



Date: Friday, January 30, 2026

To: Recipients

Re: Data Collection for SJTDM Recalibration and Validation
Questions and Answers

Q1. Will SJTPO provide the additional count locations or should the consultant plan on proposing those additional locations beyond the ones listed in the RFP?

A1. A minimum of 47 traffic count locations shall be proposed, starting with the 47 count locations provided in Appendix A. FY 2011-2012 SJTDM Existing Count Locations. The consultants shall conduct counts at these locations unless recent counts are available from state or similar partner agencies (SJTA, NJ Turnpike Authority, etc.), or the consultants determine that these locations are unsuitable for counts.

Consultants may propose additional locations suitable for count collection, but the “final” list of count locations will be developed in close consultation with SJTPO. Traffic counts should be conducted during the summer (seasonal) and off-season periods at each location. The proposal shall clearly indicate the number and proposed count locations.

As part of the SJTDM Travel Demand Model Improvement project conducted in 2011, 41 of the 47 previous count locations were counted during both the summer and off-season periods. There were three (3) summer-only count locations and three (3) off-season-only count locations. Technically, 44 counts were active during both the summer and off-season. 41 counts were *same* count locations + 3 *summer-only* locations + 3 *off-season-only* locations = 47 locations total. It should be noted that many of the previous count locations were along the screenlines. Any new count locations shall be selected with consideration of their usefulness for screenline analysis.

Screenlines can be thought of as imaginary lines drawn across a transportation network, typically cutting across roads, transit lines, or corridors, used to summarize traffic flows crossing that line. Screenline functionality can be achieved through the strategic siting of count locations and does not require any additional locations beyond the stated minimum.

Q2. How should proposers address vehicle classification data?

A2. The proposal shall clearly indicate the number and locations at which vehicle classification data will be collected. The same applies to the collection of speed data.

Q3. What GIS formats are required for project deliverables?

A3. GIS deliverables shall include a complete ArcGIS Pro project file (.aprx) with an appropriate basemap and a file geodatabase (.gdb) containing point features with attributes describing location, timing, and other relevant characteristics. The geodatabase should contain the shapefiles and other layer files required to display the maps in ArcGIS Pro. In addition, all data products should include the appropriate metadata, as



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referenced in Section 3.4 of SJTPO's [GIS Data Management Plan](#), available in SJTPO's [Document Library](#), under Other Products – Data Development.

Q4. May consultants use proprietary tools during data collection and processing?

A4. Consultants may use their standard tools and workflows for data collection and processing. However, final deliverables must be provided on physical media in open formats, including CSV, PDF, and Microsoft Office file formats, as appropriate for the data type.

As noted within Task 2, all data collected or compiled under this contract shall be delivered to SJTPO as non-proprietary data, with full rights for SJTPO to use, reuse, modify, archive, and share the data without restriction or reliance on licensed software, proprietary platforms, or vendor-specific equipment. Data delivered to SJTPO must be easy to use and accessible without proprietary software.

Q5. Does proposing on this RFP (as a prime or sub) preclude a company from proposing on the SJTDM Update/Recalibration and Validation RFP coming later this year?

A5. No. Proposing on this RFP, either as a prime consultant or subconsultant, does not preclude a firm from proposing on the SJTDM Update/Recalibration and Validation RFP anticipated later this year. Firms are welcome to submit proposals for both procurements, subject to the specific requirements and evaluation criteria of each RFP.

Q6. Will SJTPO allow cameras to be used as the sole data collection method in place of standard road tubes for volume/classification/speed data, provided that accuracy meets or exceeds that of road tubes and all deliverable requirements are satisfied?

A6. Yes. SJTPO will permit the use of camera-based technologies as the sole data-collection method in lieu of standard road tubes for volume, classification, and speed data. Consultants are free to propose their preferred data collection methodology, whether camera-based, road tubes, or a combination of methods, provided that the proposed approach satisfies all data quality, validation, and deliverable requirements outlined in the RFP.

SJTPO strongly prefers physical counts collected at project-specific locations over methodologies (e.g., location-based services data) that rely on a limited sample of locations and apply estimates or modeled values to other sites.

Q7. If so, what steps or approvals are required to obtain authorization to use cameras instead of road tube devices for both traffic volume counts and 13-bin FHWA vehicle classifications?

A7. No additional approvals from SJTPO are required to use cameras instead of road tube devices. However, before any data collection device is installed, a Highway Occupancy Permit (HOP) or other permit may be required from the roadway owner. It shall be the responsibility of the consultant to coordinate with the applicable road owner(s) to determine permitting requirements and comply with their established process.