NEW JERSEY STATE TRANSPORTATION INNOVATION COUNCIL

www.NJDOTtechtransfer.net/NJ-STIC

3rd Triannual Meeting
December 18, 2024
10:00am – 12:00pm

WELCOME

Eric Powers

Assistant Commissioner

NJDOT Statewide Planning, Safety & Capital Investment

FEATURE PRESENTATION

Safe System Approach in New Jersey

Jeevanjot Singh
Section Chief
NJDOT Safety and Data Development

FHWA UPDATES

Christopher Paige

Innovation Coordinator & Community Planner

FHWA, NJ Division Office

FHWA Updates

- **Progress Reporting -** Thank you!
- **February 2025** – EDC-8 "Call for Ideas." This call for ideas period will run through **February 4, 2025.** Ideas should be sent to EDCsuggestions@dot.gov
- **FY25 STIC Incentive Funding Requests** opened on October 1, 2024, and closes on July 1, 2025,

STIC Incentive Applications

For more information on the STIC Incentive Program, please visit http://www.fhwa.dot.gov/stic

- **Overview of Application Process**
  - Describe proposed work, project schedule and budget
  - Comply with the program requirements
  - Each STIC has up to $125,000 per year
  - Please send applications to Giri and I by **7/1/25** (Giri.Venkiteela@dot.nj.gov) (christopher.paige@dot.gov)

CIA TEAM

SAFETY

NJDOT – Dan LiSanti

FHWA – Alan Huff

CIA TEAM

PLANNING & ENVIRONMENT

NJDOT – Sudhir Joshi

FHWA – Sutapa Bandyopadhyay

CIA TEAM

INFRASTRUCTURE PRESERVATION

NJDOT – Shivani Patel

FHWA – Nunzio Merla

CIA TEAM

MOBILITY & OPERATIONS

NJDOT – Vandana Mathur

FHWA – Ek Phomsavath

CIA TEAM

ORGANIZATIONAL SUPPORT & IMPROVEMENT

NJDOT – Kristal Walker

FHWA – Christopher Paige

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Task	Status
Literature review of relationship between quality of streetlighting on pedestrian safety, fatalities, and serious injuries.	Complete
Summary of best practices and recommendations in design guidance for pedestrian-scale lighting, defining specifications of minimum and maximum luminance, illuminance, color-corrected temperature, and fixture spacing, positioning, and height.	Drafted
Draft Pedestrian Scale Lighting resource content outline.	Complete
Final Pedestrian Scale Lighting resource synthesizing best practices in the types of lighting, luminaire placement, and ways to reduce fatalities and serious injuries.	In progress

PEDESTRIAN SCALE LIGHTING RESEARCH & RESOURCE

RUTGERS–NEW BRUNSWICK
Edward J. Bloustein School of Planning and Public Policy
Alan M. Voorhees Transportation Center
Rowan University

NIGHTTIME VISIBILITY FOR SAFETY

- Developing traffic signal pole and mast arm details for signalized intersection installations
- Includes backplates with retroreflective tape on signal indications

CIA TEAM

PLANNING & ENVIRONMENT

NJDOT – Sushant Darji

FHWA – Sutapa Bandyopadhyay

Key Points:

- **Purpose of the Update:** Provide an overview of ongoing and planned initiatives in NJDOT's Core Innovation Areas related to Planning and Environment.

- **Stakeholders Involved:** Collaboration with MPOs, FHWA, NJ Transit, and Port Authority of NY/NJ to support state decarbonization goals and improve transportation infrastructure.

- **Objective:** Ensure alignment with carbon reduction and environmental goals and continue to foster innovation in sustainable transportation planning.

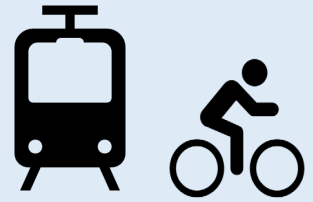
Key Innovation Areas in Transportation Planning

❖ **Electrification and Zero-Emission Vehicles**

- Expand EV infrastructure to support state fleet and public access to charging stations.
- Partner with stakeholders to ensure widespread adoption of electric and alternative fuel vehicles.

❖ **Mass Transit and Active Transportation Promotion**

- Encourage the use of public transportation and active modes (cycling, walking).
- Expand services and infrastructure to reduce Single Occupancy Vehicle (SOV) use and mitigate congestion.



❖ **Smart Traffic Management and Efficient Roadway Operations**

- Implementation of smart traffic systems to optimize flow and reduce congestion, cutting down on emissions.

❖ **Sustainable Construction and Maintenance Practices**

- Use of recycled materials and low-emission construction equipment to support greener road projects.

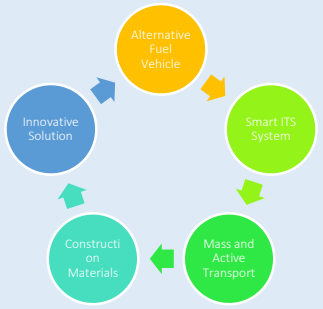
Environmental and GHG Emissions Reduction Strategies

❖ GHG Emissions Reduction Target

- NJDOT's contribution to New Jersey's carbon reduction goals.
- Focus on lowering CO2 emissions through transportation system improvements, including the electrification of transit fleets.

❖ Carbon Reduction Strategies (CRS)

- Inclusion of GHG impacts in the Statewide Transportation Improvement Program (STIP) for clear, data-driven project prioritization.
- CRP projects included in STIP with specific CO2 emission reduction targets.



❖ MPO and Stakeholder Coordination

- Ongoing collaboration with MPOs, NJ Transit, and Port Authority of NY/NJ to ensure strategies align with regional goals.
- Data sharing to track progress toward emissions reduction.

Next Steps & Stakeholder Engagement

❖ Project Ranking & Scoring Criteria for GHG Reduction

- Development and implementation of ranking criteria for carbon reduction projects based on GHG emissions impacts.
- Project prioritization to ensure alignment with state and regional goals.

❖ Ongoing Collaboration

- Continuous engagement with FHWA, MPOs, NJ Transit, and Port Authority of NY/NJ to refine strategies and implement effective solutions.
- Regular updates and data sharing to ensure transparency and successful outcomes.

❖ Funding and Performance Tracking

- Ensure CMAQ and other funding sources are effectively used to meet 4-year GHG reduction targets.
- Implement regular performance tracking and evaluation to adjust strategies as needed.

Conclusion & Call to Action

- Recap of the update on **Core Innovation Areas** and **Planning & Environmental** efforts.
- Emphasize the importance of **continued collaboration** and **data sharing** to achieve NJDOT's **decarbonization goals**.
- **Next steps:** Encourage stakeholder engagement and active participation in ongoing and upcoming projects.

Thank you all for your participation today.

If you have any further questions or need additional information, please feel free to reach out to me.

Sushant Darji – Sushant.Darji@dot.nj.gov
Simon Nwachukwu – Simon.Nwachukwu@dot.nj.gov

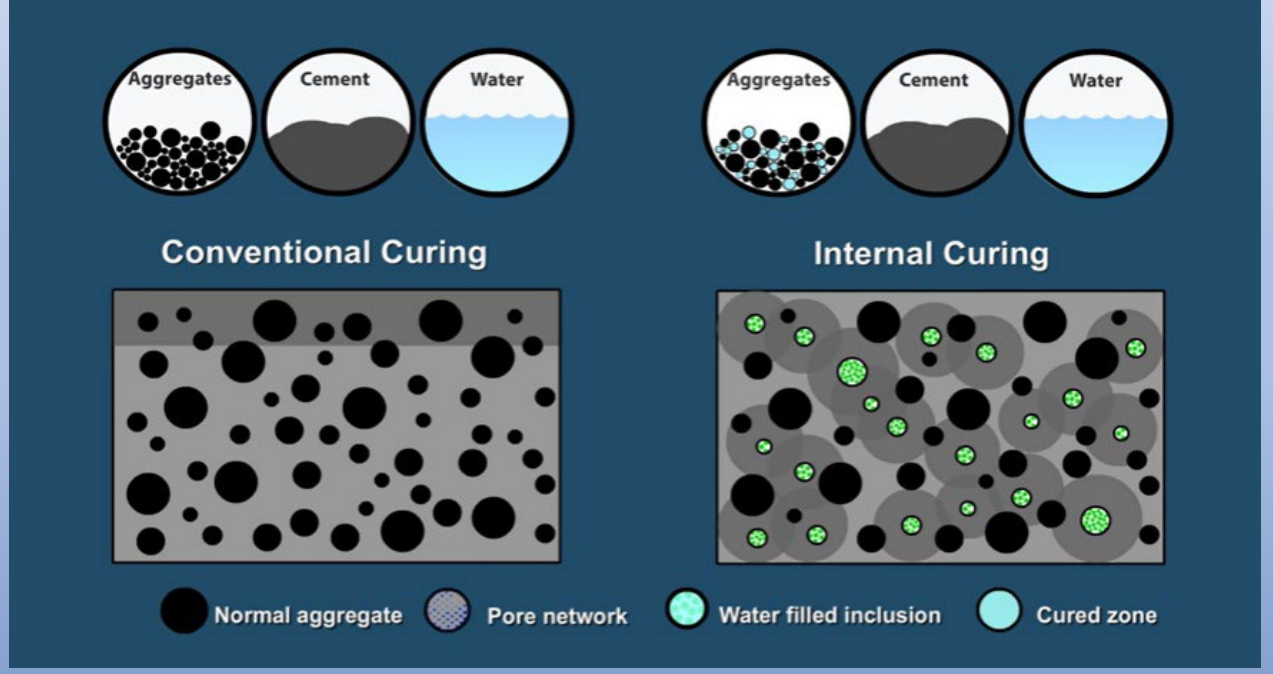
CIA TEAM

INFRASTRUCTURE PRESERVATION

NJDOT – Shivani Patel

FHWA – Nunzio Merla

EDC-7 Enhancing Performance with Internally Cured Concrete (EPIC²)



Purpose:

To implement the use of internally cured concrete to reduce shrinkage cracking and achieve long-term performance in concrete bridges, roads and repairs.

