

NEWSLETTER

February 2025

Volume 27, Issue 1



Inside THE ISSUE

- ⇒ Rumble Strips for Safety
- ⇒ NJDOT Collaboration on UHPC Overlay
- ⇒ STIC Incentive Funds Available
- ⇒ NJ Local Government Week
April 6-12, 2025
- ⇒ Work Zone Safety Awareness Week
April 21-25
- ⇒ Jacob's Junction

Hello Readers,

Spring is just around the corner and with gentler weather comes an increase in pedestrian and bicycle activity, road repair, infrastructure maintenance such as vegetation trimming, and much more that brings additional people into and around the roadway. This means road users will have a lot of demand for their attention as they travel from one location to another. *We absolutely cannot afford to be distracted road users.*

In recent weeks, New Jersey enacted A1476/S361 into law, creating the Target Zero Commission with the goal of eliminating traffic deaths and serious injuries in New Jersey by 2040. The 13-member group will consist of state officials from the Department of Transportation (DOT), State Police, along with the Division of Highway Traffic Safety, the New Jersey Turnpike Authority, regional transportation officials, and others who will work together to make New Jersey's roads safer for drivers and pedestrians. The New Jersey Department of Transportation also kicked off its update to the State [Strategic Highway Safety Plan \(SHSP\)](#), which is due later this year. In a workshop held February 26, some 100 multi-disciplinary roadway safety-involved professionals started the process of developing strategies and actions to move the 2020 SHSP into its next generation edition. The SHSP is a data-driven, comprehensive integrating the "4Es" of safety – engineering, education, enforcement, and emergency medical services/emergency response. The SHSP establishes statewide goals, objectives, performance measures and emphasis areas to guide safety programs and investments. The SHSP is developed in consultation with federal, state, local and private safety stakeholders. The new plan...

(Continued inside)

Continued Directors Message

...will be centered around the [Safe System Approach's](#) five guiding principles of safe road users, safe speeds, safe vehicles, post-crash care, and of course- safe roads.

The New Jersey Local Technical Assistance Program will be offering training on the Safe System Approach later this spring and throughout the rest of the year.

For some, this will be an introduction to SSA and for others, a refresher or reinforcement of concepts that have been transformational in recent years. We look forward to supporting your communities as you move forward with your safety initiatives. Unfortunately, the latest data is showing upward trends in serious injury and fatal crashes, especially for pedestrians. There are many factors that lead to these crashes, making it the work of everyone to move us closer to our goal of Toward Zero Deaths on New Jersey's roadways.



Rumble Strips for Safety

Cycling is an efficient form of transportation that improves a person's health and their surrounding environment, helping to reduce air and noise pollution over time. However, cycling comes with its risks, especially in urban areas, where there is a higher chance of vehicle-cyclist accidents, not to mention cyclists coming in contact with parked vehicles and other obstructions blocking the bike lane. [Learn what neighboring states are doing](#) to help create safer outcomes for all road users.

NJDOT Collaboration on UHPC Overlay

The FHWA interviewed Samer Rabie and Jess Mendenhall from NJDOT, summarizing their experiences working with their recent installations of UHPC overlays around the state of New Jersey. The feedback provided on UHPC includes information on project selection, project planning, surface preparation, UHPC mixture design, UHPC mixing, UHPC placement, constructions joints, UHPC finishing, and UHPC removal and repair.

Read the report to see how [NJ is helping lead the way in this new technology!](#)





STIC Incentive Funding Now Available

STIC Incentive Funds Available

The Federal Highway Administration (FHWA) offers STIC Incentive Funding, as well as technical assistance, to support the standardization and advancement of innovative practices. The NJ STIC receives \$125,000 each year and state and local public agencies in transportation are eligible to apply.

To be eligible, a project or activity must have a statewide impact in fostering a culture for innovation or in standardizing an innovative practice, and must align with FHWA's Technology Innovation Deployment Program goals. The NJ STIC will prioritize funding projects and activities that advance innovations such as the Every Day Counts (EDC) innovations that are being promoted by FHWA.

For more information on eligibility and proposal requirements, please visit: the [New Jersey STIC Incentive Fund webpage](#).

