



Your Local Technology Transfer Newsletter



Share Your Ideas on the NJ Transportation Research Ideas Site

The New Jersey Department of Transportation's (NJDOT) Bureau of Research invites you to share your ideas on the NJDOT Transportation Research Ideas site.

WHAT IS IT? The NJ Transportation Research Ideas website, is a collaborative online platform where you can post, share, and vote to show your support for the best research ideas.

WHO SHOULD PARTICIPATE? We seek innovative research ideas and workable solutions to the issues that New Jersey faces that affect the safety, mobility and accessibility of New Jersey's residents, workers, visitors and businesses.

- ◆ **MPOs, County or Local Governments, Industry and Trade, University or NGOs.** Share your insights and experience and put forward the research ideas that deserve greater attention and funding.
- ◆ **NJDOT, NJ TRANSIT and the NJ Motor Vehicle Commission.** Now is the time to identify the research needed to demonstrate, evaluate and deploy innovation solutions, and address the critical and emerging transportation needs that New Jersey faces. Become a "champion" for timely and relevant research.

HOW DO I REGISTER? Register at the NJ Transportation Research Ideas website welcome page here: <https://njdottechtransfer.ideascale.com>. If you registered in the last two years, you will not need to register again.

HOW DO I SUBMIT AN IDEA? Only registered participants can log in to submit a new idea or vote on other ideas to show your support. Once you are registered, you may submit ideas at any time. Just click the "Submit New Idea" button in the right hand corner and you'll be directed to share your ideas. All we need is a title and a description - although the more detailed, the better!

WHAT HAPPENS NEXT? Research ideas need to be submitted no later than December 31, 2019 to be considered for the next round of research RFPs. The NJDOT Research Oversight Committee (ROC) will prioritize research ideas after this date, and high priority research needs will be posted for proposals.

If you have further questions, e-mail ideas@njdottechtransfer.net

Issue Highlights

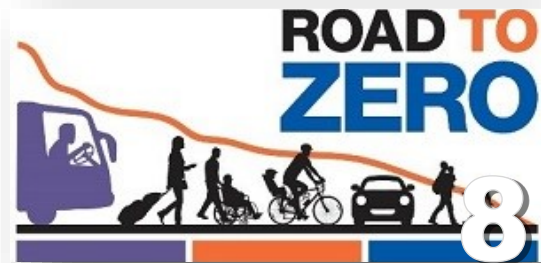
Is it a Plan? Is it a Policy? Yes! It's STEP Integration!

Learn what NJDOT and other State DOTs shared as noteworthy practices on how they integrate STEP into existing State plans, policies, and programs.



Getting to Zero Together: A National Safety Engineers Peer Exchange

Learn what came out of this year's Peer Exchange featuring nearly 200 State Safety Engineers, FHWA, and American Association of State Highway Transportation Officials.



Winter Road Maintenance Strategies

Weather affects the performance of the Nation's highway system every day. See how you can combat Rain, snow, ice, on your local roads that are responsible for so many crashes every year.



Traveling Safely Around Large Trucks in Work Zones

On average, 700 fatalities occur in work zones each year. See how you can safely navigate commercial motor vehicle (CMV) and passenger vehicle drivers when traveling through work zones.



The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) are composed of a network of 58 Centers – one in every state, Puerto Rico and regional Centers serving tribal governments. The LTAP/TTAP Centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse,

Winter Driving Tips

When the chilly temperatures of winter set in, will your vehicle be ready for the cold? In New Jersey we are always likely to get lots of snow and ice; are you prepared to drive in those conditions? Planning and preventative maintenance are important year-round—but especially when it comes to winter driving



Know Your Car

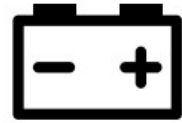
Every vehicle handles differently; this is particularly true when driving on wet, icy, or snowy roads. Take time now to learn how your vehicle handles under winter weather driving conditions. Before driving your vehicle, clean snow, ice or dirt from the windows, the forward sensors, headlights, tail lights, backup camera and other sensors around the vehicle. Sharpen your winter weather driving skills and know how your vehicle handles in snowy conditions by practicing in an empty parking lot. See your vehicle's manual to familiarize yourself with the features on your vehicle—such as antilock brakes and electronic stability control—and how the features perform in slippery conditions. For example, your vehicle or pedals may pulsate when controlling traction.



