REQUEST FOR QUOTATION

Transportation Asset Management System (TAMS)

STATE OF NEW JERSEY
Honorable Philip D. Murphy, Governor
Honorable Tahesha Way, Lt. Governor

DEPARTMENT OF TRANSPORTATION
Francis K. O'Connor, Commissioner

August 1, 2025

Important Dates and Information

Question Cut-Off:	August 8th, 2025 @ 10:00 AM Email: dot-ems_bid.procurement@dot.nj.gov
Answers to Bid Questions:	Bidders are encouraged to monitor the NJDOT – EMS website daily for updates, changes and responses to questions through the submission due date. http://www.nj.gov/transportation/business/procurement/ems/current.shtm
Bid Opening:	August 19th, 2025 @ 10:00 AM Email: dot-ems_bid.procurement@dot.nj.gov Please identify the Project Name in the subject line of your e-mail. Quotes sent to any other e-mail address may result in the quote being rejected. The quote must be submitted in PDF format. No other format will be accepted.
Procurement Contact:	Nikki Ghorbani Email: dot-ems_bid.procurement@dot.nj.gov

1.0 PURPOSE AND BACKGROUND

1.1 PURPOSE

This Request for Quote (RFQ) is issued by the New Jersey Department of Transportation, Division of Operations. The purpose of this RFQ is to solicit quotes from qualified consulting firms to perform program management and support services to develop detailed business, functional, and technical requirements for a Software as a Service (SaaS) system replacement for NJDOT Operations' Transportation Asset Management System (TAMS).

The primary objectives of this engagement are:

- Analyzing the existing TAMS SaaS solution and its system interconnectivities;
- Identifying gaps in business practices and system functionality;
- Gathering stakeholder input for future required and desired functionality while ensuring; scalability and security for long-term system sustainability;
- Producing a comprehensive software requirements specification (SRS) document; and Providing a performance and cost evaluation of comparable market-ready platforms that will guide the development, procurement, deployment, and training of the new SaaS solution.

A Bidder awarded a Contract, resulting from this RFQ will not be able to bid on future RFQs resulting from the work the Contractor performed under this RFQ, such as the implementation of any new project.

The intent of this RFQ is to award a contract to that responsible bidder whose proposal, conforming to this RFQ is most advantageous to the State, price and other factors considered. The State, however, reserves the right to separately procure individual requirements that are the subject of the contract during the contract term, when deemed by the Director to be in the State's best interest.

The State of NJ Standard Terms and Conditions will apply to all contracts or purchase agreements made with the New Jersey Department of Transportation.

1.2 BACKGROUND

The New Jersey Department of Transportation (NJDOT) utilizes a Transportation Asset Management System (TAMS) Software as a Service (SaaS) solution that uses web hosted servers, NJDOT desktop computers, and state issued mobile devices to schedule and record any activities performed on or in support of roadway assets (safety set-ups, pavement issues, traffic signal and highway lighting, guiderail installation, etc.), into a single platform. Field and office staff use the platform for their daily activities through a menu of services, listings of equipment and materials, all with geocoded locations. The system is accessible twenty-four hours a day seven days a week, 365 days per year for data input, data export, reporting and analysis. Almost 600,000 assets are available in the TAMS system across 63 asset categories.

Staff input data of their work activities including manpower, materials, and equipment used for maintenance projects, with a date and time stamp of all work begun and completed, from the field or office, into this Geographical Information System (GIS)-based SaaS solution. Being GIS based, TAMS displays Operations assets on a map. When the user opens the asset on the map, it displays a before and after picture of maintenance or project work completed, along with other pertinent project information. Thus, providing the history of Operational assets once the work is complete.

NJDOT Senior Management, key staff, and the Department of Treasury's Division of Risk Management have access to data through TAMS for reporting, planning, budgeting, and risk assessment. The data from TAMS is also utilized to report performance to the NJ Governor's Performance Center: YourMoney.NJ.Gov - NJ Transparency Center | Governor´s Performance Center. Scheduling asset maintenance and replacement schedules are based on real-time data analysis. The analysis also enables management to assess root causes of continuous or repetitive problems that occur at specific locations.