EDC-7 Enhancing Performance with Internally Cured Concrete (EPIC²)

Status:

- Applied for and awarded STIC Incentive program grant of $125,000

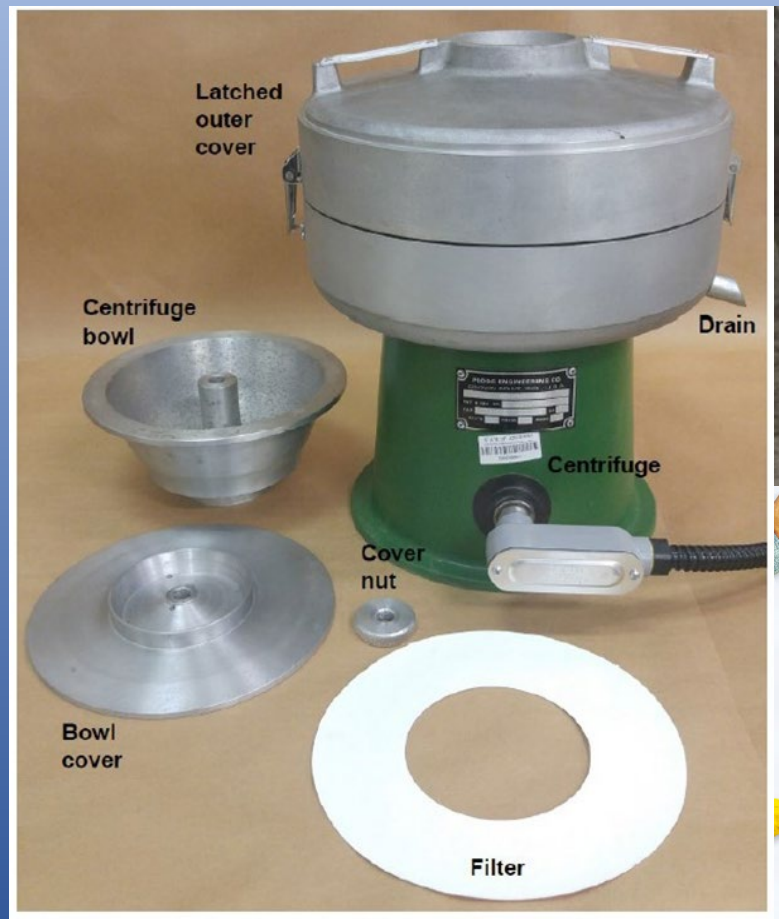


Figure 1—Centrifuge Apparatus (*Source: LTRC/DOTD*)

EDC-7 Enhancing Performance with Internally Cured Concrete (EPIC²)

Status:

- First NJDOT internally cured HPC bridge deck project awarded in October 2024

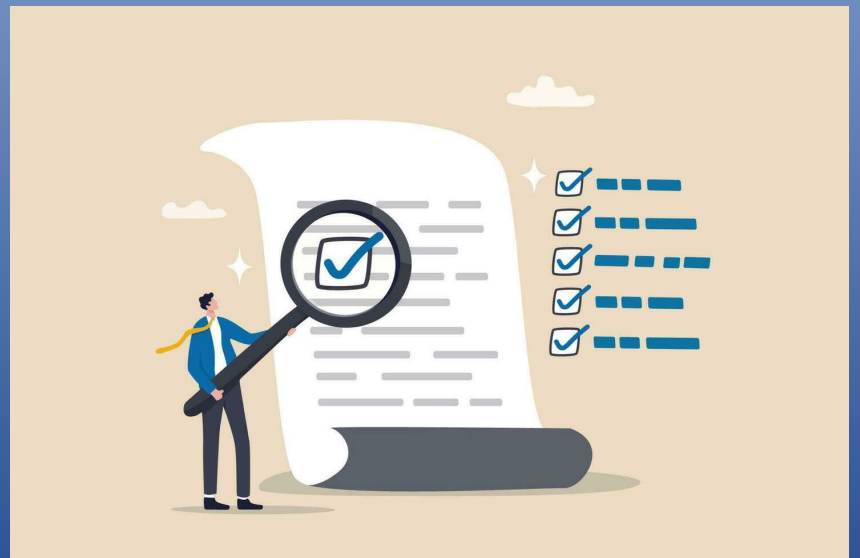
  -N. Munn Ave, Bridge over Rt. 280

- Construction scheduled to begin in Fall 2026

EDC-7 Enhancing Performance with Internally Cured Concrete (EPIC²)

Currently Working on:

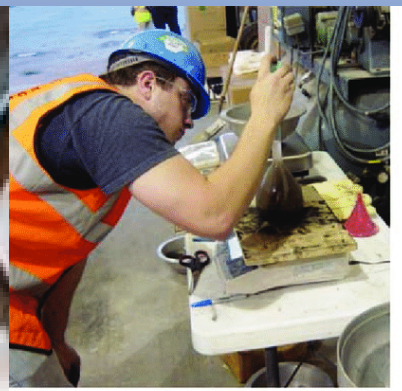
- Preparing for the Final Design Submission of the candidate bridges
- Scoping projects for the candidate bridge list
- Coordinating the purchase of centrifuge apparatuses and other testing equipment



EDC-7
Enhancing Performance with Internally Cured Concrete (EPIC²)

Next Quarter:

- Continue engagement with concrete suppliers
- Purchase testing equipment
- Update the HPIC Specifications



(a)

(b)

(c)

(d)

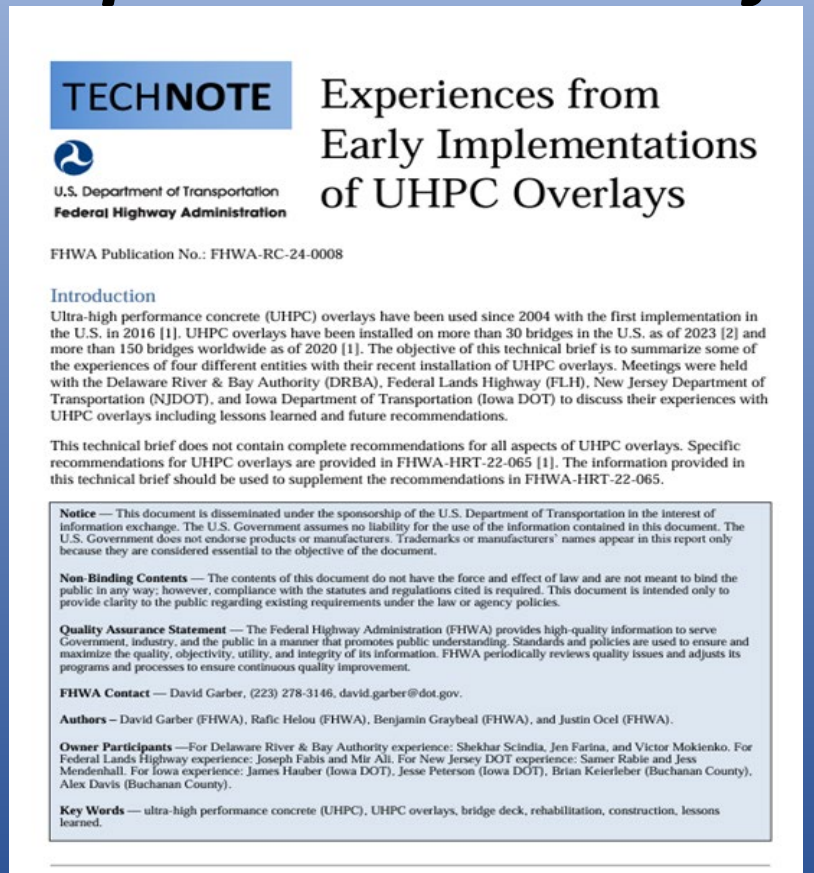
Coming Soon!

- NJDOT will host EPIC² workshop in April 2025

Federal Highway Administration
RESOURCE CENTER

UPDATE on EDC-6 UHPC Innovation

- FHWA publication- "***Experiences from Early Implementations of UHPC Overlays***" released 12/2/24



TECHNOTE

U.S. Department of Transportation
Federal Highway Administration

Experiences from Early Implementations of UHPC Overlays

FHWA Publication No.: FHWA-RC-24-0008

Introduction

Ultra-high performance concrete (UHPC) overlays have been used since 2004 with the first implementation in the U.S. in 2016 [1]. UHPC overlays have been installed on more than 30 bridges in the U.S. as of 2023 [2] and more than 150 bridges worldwide as of 2020 [1]. The objective of this technical brief is to summarize some of the experiences of four different entities with their recent installation of UHPC overlays. Meetings were held with the Delaware River & Bay Authority (DRBA), Federal Lands Highway (FLH), New Jersey Department of Transportation (NJDOT), and Iowa Department of Transportation (Iowa DOT) to discuss their experiences with UHPC overlays including lessons learned and future recommendations.

This technical brief does not contain complete recommendations for all aspects of UHPC overlays. Specific recommendations for UHPC overlays are provided in FHWA-HRT-22-065 [1]. The information provided in this technical brief should be used to supplement the recommendations in FHWA-HRT-22-065.

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Authors – David Garber (FHWA), Rafic Helou (FHWA), Benjamin Graybeal (FHWA), and Justin Ocel (FHWA).

Owner Participants —For Delaware River & Bay Authority experience: Shekhar Scindia, Jen Farina, and Victor Mokienko. For Federal Lands Highway experience: Joseph Fabis and Mir Ali. For New Jersey DOT experience: Samer Rabie and Jess Mendenhall. For Iowa experience: James Hauber (Iowa DOT), Jesse Peterson (Iowa DOT), Brian Keierleber (Buchanan County), Alex Davis (Buchanan County).

Key Words — ultra-high performance concrete (UHPC), UHPC overlays, bridge deck, rehabilitation, construction, lessons learned.

Federal Highway Administration
RESOURCE CENTER

https://www.fhwa.dot.gov/resourcecenter/teams/structures-geotechnical-hydraulics/UHPC_Overlays_TechNote.pdf

EDC-7 Environmental Product Declarations **(EPDs)** for Sustainable Project Delivery

Summary of
Environmental Product Declaration

Central Concrete

Mix 340PG9Q1

San Jose Service Area

EF V2 Gen Use P4000 3" Line 50% SCM

Performance Metrics

28-day compressive strength	4,000 psi
Slump	4.0 in

Environmental Impacts

Impact name	Unit	Impact per m3	Impact per cyd
Total primary energy consumption	MJ	2,491	1,906
Concrete water use (batch)	m3	6.66E-2	5.10E-2
Concrete water use (wash)	m3	8.56E-3	6.55E-3
Global warming potential	kg CO2-eq	271	207
Ozone depletion	kg CFC-11-eq	5.40E-6	4.14E-6
Acidification	kg SO2-eq	2.26	1.73
Eutrophication	kg N-eq	1.31E-1	1.00E-1
Photochemical ozone creation	kg O3-eq	46.6	35.7

A sample EPD for a concrete mix design by Central Concrete Supply Co.

Credit: Central Concrete Supply

Purpose:

To identify and understand the environmental impacts from resource use, energy, and emissions in construction and consider alternatives using third party verified reports.

EDC-7 Environmental Product Declarations **(EPDs)** for Sustainable Project Delivery

Status:

- Coordinated with the New Jersey Asphalt Paving Association for list of BRBC mixture producers

EDC-7 Environmental Product Declarations **(EPDs)** for Sustainable Project Delivery

Currently Working on:

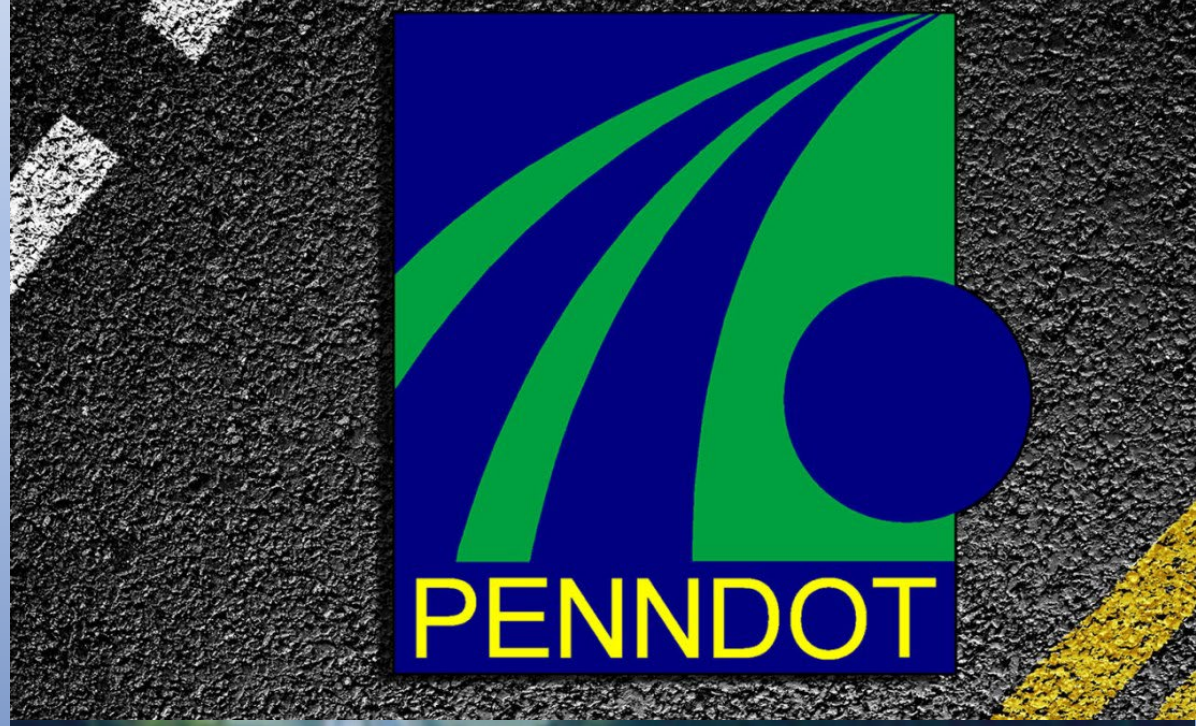
- Effort to create an EPD to produce BRBC mix asphalt

