

## **South Broad Street Multimodal Design at the Navy Yard**

### **Addendum 2 – Questions & Answers**

**July 23, 2025**

**1. Is there additional funding available to the project?**

Yes. PIDC will supplement the DCED funds with internal funds.

**2. To what degree had the SHPO been consulted on the project? What are their current objections, if any?**

SHPO was consulted during the 2022 Plan process. PIDC is meeting internally with them prior to this project's Notice to Proceed.

**3. Info from a structural consultant, or preservation firm was mentioned regarding the gates– are their results available, will impact consultant efforts?**

The third-party consultant that is currently under contract is evaluating the entrance lanes and recommending short-term alternatives to mitigate congestion. There is no structural or preservation firm currently involved.

- **For the Main Gate relocation, the project includes:**

- **Regulatory approvals and permits?**

- This is to be determined by the selected consultant. Refer to Section III. F of the RFP.

- **Design development and detailed plans construction?**

- Refer to Section III. D. of the RFP.

**4. Are the construction Phase Services included in the \$231,000 budget?**

\$231,000 is the grant amount – it is not the project budget. Refer to Section III of the RFP for the scope of work. Each team should prepare and submit an accurate budget that reflects the level of effort they believe is required to successfully deliver the scope and deliverables. Any add-on services should remain separate from the base fee proposal.

**5. How far along is the third-party's design, and in what format will the design be transferred?**

For the third-party working on the entrance, it is not a design – it is recommendations for short-term alternatives to mitigate congestion. For the third-party's design of a shared path between Kitty Hawk and Admiral Peary Way, design has not started.

- **Has any level of approval for the of the shared path (Kitty-Hawk to Admiral Peary Way) been conducted?**

No – approval is included in this RFP's scope of work.

- **Can that information be made available, as its completeness will impact consultant effort?**

N/A

**6. Can the Short-term interventions and results by third-party consultant also be shared now, as their content/design and completeness will impact their evaluation, and potential incorporation.**

The recommendations are for temporary, short-term alternatives only. They are not a full design. The results will be shared with the selected consultant.

**7. The contract contains broad form indemnification/contract terms and flow downs from the Commonwealth – Is there an opportunity to negotiate these terms and make modifications?**

If respondents have modifications to the Professional Services Agreement in Appendix E, they should include these requests in their proposal. PIDC cannot guarantee modifications will be approved, and no modification requests will be entertained after the proposal process. The Multimodal Transportation Fund Grant Contract terms and flow-down requirements incorporated into the Professional Services Agreement as Exhibit B are not negotiable.

**8. When will the list of the attendees at the pre-proposal meeting be provided?**

The list of attendees was posted at [pidcphila.com/contracts](http://pidcphila.com/contracts) on July 9<sup>th</sup>.

- 9. The boundaries of the project as shown in the RFP are somewhat vague. Is there an opportunity to propose a design that would include some of the areas around Broad Street, aside from the road and existing sidewalks? For instance, the planted areas to the east side of Broadway between Crescent Drive and Intrepid Ave, and/or the Marine Parade Grounds?**

Respondents can propose work outside of the RFP's scope of work that they deem beneficial. Any add-on tasks should remain separate from the base fee proposal.

- 10. Can the project be Landscape Architect led?**

Respondents should organize their teams based on their understanding and approach to the scope of work. PIDC does not have a requirement regarding the type of lead firm. Although there is no requirement for the lead, the construction plans must be signed and sealed by a licensed engineer.

- 11. Can the project lead be non-local, or are local led teams highly encouraged?**

PIDC does not have requirements for type of project lead. Please refer to Section I. B. of the RFP for Team Composition goals.

- 12. Is the grant noted in the RFP (\$231K) pdf page 56, the extent of the fee? Is that the targeted design fee for the project?**

See Question 4.

- 13. Is there a W/MBE target?**

No, there is no W/MBE target. Please refer to Section I. B. of the RFP for Team Composition.

- 14. Is there a minimum percentage requirement for DBE (Disadvantaged Business Enterprise)?**

See question 13.