The Central Dispatch Unit (CDU) is the 24/7/365 call center for the NJDOT. Staff working in this facility receive calls from agencies, public officials, and the public for various call categories and call types. Examples of call categories are related to safety, bridge maintenance, operations construction, drainage, electrical, roadway maintenance, signs, vegetation control, and winter weather. Examples of call types could be related to safety parameters, icing conditions, flooding conditions, down trees, traffic signals, signs, mowing, snow plowing, salting, spreading, salt brining, Federal Emergency Management Agency (FEMA) response, etc.
CDU transcribes calls received at their Hamilton facility into TAMS for actionable response and remediation by the Department as required by Department policy and procedure. In addition, the Department provides a Public Problem Reporting (PPR) platform to the public on its website (https://www.njdotproblemreporting.com/). This website allows users to report complaints for the Department's response. Each complaint entered into the website is reviewed and translated into the

TAMS SaaS solution for investigation and deployment of resources in similar fashion as to phone calls received.

Every request for Department resources is data (entered electronically) into the TAMS SaaS system (vendor-provided SaaS solution) generating what the Department calls an “EL-15". This EL-15 is a record of the call and detail related to the response (who called, when, incident description, crew(s) contacted for response, personnel that responded, when crews arrived on scene, when crews departed the scene, details about who else was notified about the incident, and whether the situation was resolved or needed additional contractor resources).

For every call made after hours, at least one phone call is made to the appropriate DOT business area to respond. Depending on number of staff answering phones, this could lead to multiple calls received during non-core 7:00 am-5:00 pm business hours requiring after hours support requesting staff to respond. At times, one call into the Department can result in the Department making 3-4 phone calls to personnel to get staff to respond to the incident.

Once an incident is entered, the responsible crew and supervisors receive EL-15s through a mobile application on their phones, detailing the work to be completed. Once work is completed, the responders enter data into an Activity Report (AR). AR documents the personnel, time, cost, number, and amount of resources utilized to resolve the reported issue. This is not necessarily a one-to-one relationship. For example: if a crash occurred on a DOT roadway due to a missing sewer grate, the associated vehicle spun out, struck the guiderail, and knocked down a traffic signal, one EL-15 is generated. Up to four ARs could be created documenting the Department's efforts to resolve each of the issues. In this example, AR#1 setting up safety to close lanes for crash responders, AR#2 replacing the sewer grate, AR#3 repairing the guiderail, and AR#4 replacing and testing all traffic signal components knocked down.

Multiple people from various business units access the TAMS platform with CDU being the heaviest user as the front-line data entry of an issue. During a winter or summer storm, the number of people accessing the system expands dramatically as additional users across multiple locations are brought in to track contractor resources and handle bursts of staffing and incidents statewide. Due to the nature of the work TAMS supports, there is no prescribed seasonal downtime. TAMS could receive weather and non-weather-related peaks that vary based on a variety of factors including motorist behaviors.

All entries into TAMS (EL-15s and ARs) feed into an analytics platform that provides multiple dashboards, allowing the Department to aggregate information and display or export records (road salt, potholes filled, safety parameters set up, signals repaired, signs repaired, deer pickups, etc.), many of which are provided to executive levels of state government for cost accountability. This data is also utilized for FEMA reimbursement to the Department during a declared state of emergency or disaster. Additionally, the report detailing the problem (EL-15) and the Department's documented response (AR) provide facts that support any litigation against the Department.

The availability of the TAMS system is critical to the Department's response to incidents. As the primary method to document complaints, response, and Department activities, any downtime impacts both CDU operators’ ability to perform their tasks in a timely fashion (resorting to paper documentation and additional workload to re-enter data into the system upon its restoration along with vendor data fixes), the responding crew(s) ability to record their actions and associated costs, as well as the ability to analyze DOT efforts in the Front Office and perform mandated reporting.

2.0 Contract Specific Definitions

AR - Activity Report. The document utilized by field crews to record personnel, time, cost, number, and amount of resources utilized to resolve a reported roadway asset issue.

CDU - Central Dispatch Unit. The 24/7/365 call center for the NJDOT.

EL15 – Record of the CDU call received and details related to the response (who called, incident description, when, crew(s) contacted for response, personnel that responded, when crews arrived on scene, when crews departed the scene, details about who else was notified about the incident, whether the situation was resolved or needed additional contractor resources.

PPR – Public Problem Reporting. A vendor provided micro-site incorporated into the NJDOT internet page that receives complaints from the public for NJDOT's response. Each compliant is reviewed and investigated for appropriate resource allocation. See link here: Public Problem Report.