NJ Local Government Week April 6-12, 2025

NJ Local Government Week is a time for municipalities to encourage civic education, community collaboration, volunteerism, and local pride. Through NJ Local Government Week, the League hopes to bring awareness to the role local government plays in achieving the best life for communities. Invite your schools, civic groups, businesses, and media to NJ Local Government Week activities for citizens of all ages.

To learn how your community can participate, download materials, and coordinate with other communities, [visit the NJLM website](#).

Work Zone Safety Awareness Week April 21-25

The 2025 National Work Zone Awareness Week (NWZAW) is scheduled for April 21-25. It will be hosted by North Carolina Department of Transportation. This year's theme is "Respect the zone so we all get home." The kick-off event is scheduled for April 22, but there are events scheduled for the entire week. [Visit here](#) see how you can participate and to download materials.

Here in New Jersey, we will be hosting our annual Work Zone Safety Conference on April 9. The New Jersey Work Zone Safety Conference promotes work zone safety awareness on local and state roadways for a multi-disciplinary audience of construction, engineering, public safety, maintenance, and operations personnel.

[Click here](#) to see the full agenda and to register today!

Jacob's Junction

Question #1

Does the person in responsible charge of a locally administered project have to be a professional engineer?

No, only for projects administered by the State DOT does the person in responsible charge need to be an engineer. For locally administered projects, the only regulation is that the person be a full time employee of the local public agency. They do not need to be an engineer. They are responsible for supervising the project, and ensuring the project meets the contract plans and specifications.

As an instructor for NJLTAP, Lloyd Jacobs draws on four decades of experience when he teaches professional development courses and trainings. See what he has to say today!

Question #2

How do I make sure that new work in my contract is approved without dealing with delays that could hold up the project?

Any new or extra work needs to be defined and approved prior to being included in the contract. The approval is done through a change order which requires written justification, a breakdown of costs and quantities, and timely approvals. New costs must be negotiated, itemized, and justified.

New Jersey's Build a Better Mousetrap Competition

People involved in the transportation industry often find better ways to do their job. 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 Transporta-



tion, NJ Transit) that has created 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. As a reminder, this competition is open to **any** local, county, or state transportation agency, including NJDOT and NJT employees. Two winners will be selected: one for the best local agency and another for the NJDOT/NJT submission.

<https://cait.rutgers.edu/mousetrap/>

Download the entry form today!

Spring Courses

Grant Management for Federal-aid Projects

March 13, 9:00am – 12:00pm

Are you a recipient of a Federal-aid grant? Effective and efficient “management” of the funds received from such a grant is critical to insuring future eligibility and reimbursement. This course highlights key requirements and responsibilities that must be met as a condition to the grant.

Winter Maintenance: Snow and Ice Control

March 31, 8:30am – 4:00pm

This three module training workshop will cover the full range of snow and ice removal and control, from planning to post-storm activities.

Federal-aid Responsible Charge Training

April 1 & 2 9:00am – 12:00pm

Are you or your agency in charge of a federal-aid project? Recipients of federal funds are responsible for managing, overseeing construction, supervising and inspecting project activities to ensure conformance with contract plans and specifications. This Federal-aid Responsible Charge Training will provide information for the first time Federal-aid recipient, but can also serve as a refresher of the conditions and expectations attached to the position.

NJLTAP Team

Janet Leli, Director
jleli@soe.rutgers.edu

Jessica Brown, Senior Program Coordinator
job32@soe.rutgers.edu

Mackenzie Meixner, Program Coordinator
mm4023@soe.rutgers.edu

Omid Sarmad, Research Project Coordinator
sarmad@soe.rutgers.edu

David Maruca, Program Development Admin.
dem200@soe.rutgers.edu

Lloyd Jacobs, NJLTAP Instructor
ljacobspe@verizon.net

Workshop Information

caitregistrar@soe.rutgers.edu

Physical Address

100 Brett Road, Piscataway, NJ 08854



Publication Statement

This newsletter is published bi-monthly by the New Jersey Local Technical Assistance Program, Center for Advanced Infrastructure and Transportation, Rutgers University, using funds from the Federal Highway Administration and the New Jersey Department of Transportation. The opinions, findings, or recommendations expressed in this newsletter are those of the New Jersey Local Technical Assistance Program and do not necessarily reflect the views of the Federal Highway Administration nor the New Jersey Department of Transportation nor Rutgers University. Any product mentioned in this newsletter is for information purposes only and should not be considered a product endorsement.