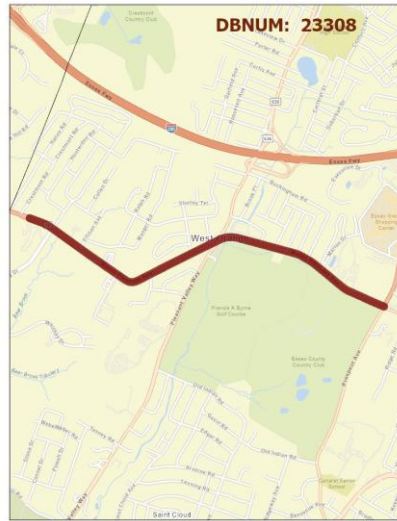
MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	DES	STATE	1.500				1.500	
NJTPA	ROW	NHPP	1.000				1.000	
NJTPA	CON	NHPP						5.000
TOTAL (\$ million)			2.500				2.500	5.000

NJTPA TIP FY 2026 - 2029

Route 10, Crestmont Road to Prospect Avenue (CR 577)

DBNUM: 23308 **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$3.000 (Million) **Sponsor:** NJDOT
Routes: 10 **Mileposts:** 21.76-23.51 **RCIS:** Road Preservation
County: Essex **Municipality:** West Orange

This project will provide the pavement reconstruction for Route 10, Crestmont Road to Prospect Avenue (CR 577). The pavement reconstruction will improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.



MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2026	2027	2028	2029		2030-2035
NJTPA	CON	STBGP-FLEX			2.600		2.600	
		TOTAL (\$ million)			2.600		2.600	

NJTPA TIP FY 2026 - 2029

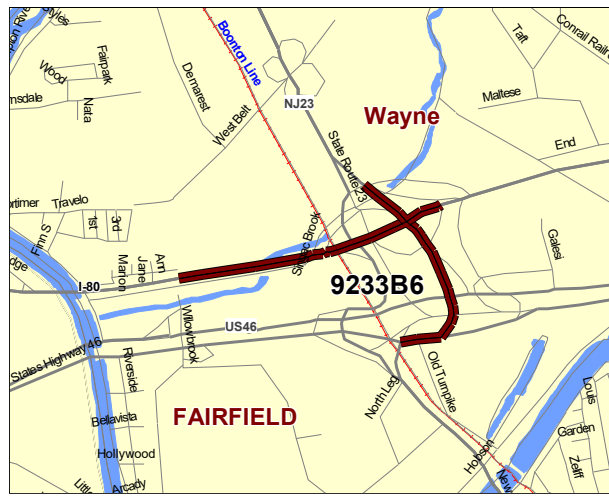
Route 23, Route 80 and Route 46 Interchange

DBNUM: 9233B6 **AQ Code:** NR3 (Exempt) **Est. Total Project Cost:** \$145.214 (Million) **Sponsor:** NJDOT

Routes: 23 / 80 **Mileposts:** 23: 5.00-6.82;
23/202:62.95-64.00; 80: 52.7-54.55;

County: Passaic Essex **Municipality:** Wayne Twp Fairfield Twp

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.



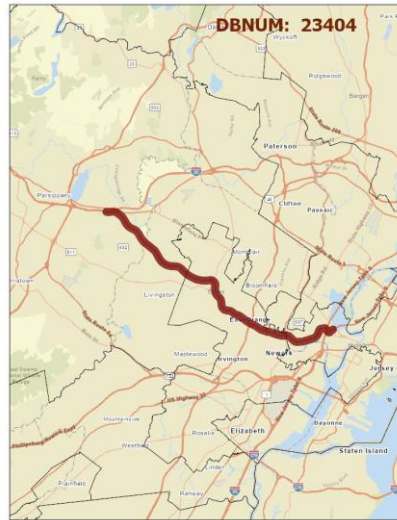
		Constrained TIP					Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	STBGP-FLEX	131.680				131.680	
		TOTAL (\$ million)	131.680				131.680	

NJTPA TIP FY 2026 - 2029

Route 280, Route 80 to Route 95

DBNUM: 23404 **AQ Code:** O7 (Exempt) **Est. Total Project Cost:** \$34.090 (Million) **Sponsor:** NJDOT
Routes: 280 **Mileposts:** 0.00 - 17.85 **RCIS:** ITS and Incident Management
County: Morris Essex Hudson **Municipality:** Various

Initiated by the Mobility Engineering unit, this project will implement Connected Corridor Strategies along the Route I-280 corridor. These various strategies include Roadside Units (RSU), Camera Surveillance System (CSS), Dynamic Message Signs (DMS), Wrong Way Driving System (WWDS), and fiber optics communications network.



			Constrained TIP				Unconstrained	
MPO	PHASE	FUND	2026	2027	2028	2029	Total	2030-2035
NJTPA	CON	NHPP		34.090			34.090	
TOTAL (\$ million)				34.090			34.090	