SaaS - Software as a Service – an application running on a cloud infrastructure, accessible from various client devices through a thin client interface such as a Web browser (e.g., Web-based email) or a program interface. The consumer does not manage or control the underlying cloud infrastructure, including network, servers, operating systems, storage or even individual application capabilities, with the possible exception of limited user-specific application configuration settings.

TAMS - Transportation Asset Management System. A NJDOT's SaaS solution used to record, track, and report Department response, repair, and resolution to roadway assets including associated costs, personnel, and timeframes

3.0 SCOPE OF WORK

The objective of this contract is to establish Contractor support on-site and virtual in program areas to within the Department of NJDOT. The contractor shall provide qualified staff to oversee, research, review, compile, amend, verify and provide comprehensive documentation to procure a SaaS solution replacing the existing TAMS SaaS.

Additionally, the contractor shall be required to perform the following tasks:

3.1 CONTRACTOR REQUIREMENTS

A. Conduct Software Requirements Specification (SRS) Information Gathering:

1. Gather, coordinate, organize, and review all activities needed to review existing system documentation and workflows.
2. Analyze, identify, document the current system, process pain points, gaps, and inefficiencies in the current system and supporting processes.
3. Conduct, oversee, and document stakeholder interviews (not limited to users, IT team, management, vendors, etc.)
4. Facilitate workshops or focus groups to capture business and technical needs documenting the current state and recommended future state.

B. Develop Software Requirements Specification (SRS) Documentation:

1. Document business requirements (high level needs and objectives)
2. Define and document functional requirements (detailed feature and capacity descriptions)
3. Define and document non-functional requirements (performance, security, scalability, compliance)
4. Develop system integration requirements (data flows, APIs, third-party connections)
5. Identify reporting and analytics needs

C. Conduct Software Requirements Specification (SRS) Validation and Refinement:

1. Conduct stakeholder reviews of draft requirements
2. Incorporate feedback and revisions
3. Finalize the requirements document for approval

D. Perform Project Management Activities:

The contractor shall provide a Project Manager who will coordinate the work of their supporting team members: Analysts, Specialists, Team Leads, Associates, Assistants, etc. to perform the following work.

The selected Contractor will also be responsible for developing and supporting all appropriate project management activities for the Department to transition from the existing SaaS solution to a new SaaS solution and develop steps to sunset the existing SaaS solution while maintaining a smooth data integration from the existing solution to the new solution.

1. Overseeing efforts to determine, develop, and verify SRS
2. Developing use case scenarios and process flows for operations and back-end datasets
3. Reviewing integrated one-way and bidirectional dataset connections to the current TAMS SaaS platform, including the validation of current system architecture diagrams for all system interconnectivity.
4. Developing the proposed future system architecture diagrams for all system interconnectivities.
5. Participation in the Technical Initiation Proposal, Cloud Logical System Architecture Review (CLSAR) and Implementation Review required by the New Jersey Office of Information Technology (NJOIT)
6. Analysis of similar market ready platforms including performance, similar capabilities, and cost analysis
7. Creating options for a comprehensive transition plan and strategy from the existing SaaS solution to a new SaaS solution and steps to sunset the existing SaaS solution.
8. In-person Kick-off Meeting including Agenda to discuss overall project to ensure desired outcomes are achieved.
9. Meeting with NJDOT Project Manager and others, as appropriate.
10. Delivery a Draft Work Plan with proposed schedule, personnel roles/responsibilities, deliverables, and timeframes.
11. Maintain meeting Agendas, Meeting Minutes, and share with meeting attendees as appropriate utilizing State technology tools as needed.
12. Track expenditures and including hours worked and provide a monthly report to the State Project Manager.
13. Prepare a written Meeting Summary with follow up action items and a Final Work plan and submit electrically to Project Manager 2 weeks after Kick-off Meeting.
14. Prepare and provide a written Monthly Progress Report.