Stock your Vehicle

Carry items in your vehicle to handle common winter driving-related tasks, such as cleaning off your windshield, as well as any supplies you might need in an emergency. Keep the following in your vehicle:

- Snow shovel, broom, and ice scraper.
- Abrasive material such as sand or kitty litter, in case your vehicle gets stuck in the snow.
- Jumper cables, flashlight, and warning devices such as flares and emergency markers.
- Blankets for protection from the cold.
- A cell phone with charger, water, food, and any necessary medicine (for longer trips or when driving in lightly populated areas).



Driving in Winter Conditions Around Snow Plows

- Drive slowly. It's harder to control or stop your vehicle on a slick or snow-covered surface. On the road, increase your following distance enough so that you'll have plenty of time to stop for vehicles ahead of you.
- Know whether your vehicle has an antilock brake system and learn how to use it properly. Antilock brake systems prevent your wheels from locking up during braking. If you have antilock brakes, apply firm, continuous pressure to the brake pedal. If you don't have antilock brakes, you may need to pump your brakes if you feel your wheels starting to lockup.
- Don't crowd a snow plow or travel beside it. Snow plows travel slowly, make wide turns, stop often, overlap lanes, and exit the road frequently.
- The road behind an active snow plow is safer to drive on. If you find yourself behind a snow plow, stay behind it or use caution when passing.
- When you are driving behind a snow plow, don't follow or stop too closely. A snow plow operator's field-of-vision is limited; if you can't see the mirrors, the driver can't see you. Also, materials used to de-ice the road could hit your vehicle.
- Snow plows can throw up a cloud of snow that can reduce your visibility to zero in less time than you can react. Never drive into a snow cloud – it can conceal vehicles or hazards.



Bikeway Selection Guide: Accelerating the Delivery of Bicycle Networks

FHWA recently released its Bikeway Selection Guide, a resource to help transportation practitioners make decisions that accelerate the delivery of high-quality bicycle networks.

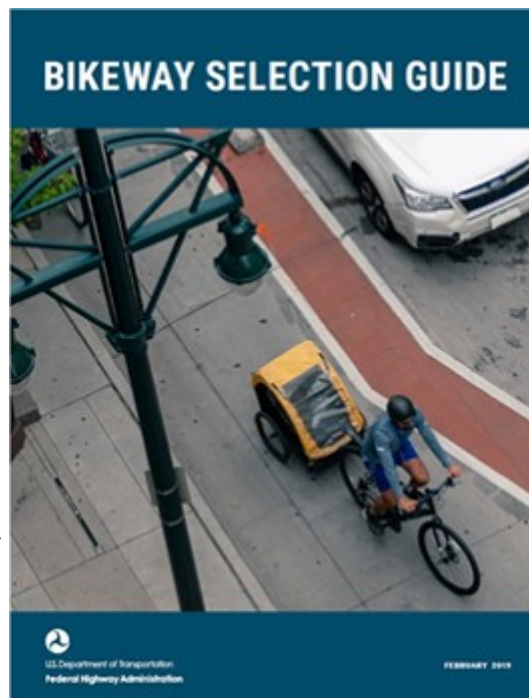
As part of the project, FHWA hosted a webinar on March 26, 2019. The webinar's strong attendance of around 600 demonstrated the interest of State and localities in better accommodating bicyclists. The webinar shared details about the guide, related FHWA resources, and technical assistance and training available to local and State agencies. The webinar was recorded and can be viewed at the [Pedestrian and Bicycle Information Center website](#). Copies of the presentations can also be downloaded from that website.

