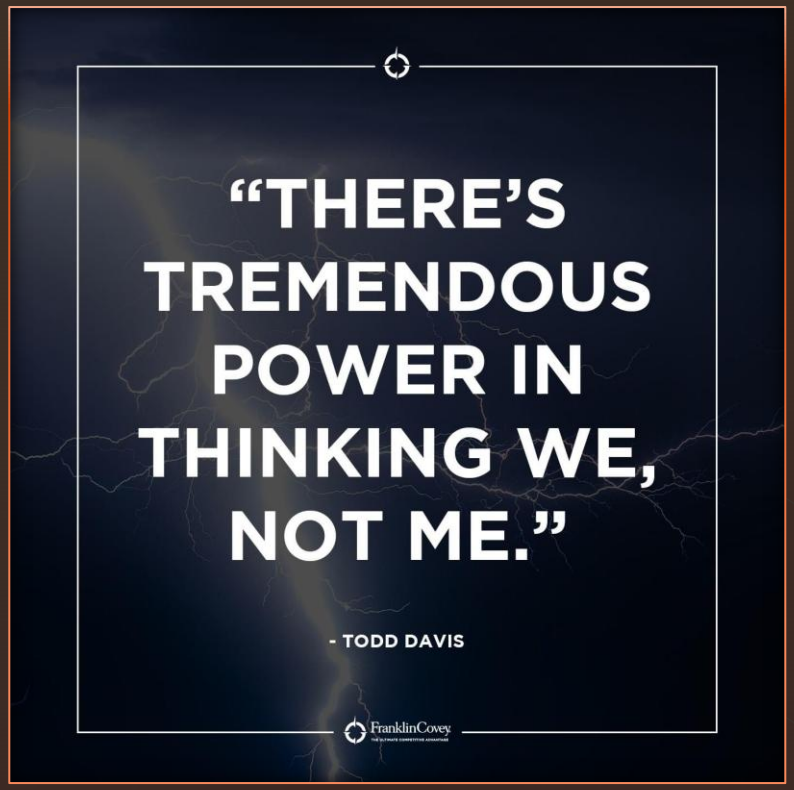
69th Annual New Jersey Asphalt Paving Conference

March 10, 2026

NJDOT Update

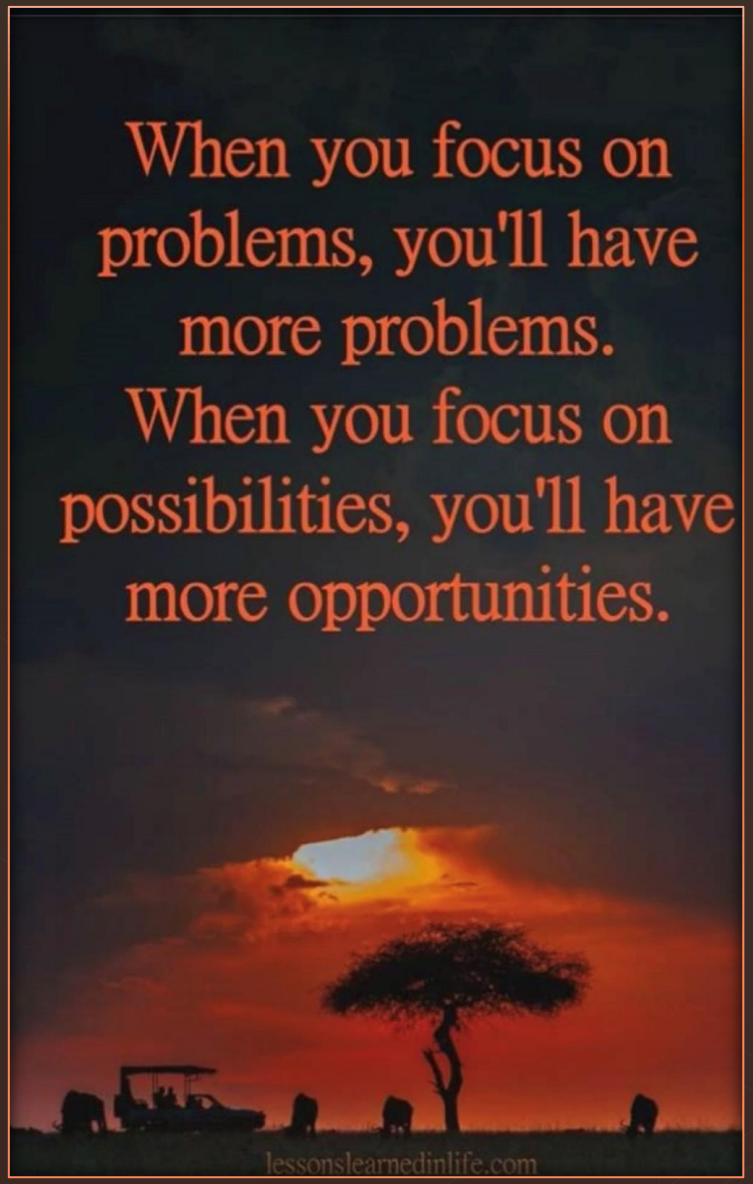
Acknowledgements



- Narinder Kohli (NJDOT PDMT team)
- Kevin Sereni (NJDOT PDMT team)
- Nusrat Morshed (NJDOT PDMT team)
- NJDOT Construction & Materials team

Outline

- Standard Specifications
- Pavement Management System Performance
- Goals
- Challenges
- Summary



NJDOT

Standard Specification Updates

BDC24S-26 - **Warm Mix Asphalt (WMA) Additives and Processes** - Revision to Subpart 902.01.04

- North East Asphalt User/Producer Group (NEAUPG) will no longer approve new WMA products effective January 1, 2025 as noted on their website: https://neaupg.engr.uconn.edu/
- NJDOT Materials Approval Process (MAP) Number 137 developed to approve WMA products and processes: https://dot.nj.gov/transportation/eng/materials/
- Suppliers can use WMA listed on the Qualified Product List (QPL): https://dot.nj.gov/transportation/eng/materials/qualified/QPLDB.shtm

BDC25S-02 - **High Performance Thin Overlay** -Revisions to Subparts 406.03.01, 902.08.02, and 902.08.03

- Update to air void requirements for High Performance Thin Overlay to improve resistance to rutting and blistering.
  - Was 1 – 7% A.V. Now 2 – 7% A.V.
- Updated JMF, Volumetric, Performance Testing, and Sampling Requirements
  - Gradation adjustments
  - Minimum asphalt binder content removed
  - VMA > or = 17% (was 18%)
  - APA Rut < or = 3.0mm (was 4.0mm)
  - Overlay Test > or = 1,200 cycles (was 600 cycles)

BDC25S-06 - **Tack Coat Application Rate** - Revision to Subpart 155.03.01 of the 2019 Standard Inputs and Subpart 401.03.05

- 155.03.01 item #7 added Field Inspection Equipment to perform tack coat procedure ASTM D2995
- 401.03.05 Tack Coat - added requirement to perform ASTM D2995 to verify transverse application rate of tack coat

BDC25S-03- **Fuel and Asphalt Price Adjustments** - Revisions to Subparts 160.03.01 and 160.03.02

- 160.03.01 revised to add items “NONVEGETATIVE SURFACE, POROUS HOT MIX ASPHALT” and HMA High RAP mixes to Table 160.03.01-1 Fuel Price Adjustments.
- Table 160.03.01a has been added to the Standard Inputs for project specific Non-Standard items which are eligible for fuel price adjustment.
- Subpart 160.03.02 has been revised to clarify the applicability of asphalt price adjustment on all items containing asphalt binder.

BDC25S-14- **HMA Total Weight Certification** - Revisions to Subpart 401.03.07

- 401.03.07 has been revised to make uniform the requirements for weighmaster certification of total weights of asphalt supplied between automated drum and automated batch plants.