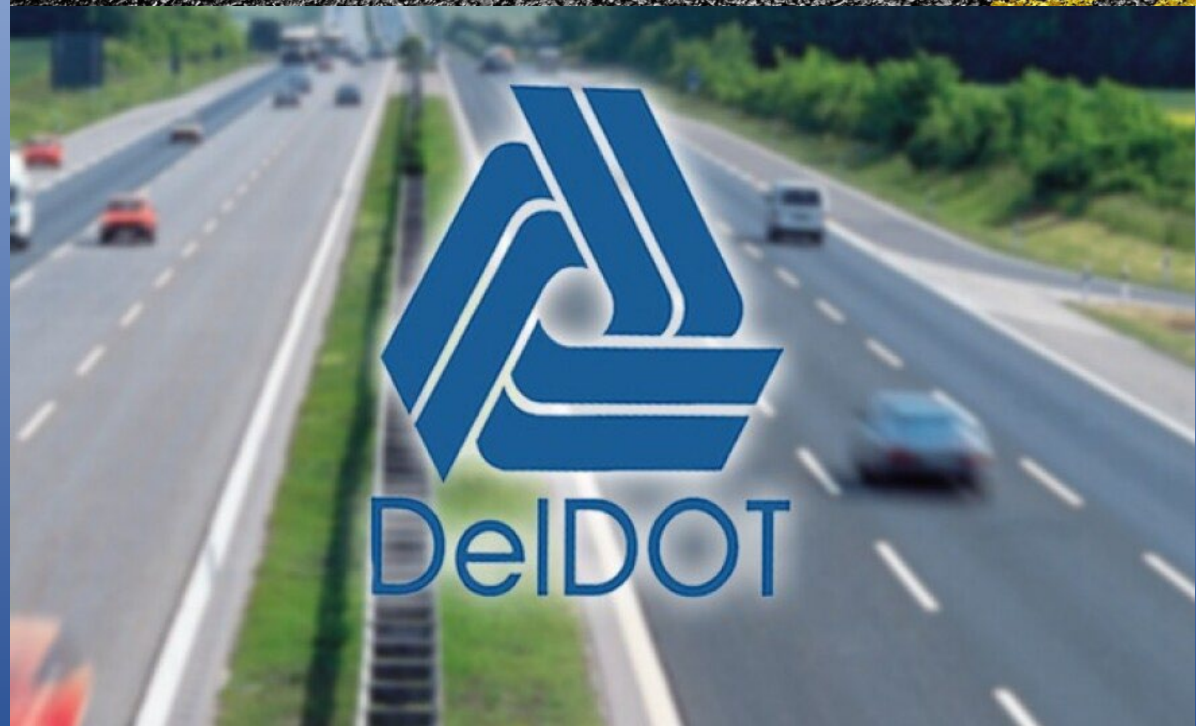
CLIMATE CHALLENGE

Notable EPD Institutionalization Efforts

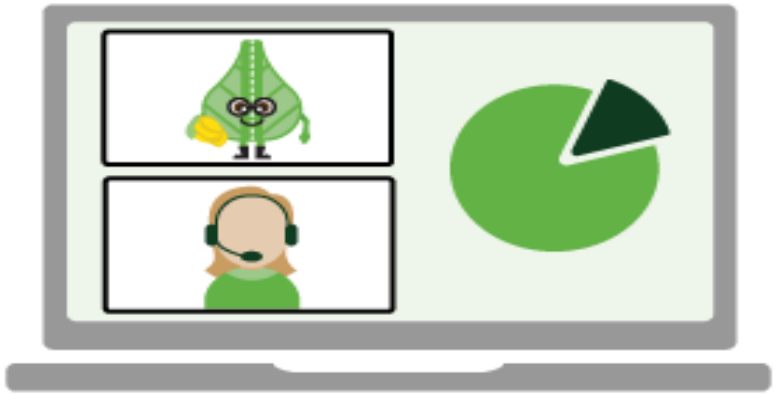
PennDOT-Goal to institutionalize by 2028 through partnership

DelDOT-Goal to use a specification with incentives and disincentives





EDC-7 Environmental Product Declarations **(EPDs)** for Sustainable Project Delivery



Next Quarter:

Continue working on:

- State outreach and research efforts
- Tasks related to FHWA's Climate Challenge

CIA TEAM

MOBILITY & OPERATIONS

NJDOT – Vandana Mathur

FHWA – Ek Phomsavath

EXPANSION OF WEATHER-SAVVY- COMPLETE!

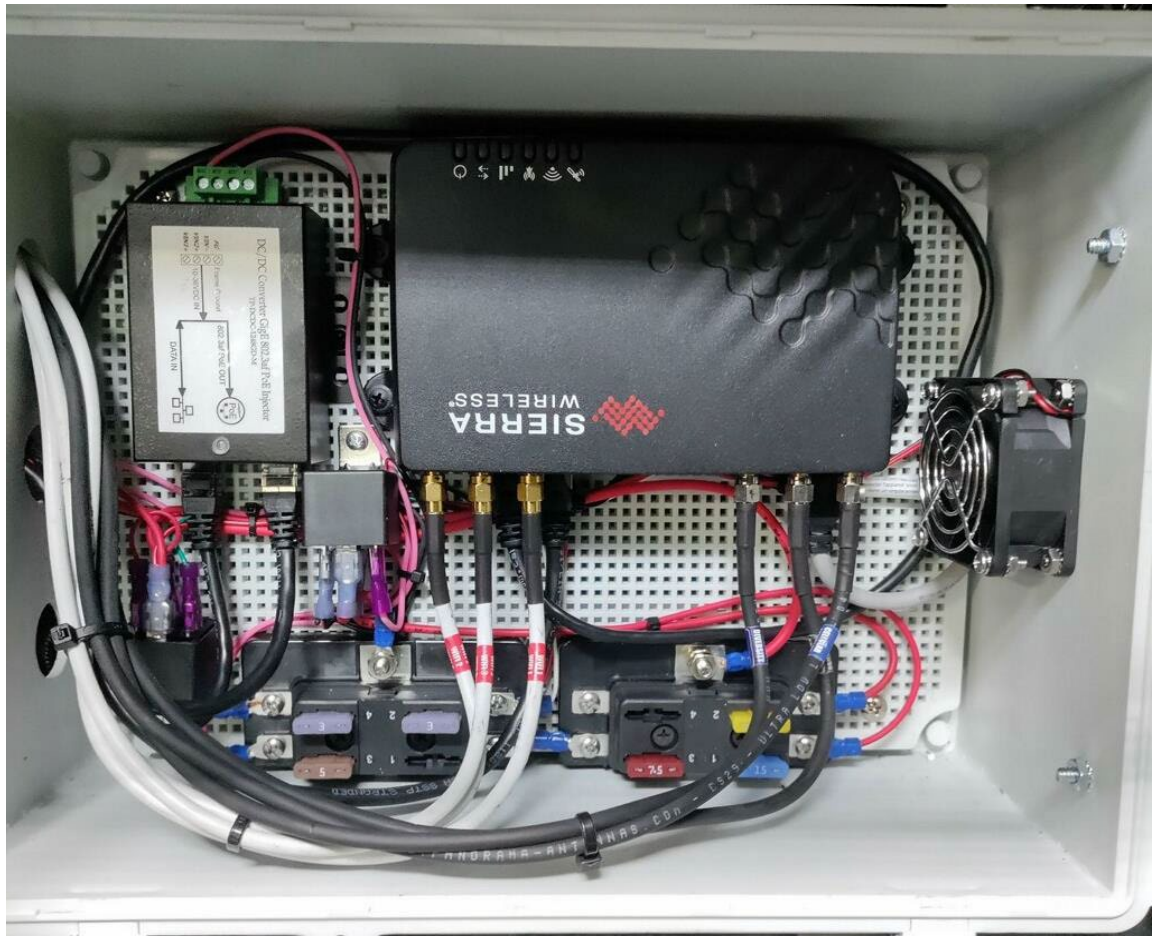
- Installations started in December 2023
- Expanded from 24 to 45 vehicles
- Increased the focus on plows- during a weather event these trucks stay on the road

