

EXPANSION OF DIRECT ENFORCEMENT OF WEIGHT LIMITS USING WIM



June 30, 2025

Ydanis Rodrigues, Commissioner
New York City Department of Transportation

REQUEST FOR INFORMATION

REGARDING THE EXPANSION OF DIRECT ENFORCEMENT OF WEIGHT LIMITS USING WIM

BY THE NEW YORK CITY DEPARTMENT OF TRANSPORTATION

RFI Issuance Date: August 12, 2025

Industry Forum Date /Location: TBD

Response Letter Due Date: 12:00 pm
September 8, 2025

Related Informational Link: <https://www.nyc.gov/html/dot/html/motorist/sizewt.shtml#bge-wim>
<https://www.nyc.gov/html/dot/html/pr2025/expanded-enforcement-overweight-trucks-bge.shtml>

POINT OF CONTACT:

All inquiries regarding this RFI are to be directed to the following Point of Contact:

Nicomedis Horton
55 Water Street
New York, NY 10041
nhorton@dot.nyc.gov

This RFI is not an offering for the award of any contract. Submission of a response to this RFI is not required for future participation in any solicitation.

RESPONSE LETTERS:

If submitting a response letter, email it to: nhorton@dot.nyc.gov and include the RFI title in the subject line of the email.

1. Introduction

The NYC DOT in collaboration with New York State Legislators introduced the Brooklyn-Queens Expressway (BQE) Overweight Truck Bill (S2740B/A2316). The new law amended the Vehicle and Traffic Law (VTL), authorizing a pilot program along I-278 in Kings County (Brooklyn) allowing for the installation of state-of-the-art, weigh-in-motion technology to issue violations electronically when trucks exceed the existing legal weight limits. This would establish the first-in-nation direct automated enforcement of truck weight limit program.

This legislation allows for a WIM system to be designed and implemented by NYC DOT within its existing Automated Enforcement Structure, including enforcement using speed cameras and red-light cameras. The bill was signed by Governor Kathy Hochul on December 22, 2021. Under this state authority, violations began to be issued using WIM system for the Queens bound roadway in November of 2023 and Staten Island bound roadway in June of 2025.

This program was a result of the identified need for increased enforcement of truck weight limits on infrastructure, particularly the BQE between Atlantic Avenue and Sands Street. Given the success of the BQE program, during the 2025 legislative session, New York State authorized the expansion of the use of weigh-in-motion automated enforcement to additional locations across New York State, including eleven locations within the five boroughs.

NYC DOT-Owned:

BQE Route I-278 in Kings County (Atlantic to Sands)

Greenpoint avenue bridge over Newtown Creek

Metropolitan Avenue Bridge over Newtown Creek

Hamilton Avenue Bridge over the Gowanus Canal

Williamsburg Bridge

Ed Koch Queensboro Bridge (State Route 25)

Third Avenue Bridge over the Harlem River

Manhattan Bridge

Long Island Expressway (Interstate Route 495) over Woodhaven Boulevard

Non-NYC DOT-Owned in NYC:

RFK Bridge (owned by Triborough Bridge and Tunnel Authority [TBTA])

George Washington Bridge (owned by Port Authority of New York and New Jersey [PA])

NYS-Owned outside NYC (and owned by New York State Bridge Authority):

Bear Mountain Bridge

Newburgh Beacon Bridge

Mid-Hudson Bridge

NYS Thruway Interchange 34-A near Syracuse

Expanding the system will help reinforce existing vehicle weight restrictions citywide and protect additional critical infrastructure. NYC DOT will work with New York State agency partners to launch future efforts to deploy WIM systems.

2. The Project

The actual implementation, related timeline, contractual mechanism and administration of the program will be determined by each of the agencies. However, there are several common elements to be considered by all of the covered agencies. Each of the locations will need WIM systems as well as cameras. The data obtained will need to be integrated and processed to aggregate the information necessary to identify a violation. After the

violation has been validated by an agency person on an Agency-defined dashboard, a violation notice will be printed and mailed. Adjudication will be via NYC Department of Finance and collection of fines will be within their existing system. To ensure that the violations can be defended from accuracy of weight perspective, the system will need to be certified by NYS Department of Agriculture using the current NIST Handbook 44 proposal and a daily complete system check report must be completed and documented.