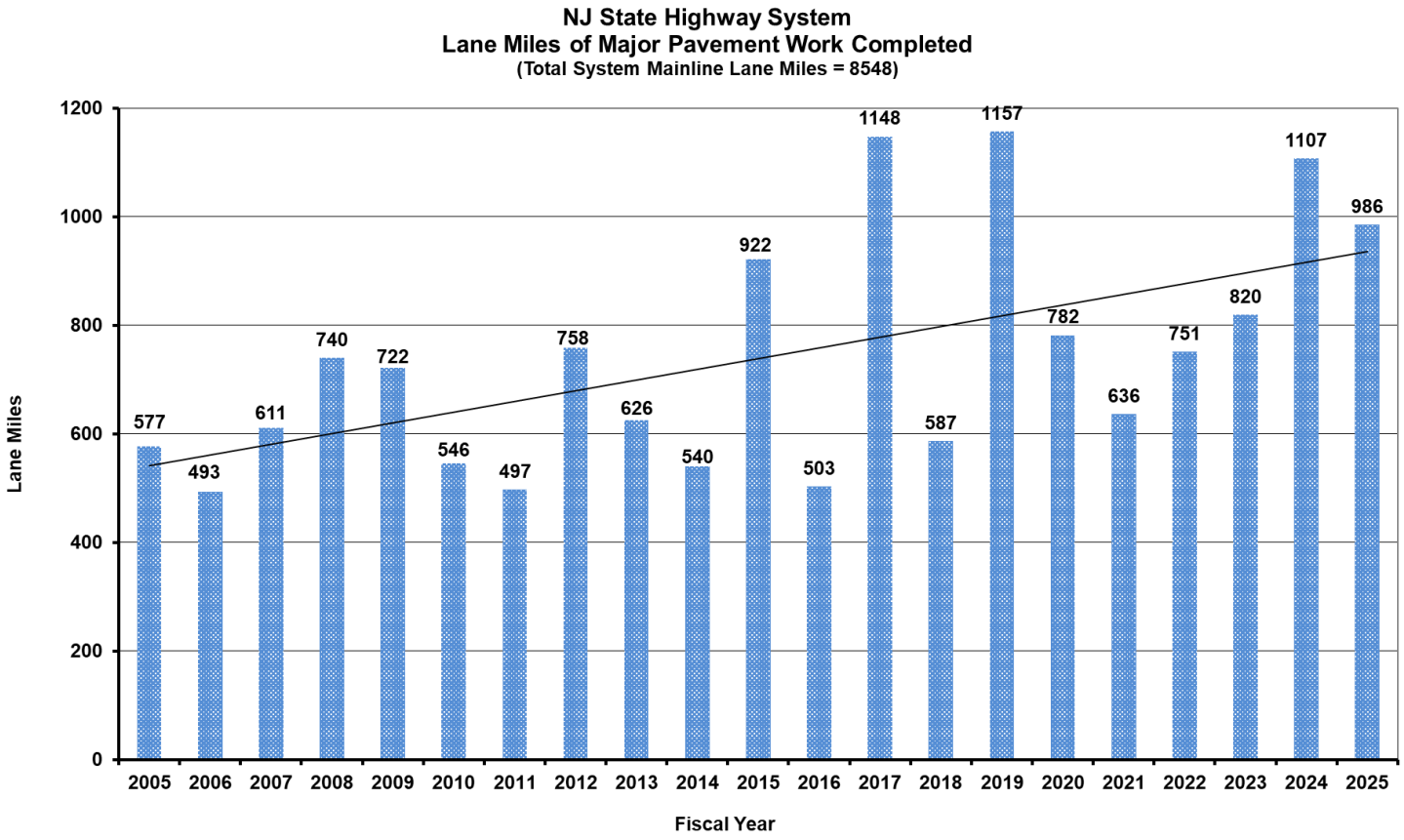
BDC25S-16- **Ultra-High Performance Thin Overlay** - Revisions Subsection 406.01, Subpart 406.02.01, and Subsection 406.04

- Subsection 406.01, Subpart 406.02.01, and Subsection 406.04 have been revised, and Subpart 406.03.02 and Subsection 902.16 have been added to incorporate Ultra-High Performance Thin Overlay into the Specifications.