- 15. How will the project be bid, and will PennDOT's ECMS process be utilized?**

PIDC will utilize our normal procurement process for the construction bid. It will be publicly advertised, and the construction contract will be awarded to the lowest responsible bidder. PIDC is not anticipating using PennDOT's ECMS process.

- 16. Will material testing be required under the scope of construction management and inspection services? If yes, can a pre-determined amount be provided for the purpose of the price proposal submission?**

No.

- 17. What is the expected timeline for PIDC to share the draft design of the shared path between Kitty Hawk and Admiral Peary Way, which is currently being designed by others?**

The shared path between Kitty Hawk and Admiral Peary Way is not currently in design. PIDC is completing the design as outlined in this RFP first, then the third-party is required to design their portion of the shared path between Kitty Hawk and Admiral Peary Way within 12 months of PIDC's delivered design. This selected consultant will then assist PIDC in approving the third-party design. The third-party will then construct the shared path between Kitty Hawk and Admiral Peary Way separate from PIDC's construction.

- 18. If PIDC plans to use only the grant funds for the services requested in the RFP, would you entertain a proposal that maximizes the use of those funds to perform the first phase of work on the corridor?**

See Question 4.

- 19. Given the amount of unknowns about the construction phase, would PIDC consider scoping out the Construction and Post-Construction Phase services at a later date?**

For the purposes of this proposal, respondents should use their judgment to provide their best estimate for these tasks. If it is determined at a later date that the services are vastly different, PIDC will consider renegotiating at that time.

- 20. RFP states that, "PIDC strongly encourages Philadelphia based businesses". Is it required to be headquartered in Philadelphia? Is a South Jersey based firm (Camden/Haddonfield) considered to be part of the greater Philadelphia area?**

A Philadelphia-based business is either headquartered in the City of Philadelphia or has an office within the City of Philadelphia limits. As Philadelphia's economic development agency, PIDC's mission is to drive growth to every corner of Philadelphia. A firm from South Jersey or any place else outside of the City of Philadelphia limits that does not have a Philadelphia office, is not considered a Philadelphia-based business.

- 21. What stakeholders would require coordination and outreach? From the RFP, it appears City of Philadelphia, Chamber of Commerce for Greater Philadelphia, CSX, PennDOT, Philly Streets, Southport Auto Terminal & DRPA would be some entities that may require outreach to. Is there any coordination with the Department of Navy?**

Stakeholders may include but are not limited to all ROW owners, the City of Philadelphia, PennDOT, the U.S. Navy, as well as Ensemble/Mosaic and at least three employers impacted by traffic conditions on Broad Street.

- 22. Page 5, under 2. Mitigate Congestion, there is a list of deliverables required from the consultants. What level of detail for these deliverables? Are they renderings or detailed design?**

Detailed designs.

- 23. The project limits encompass the main gate for the Navy Yard. Will there be a need for any historic reviews or coordination through the Pennsylvania State Historic Preservation Office for this gate?**

Yes. Refer to Section II. A. 3.

- 24. What level of construction services will be required for the project? Is there a target duration for the construction phase?**

See Question 19.

- 25. Are there any M/WBE or DSBE goals on this project?**

See Question 13.

- 26. What level of connectivity planning is expected outside of the defined project boundaries?**

Refer to the 2022 Navy Yard Plan for concept connectivity plans. This project is to complete design of the improvements along Broad Street.

**27. Will updated growth projections be provided for traffic analysis or will the team need to update the figures based on the 2022 master plan?**

Updated growth projections will be provided.

**28. Are there any updated development plans for the Navy Yard that adjust the 2022 layouts?**

No.

**29. What information may be shared about the planned BRT project?**

There is no information to be shared. The BRT is an aspirational, long-term goal.

**30. Can you provide an Owner's budget for engineering services through the life of the contract?**

See Question 4 and 19.

**31. Do you have a construction budget?**

The preliminary estimate for construction is approximately \$6-7 million. The design will determine the final construction budget.

**32. Can you provide a scoring matrix for the RFP responses?**

No.

**33. Can you further clarify the scope of II.A.2.2.2 – A redesign of the entire project location to maximize efficient traffic throughput and safety? Since we are required to provide a priced proposal, we need to know the limits of survey and right-of-way determination. Should we anticipate that the entire project limits must be topographically surveyed and right-of-way determined?**

Yes, the consultant is expected to provide a topographic survey and right-of-way determination for the entire project limits.