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

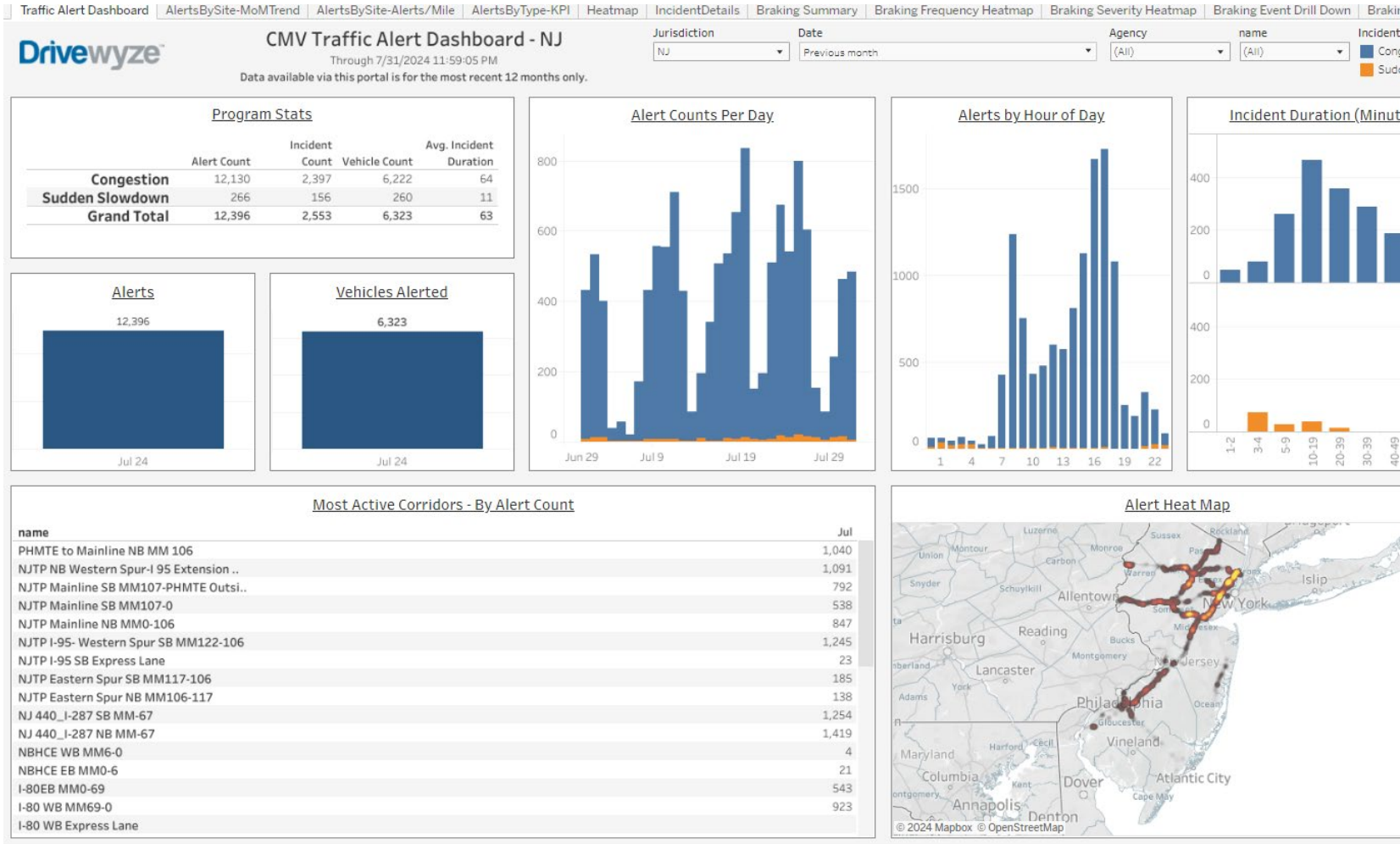


TRUCK PARKING PILOT

- 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

Drivewyze™

Alert Accuracy

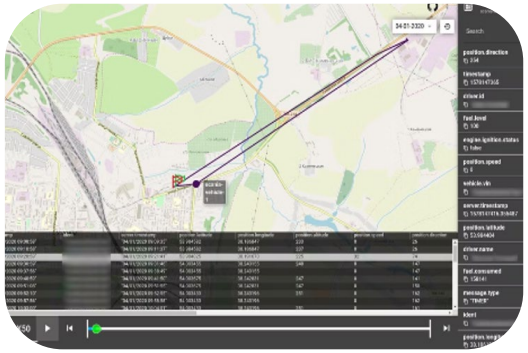
The objective was to verify if Drivewyze accurately identified known static alert locations, ensuring drivers receive timely notifications.

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]

Drivewyze™

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**

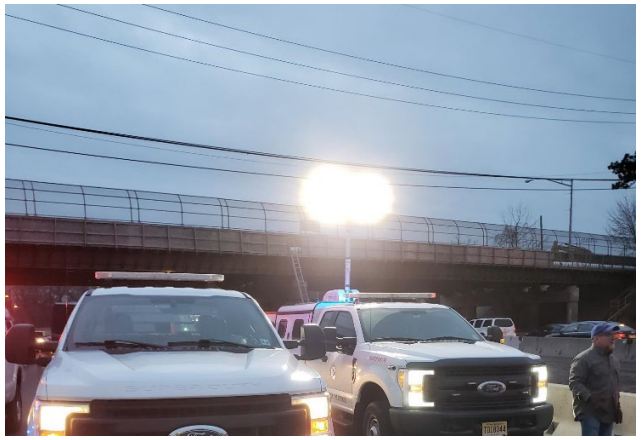
I-287 North [MP 7.0]/I-95 [MP 71.8]

DRIVEWYZE 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

CIA TEAM

ORGANIZATIONAL SUPPORT & IMPROVEMENT

NJDOT – Kristal Walker

FHWA – Chris Paige

Implementation Plans
Development Stage Updates:

Updates

- Funding was approved by FHWA at the end November 2024

New plan is to facilitate an In-house process to hire a Consultant to start the Program

Implementation Plans
Development Stage Updates:

Contractor Compliance unit collaboration efforts continues:

Updates

- Working with the Office of Federal Contractor Compliance (OFCCP) on best practices
- Engaging with State Transportation Agencies with effective Workforce Development Programs
  - ✓ Webinars
  - ✓ OJT Projects

Implementation Plans
Development Stage Updates:

Updates

Contractor Compliance unit collaboration efforts continues :

- The last Construction Contracting Industry meeting was held on December 2, 2024. Topics discussed:

  ✓ Unions & Apprenticeship Programs
  ✓ Concerns rising of the increase of memberships due to aging market
  ✓ Methodologies to increase membership: Spreading awareness to the technical advancement to the Industry

- The next scheduled Construction Contracting Industry meeting will be held on January 2025. Topics discussed:

Now that funding has been established, we're hoping that the Unions will be at the table, not just Union representative and construction contractors.

Thank you!

Feature Presentation

Safe System Approach in New Jersey

Jeevanjot Singh

Safety and Data Development

Safe System Approach in New Jersey

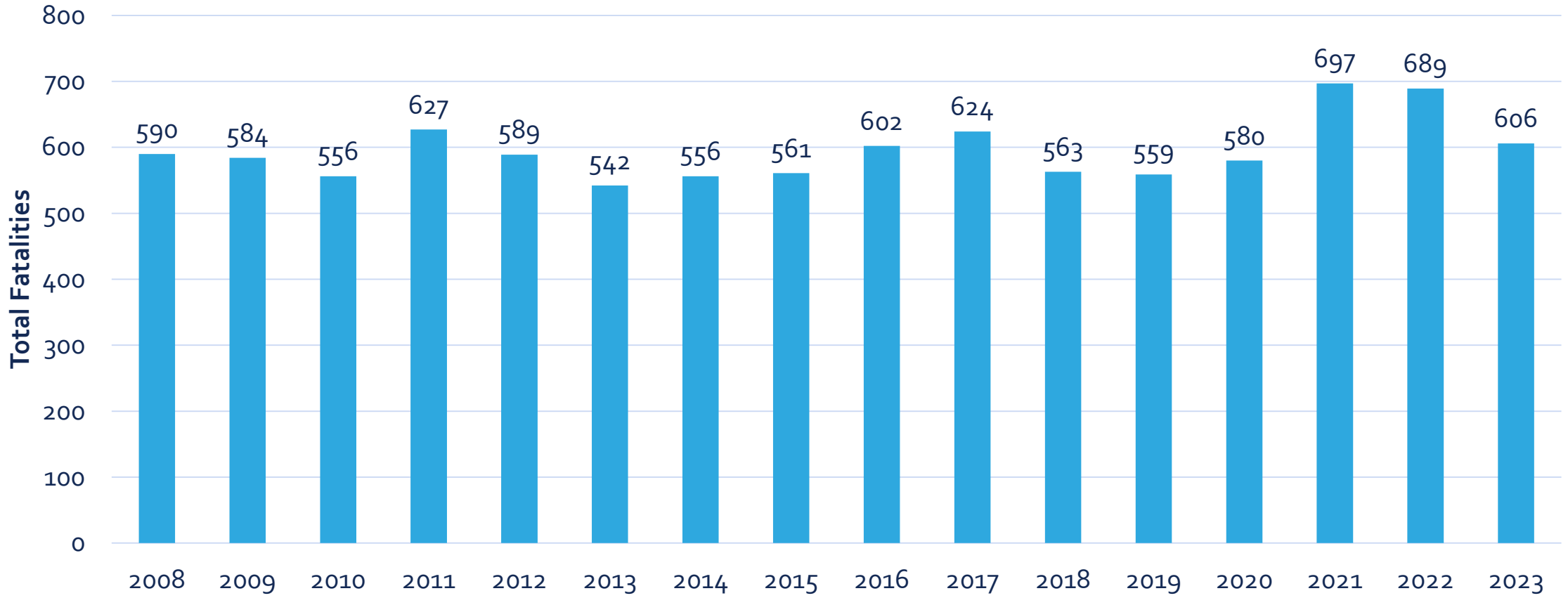
Jeevanjot Singh

Safe System Approach

Imagine our country as a place where *nobody* has to die from crashes.

Why do we need the SSA?

New Jersey Fatalities | 2006-2023



2025 Safety Targets

Performance Measures	2025 Annual Target
Number of fatalities	494
Rate of fatalities[1]	0.65
Number of serious injuries	2032.8
Rate of serious injuries[1]	2.66
Number of non-motorized fatalities & serious injuries	568

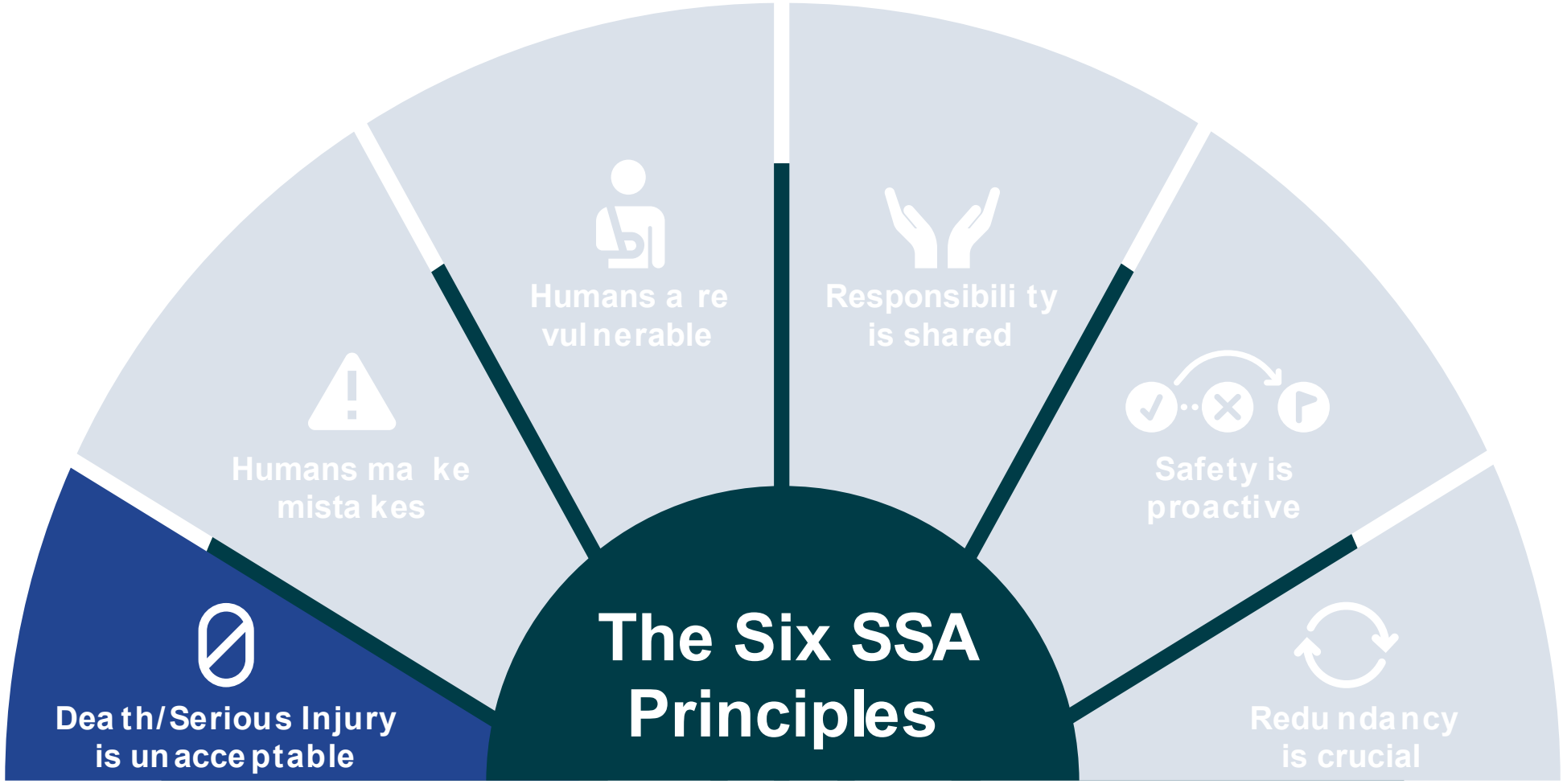
[1] Rate per 100,000 VMT

What is a Safe System Approach (SSA)?