15. Provide a Monthly Expenditure Report.

3.2 Deliverables and Timeline

1. **Task 1 - Conduct a Project Assessment and Technical Analysis of the Current System** for the following areas at a high level:
    a. Review existing PM structure and provide advisement/project planning documentation needed to ensure a unified solution. Provide advisement to key staff on extraction and analysis of data and build reports where needed. Keep all key staff including executive leadership appraised of project status activities as well as reasonable short-, mid-, and long-term goals.
    b. Perform system analyses of current system outages root cause/s, provide any remediation recommendations to implement for the future system.
    c. Develop detailed architectural plan documenting current state and recommended future state including options where feasible.
    d. Perform a gap analysis for the existing system effort and align to NJDOT's Operations technical team to determine appropriate future system connectivity.
    e. Develop a detailed change management strategy/plan to address all changes, communication activities, targeted training analysis and delivery plan to ensure changes from current TAMS SaaS solution to proposed solution are comprehensive and sustainable. These activities will require engaging with all levels of stakeholders to ensure effective communication, messaging, and user adoption.
    f. Assess existing implementation efforts and develop a detailed roadmap for integration product needs that utilizes technology best practices of system releases.
    g. Perform a comprehensive IT Security analysis of the current and proposed SaaS solutions to compare against industry security best practices, policies, and procedures. Provide recommendations for inclusion into future SRS. Confirm all solutions meet NJ Statewide Information Security Manual (SISM) standards. https://www.cyber.nj.gov/home/showpublisheddocument/1021/638767859725630000
    h. Review system reports generated by the system to determine where system integration would be valuable and need to be carried over into the future system and document in the SRS for data integrity and accuracy.
    i. Provide a detailed risk management assessment to determine where gaps exist in the current platform and recommend items to include in the SRS to limit project risk
    j. Review, gather, and document a comprehensive requirements traceability matrix.

2. **Task 2 - Software Requirements Specification (SRS) that combines the efforts and adheres to the criteria listed under Section 3.1 of this RFQ**

3. **Task 3 - Market Research Analysis:**

    a. Market Overview
        - Provide detailed definitions of asset management and maintenance management, the types of SaaS systems including hybrid solutions with definitions of what the hybrid solution entails that are typically utilized to support the functions of asset and maintenance management in both the public and private section. Define and document the supporting roles and/or functions needed to support these systems and organizational structure needed including managerial staff, field staff, IT staff,

subject matter experts, etc.
- Provide a detailed document overviewing industry trends, adoption, Artificial Intelligence (AI)I/automation in ticketing and cloud-based solutions.
- Market size, growth projects, and key industry segments including public, local, and private sector areas who have utilized similar solutions.

b. Competitive Landscape
   - Identification of key vendors and their offerings.
   - Comparison of features, pricing models, and target audiences.
   - Strengths, weaknesses, opportunities, and threats (SWOT) analysis of major competitors.
   - Market share analysis.

c. Technology Trends and Innovations
   - AI-powered automation and chatbots in ticketing systems.
   - Integration with Operations Management and Asset Management
   - Mobile accessibility and cloud vs. on-premises deployments and any hybrid deployments.
   - Role of cybersecurity and data privacy compliance in ticketing systems.

d. User Needs and Pain Points
   - Key requirements for IT teams and users.
   - Challenges faced in ticketing workflows, such as resolution time, prioritization, and reporting.
   - Integration needs with other enterprise software (ERP, CRM, and other systems).
   - Time frame for implementation and upgrade landscape.
   - Issues, risks, tasks to take into consideration.

e. Regulatory and Compliance Considerations
   - Industry standards (e.g., ITIL, ISO 27001, GDPR, HIPAA, FedRAMP for government sectors).
   - Compliance requirements for different industries using ticketing systems.

f. Pricing and Cost Analysis
   - Different pricing models (subscription-based SaaS, perpetual licensing, and other models).
   - Cost-benefit analysis of different solutions.
   - ROI and TCO (Total Cost of Ownership) evaluation.

g. Adoption and Market Segments
   - Industry verticals using asset management/maintenance ticketing (government, IT, manufacturing, etc.)
   - Adoption trends across different company sizes including government space.
   - Geographic market segmentation.

h. Future Market Predictions
   - Growth forecasts for the next 5-10 years.
   - Impact of emerging technologies (AI, automation, predictive maintenance, etc.).
   - Potential market disruptions.

DELIVERABLE	DESCRIPTION	ESTIMATED TIMELINE
Kickoff Meeting	Define project scope and expectations	Two weeks from Purchase Order
Stakeholder Interviews	Conduct meetings with key users and IT	4 months from Purchase Order
Project Assessment and Technical Analysis of the Current System	Technical and project management review of existing system	8 months from Purchase Order
Draft Software Requirements Specification (SRS) Document	Initial documentation with findings	12 months from Purchase Order
Review Sessions	Stakeholder review and feedback	16 months from Purchase Order
Finalized Software Requirements Specification (SRS) Document	Complete, approved version	18 months from Purchase Order
Market Research Analysis	Documentation and Findings as comparable to finalized SRS	24 months from Purchase Order

3.3 INVOICING

The Contractor shall submit its monthly, invoice per project via e-mail. The Contractor's total cost per each task, shall not exceed its awarded pricing.

