



Date: Tuesday, April 9, 2021

To: Recipients

Re: SJTPO Regional Freight Plan Data Collection and Analysis
Questions and Answers

Q1. We are considering pursuing this RFP and I was looking to gain access to review the RITIS database as part of the proposal preparation. I contacted the CATT Lab about RITIS and they indicated that SJTPO would need to grant approval. Are you planning to grant users access to RITIS as part of the proposal preparation?

A1. SJTPO will grant access RITIS to the consultants for use on this project. The consultant would first need to register at the RITIS site at <https://ritis.org/register>. Next, the consultant will need to contact Denise Markow at dmarkow@tetcoalition.org to complete a Data Use Agreement (DUA) with the University of Maryland's CATT Lab. Once the DUA has been approved, the CATT Lab will be able to grant Probe Data access to the consultant; and they will receive an activation email to set up their account. If you need to reach out to SJTPO as part of the process of gaining access, please email William Schiavi at BSchiavi@sjtpo.org for assistance. As the question-and-answer period is now closed, no other questions outside of the above-mentioned data access can be addressed pertaining to this RFP during the solicitation period.

Q2. In connection with the subject RFP, does SJTPO intend for the consultant to collect volume and classification information only on County and Municipal roadways? Or should the consultant account for State, US, Toll, and Interstate roadways in the data collection plan?

A2. No volume or classification data will be collected on the State network as a part of this effort. SJTPO is focused on the county and municipal roadway network through this technical study. However, some understanding of the state and toll roads is undoubtedly important to the extent that it may inform analysis of the county and municipal network. For example, understanding the State freight network may help in identifying a county or municipal roadway that is important to freight movement. To that end, it would be important to be familiar with New Jersey's [2017 Statewide Freight Plan](#). Other State data need only be consulted, where available, to the extent that it benefits and/or simplifies analysis of the county and municipal network. Below are some State resources that firms may use at their discretion.

NJDOT count data is available at:

<https://www.njtms.org/map/>

<https://www.state.nj.us/transportation/refdata/roadway/mdb/TMS2012-2019.csv>

FHWA Weigh In Motion (WIM) data is available at:

<https://fhwaapps.fhwa.dot.gov/vtris-wp/default.aspx>

Please note that New Jersey data is not available for all years.



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Where NJDOT has WIMs, they use the FHWA classification scheme; toll highways have their own based on axle counts.

The WIM sites active in SJTPO's region are:

Route	MP	Lane	Municipality	County
I-295	2.9	NB/SB (4)	Carneys Point	Salem
US-30	45.5	EB/WB (4)	Galloway Twp.	Atlantic
US-40	3	EB/WB (4)	Carneys Point Twp.	Salem
US-40	61.6	EB/WB (4)	Egg Harbor Twp.	Atlantic
US-322	38.4	EB/WB (4)	Hamilton Twp.	Atlantic
NJ-55	37	NB/SB (4)	Vineland City	Cumberland
Co-540	4.8	EB/WB (2)	Mannington Twp.	Salem
Co-551	6.8	NB/SB (2)	Upper Pittsgrove Twp.	Salem
Co-563	8.8	NB/SB (2)	Egg Harbor Twp.	Atlantic

NJDOT can provide the data in various forms (raw data in FHWA CLA & WGT formats).

Q3. I am writing to request clarification on which (if any) of the administrative forms are required from subconsultants.

A3. SJTPO only requires that the prime consultant submit their forms with the proposal submission as the contract will be between SJTPO (through SJTA) and the prime consultant. No administrative forms are required to be submitted by subconsultants.