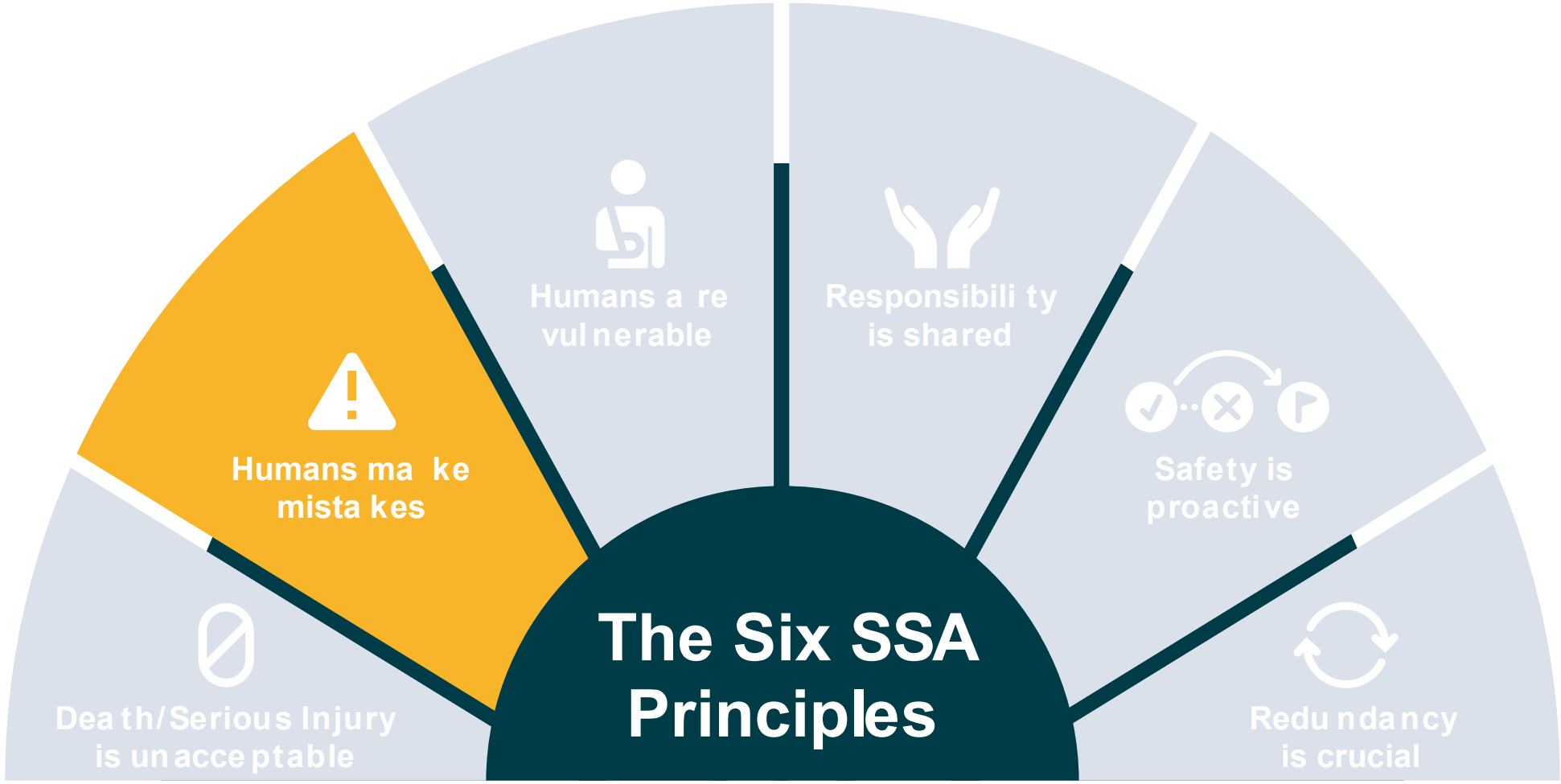
- SSA focuses on eliminating fatalities and serious injuries.
  - ***2025 Safety Targets!***
- It is a paradigm shift of thinking about roadway safety.
- The SSA is an effective way to address and mitigate inherent risks.
- SSA is a continuum.

The Six SSA Principles

The Six SSA Principles



The Six SSA Principles



The Six SSA Principles

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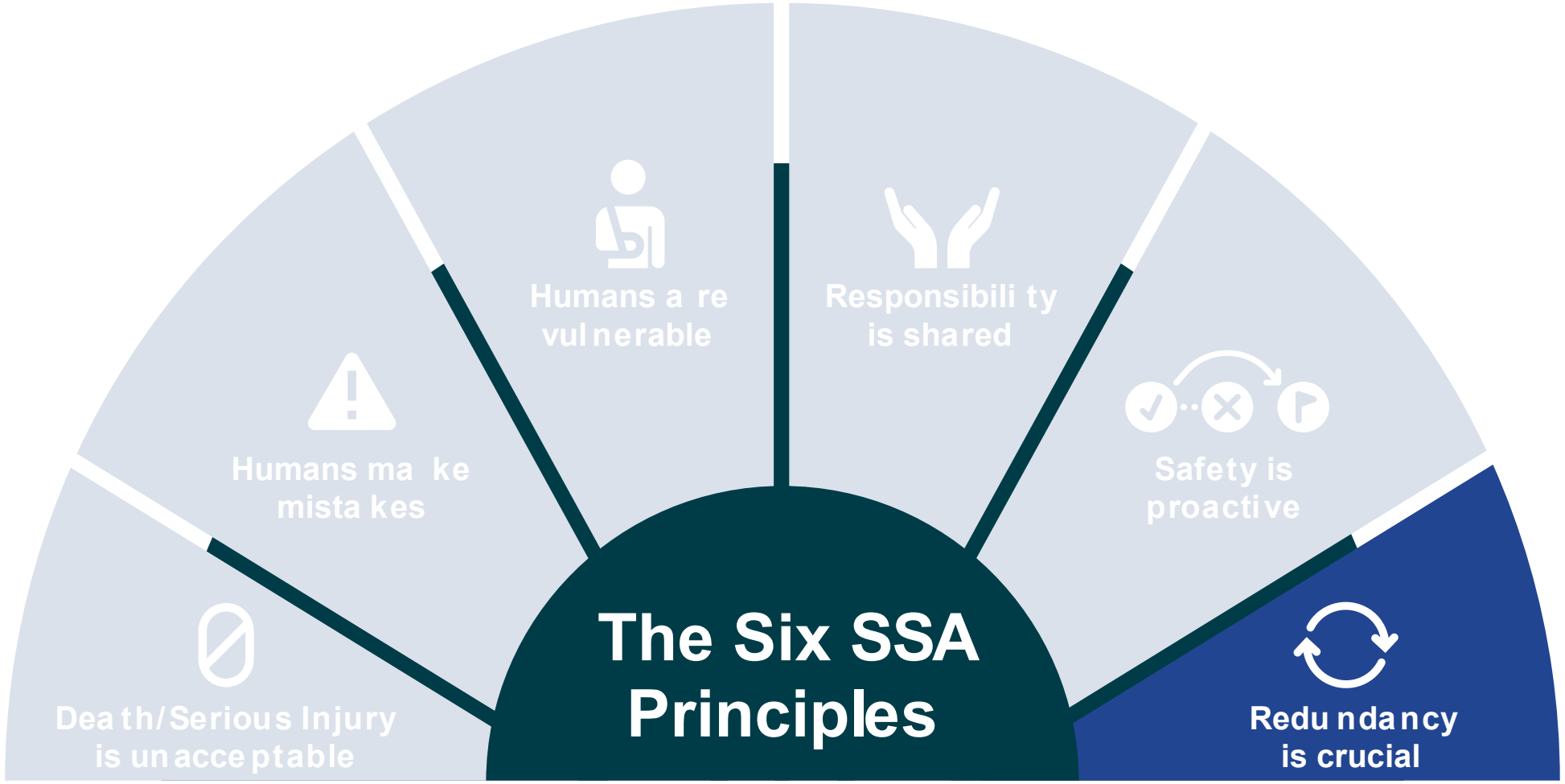
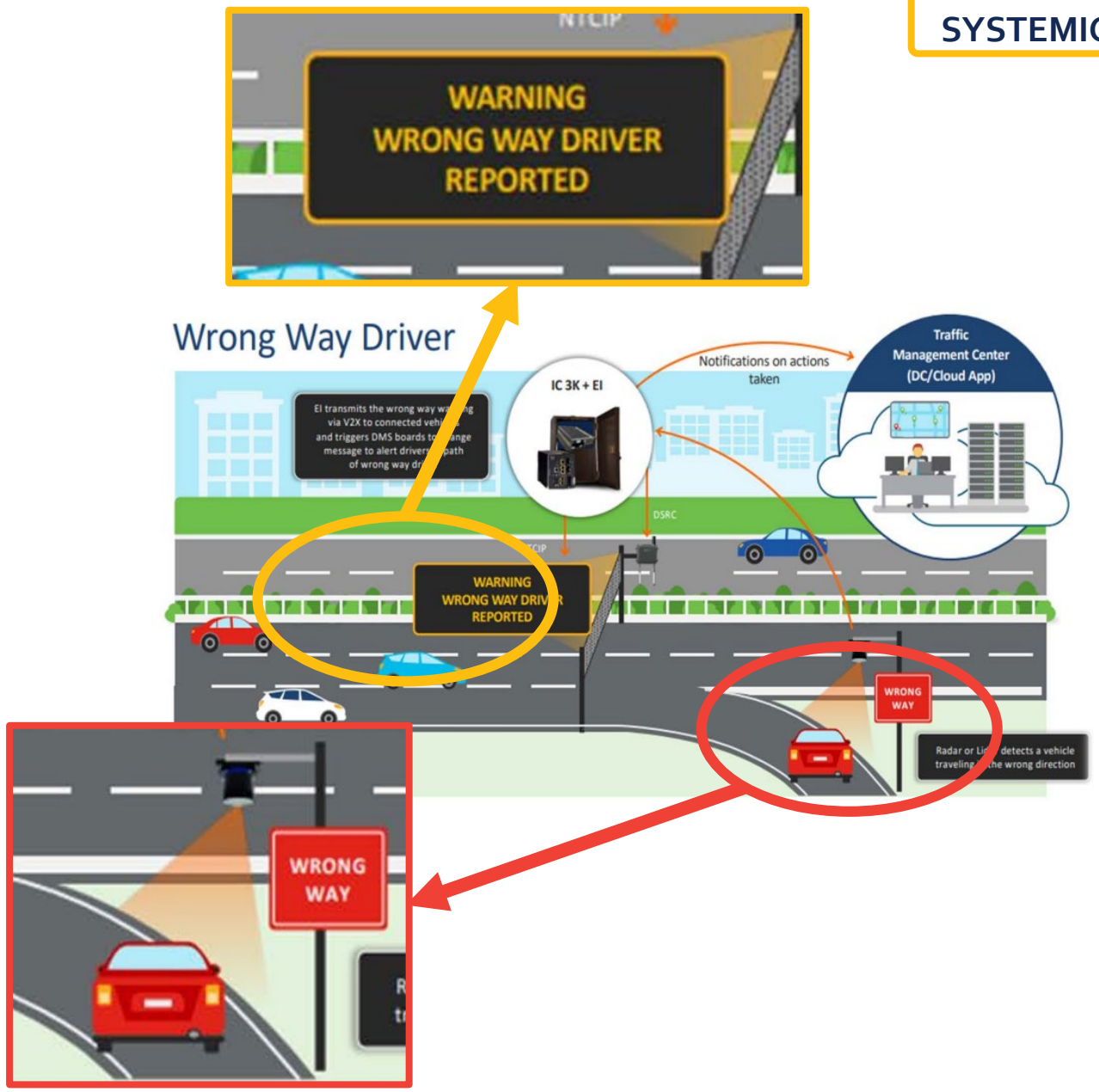