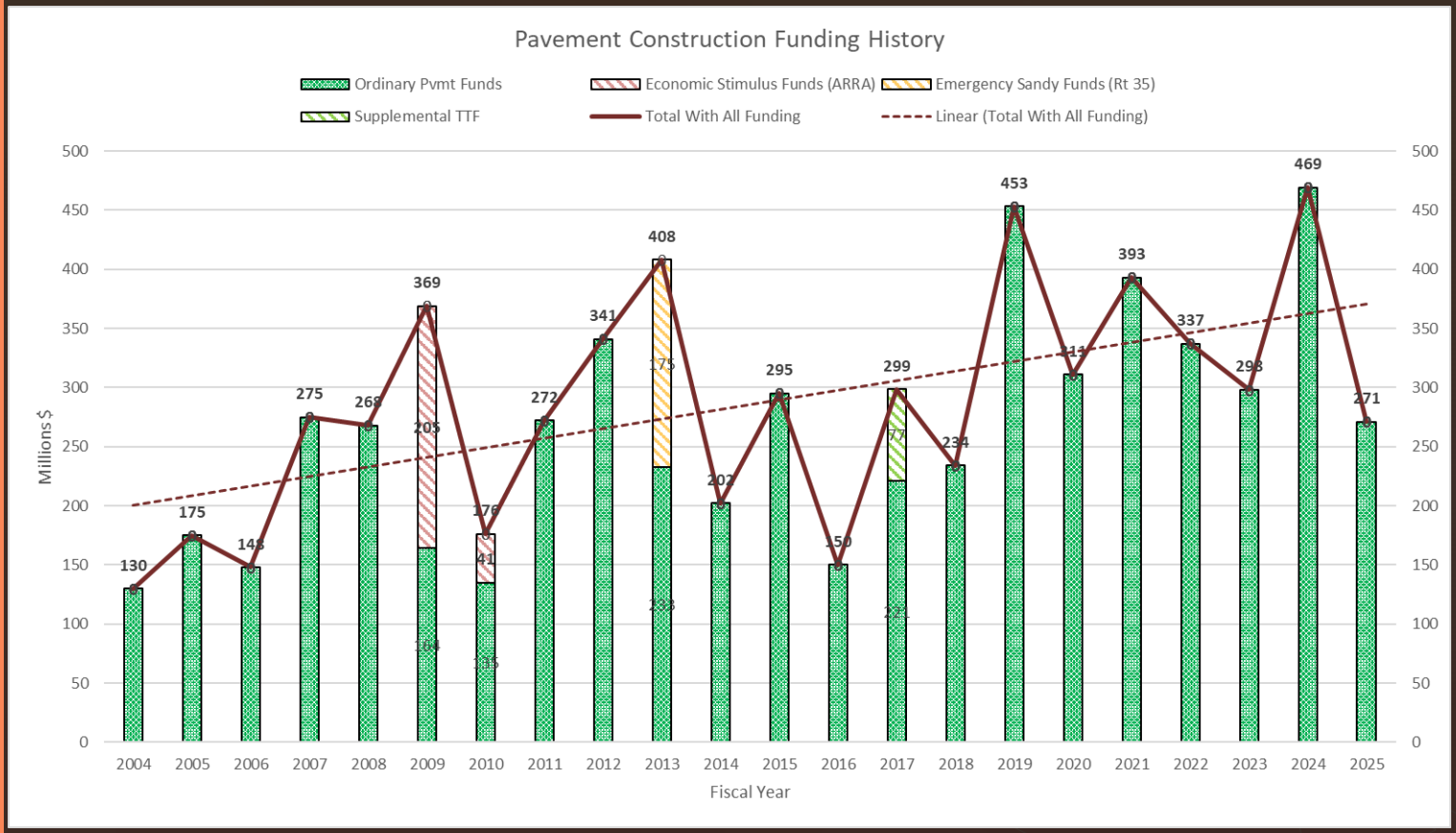
NJDOT

Pavement Management System Performance

Lane Miles of Pavement Treated

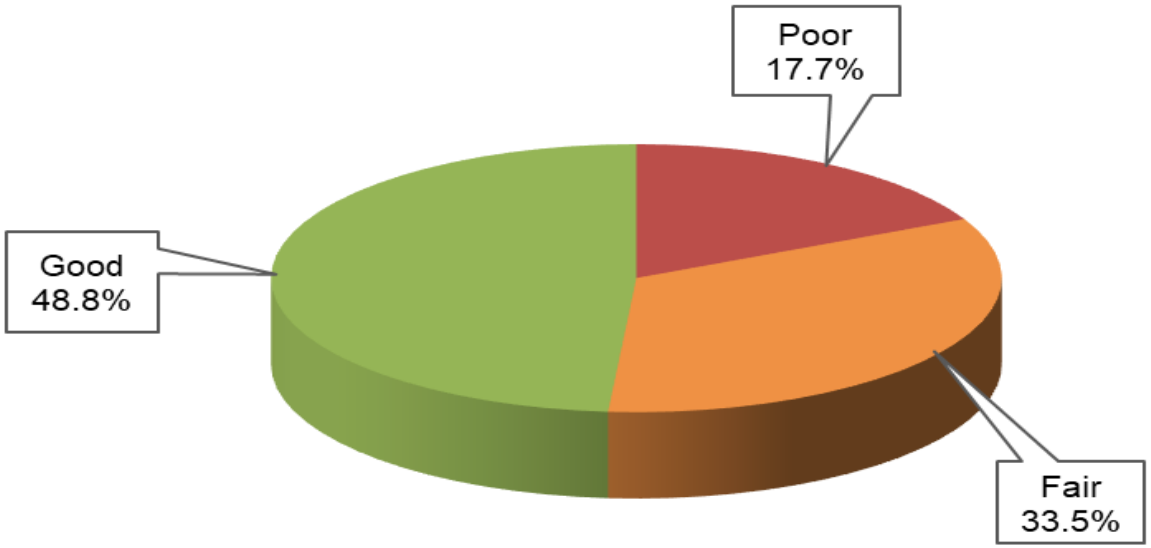


Pavement Funding



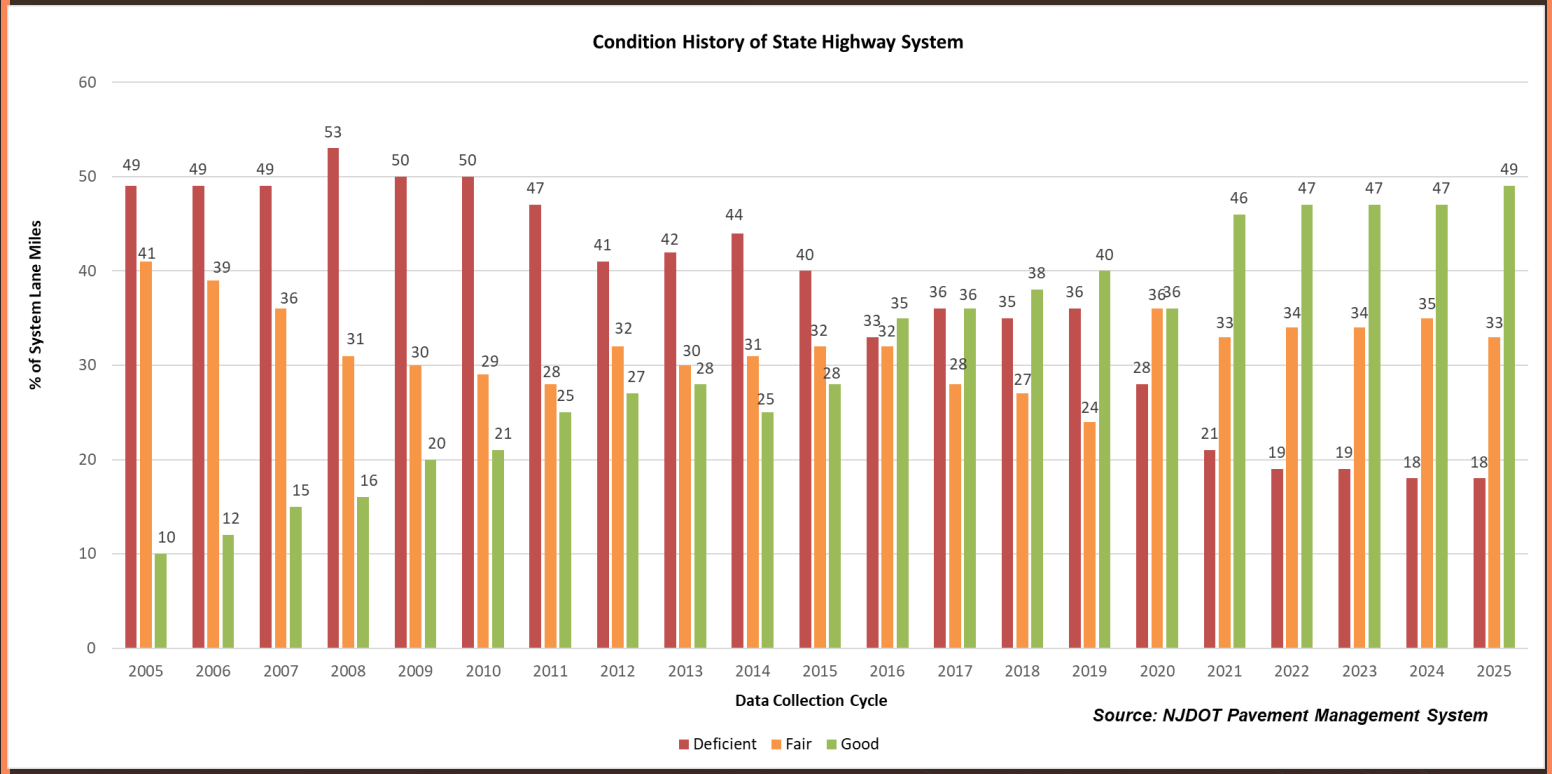
State Highway System (SHS) Condition

Current Functional Adequacy of NJ State Highway System (Based on Roughness & Distress)



