

**RFP: FY 2011-2012 SOUTH JERSEY TRAVEL DEMAND MODEL (SJTDM)  
IMPROVEMENTS--Addendum**

**Section II**

**B. Content**

**I.B. Conduct additional traffic counts and turning movement counts as deemed necessary by SJTPO Project Manager**

- As directed by SJTPO Project Manager, conduct additional traffic counts and turning movement counts to be used in model validation using standard traffic count procedures

SJTPO is looking for approximately 70 counts to be conducted both within and on the boundaries (cordon points) of the SJTPO region. They will be both seasonal (summer) and off-seasonal (fall and spring) counts. The counts will consist of approximately 50 Automatic Traffic Recorders (ATR) counts and 20 Turning Movement Counts (TMCs) and may be on local, county, state, and US Routes. At a minimum, they should cover a 24-hour period containing the AM Peak (6:00 A.M.-9:00 A.M.), midday (9:00 A.M.-4:00 P.M.) and PM Peak (4:00 P.M.-7:00 P.M.) for a typical weekday. For roads and intersections with significant recreational traffic, the count duration should include; at a minimum, both the Friday evening peak and the Sunday evening peak. Where practical and feasible, classification counts should be conducted. They will be both seasonal (summer) and off-seasonal (fall and spring) counts. The specific count locations will be provided by the SJTPO to the contractor prior to the Notice to Proceed.

**Section III**

**B. Cost Proposal**

The Technical Proposals must be accompanied by same number of proposals of a Cost Proposal in a separate, sealed envelope. The cost proposals must include a price and level of effort for the Scope of Work. **Each Task specified in (Section II B – Content) should contain its own separate cost.** All other charges, such as fringe benefit, overhead, profit, etc., must be identified, yielding a total project cost. **Note that the cost of modeling software should NOT be included in this cost proposal. This will be purchased by SJTPO separately.** Please also include a list of key personnel arranged by title and level with hourly rates. If an acceptable contract cannot be negotiated with the selected firm, negotiations will be terminated and SJTPO will initiate discussions with the second ranked firm. The consultant selection and negotiated contract are subject to approval by the U.S. Department of Transportation in accordance with its policies and procedures. The dollar and percentage participation of DBE/ESBE firms must be separately itemized in the cost proposal.