3. Project Goals

The goals and objectives for the project are to:

Complete design of direct enforcement WIM system at the locations identified above installed to best meet system requirements, legislation requirements as well as deemed acceptable to the agency. This includes the complete design incorporating the sensors, cameras and loop locations and their configuration, as well as related electrical work. Development of plans for construction for the system including related pavement work, work zone traffic control and specifications.

1. Completion of the system installation per approved plans.
2. Integration of the data from the system and identification of the violations. Integration entails:
 - Capturing via video and ALPR; the License Plate, the axle spacing and the details of the USDOT number
 - a. Combining the Plate Information, Video, Pictures, USDOT and Sensor Data databases into an event capture that can be converted into a Violation Package
 - b. Transmission of Violation Package via secured data transmission protocol of the agency,
3. Trouble shooting and addressing issues prior to system acceptance.
4. Complete integration into the violation processing system in the established Violation Processing workflow at the step determined by the agency.
5. Complete system acceptance certification

Continue operations and maintenance including recertification every 6 months for at least 5 years.

4. Industry Feedback

NYCDOT along with MTA/TBTA welcomes all comments but are particularly interested in feedback on the following topics

1. In order to achieve best value for the Project, are there any recommendations you have regarding the Project delivery method, including but not limited to the payment structure, work break-down structure, evaluation criteria, Quality Control, Quality Assurance, and overall process?
2. Based on your experience with the development of similar projects and the information available to date, please highlight the most critical risks that may be encountered in delivering this Project, and outline approaches for overcoming these challenges. If additional information is needed to identify and/or resolve these risks, please advise.
3. What elements of the Project would make it difficult to participate? Please give any recommendations to mitigate the concern(s) if possible.
4. Please share your thoughts on readiness of the industry to meet project goals competitively, i.e. are there multiple firms capable of meeting all the goals? What kind of firms would be best positioned to prime the projects? Would the project costs be a barrier to some firms?
5. Provide suggestions to support the participation of M/WBE, SDVOB, or DBE firms.
6. Do you offer a turnkey service? If yes, what is included in that service (e.g., equipment, site survey and design, construction and installation, on-going service, violation review and processing, decommissioning), describe the general approach for how these services would be delivered, including if any are outsourced, and what is the minimum scale needed to implement?

7. Identify information that any future solicitation(s) should convey to enable interested firms to develop fully-consider proposals with firm-fixed pricing.
8. What type of system would you recommend based on the locations intended to be covered by this effort, please provide any specific recommendations that would be appropriate for the types of systems you recommend for installation, such as pavement type, number of sensors etc.
9. Please share any additional items not identified here that would impact on the project or your firm's ability to participate in the contract.

5. Response Letter

Interested parties are invited to provide a written response to this RFI. The response shall consist of a one-page transmittal letter plus an attachment having a maximum length of 6 pages. It may not contain marketing materials, budgetary information or proprietary information.

Entities desiring to provide a response letter must submit it by email to **nhorton@dot.nyc.gov** by the date and time specified on the title page of this RFI. Include the RFI title in the subject line of the email.

6. Industry Day

NYCDOT plans on scheduling additional outreach events in the future for firms and vendors who may be interested in providing goods and services for this Project, including disadvantaged business enterprise firms, minority and women-owned firms and other small firms.

Each agency may conduct an industry day ("Industry Day") at a time appropriate for their projects. The Industry Day will be open to the public and will provide attendees with an opportunity to learn more about the Project. The date and location of the Industry Day will be published on the Agency's website.

7. Confidentiality

No information provided by a Respondent in connection with this RFI shall be deemed confidential. Therefore, Respondents should not submit any information that they deem proprietary or otherwise confidential in nature, as NYCDOT may be required to disclose elements of those submissions in response to an information request under the New York State Freedom of Information Law and/or NYCDOT may, in its sole discretion, publicly disclose those submissions.

NYCDOT may use information or knowledge obtained in connection with this RFI, including through participation in the Sounding Meetings, for any purpose it deems appropriate, including for the purpose of writing technical and contractual requirements for inclusion in any RFQs or any RFPs which may be issued by NYCDOT for this project or any other projects.