**34. Is the selected consultant responsible for negotiating any easements that may be required?**

No.

**35. Can monthly status meetings be virtual?**

Yes. PIDC is flexible on meeting location.

**36. Are traffic counts available, or do we need to assume that the selected consultant will perform traffic counts?**

PIDC will share the traffic counts from the third-party that is currently under contract to recommend short-term alternatives to mitigate congestion.

**37. Please confirm that plan reviews for PIDC will only be at preliminary and final levels.**

Yes.

**38. How many key stakeholder meetings should be assumed? Can they be a series of meetings designed to engage multiple stakeholders at once?**

Respondents should assume to engage at least 8 stakeholders. Yes, they can engage multiple stakeholders at once.

**39. Are there any known environmental restrictions or resources in the project limits that may be impacted by the project?**

Not at this time.

**40. Is it the expectation of PIDC that the selected consultant will provide full-time construction inspection?**

We expect full-time inspection for certain tasks such as paving, concrete pours, etc. However, we do not require full-time inspection for the entire duration of the project.

**41. Please confirm that this contract does not include construction material testing.**

See Question 16.

**42. Please provide the definition of “Philadelphia based” and what value is assigned to providing a Philadelphia based consultant.**

See Question 20. Refer to Section IV. C for selection criteria.

**43. Does PIDC have an overall expectation of schedule?**

There is no set target completion date, duration, or length of contract. Respondents should propose what they believe is a realistic timeframe and include key milestones. The contract will reflect the agreed-upon timeline.

**44. Is there a master stormwater management plan in place for the Navy Yard?**

No.

**45. What is the anticipated construction cost for the project and has a funding source been identified?**

See Question 31. PIDC is currently in the process of seeking construction funds.

**46. What coordination has been conducted with PennDOT and the City, particularly for the area north of the Main Gate?**

Discussions are ongoing, but no consensus has been reached at this time.

**47. Has the owner of the area between the Main Gate to Kitty Hawk been identified and who is it?**

PAID/PIDC owns the street from the Main Gate to Admiral Peary Way. The U.S. Navy owns the sidewalk between Intrepid Avenue and Constitution Avenue.

**48. What “third party” is doing the design of the side path between Kitty Hawk and Admiral Perry Way? What type of review is expected for the selected consultant?**

The third-party is a current tenant and landowner. The selected consultant should expect to review their design of a side path to ensure it is consistent with the rest of the multimodal improvements along South Broad Street.



- 49. The elevated bike lane along the Quay Wall is striped as a one-way southbound lane. Is this elevated lane anticipated to be widened, restriped as two-way, or should another option for northbound bike travel be considered for this section?**

PIDC does not anticipate widening the elevated lane. The rest will be determined through this scope of work.

- 50. We understand that the designs should comply with Philadelphia Streets Standards. Will PIDC be conducting the design reviews directly or will Streets conduct the reviews?**

PIDC.

- 51. Are additional funds (more than the \$231,000) available for the Design/CM/CI ?**

See Question 4.

- 52. Is there an anticipated budget for the Project?**

See Question 4.

- 53. Is the awarded DCED grant for the project of \$231,000 the overall budget for design for this scope of work, or is there additional funding in place for phases beyond preliminary engineering services?**

See Question 4 and 45.

- 54. Does the prime consultant for the Proposal need to have been in attendance with the Mandatory On-Site Meeting or are representatives of the team in attendance acceptable?**

Any representative from the team is acceptable.

- 55. Outside of the stated "PIDC highly encourages Philadelphia based businesses to respond to this RFP....to utilize Philadelphia based businesses, especially smaller, neighborhood-based businesses as part of their consultant team," are there specific DBE, MBE, WBE, or other requirements for the Team Composition (fee percentages, etc)?**

See Question 13.

**56. Is there an anticipated completion date for the Project?**

See Question 43.

**57. Are there milestones for adjacent work (PennDOT's I-95 CSP Planning Study or other), that should be considered for the overall Project schedule?**

Not at this time.