As a result of the webinar, FHWA received 245 requests from those interested in more information about a workshop. These requests were narrowed down and formed the basis for a summer schedule of workshops in Northeast and Northwest Arkansas; El Paso, Texas; Hampton Roads, Virginia; Ohio; Pennsylvania; and North Carolina. Several other technical assistance sessions will be scheduled for later in the year.

FHWA discovered that States and localities are already starting to use the guide to update their own guides and plans, enhance training courses, and justify street re-configurations. For example:

- The Minnesota Department of Transportation (DOT) used the guide to update its bikeway design manual.
- East Baton Rouge Parish, Louisiana, is developing a Bike/Pedestrian Masterplan.
- The City of La Crosse, Wisconsin, when meeting opposition, cited the guide as a reason for deciding to put bike lanes on a busy street.
- The city of Arlington, Virginia, referenced the guide in its Transportation Master Plan adopted on April 23, 2019.
- The Michigan DOT is incorporating information from the guide into its Training Wheels 3.0 Course, being developed.

Is your locality using the new guide? If so, please let us know. Contact tamara.redmon@dot.gov.



Did You Know?

OSHA has a new video that explains how the inspection process is helping to keep workers safe as well as the reasons for the inspection.

The video is available at on the US Department of Labor YouTube Page in both in [English](#) and [Spanish](#).



Is it a Plan? Is it a Policy? Yes! It's STEP Integration

As part of the FHWA Safe Transportation for Every Pedestrian (STEP) program, 22 State Departments of Transportation (DOTs) have been working with FHWA representatives to develop action plans aimed at improving pedestrian safety at uncontrolled locations. FHWA staff conducted a series of one-day, in-person meetings with State agency staff to discuss current State DOT plans, policies, designs, and programs to identify strengths and weaknesses, a precursor to determining the types of recommendations that would be included in the action plans. It was during this phase of the planning process that several State DOTs shared noteworthy practices on how they integrate STEP into existing State plans, policies, and programs. FHWA developed one-page summaries to briefly highlight these practices and how they improve pedestrian safety at uncontrolled locations.

During the STEP Action Plan meetings, officials discussed the extent to which agency design manuals include pedestrian crossing features (e.g., refuge islands or raised crosswalks). Most of the State DOT design manuals reviewed either missed guidance related to one or more recommended STEP countermeasures or included out-of-date design guidance. The Washington State Department of Transportation (WSDOT) Design Manual emerged as being one of the strongest pedestrian-safety State DOT design manuals reviewed because of its emphasis on pedestrian safety countermeasures. The WSDOT Design Manual provides flexible and context-sensitive design policies and guidance that provide engineers the tools they need to design for multimodal needs and safety.

Several States have Complete Streets policies or design guides that were reviewed during the in-person meetings. The New Jersey Department of Transportation (NJDOT) Complete Streets Design Guide stood out as an exemplary resource for engineers and planners. The guide includes a toolbox with pedestrian safety improvements tailored to meet multimodal and community needs. NJDOT's Complete Streets Design Guide pulls from a variety of national design guides, emphasizes the role of context and flexibility during the design process, and describes the benefits and applications of numerous design options. The guide provides detailed recommendations on most of the STEP countermeasures and includes public education and programmatic recommendations.

Several State DOTs leverage Highway Safety Improvement Program (HSIP) funding to focus on pedestrian safety improvements. For example, the Tennessee Department of Transportation (TDOT) reserves HSIP funding for the implementation of pedestrian safety countermeasures—a percentage of HSIP funding that is roughly proportionate to the percentage of serious and fatal crashes involving pedestrians. TDOT has also committed to including pedestrian safety countermeasures in all HSIP-funded projects (where applicable), including those mostly directed toward improving motorist safety.

The Connecticut Department of Transportation (CTDOT) has taken a more programmatic approach. By updating every crosswalk on the State highway system with high-visibility crosswalk markings and warning signs, CTDOT has surpassed spending 10 percent of HSIP funds. Pedestrian safety is included in many of Connecticut's plans and policies, such as its Complete Streets Policy, Statewide Pedestrian Plan, and the Strategic Highway Safety Plan (SHSP). The engineering and design efforts included in those policies and plans are largely funded as initiatives through HSIP.