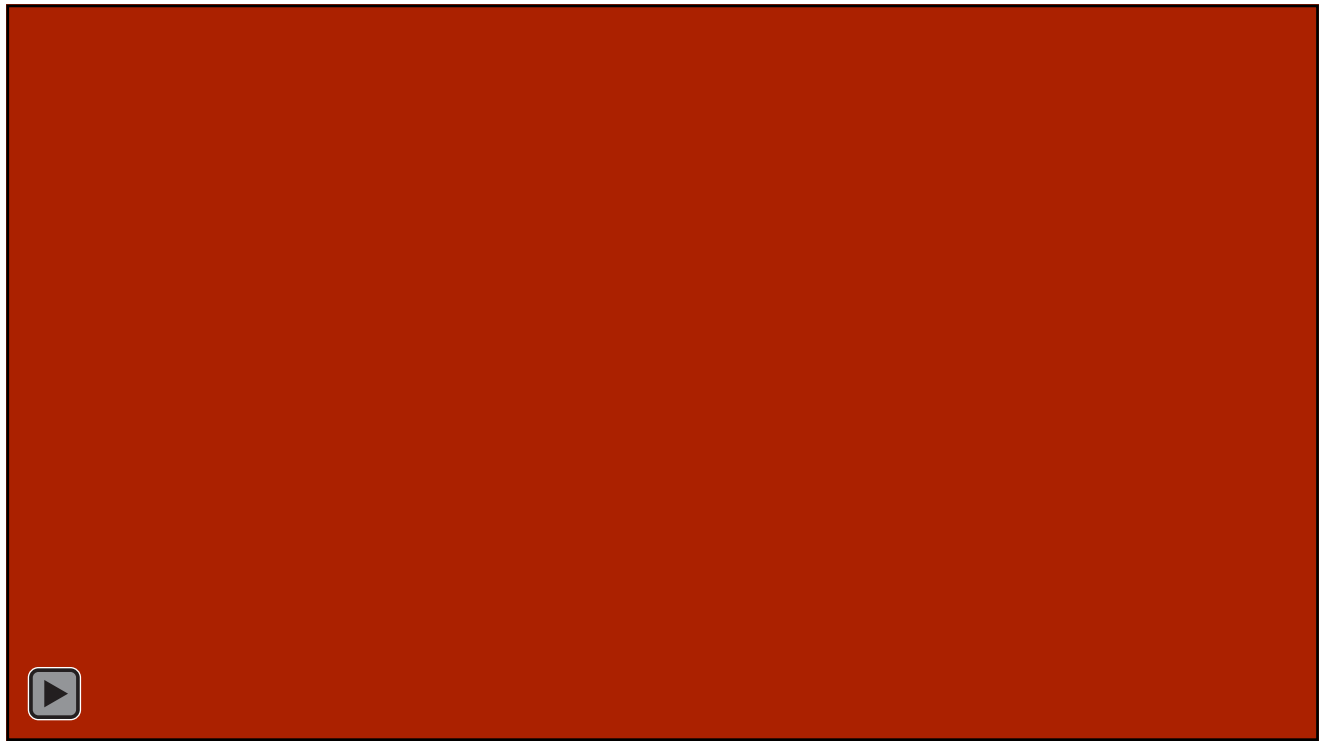
SYSTEMIC

Wrong-Way Driving (WWD) Detection

- Dynamic Flashing Warning Lights activated by wrong-way driver
  - Paired with additional signing and pavement markings
- Analyzing roadway attributes to identify locations for WWD detection.
- *NJ Project Highlight*: Rt. 80
  - 26-mile stretch from Landing Rd (CR 631) to Riverview Dr (CR 640)