Source: NJDOT Pavement Management System, 2025 Data

Historical Condition of SHS

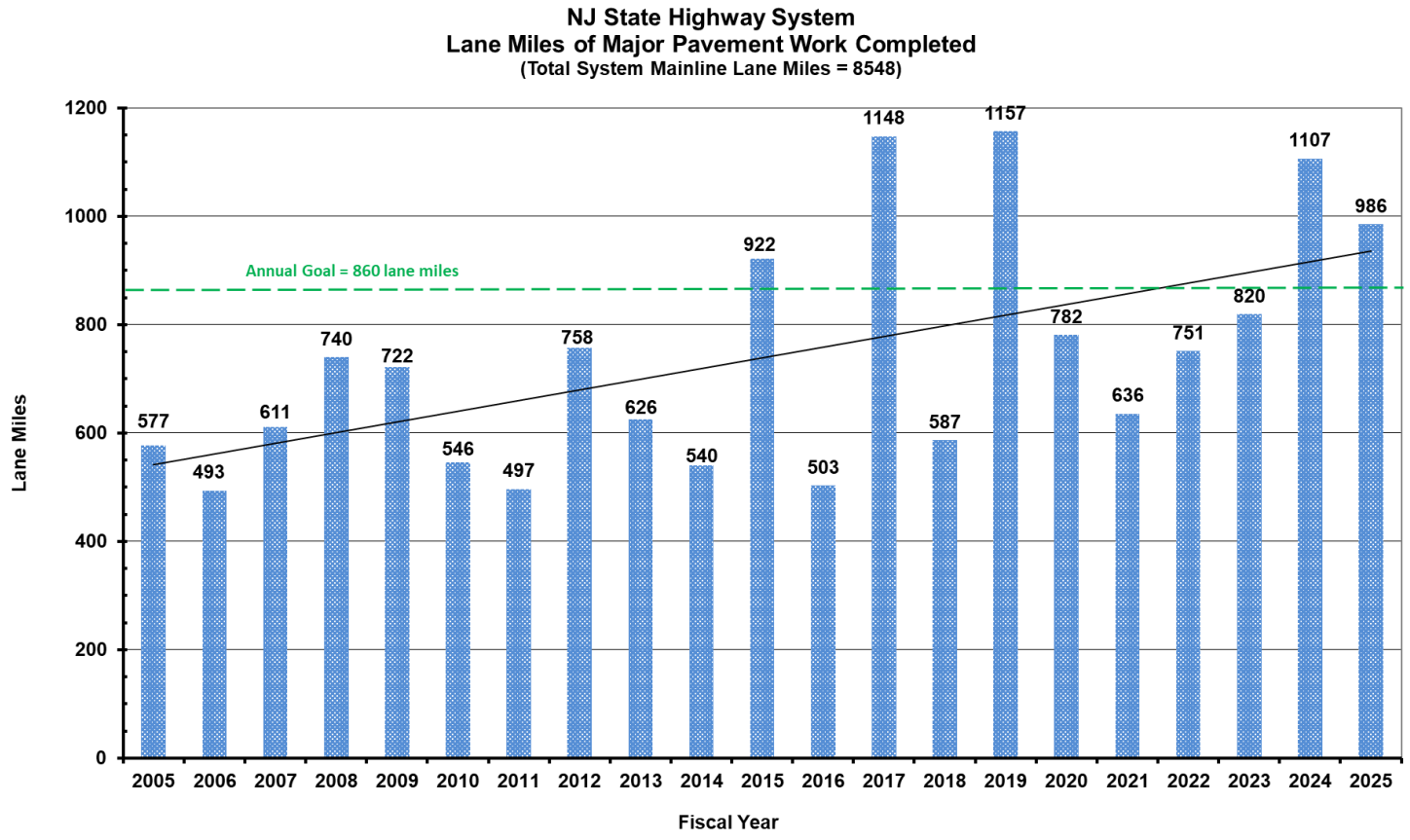


Goals

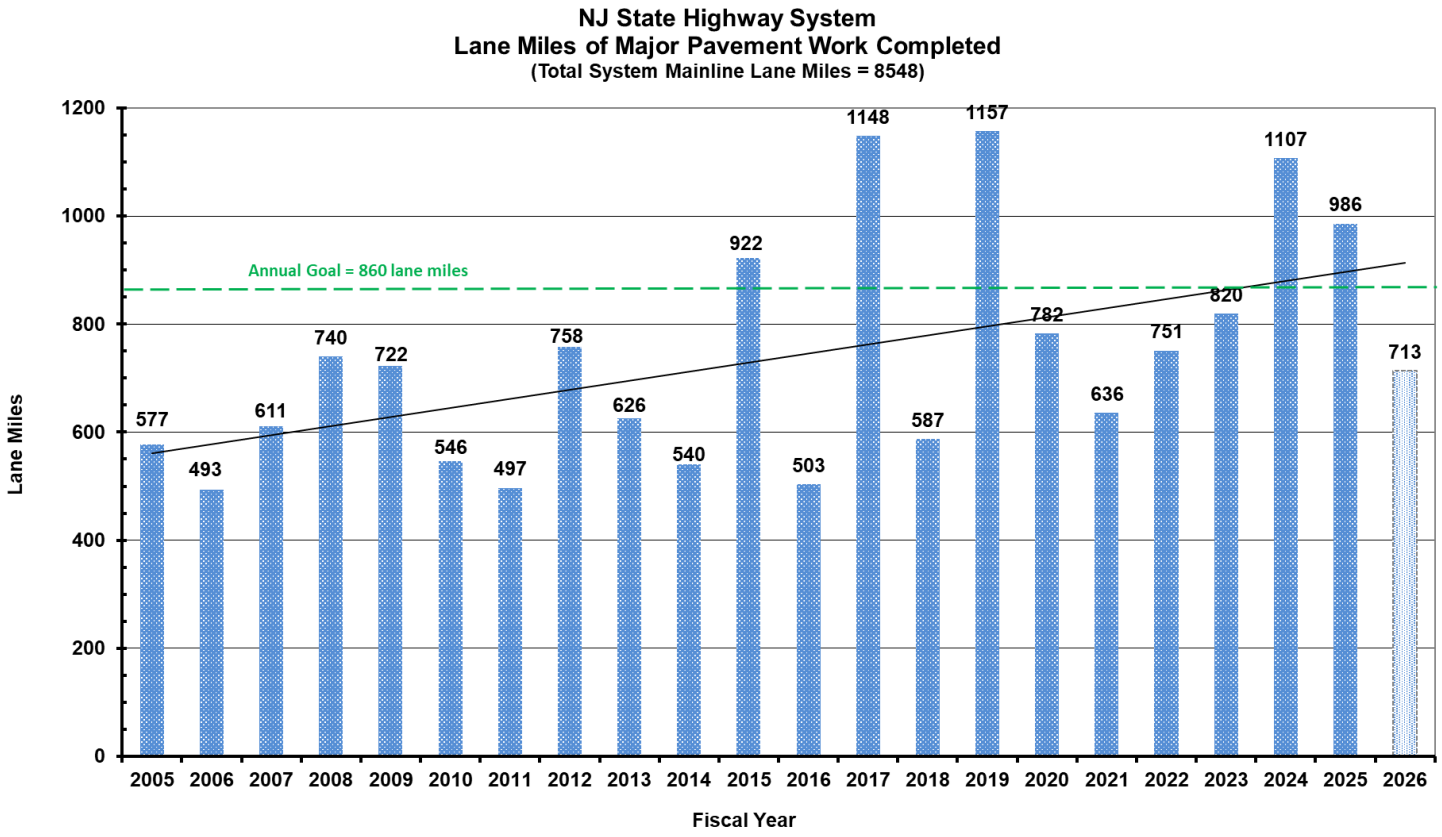
SFY2026 Pavement Program

- Anticipated Awards July 2025 through June 2026
  - CPM # of Projects = 17
    - Value = $264M
    - Lane Miles - 586
      - 12 Preservation
      - 4 Resurfacing
      - 1 Reconstruction
    - $106M awarded ($158M tba)
  - Operations # of Projects = 6 Resurfacing
    - Value = $60M
    - Lane Miles ~ 127
    - $20M awarded ($40M tba)
  - SFY2026 Total Lane Miles ~ 713
- SFY2027???