22 State Departments of Transportation (DOTs) have been working with FHWA representatives to develop action plans aimed at improving pedestrian safety at uncontrolled locations.

– Becky Crowe, FHWA Office of Safety

EDC- 5 - Safe Transportation for Every Pedestrian Tech Talk and Workshop Recap

On October 30th the NJDOT Bureau of Research hosted the Lunchtime Tech Talk! Event on “**EDC-5 STEP: Safe Transportation for Every Pedestrian,**” and a one-day workshop was held at Rutgers the following day. These events both featured Peter Eun, a Transportation Safety Engineer with the Federal Highway Administration’s Resource Center’s Safety & Design Technical Service Team in Olympia, Washington. Mr. Eun discussed recent initiatives from FHWA regarding improvements in pedestrian safety and accessibility.



According to the National Highway Traffic Safety Administration, while 2018 featured a decline in overall fatalities on our roads, there was an increase of pedestrian fatalities, highlighting the increased need for action. Considering that over 72% of pedestrian fatalities occur at non-intersection locations, Mr. Eun focused much of his presentation on cost-effective countermeasures that can be systemically applied to reduce these crashes and save lives.

In his presentation, Peter described how roadway configuration, traffic volumes, and posted speed limits inform the selection of appropriate countermeasures. By way of example, he referred to the Crosswalk Markings section of the Manual on Uniform Traffic Control Devices (MUTCD Section 3B.18):

New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and /or either has 4 or more lanes without a raised median or island and ADT of 12,000 or more, or 4 or more lanes with raised median island and ADT of 15,000 or more”.

Setting the foundation for countermeasures, Mr. Eun cited grave statistics from research on how increasing speeds lead to greater serious injuries or fatalities for pedestrians and warned of a diminishing “cone of vision” at higher speeds as visual field and peripheral vision narrows. He shared a provocative [safety video](#) to convey how even small differences of speed can affect the ability of drivers to react and avoid crashes to the detriment of pedestrians.



EDC— 5—STEP Tech Talk & Workshop (Continued)

Describing them as the “**Spectacular Seven**” countermeasures, Mr. Eun highlighted the following countermeasures:

- **Rectangular rapid flashing beacons (RRFBs)** are active (user-actuated) or passive (automated detection) amber LEDs that use an irregular flash pattern at mid-block or uncontrolled crossing locations. They significantly increase driver yielding behavior.
- **Leading pedestrian intervals (LPIs)** at signalized intersections allow pedestrians to walk, usually 3 to 4 seconds, before vehicles get a green signal to turn left or right. The LPI increases visibility, reduces conflicts, and improves yielding.
- **Crosswalk visibility enhancements**, such as crosswalk lighting and enhanced signage and markings, help drivers detect pedestrians—particularly at night.
- **Raised crosswalks** can serve as a traffic calming measure and reduce vehicle speeds.
- **Pedestrian crossing/refuge islands** allow pedestrians a safer place to stop at the midpoint of the roadway before crossing the remaining distance. This is particularly helpful for pedestrians with limited mobility.
- **Pedestrian hybrid beacons (PHBs)** provide positive stop control for higher-speed, multilane roadways with high vehicular volumes. The PHB is an intermediate option between a flashing beacon and a full pedestrian signal.
- **Road Diets** can reduce vehicle speeds and the number of lanes pedestrians cross, and they can create space to add new pedestrian facilities such as pedestrian crossing/refuge islands.



Crosswalk Visibility Enhancements



Pedestrian Refuge Islands

Using case examples from all over the country, Mr. Eun discussed several example situations where these countermeasures could be used, as well as the benefits to implementing them and the difficulties that may be encountered during implementation. Since expecting pedestrians to travel significantly out of their way to cross a roadway is unrealistic and counterproductive, improvements must be made to make crossings more accessible and more safe. By focusing on uncontrolled locations, agencies can address a significant national safety problem and improve quality of life for pedestrians of all ages and abilities.