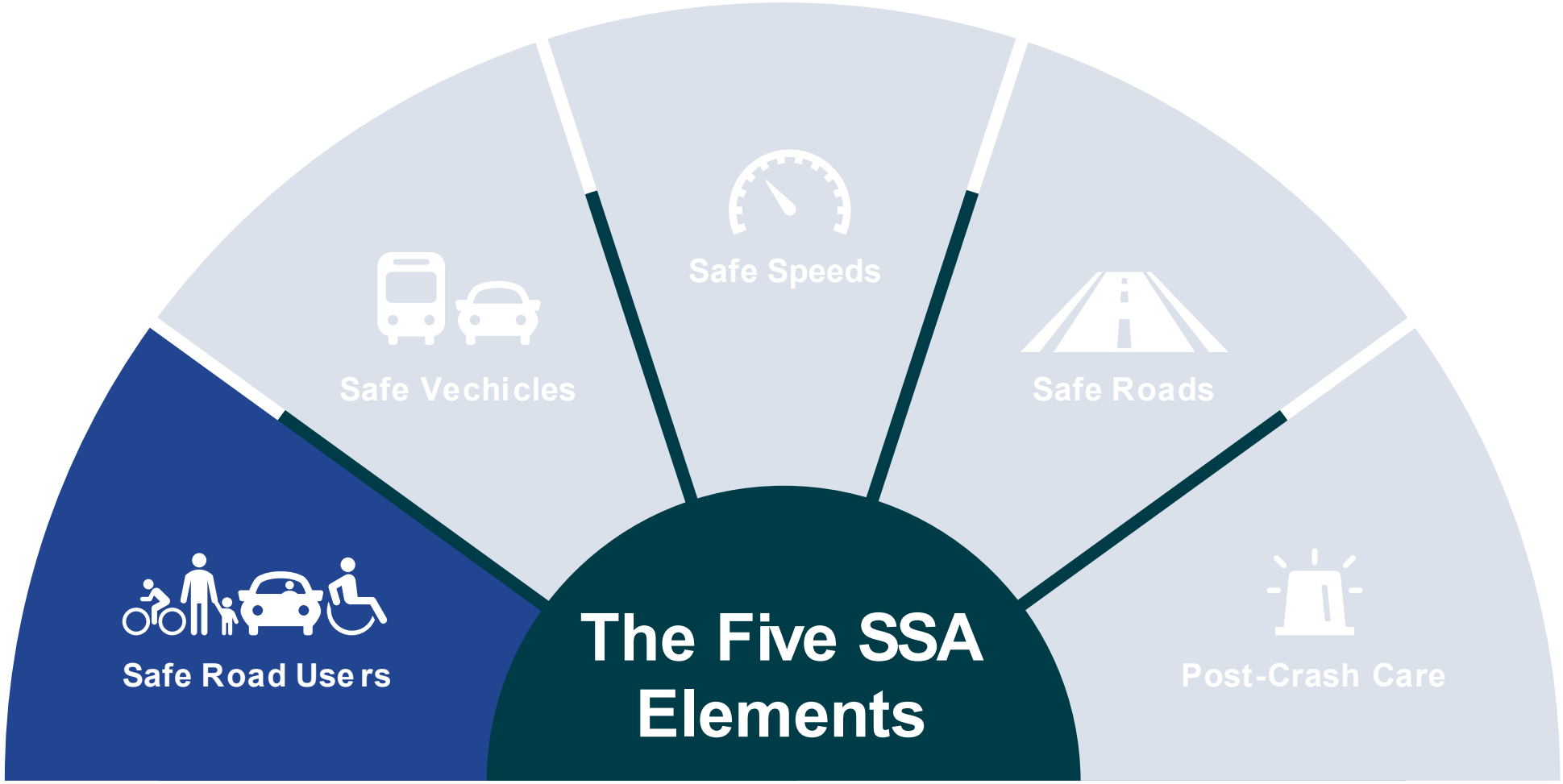
Wrong-Way Driving Detection in Action



NB US 1 at Old Post Road (Edison, NJ)
Wrong-Way Driving Detection System

The Five SSA Elements

The Five SSA Elements



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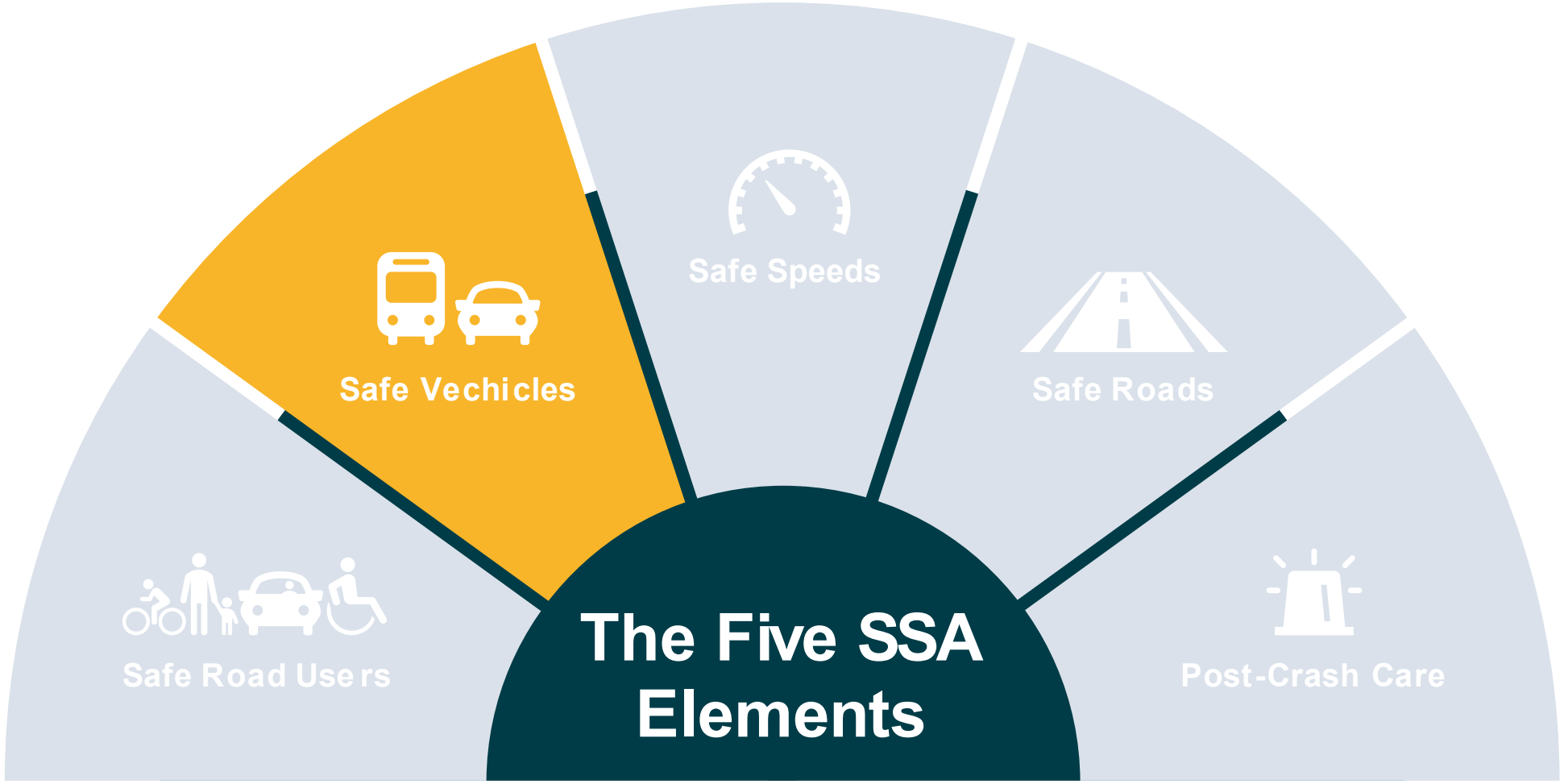
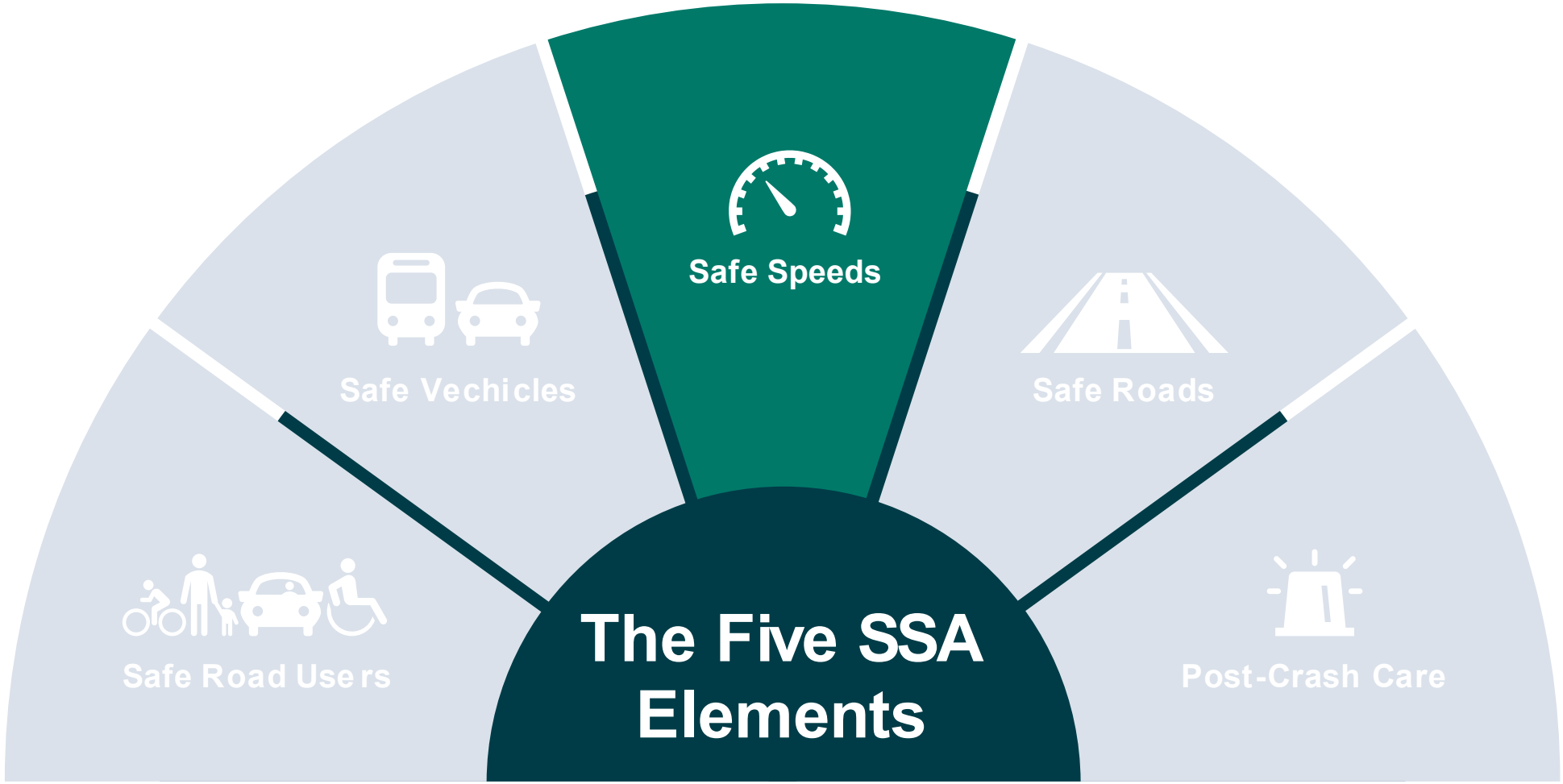


The Five SSA Elements



The Five SSA Elements

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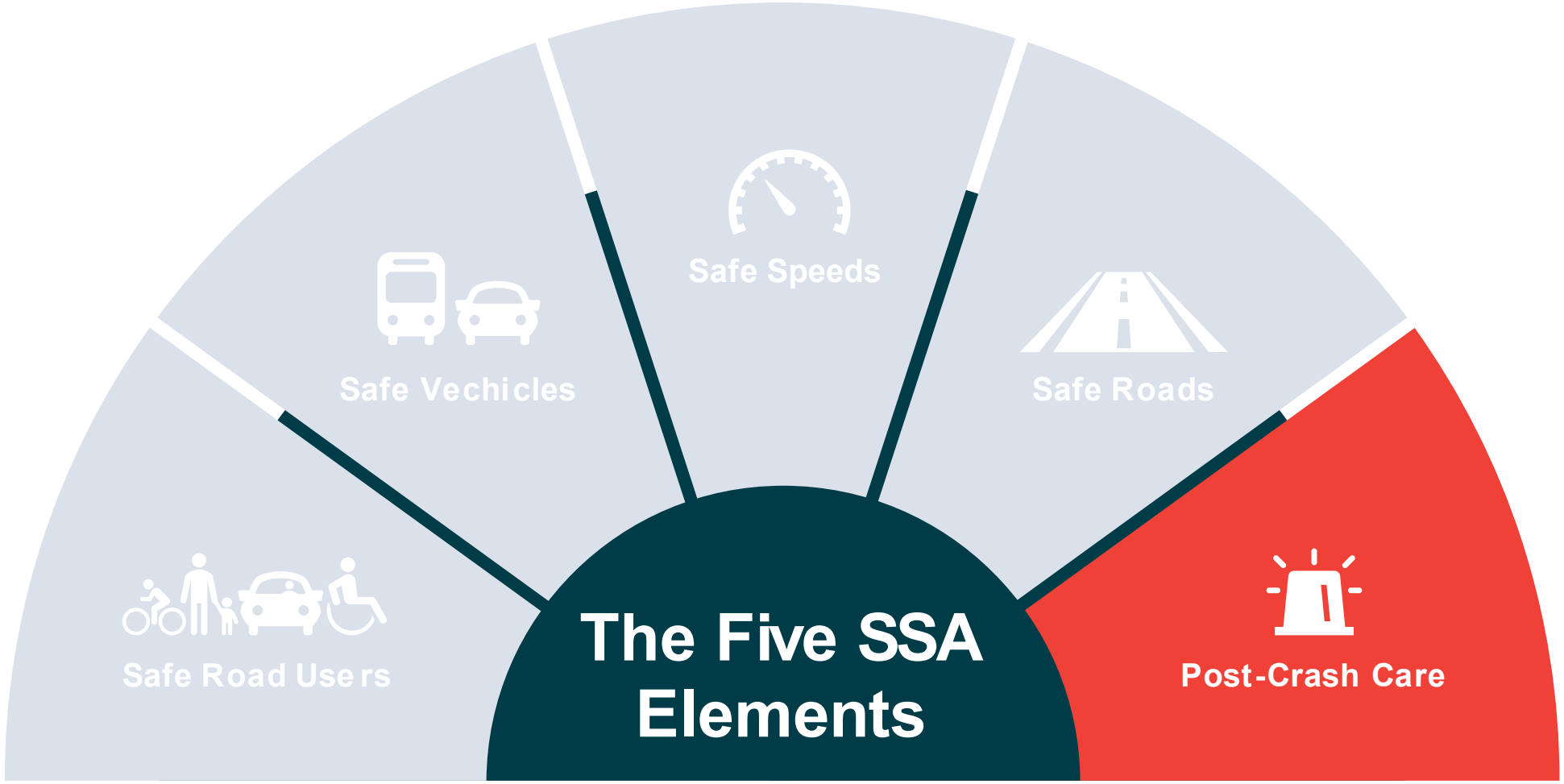
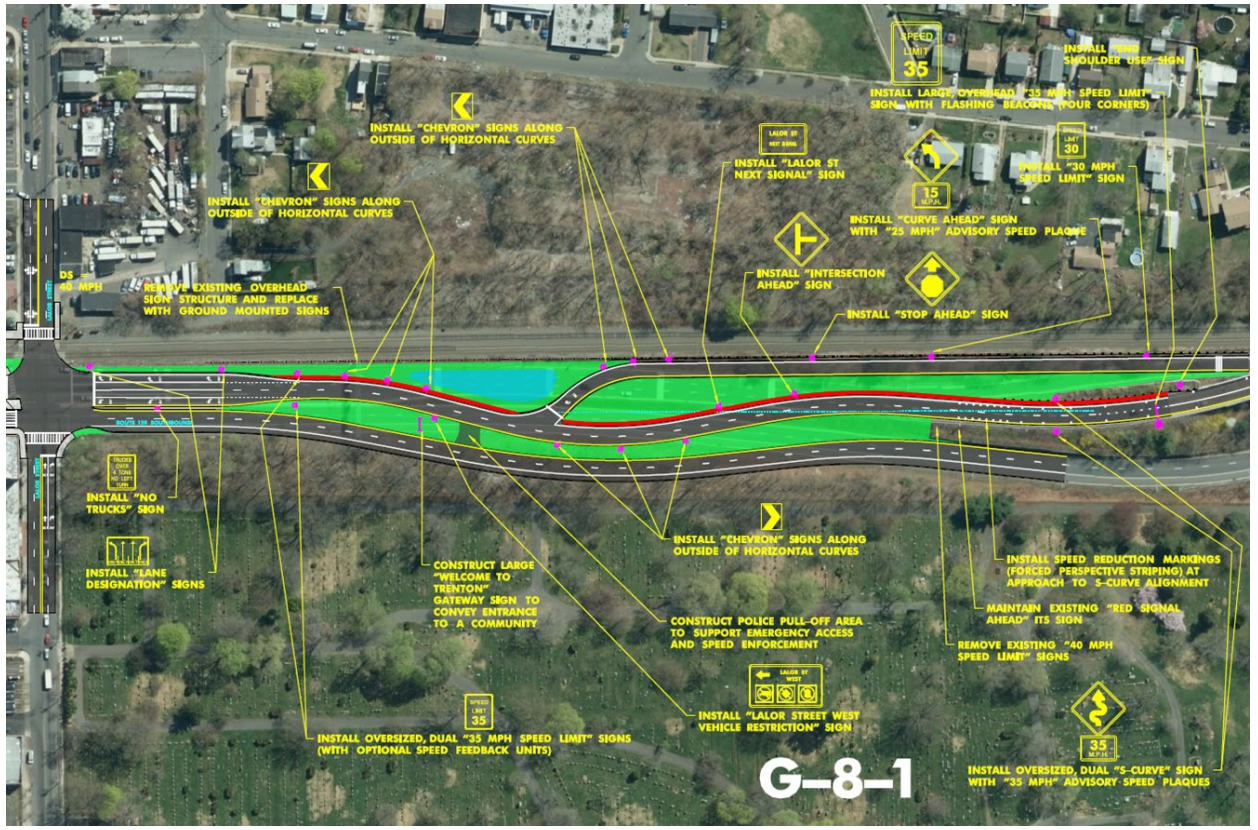


