



CIA TEAM

**MOBILITY &
OPERATIONS**

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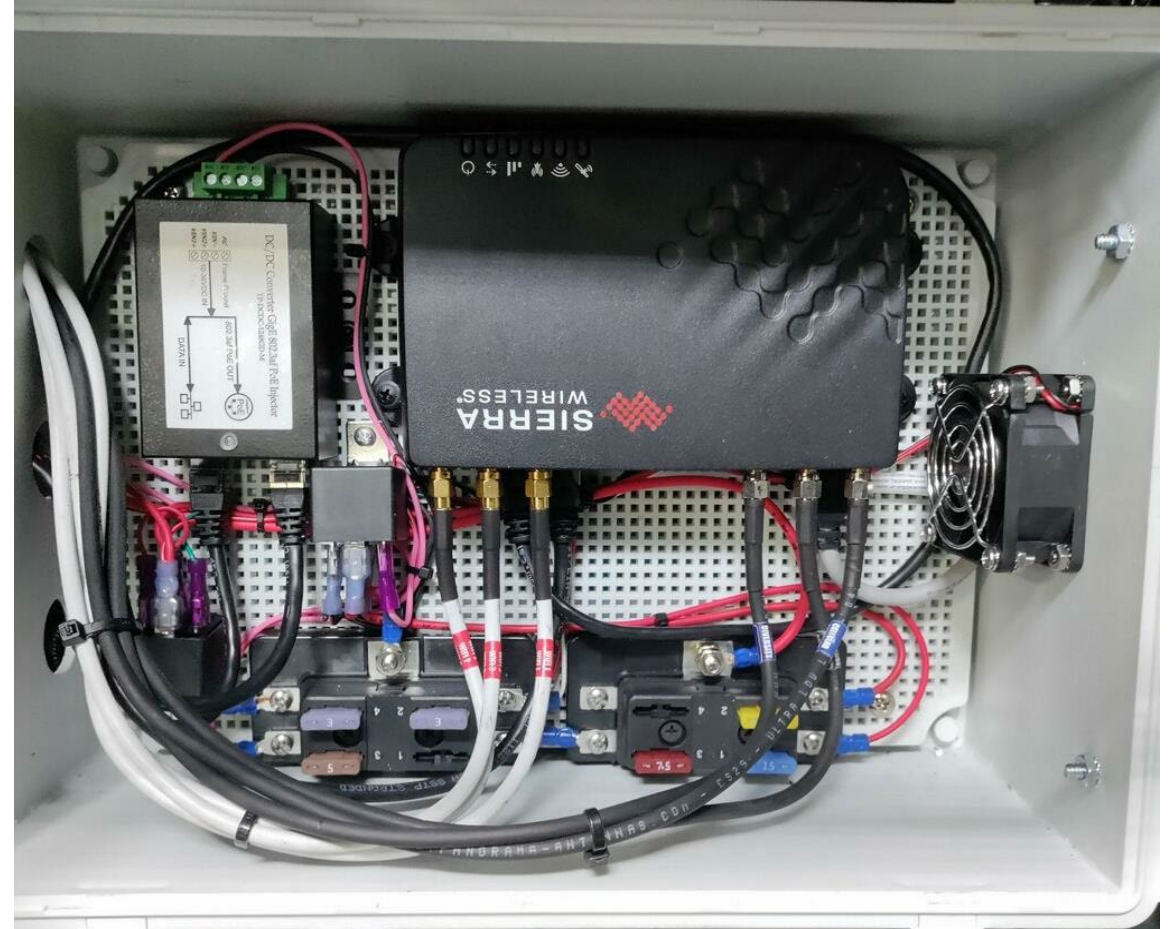
EXPANSION OF WEATHER-SAVVY- COMPLETE!

- Installations started in December 2023
- Expanded from 24 to 45 vehicles
- Increased the focus on plows- during a weather event these trucks stay on the road

Mobility		
North		South
2 IMRT		1 IMRT
3 SSP		3 SSP
Operations		
North	Central	South
7 Plows	8 Plows	10 Plows
6 Pickups	3 Pickups	2 Pickups

WEATHER-SAVVY IMPROVEMENTS

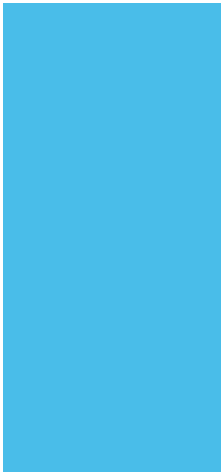
- Previously components were installed on the floor of the cab under the seats
- Components were susceptible to damage from water, dirt, misc. items in the cab and tampering
- Now components are installed in a junction box with a plexiglass lid