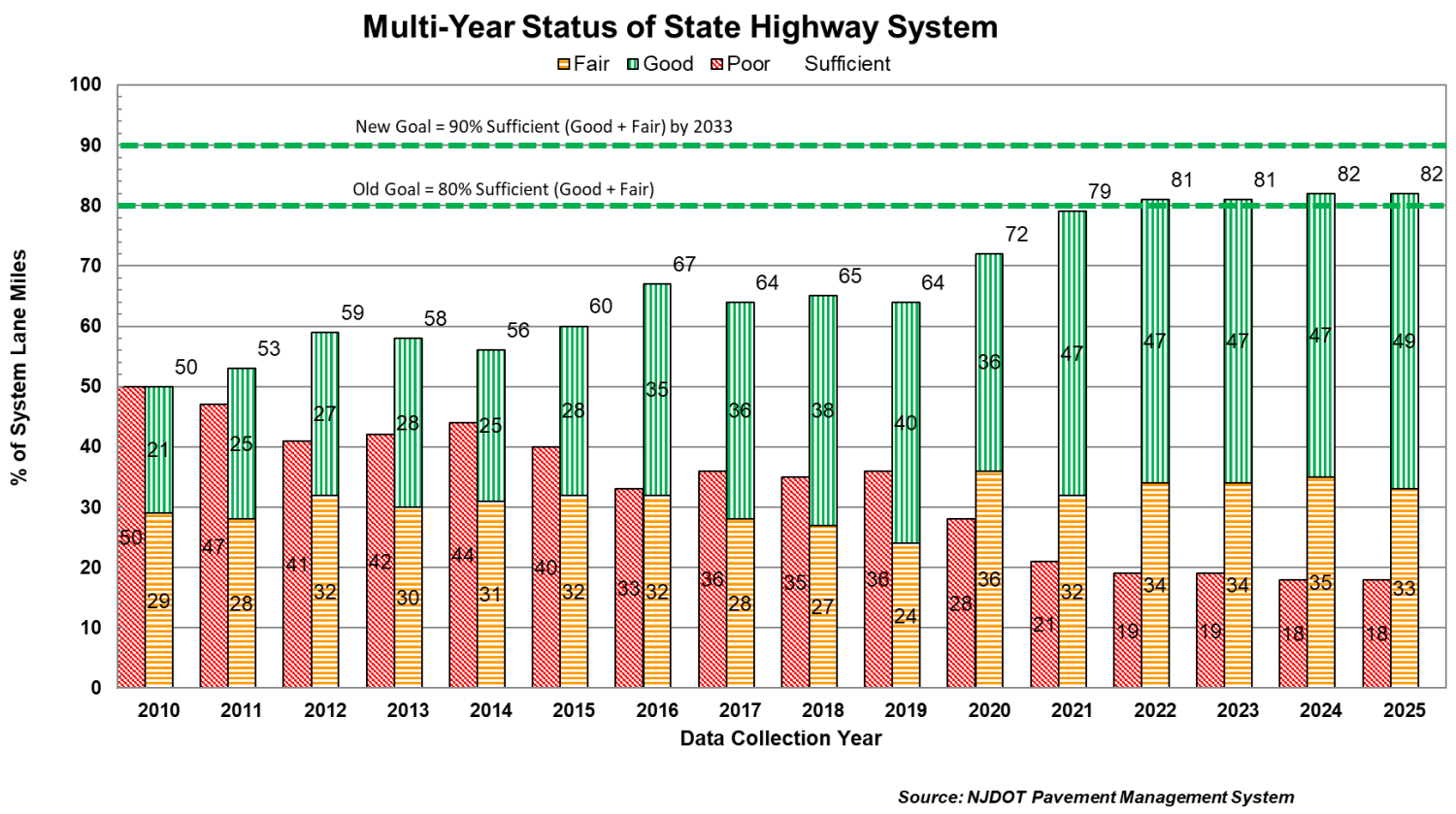
Lane Miles of Pavement Treated Goal



Lane Miles of Pavement Treated Goal



State of Good Repair Goal

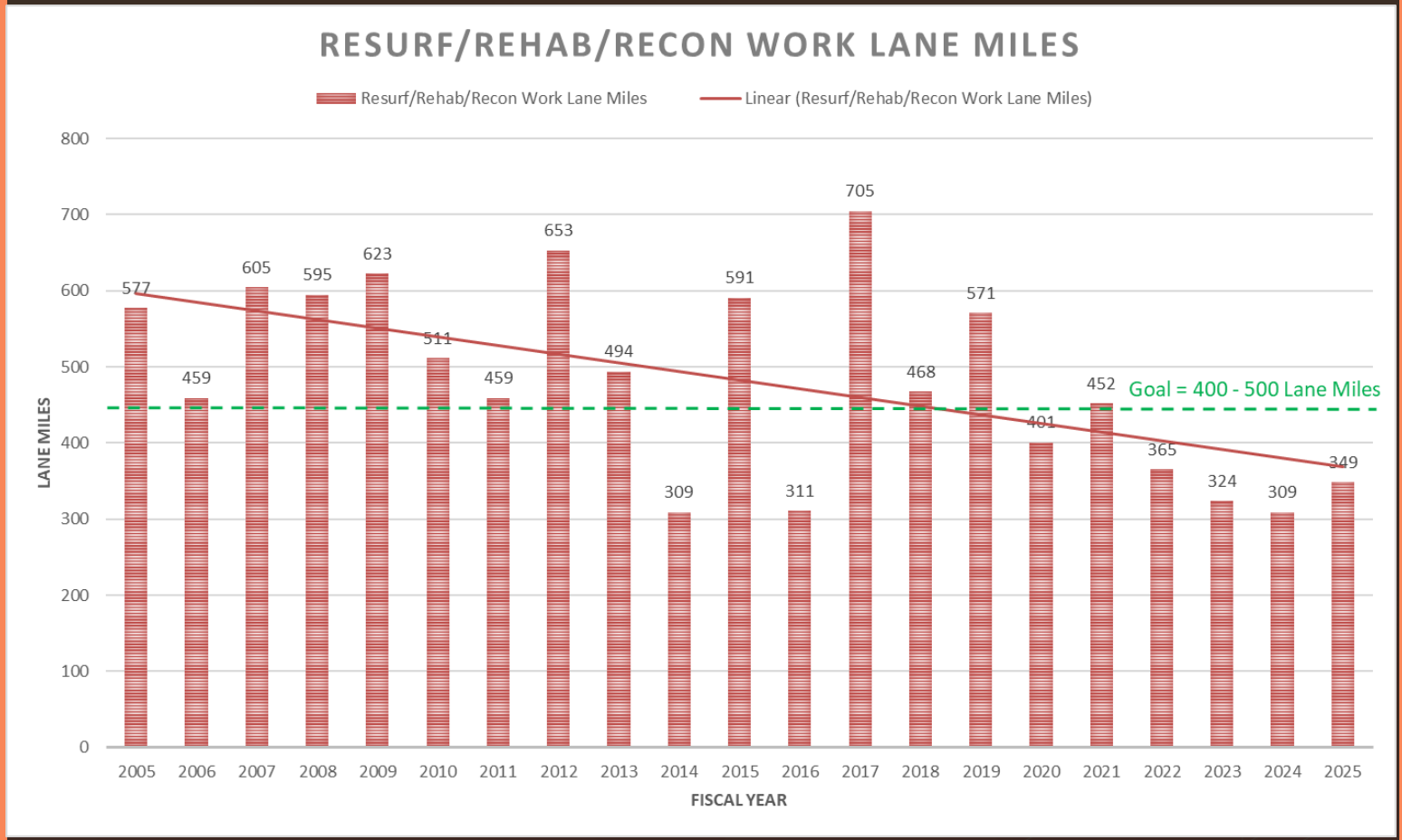


Source: NJDOT Pavement Management System

