



**Addendum #1
November 24, 2021**

**Town + Gown Request for Proposals:
NYC Carbon Trading Study**

Section I of the New York City Department of Transportation (“DOT”) Request for Proposals (“DOT T+G RFP”), entitled NYC DOT Overweight Truck Impact Study, in Paragraph C, Consultants to make an inquiry or request for a clarification or explanation with respect to the DOT T+G RFP in writing no later than November 22, 2021. In the event DOT determined that it is necessary to respond to such inquiry or request in writing, such response would be furnished as an addendum to the DOT T+G RFP to all Consultants as described in Paragraph D.

This Addendum #1 is such an addendum. Paragraph D requires that this Addendum #1 become part of the requirements for the DOT T+G RFP and sent to all Consultants to which the DOT T+G RFP was issued. In addition, Paragraph D requires each Consultant submitting a Proposal in Response to acknowledge receipt of this Addendum #1 to the DOT T+G RFP, by attaching an original signed copy of this Addendum #1 to its Proposal in Response.

Questions and Responses

1. What is the page limit of the proposal in response?

The application should be limited to a 16 MB file size, and the Proposal in Response form has a 3-page limit of CVs for Senior Personnel members on the Academic Team.

2. Would this call primarily focus on overweight trucks (that can only travel on designated routes) or also on small delivery trucks (that can use any local roads)?

The study is focused on overweight trucks. Trucks can be overweight because they exceed limits for total gross vehicle weight or axle loads, or because their loading violates the Federal Bridge Formula.

3. For data:

- NYS truck counts: what are the spatial and temporal ranges of the data? What is the data frequency (e.g., every 1 hour or every 24 hours)? We have found open-source NYS truck counts through tolling information (<https://data.ny.gov/Transportation/NYS-Thruway-Origin-and-Destination-Points-for-All-/u86z-3xmg>). But toll segments end way before the city boundary.

NYS traffic counts and estimates can be viewed at <https://www.dot.ny.gov/tdv>. NYC DOT is refining state estimates of truck volumes at each roadway bridge. These are estimates of Average Daily Truck Traffic (ADTT).

- Coverage of truck counts for TIMS & NYCDOT smart truck program: What are the spatial and temporal ranges of the data? What is the data frequency (e.g., every 1 hour or every 24 hours)? Are these counts from the bridges or roads near bridges? Are truck weights included? What are differences between these 2 datasets?

TIMS contains truck counts for a selection of intersections around the city. These and other data sources were used to estimate truck volumes on major routes across the city for the NYC DOT Smart Truck Program. These routes include many of New York City's bridges. Estimates are ADTTs. Weight data are not collected as part of NYC DOT's count program.

NYC DOT has and will provide truck weight data collected from existing Weigh-in-Motion sites at the Alexander Hamilton Bridge, Van Dam Street, Rockaway Boulevard, and the Brooklyn-Queens Expressway.

- Bridge condition ratings history: does it refer to “weight ratings” or include also other bridge ratings?

Bridge condition ratings include New York State's bridge-level and span-level condition ratings, from biennial inspections. Inspections are explained in the New York State Bridge Inspection Manual, which can be found at <https://www.dot.ny.gov/divisions/engineering/structures/manuals/bridge-inspection>. The 2014 edition explains the inspection system used until 2016 by New York State; the ratings data are explained at <https://www.dot.ny.gov/divisions/engineering/structures/repository/manuals/inventor>

[y/manual2.pdf](#). *Later editions of the inspection manual describe the AASHTO inspection system used since 2016. Ratings do not include an assessment of vehicle weights.*

- Will the city truck route network shapefile be provided?

NYC DOT will provide a shapefile of NYC truck routes.

- Will a regional or city travel planning model in VISSIM or AIMSUN be available if the team plans to develop a traffic forecasting model for truck trips? Or does the Requestor rely on the team to develop a regional travel planning model as one deliverable of this project?

A travel planning model in VISSIM or AIMSUN will not be available.

All other terms and conditions in the DOT T+G RFP remain unchanged.

Institution Name: _____

Acknowledged by: _____

Title: _____

Date: _____

[NOTE: to be attached to Proposal in Response]