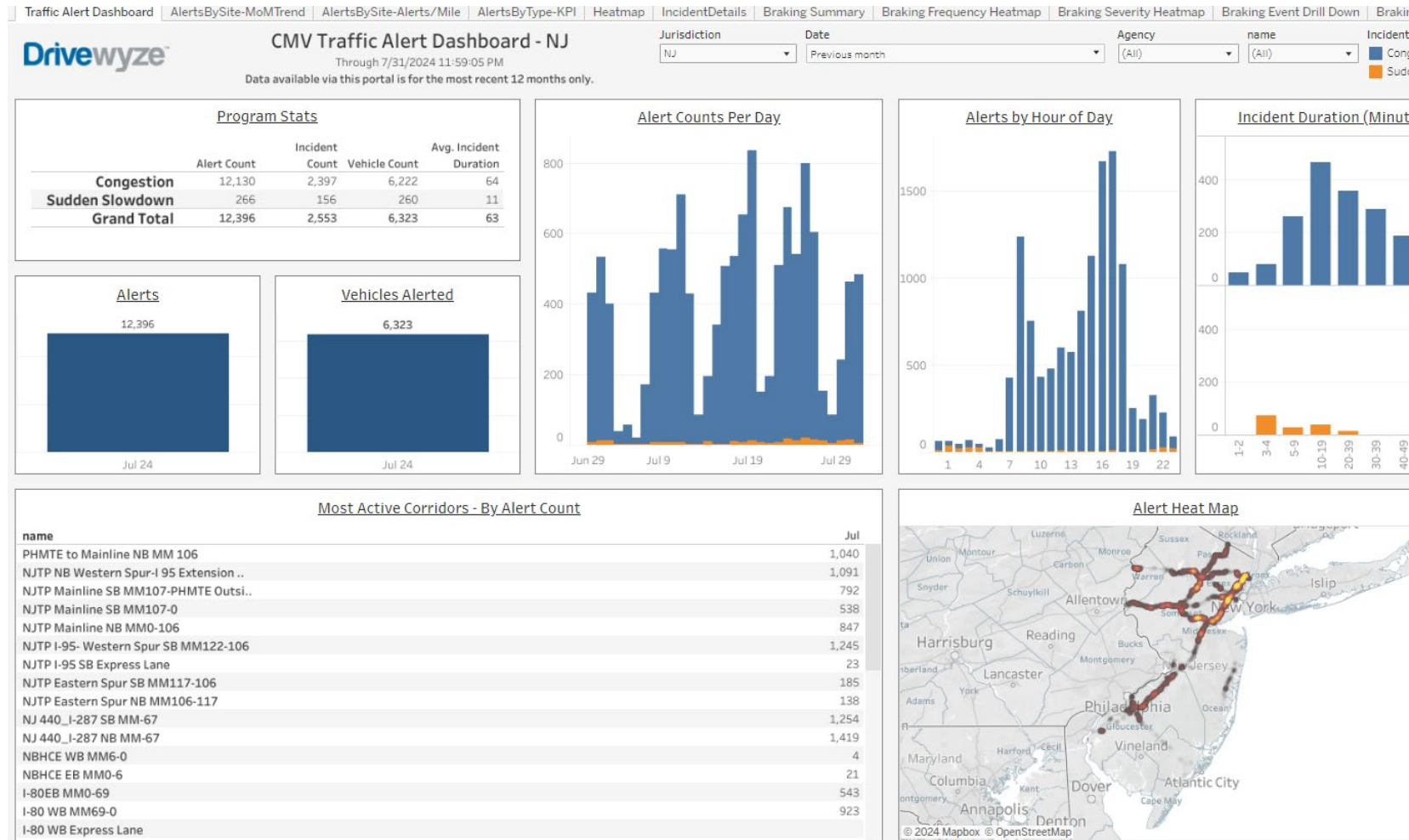
TRUCK PARKING PILOT

- Started in 2021 at Harding
- Expanded to Carney's Point in the summer of 2023
- Data gathered from cameras, remote traffic microwave sensors, and in-pavement micro radar sensors (a.k.a., Pucks) is visible on the web portal
- Next steps
 - Install a portable DMS signs approx. 5 miles from Harding on I-287 and I-78 to alert truckers to the number of available spots
 - Potential future expansion to Knowlton in 2025