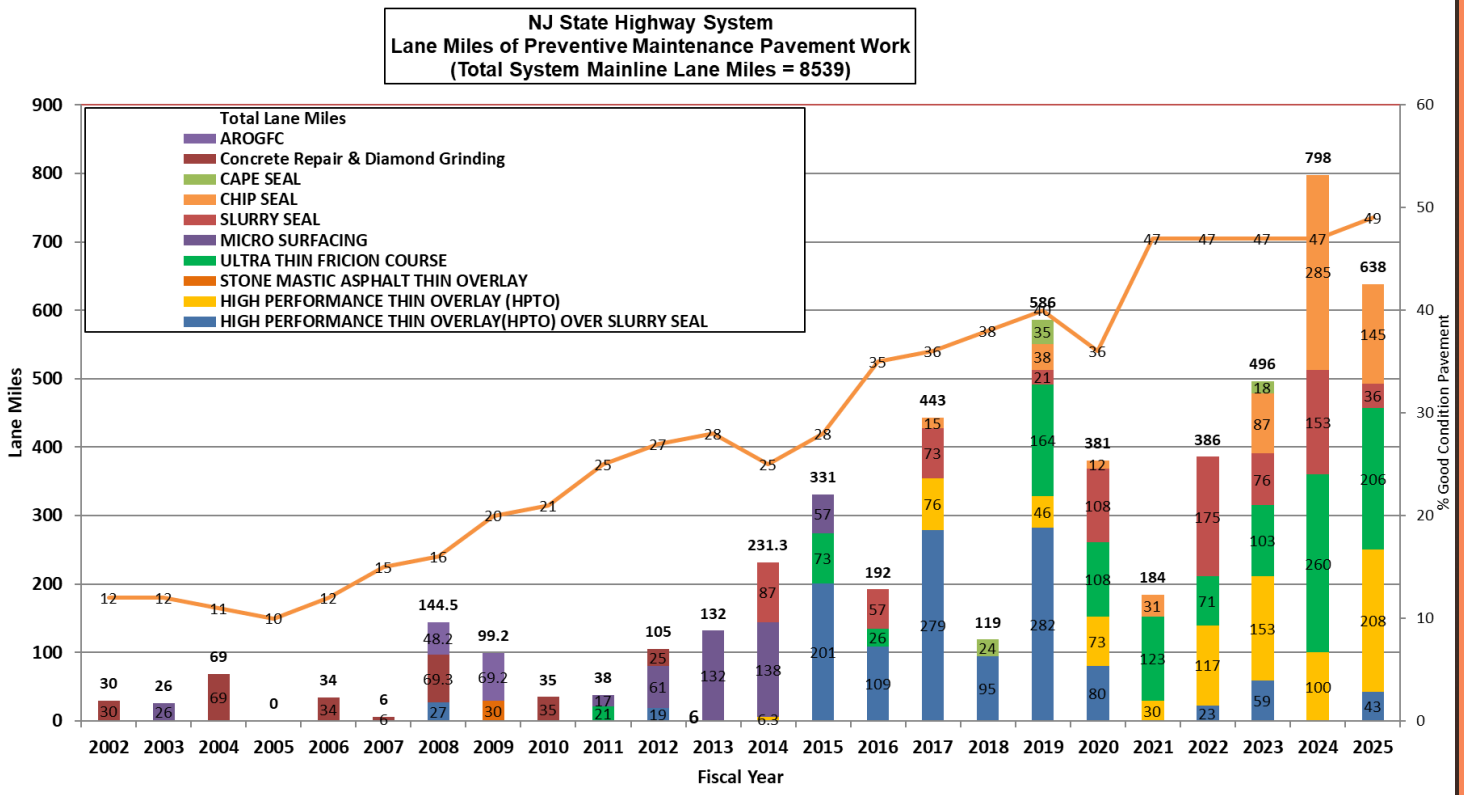
Challenges

Better Balance of Preservation vs. Resurfacing/Rehab/Recon

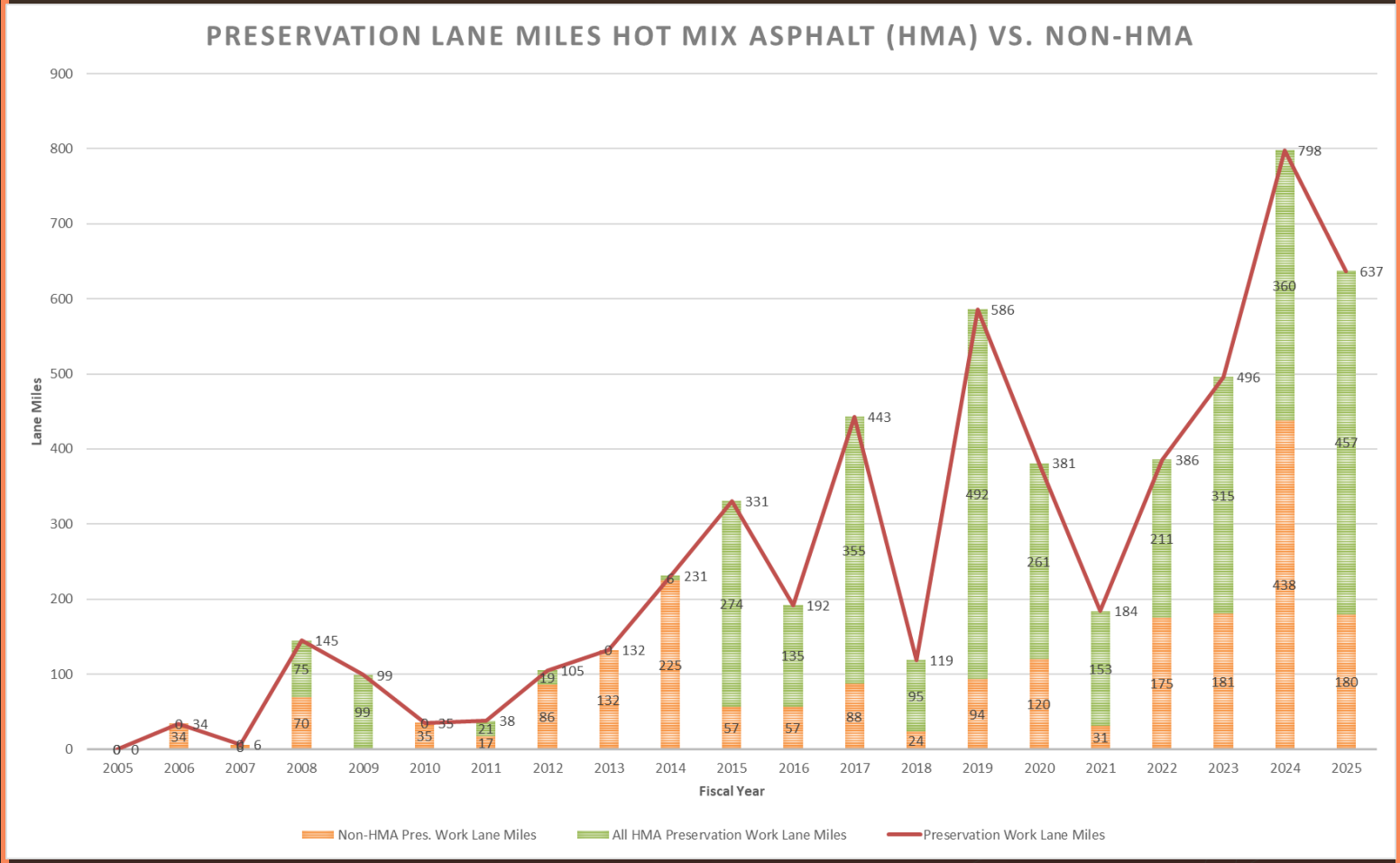
Better Balance of Resurfacing vs. Preservation