Invoices should be emailed to:

Julie Beale
State Contract Manager
Operations Systems Unit (OSU)
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625-0600
Julie.Beale@dot.nj.gov

Bonnie Green
Transportation Mobility
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625-0600
Bonnie.Green@dot.nj.gov

4.0 Quote Content

4.1.1 FORMS, REGISTRATIONS AND CERTIFICATIONS TO BE SUBMITTED WITH QUOTE

In order to be considered for award, the quote must be received electronically by the required date and time indicated under the Important Dates and Information section of this RFQ. The quote should be submitted in two (2) sections with the content of each as indicated below.

A. Section 1 – Forms

The Bidder must submit all the forms listed on the checklist. The checklist and required forms can be found at the following link: https://www.state.nj.us/treasury/purchase/forms/Waiver%20and%20DPA%20Contract%20Checklist.pdf.

All required DPA forms should be completed and submitted in their entirety with the Quote. If the Bidder does not submit the DPA forms with the Quote, the forms must be submitted within five (5) business days of the NJDOT's request or the NJDOT may deem the Quote non-responsive.

NOTE: To qualify for an award, the Bidder must be registered in NJSTART, the State's electronic procurement system NJSTART registration link as follows: https://www.njstart.gov/bso/

4.2 TECHNICAL QUOTE AND PRICE

4.2.1 TECHNICAL QUOTE

1. TECHNICAL QUOTE

In this section, the Bidder shall describe its approach and plans for accomplishing the work outlined in the Scope of Work section, i.e., Section 3.0. The Bidder must set forth its understanding of the requirements of this RFQ and its approach to successfully complete the requirements of the Contract. The Bidder should include the level of detail it determines necessary to assist the evaluation committee in its review of the Bidder's Quote.

2. MANAGEMENT OVERVIEW

The Bidder shall set forth its overall technical approach and plans to meet the requirements of the RFQ in a narrative format. This narrative should demonstrate to the State that the Bidder understands the objectives that the Contract is intended to meet, the nature of the required work, and the level of effort necessary to successfully complete the Contract. This narrative should demonstrate to the NJDOT that the Bidders general approach and plans to undertake and complete the Contract are appropriate to the tasks and subtasks involved.

Mere reiterations of RFQ tasks and subtasks are strongly discouraged, as they do not provide insight into the Bidder's approach to complete the Contract. The Bidder's response to this section should be designed to demonstrate to the NJDOT that the Bidder's detailed

plans and approach proposed to complete the Scope of Work are realistic, attainable and appropriate and that the Bidder's Quote will lead to successful Contract completion.

3. CONTRACT MANAGEMENT

The Bidder should describe its specific plans to manage, control and supervise the Contract to ensure satisfactory Contract completion according to the required schedule. The plan should include the Bidder's approach to communicate with the State Contract Manager including, but not limited to, status meetings, status reports, etc.

4. RESUMES

Detailed resumes should be submitted for all management, supervisory, and key personnel to be assigned to the Contract. Resumes should emphasize relevant qualifications and experience of these individuals in successfully completing Contracts of a similar size and scope to those required by this RFQ. Resumes should include the following:

A. The individual's previous experience in completing each similar Contract;
B. Beginning and ending dates for each similar Contract;
C. A description of the Contract demonstrating how the individual's work on the completed Contract relates to the individual's ability to contribute to successfully providing the services required by this RFQ; and
D. With respect to each similar Contract, the name and address of each reference together with a person to contact for a reference check and a telephone number.

5. EXPERIENCE WITH CONTRACTS OF SIMILAR SIZE AND SCOPE

The Bidder should provide a comprehensive listing of contracts of similar size and scope that it has successfully completed, as evidence of the Bidder's ability to successfully complete services similar to those required by this RFQ. Emphasis should be placed on contracts that are similar in size and scope to the work required by this RFQ. A description of all such contracts should be included and should show how such contracts relate to the ability of the firm to complete the services required by this RFQ. For each such contract listed, the Bidder should provide two (2) names and telephone numbers of individuals for contracting party. Beginning and ending dates should also be given for each contract.