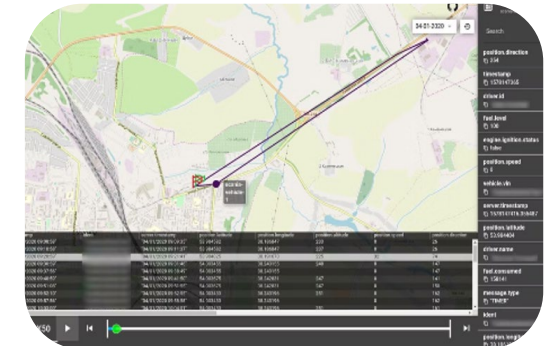
DRIVEWYZE ALERTS

- Provides free safety alerts to commercial vehicle drivers
- Alerts show up directly on the driver's Electronic Logging Device (ELG)
- We can view when and where alerts were sent through the Tableau dashboard
- However, we wanted to verify the accuracy of the alerts





OBJECTIVES & METHODOLOGY



Alert Accuracy

The objective was to verify if Drivewyze accurately identified known static alert locations, ensuring drivers receive timely notifications.

Real-time Environment

The system's ability to detect real-time environmental alerts, such as congestion and standstill traffic, was assessed.

Testing Hours

Four days of testing were conducted during AM Peak Rush hours, between 6 AM and 10 AM, to capture the most challenging traffic conditions.

Data Collection

GPS logging applications were used alongside Drivewyze to record precise location data and real-time traffic conditions

EVALUATION PROCESS

95%

Notification Collection

18/19 alerts received

1

Missed Alert

- ✓ NJ DOT Truck Left Lane Restrictions Turnpike Ridgefield SB

I-95 SB [MP 70.5]

0%

Congestion Alerts

25 congestion points (<10 mph) not flagged by Drivewyze

2

Unexpected Alerts

- ✓ Drivewyze Site, Weigh Station, 2 Miles
- ✓ **GWB EXIT: H. HUD PKWY/9A, Passenger Cars Only**

I-287 North [MP 7.0]/I-95 [MP 71.8]

Drivewyze™

Drivewyze Static Alerts

- ✓ **NO TRUCKS Left Lane**
- ✓ **Drivewyze Site, Weigh Station, 2 Miles**
- ✓ **Weight Limit 5 Tons, Along Hillcrest Rd**
- ✓ **GWB EXIT: H. HUD PKWY/9A, Passenger Cars Only**

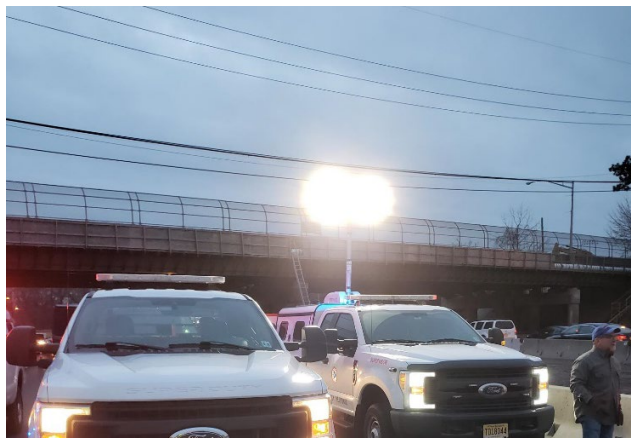


DRIVEWYZE ACTIVITY

● Received Alert

● Congestion
Zone

● Drivewyze™
Alert Zone*



EDC-7: NEXT-GENERATION TIM - TECHNOLOGY FOR SAVINGS LIVES

Deployment of TIM Technologies:

- Light towers are equipped on NJDOT Incident Management Response Trucks (IMRT) to provide lighting at incident scenes.
- Utilizing LED flares at incident scenes.

Institutionalized Stage:

- Integrate activities into the NJDOT ITS/Traffic Operations work programs.
- Offer real-time alerts to truck drivers for slowdowns and congestion.
 - “No Trucks in Left Lane” alerts to avoid traffic congestion.

Last But Not Least

NJDOT along with FHWA-NJ jointly submitted an article to the FHWA HQ (Accelerating Innovation Programs) in Washington, D.C. for consideration to be in the EDC newsletter (43,000 subscribers) for the EDC innovation spotlight.

It was under the category Shine a Spotlight on EDC Innovation Deployments in NJ

The title was

NJDOT Deploys Advance Warning Messages for Truck Drivers