Mr. Eun then addressed a systemic approach to identifying safety issues and appropriate STEP countermeasures. Using this systemic approach, agencies can focus on countermeasures that address risk rather than specific locations. Once a risk factor characteristic of a number of crashes has been identified, agencies can be proactive and address that risk wherever it appears within the system. A system-based approach acknowledges crashes alone are not always sufficient to determine what countermeasures to implement, particularly on low-volume local and rural roadways where crash densities are lower, and in many urban areas where there are conflicts between vehicles and vulnerable road users (pedestrians, bicyclists, and motorcyclists). As such, he showed that systemic safety analysis does not require extensive data or complex analysis methods to be effective, just the desire to make the biggest safety impact with limited resources. During the full-day workshop at Rutgers, group field exercises were conducted at nearby locations where attendees could utilize what they've learned to make recommendations based on existing countermeasures.

Getting to Zero Together: A National Safety Engineers Peer Exchange

By: Karen Y. Scurry, P.E., FHWA Office of Safety, and Kim Eccles, P.E., VHB

On July 9, 10, and 11, nearly 200 State Safety Engineers, FHWA, and American Association of State Highway Transportation Officials (AASHTO) staff, and guests gathered together in Minneapolis, Minnesota, for a National Safety Engineers Peer Exchange. The peer exchange was jointly hosted by FHWA and AASHTO with the theme, *Getting to Zero Together*. The purpose of the peer exchange was to provide a forum for States to discuss and share ideas on various highway safety topics. The peer exchange provided an opportunity for these safety practitioners to:



- Advance the current state-of-the-practice for the Highway Safety Improvement Program (HSIP) and related safety programs.
- Increase technical capacity in FHWA safety priority areas.
- Provide support to States working to improve HSIP management, strategies, and countermeasure selections.

The opening plenary session set the stage for the peer exchange by providing an overview of the three national zero initiatives – Road to Zero, Towards Zero Deaths, and Vision Zero, as well as a State perspective on the relationship between these initiatives and the State's Strategic Highway Safety Plan (SHSP) and HSIP. Jane Terry from the National Safety Council presented Road to Zero,

and Michelle May from the Ohio Department of Transportation (ODOT) discussed AASHTO's Towards Zero Deaths program, both providing a national perspective. Jane encouraged the audience to "double down on what works," and Michelle challenged the audience to work toward zero with an innovative mindset by remembering that, "Good ideas are crazy—until they're not." Ryan Anderson from the City of Minneapolis provided a local perspective and discussed Minneapolis's efforts to implement Vision Zero. Brad Estochen from the Minnesota Department of Transportation (MnDOT) drew together the themes from the other three presentations and discussed how Minnesota has made progress in the last few years through working with local agencies and using the SHSP to drive change. He also challenged the audience to try new approaches to improving highway safety and noted that, "There is no failure, only feedback."

A major theme of the conference was the importance of communication—particularly with stakeholders without technical backgrounds. In the breakout session on intersections, Robert Miles, Utah DOT's Director of Traffic Safety, counseled the audience, "You must engage with the public—early, often, and more than you are comfortable doing. If you specifically choose to serve people, you will need to talk to them, hold their hands, and bring them along."

After the plenary panel, the participants broke out into more discussion sessions following the four technical tracks. In the afternoon of day two, the participants met with other States in their geographic regions, dividing into four regions—South, North, West, and Mid-America. During these regional discussions, the States posed questions to one another sharing best practices and discussing approaches to overcome shared challenges. Examples of topics discussed included preparing for automated vehicles, data concerns in network screening, addressing wrong-way driving crashes, using specific strategies (e.g., rumble strips, safety edge, wider pavement markings, or high-friction surface treatment), and the project letting process. All of the regions expressed sincere interest in finding more ways to connect, share best practices, and meet regularly as a region.

Getting to Zero Together: A National Safety Engineers Peer Exchange



Peer Exchange Speaker, Dr. Blair.