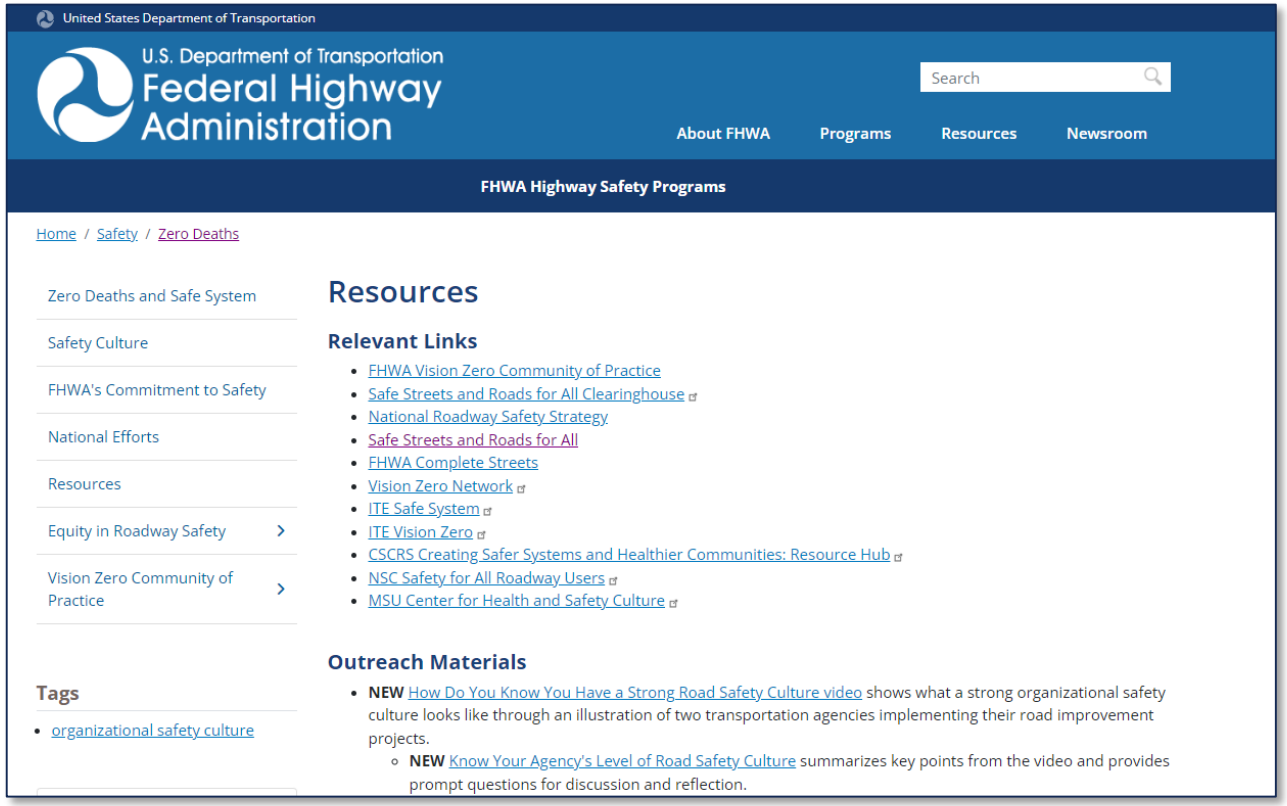
Project Highlight – Route 129, Mercer County

- Pedestrian and bike safety improvements
- Interim short-term improvements
  - Red Clearance Extension
- Designing for target speed
  - Existing posted speed = 45mph
  - Target speed = 35mph
  - Proposed posted speed = 30mph



Available FHWA Tools & Resources

highways.dot.gov/safety/zero-deaths/resources



Safe System Road Design Hierarchy (RDH)

- RDH is a **tool based on SSA principles and elements** to think about planning and designing safer roads.
- Consists of **four tiers** of potential solutions.
- **Tier one strategies most closely align with a safe system** and should be prioritized.

based on FHWA graphic

Safe System Project-Based Alignment Framework

Qualitative prompts to consider other SSA elements + equity

Quantitative scoring matrix to evaluate:

Exposure
Likelihood
Severity

Source: FHWA

SSA Workshop

- Multiagency collaboration
- Understand SSA
- Identify opportunities for implementation
- Identify needs to build momentum

Upcoming SSA Training

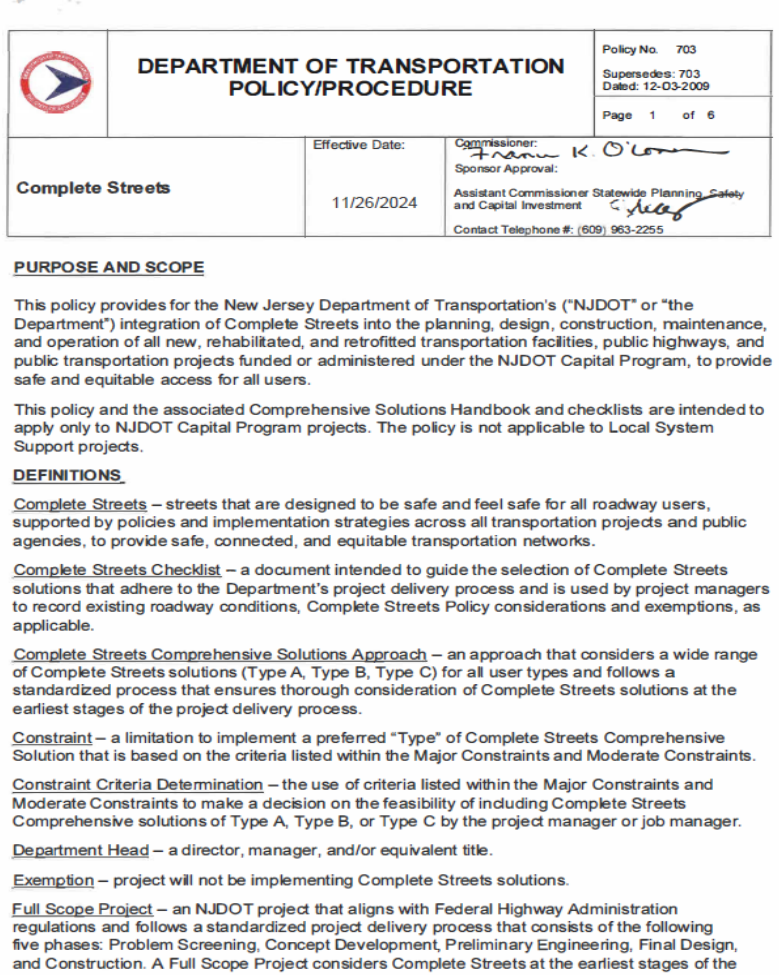
Training objectives:

- Introduce Safe System Approach
- Recognize Personal and Professional Role in Implementation
- Key Takeaways
  - Principles based
  - Strengthen all five elements
  - Introduce Tools
  - We all play a role and that can start today!

Practitioners with day-to-day roles planning, designing, operating, maintaining and enforcing our system

Updated NJDOT Complete Streets Policy

- Policy No. 703 – Effective 11/26/24
- Promotes a "**comprehensive, integrated, connected multimodal network** by providing connections to bicycling and walking trip generators…"
  - Consideration of users of ***ALL*** modes
- Complete Streets Checklist for limited & full scope projects



DEPARTMENT OF TRANSPORTATION
POLICY/PROCEDURE

Policy No. 703
Supersedes: 703
Dated: 12-03-2009
Page 1 of 6

Complete Streets

Effective Date: 11/26/2024

Commissioner: Francis K. O'Connor
Sponsor Approval:
Assistant Commissioner Statewide Planning, Safety and Capital Investment
Contact Telephone #: (609) 963-2255

I. PURPOSE AND SCOPE

This policy provides for the New Jersey Department of Transportation's ("NJDOT" or "the Department") integration of Complete Streets into the planning, design, construction, maintenance, and operation of all new, rehabilitated, and retrofitted transportation facilities, public highways, and public transportation projects funded or administered under the NJDOT Capital Program, to provide safe and equitable access for all users.

This policy and the associated Comprehensive Solutions Handbook and checklists are intended to apply only to NJDOT Capital Program projects. The policy is not applicable to Local System Support projects.

II. DEFINITIONS

Complete Streets – streets that are designed to be safe and feel safe for all roadway users, supported by policies and implementation strategies across all transportation projects and public agencies, to provide safe, connected, and equitable transportation networks.

Complete Streets Checklist – a document intended to guide the selection of Complete Streets solutions that adhere to the Department's project delivery process and is used by project managers to record existing roadway conditions, Complete Streets Policy considerations and exemptions, as applicable.

Complete Streets Comprehensive Solutions Approach – an approach that considers a wide range of Complete Streets solutions (Type A, Type B, Type C) for all user types and follows a standardized process that ensures thorough consideration of Complete Streets solutions at the earliest stages of the project delivery process.

Constraint – a limitation to implement a preferred "Type" of Complete Streets Comprehensive Solution that is based on the criteria listed within the Major Constraints and Moderate Constraints.

Constraint Criteria Determination – the use of criteria listed within the Major Constraints and Moderate Constraints to make a decision on the feasibility of including Complete Streets Comprehensive solutions of Type A, Type B, or Type C by the project manager or job manager.

Department Head – a director, manager, and/or equivalent title.

Exemption – project will not be implementing Complete Streets solutions.

Full Scope Project – an NJDOT project that aligns with Federal Highway Administration regulations and follows a standardized project delivery process that consists of the following five phases: Problem Screening, Concept Development, Preliminary Engineering, Final Design, and Construction. A Full Scope Project considers Complete Streets at the earliest stages of the

Vision for SSA in New Jersey

Safer roadways start here.

REMINDERS & ANNOUNCEMENTS

NJDOT Tech Transfer Website
www.njdottechtransfer.net

NJ STIC Website
www.njdottechtransfer.net/nj-stic/

NJ Transportation Ideas Portal

Welcome! The New Jersey Department of Transportation's Bureau of Research uses this website to gather and share ideas from NJDOT's research customers and other transportation stakeholders.

Research Ideas. We seek to fund research that leads to implementation – to the testing and adoption of new materials and technologies, to better specifications and to greater efficiency. We strive to discover and advance feasible solutions for more durable infrastructure, greater environmental protection and resilience, and improved mobility and safety for residents, workers and visitors.

Innovation Ideas. We encourage the deployment of innovations and knowledge transfer. We work with the New Jersey State Transportation Innovation Council (NJ STIC) whose mission is to identify, evaluate, and where possible, rapidly deploy new technologies and process improvements that will accelerate project delivery and improve the quality of NJ's transportation network.

BUREAU OF RESEARCH

DUE December 31st

njdottechtransfer.ideascale.com

The call for ideas is now open through **February 4, 2025**, for State Transportation Innovation Council (STIC) to send proven, market-ready, transformative innovations that could be part of the next round of EDC, which is **EDC-8**

STIC INCENTIVE PROGRAM

NJDOT Tech Transfer Website
https://www.njdottechtransfer.net/new-jersey-stic-requests/

Selection Criteria
Eligible Projects/Activities
How to Apply
List of Projects

https://www.fhwa.dot.gov/innovation/stic/incentive_project/

NJDOT LCTM GRANT PROGRAM

State DOT Grant Award Recipients - Low-Carbon Transportation Materials Grants Program - Federal Highway Administration

- NJDOT awarded $27.85 million grant for LCTM program
- BRIIT is leading this effort
- The duration of the NJDOT-LCTM Program is 2025-2031

NEXT MEETING

NJ STIC 2025 1st Triannual Meeting – April 30th 10:00am - 12:00pm

NEXT CIA TEAM
FEATURE PRESENTATION

INFRASTRUCTURE PRESERVATION

THANK YOU!

www.NJDOTtechtransfer.net/NJ-STIC

NJDOT Bureau of Research
(609) 963-2242