Better Preservation Treatment Selection for Maximum Benefits



Better Balance of HMA Preservation vs. Non-HMA Preservation



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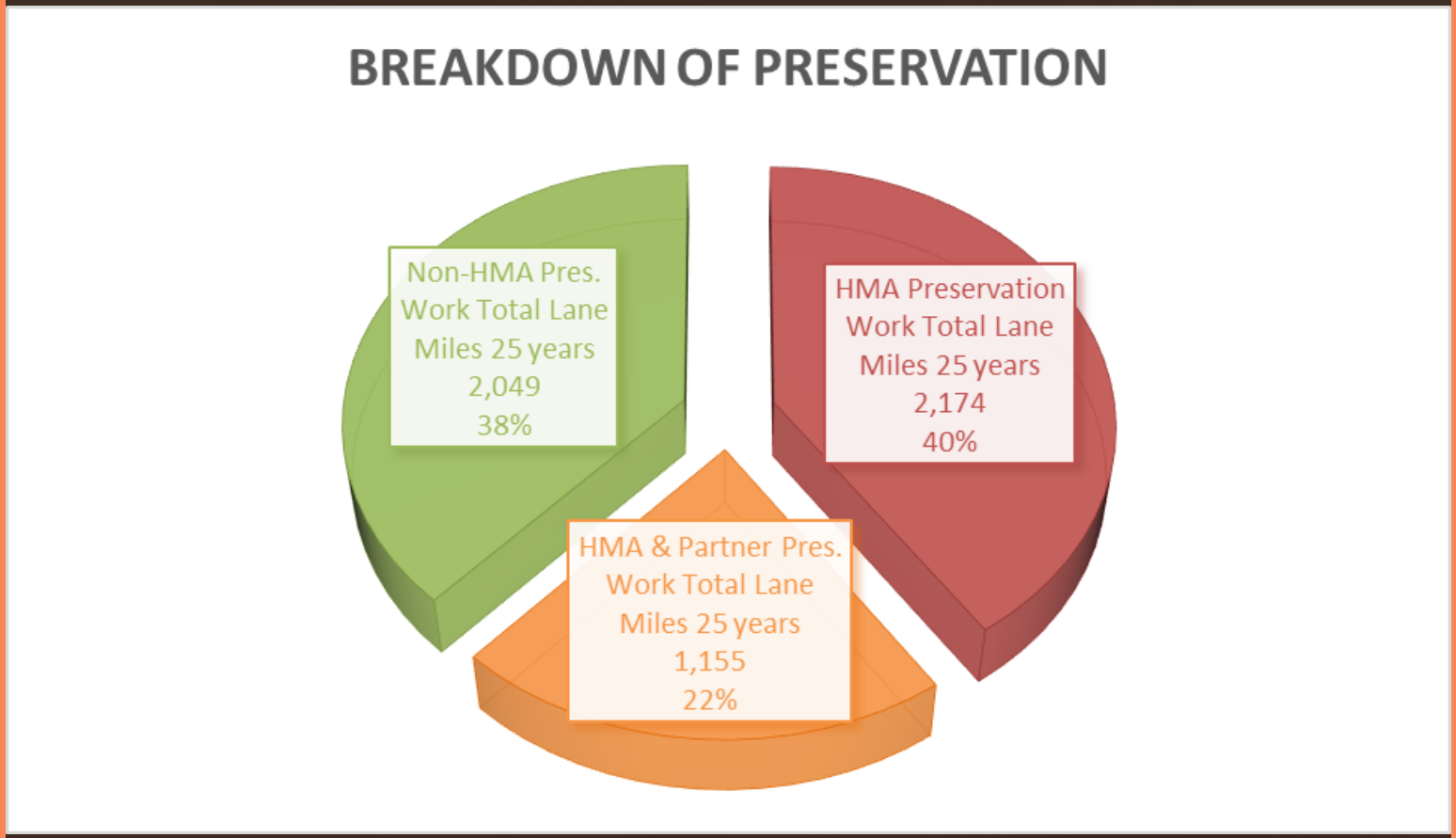
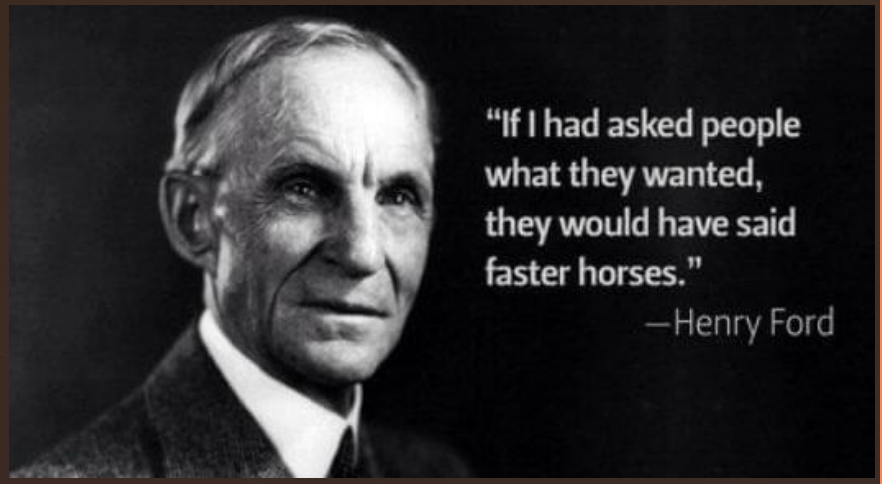


Project Delivery

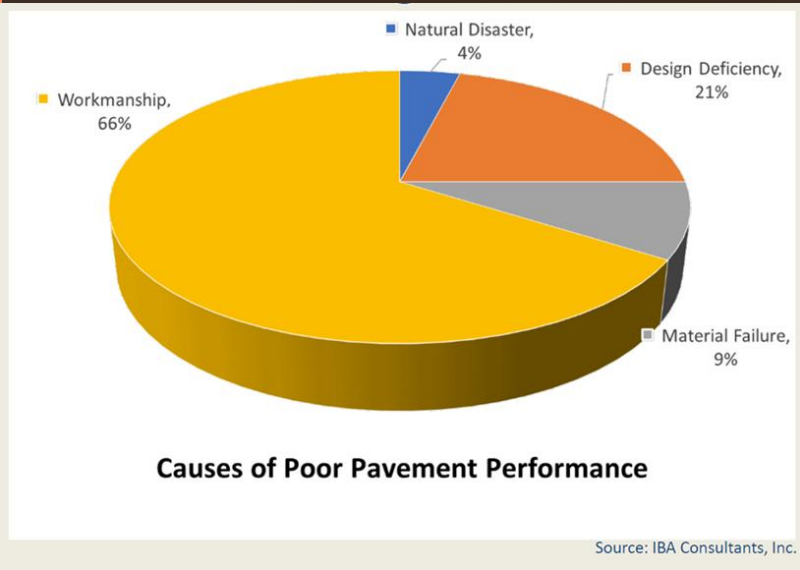
- Multiple Challenges for CPM Limited Scope Pavement
  - ADA/Traffic Signals
  - Utility Relocations
  - ROW Acquisition
  - Guiderail
  - Complete Streets
  - Structural Repair
  - Environmental Permitting

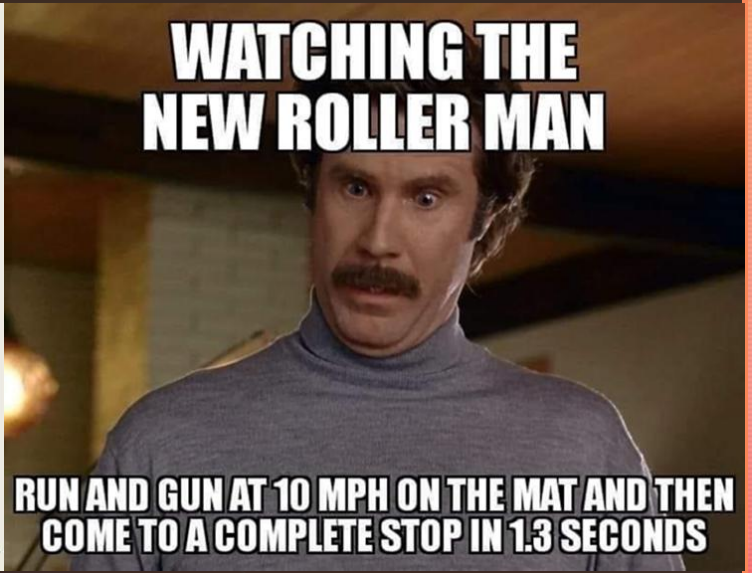


Project Delivery

- Ongoing initiatives to speed up delivery
- ~118 CPM Pavement Projects currently in Planning (53) to Design (65) Phases
  - 60 Resurfacing
  - 48 Preservation
  - 7 Reconstruct
  - 3 Rehab

Quality


Natural Disaster, 4%
Design Deficiency, 21%
Workmanship, 66%
Material Failure, 9%
Causes of Poor Pavement Performance
Source: IBA Consultants, Inc.