Beyond the discussion session, participants also exchanged information in the Collaboration Corner. States and FHWA brought publications and materials to share with their peers. The Collaboration Corner also included a selfie station and an interactive roundabout display. In addition to exchanging information with one another, the State representatives provided input to FHWA staff on topics such as marketing and communication, training, the FHWA Focused Approach to Safety, and the Railway-Highway Crossing Program.

The closing session for day two looked to the future. What will the challenges be in five years, ten years, and beyond and what actions do we need to take today to prepare for those challenges? Three panelists—Joey Hartmann, the acting FHWA Associate Administrator for Safety; Mike Tooley, the Director of the Montana DOT and Chair of the AASHTO Committee on Safety; and Mike Griffith, the Director of the FHWA Office of Safety Technologies—shared their thoughts on the future and how States can prepare for what will come. Joey stressed the importance of safety efforts reaching to local roads, noting that we cannot reach zero if we do not work with local agencies. He saw promise for the future

in automation and noted that FHWA and others will work to determine the impacts of automated vehicles on existing roadways. Mike Tooley reminded his peers about Michelle May's challenge for the audience the day before and encouraged everyone to "Do something crazy, do something different. We have the biggest responsibilities in the world — saving lives." Mike Griffith discussed the challenges and opportunities that he saw across road users, infrastructure, and technology. He compared the United States fatality rate of 12 fatalities per 100,000 population to Australia and Western Europe's fatality rates of 5 and 3, respectively. He noted that, if we can reach these rates, we can save approximately 25,000 lives a year.

On the third day of the peer exchange, the participants participated in workshops and technical visits. The workshops included Driving FoRRRwD (Focus on Reducing Rural Roadway Departures), Performance Based Intersection Design and Operations, and Safe Transportation for Every Pedestrian. The technical visits included a tour of the University of Minnesota's HumanFirst Lab, a guided walking tour of Minneapolis's pedestrian and bicycle improvements, and a tour of 3M's Innovation Center.



Technical visits with participants.

For more information about the peer exchange, please contact Karen Scurry at karen.scurry@dot.gov.

Managing Traffic Operations During Adverse Weather Events

by Roemer M. Alfelor and C. Y. David Yang

Weather affects the performance of the Nation's highway system every day. Rain, snow, ice, and the like are partly or fully responsible for more than 1.5 million highway crashes and more than 600,000 injuries and 7,000 fatalities on U.S. roads every year.

Further, motorists waste about 1 billion hours a year stuck in traffic related to adverse weather. In fact, weather is the second leading cause of nonrecurring highway congestion, accounting for about 25 percent of delays. Recent studies by the Federal Highway Administration (FHWA) estimate that adverse weather increases average travel times by 14 percent in the Washington, DC, area and 21 percent in Seattle, WA. During peak periods, travel time in Washington, DC, can increase by as much as 24 percent in the presence of rain or snow.



Photo: John J. Sullivan IV

Accurate and timely road and weather data are critical because they enable State and local departments of transportation (DOTs) to manage infrastructure in real time in response to existing and impending weather conditions and to warn motorists about changes in weather and road conditions. Advancements in intelligent transportation systems (ITS), road weather information systems, weather and traffic data collection, and forecasting technologies present new opportunities for better understanding how drivers behave in adverse weather and how their decisions affect traffic flow. Ultimately, these technologies can support WRTM strategies such as real-time modification of traffic signal and ramp meter timing, operation of automated deicing systems, and setting of variable speed limits.

FHWA recently conducted research to identify relevant datasets, including domestic and international sources, and analyzed the gaps between research needs and data availability. In addition, an effort is underway to develop applications using data culled from weather stations and the U.S. Department of Transportation's (USDOT) IntelliDriveSM initiative, which aims to enable safe, intero-perable, and networked wireless communications among vehicles, infrastructure, and passengers' personal communications devices.

For access to all the findings from the research, check out [FHWA's Public Road's Magazine!](#)

New Jersey's Build a Better Mousetrap Competition Ready for 2020

People involved in the transportation industry often find better ways to do their jobs. Whether it's a new gadget that improves the quality and safety of a project, or an innovative process that reduces costs and improves efficiency, it is typically the people on the front lines that often realize the latest and best practices.