The Bidder should demonstrate a minimum of five (5) years' previous experience in the performance of services similar to those specified within this RFQ. The Bidder should present clear evidence in the business analysis and requirements gathering, knowledge of SaaS systems and enterprise IT workflows, expertise in stakeholder facilitation and process documentation, expertise in creating requirements for SaaS procurement and implementation, software market analysis, excellent communication and software platform documentation skills

4.2.2 PRICE SHEET INSTRUCTIONS

The Bidder must submit its pricing using the NJDOT Supplied Price Sheet accompanying this RFQ.

a) PRICE SHEET INSTRUCTIONS

The Bidder must submit its pricing using the format set forth in the price sheet/schedule accompanying this RFQ. Failure to submit all information required

will result in the proposal being considered non-responsive. Each bidder is required to hold its prices firm through issuance of contract.

Bidders are to provide an hourly rate for each Staffing Category along with the number of hours estimated to be required to complete task.

4.3 QUOTE EVALUATION AND AWARD

4.3.1 CLARIFICATION OF QUOTE

After the Quotes are reviewed, one (1), some or all of the Bidders may be asked to clarify certain aspects of its Quote. A request for clarification may be made in order to resolve minor ambiguities, irregularities, informalities or clerical errors. Clarifications cannot correct any deficiencies, material omissions, or used to revise or modify a Quote.

4.3.2 TECHNICAL EVALUATION CRITERIA

The following criteria will be used to evaluate and score Quotes received in response to this RFQ. Each criterion will be scored, and each score multiplied by a predetermined weight to develop the Technical Evaluation Score:

A. Personnel: The qualifications and experience of the Bidder's management, supervisory, and key personnel assigned to the Contract, including the candidates recommended for each of the positions/roles required;
B. Experience of firm: The Bidder's documented experience in successfully completing Contract of a similar size and scope in relation to the work required by this RFQ; and
C. Ability of firm to complete the Scope of Work based on its Technical Quote: The Bidder's demonstration in the Quote that the Bidder understands the requirements of the Scope of Work and presents an approach that would permit successful performance of the technical requirements of the Contract.

4.3.3 PRICE EVALUATION

Pricing will be evaluated and reviewed for reasonableness. The Bidder, whose pricing is considered to be the most advantageous to the State, and receives the highest technical quote score, will be recommended for award.

4.3.4 NEGOTIATION

After evaluating the quote, NJDOT may establish a competitive range and enter into negotiations with one (1) Bidder or multiple Bidders within this competitive range. The primary purpose of negotiations is to maximize the State's ability to obtain the best value based on the mandatory requirements, evaluation criteria, and cost. Multiple rounds of negotiations may be conducted with one (1) Bidder or multiple Bidders. Negotiations will be structured by NJDOT to safeguard information and ensure that all Bidders are treated fairly.

Negotiations will be conducted only in those circumstances where they are deemed by NJDOT to be in the State's best interests and to maximize the State's ability to get the best value. Therefore, the Bidder is advised to submit its best price quote in response to this RFQ since NJDOT may, after evaluation, make an award based on the content of the initial submission, without further negotiation and/or Best and Final Offer (BAFO), with any Bidder.

4.4 CONTRACT AWARD

Contract award will be made with reasonable promptness by written notice to that responsible Bidder, whose Quote, conforming to this RFQ, is most advantageous to the State, price, and other factors considered.

4.4.1 ADDITIONAL INFORMATION

A. The New Jersey Department of Transportation (NJDOT) reserves the right to reject all bids.
B. NJDOT reserves the right to award this project in whole, in part or not make an award.
C. Awarded Contractors, along with their proposal, will be posted on the NJDOT, Equipment Materials & Supplies, Awarded Projects' webpage.
D. Award of this contract shall not be interpreted as approval to proceed until an authorized purchase order is issued to the contractor.
E. The award of this contract is based on the yearly cost. If the cost of a year exceeds the approved amount, the NJDOT reserves the right to re-advertise and subsequently re-award a new contract.

A) ANTI-DISCRIMINATION

All parties to any contract with the State agree not to discriminate in employment and agree to abide by all anti-discrimination laws including those contained within N.J.S.A. 10:2-1 through N.J.S.A. 10:2-4, N.J.S.A. 10:5-1 et seq. and N.J.S.A. 10:5-31 through 10:5-38, and all rules and regulations issued thereunder are hereby incorporated by reference.

The contractor or subcontractor, where applicable, agrees to comply with any regulations promulgated by the Treasurer pursuant to N.J.S.A. 10:5-31 et seq., as amended and supplemented from time to time.