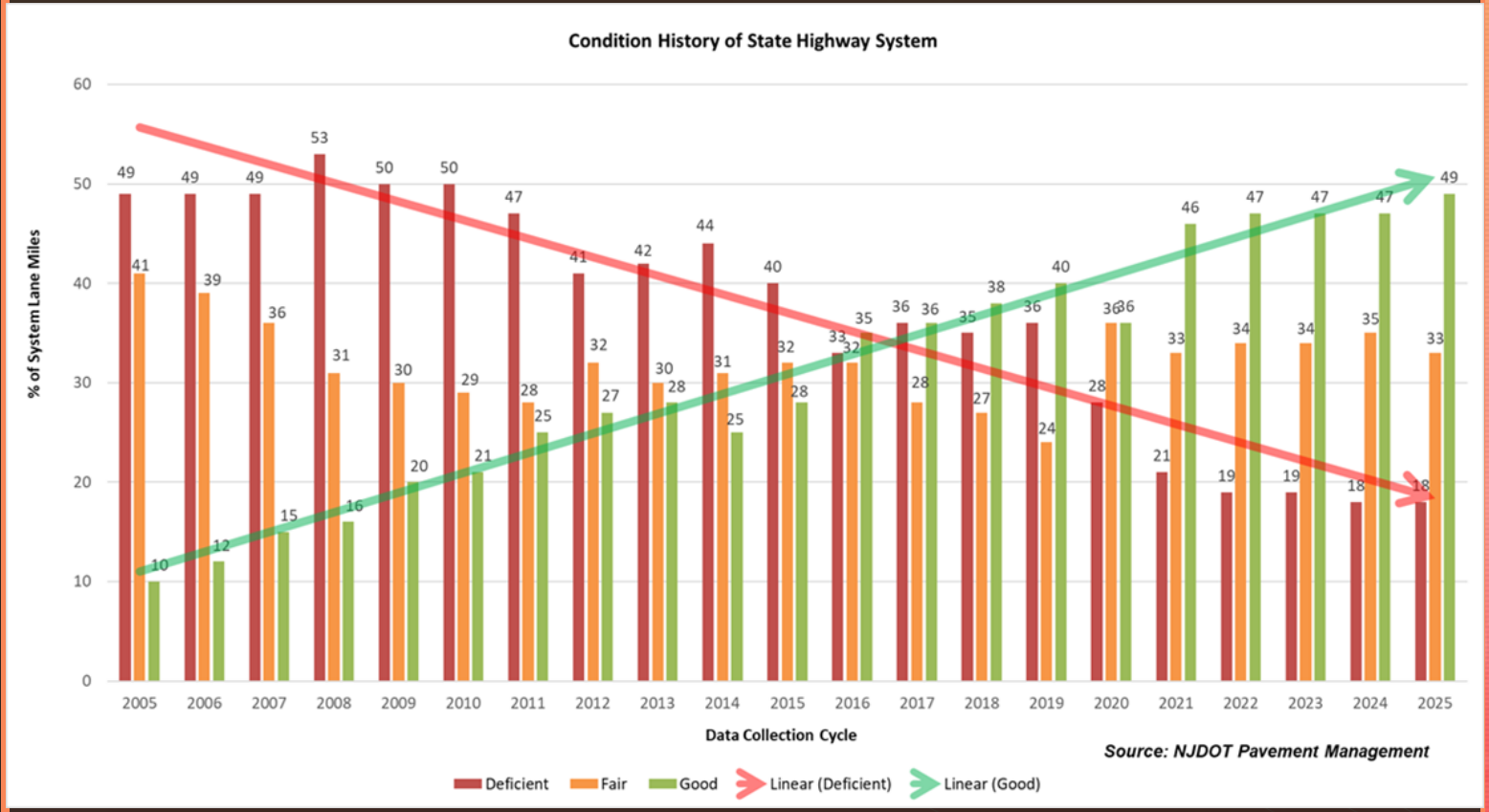

WATCHING THE NEW ROLLER MAN
RUN AND GUN AT 10 MPH ON THE MAT AND THEN COME TO A COMPLETE STOP IN 1.3 SECONDS

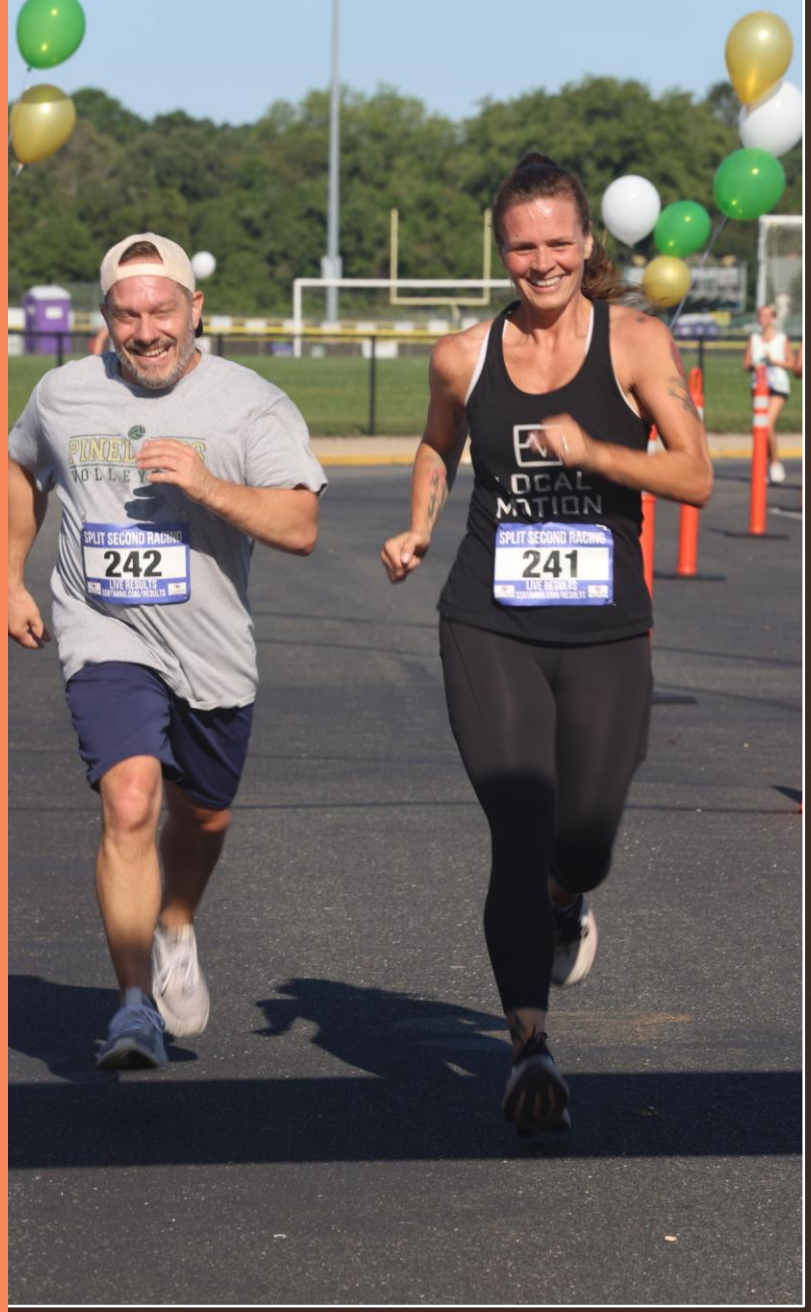
Summary

Final Thoughts

- Maintain Adequate Funding for Pavements
- Maintain Healthy Balance of Resurfacing & Preservation
- Maximize Preservation Benefits
- Improve Efficiency and Speed of Project Delivery
- Improve and Maintain Quality

Historical Condition of SHS





Thank you!

Robert Blight

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Email: Robert.Blight@dot.nj.gov

PDMT website: https://www.nj.gov/transportation/eng/pavement/technologies.shtm