Now is the time to share those new ideas with others in New Jersey's **Build a Better Mousetrap Competition**. We are looking for submissions from any employee of a local or state public agency (municipalities, counties, parks commissions, NJ Department of Transportation, NJ Transit) that has create an alternate or better way of doing something in a transportation project. We will gather the best ideas from around the state and judge them using a 5 point rating system. If you have something you think would qualify for this competition, submit your entry by July 1st. As a reminder, this competition is open to any local, county, or state transportation agency, including New Jersey Department of Transportation and New Jersey Transit employees. Two winners will be selected; one for the best local agency and another for the NJDOT/NJT Submission.



**"Build a better mouse trap,
and the world will beat a path
towards your door."**

- Ralph Waldo Emerson

Visit <https://cait.rutgers.edu/mousetrap/> for more information and to download the entry form today!

TRAVELING SAFELY AROUND LARGE TRUCKS AND BUSES IN WORK ZONES

Traveling safely, slowly and attentively through work zones is critically important, particularly when around a commercial motor vehicles (CMV). These large trucks and buses have limited maneuverability and large blind spots, both of which make operating in these areas more challenging for them. In fact, large trucks are overrepresented in fatal work zone crashes.

Do your part to stay safe with tips from the Federal Motor Carrier Safety Administration (FMCSA)'s Our Roads, Our Safety campaign:

RESEARCH YOUR ROUTE

Before setting out on the road, research your route. When possible, avoid work zones and use any detours that are available.



PAY ATTENTION

Be aware of all signs throughout work zones that can indicate reduced speeds, lane changes and other important information. Avoid distractions such as your cellphone, eating, drinking, the radio, GPS and conversing with other passengers.



SLOW DOWN

Lane closures, traffic pattern shifts and reduced speeds are common in work zones. Make sure to slow down when entering a work zone and keep an eye out for road workers.



MOVE INTO THE OPEN LANE

When approaching lane closures, move into the open lane as soon as possible. Be sure to pay close attention to vehicles around you that could be in your blind spot, and ensure you're not traveling in someone else's.



KEEP YOUR DISTANCE

Rear-end crashes are extremely common in work zones. Always maintain extra space between your vehicle and the one in front of you.



For more information on driving safely around large trucks and buses, visit www.ShareTheRoadSafely.gov and for more on work zone safety, visit workzonesafety.org.

Publication Statement

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Upcoming Events

This winter we would like to remind you of some available courses in the LTAP catalogue. Whether you're a seasoned veteran or new to the job, LTAP's courses will provide you with the best instruction on what you need to know. Register today!

Slide-in Bridge Construction - December 6, 2019 8:30 a.m. - 12:30 p.m.

Slide-in bridge construction (SIBC) is one of several accelerated bridge construction (ABC) technologies being advanced by the Federal Highway Administration (FHWA). Compared to more traditional methods of bridge construction, and due to its shorter work zone durations and reduced impacts on traffic, SIBC has many benefits.

Grant Management - December 16, 2019 8:30 a.m. – 12:30 p.m.

The course will delve into the basic financial, administrative, and project related requirements including practical means of satisfying grant requirements in an uncomplicated manner. Common problem areas, potential solutions and avoidance measures will be a part of the group discussion. This workshop's objective is to greatly enhance the grant recipient's performance and eligibility for successful, full reimbursement of funding.

Design of ADA Curb Ramps and Pedestrian Access Routes - December 18, 2019

8:30 a.m. – 4:00 p.m.

This training is designed to ensure that pedestrian facilities and access routes, in particular curb ramps, along our roadways are properly design and constructed for all individuals. This training was developed to provide information and best practices for those involved in the design and maintenance of curb ramps and pedestrian facilities, and for those individuals that ensure the compliance to applicable accessibility laws and guidelines.

Our full online catalogue of courses can be found at our website, <https://cait.rutgers.edu/cait/events> or email Barbara Morgan at barbara.morgan@soe.rutgers.edu for more information!

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