

Comprehensive Transportation and Parking Strategy for the Philadelphia Navy Yard

Addendum 3 – Questions & Answers

December 17, 2025

- 1. Does PIDC have existing traffic counts or SYNCHRO models that consultants will be provided and may be excluded from estimates?**

PIDC can provide existing traffic counts and modeling for specific projects including the 2025 S Broad Street Pennoni Study. All traffic counts that PIDC has from previous studies will be shared but may not be fully comprehensive due to completion date and recent development/campus trends.

- 2. Would PIDC be able to provide the anticipated budget or budget range established for this project?**

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.

- 3. Aside from the cover letter, are there any page limitations or formatting requirements for the proposal?**

No page limitations or formatting requirements. PIDC does request one singular PDF file for final proposal submissions. Please note that if the PDF file is large, your team will have to find a way to share electronically prior to the deadline.

- 4. Is there an established project timeline that would help inform the development of a realistic schedule?**

While it is PIDC's goal to complete the project within 12 months, 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 timeline. Please note that Tasks 1 and 2 do have specific schedules that should be met.

- 5. To confirm, should the fee proposal be included within the main proposal submission, rather than submitted as a separate file?**

Either option is fine. Providing a separate fee proposal is an option.

- 6. Is there an overall schedule/expectation of completion for the effort/deadline for completion? We are aware of the time constraints provided for Task 1 (45 days) and Task 2 (120 days).**

See answer to question #6 above.

- 7. On page 2 mention is made of the preliminary discussions with PennDOT and others on the proposed east end connection, which is not included in this proposal. Would it be useful for the selected team for this proposal to coordinate and discuss the east end connection with those involved in its development to assess its impact and how it could help to relieve traffic for the potential three access points in this proposal?**

PennDOT is an anticipated stakeholder, and these discussions can be reviewed during the stakeholder interviews.

- 8. On page 8, Task 1, element B (Stakeholder Outreach), the narrative indicates the intent to engage and interview up to 15 stakeholders to be identified by PIDC to gather feedback on existing conditions, challenges and opportunities. Task 1 is stipulated to be completed within the initial 45 days of the assignment. It would appear that to effectively conduct these interviews at least some of the data from Task 1, element A, would be useful for the consultant to have, especially for visuals/site plans/maps to be discussed with each stakeholder. Additionally, the identification of stakeholders and scheduling of meetings would seemingly take more time than allotted in this task. We would ask the question whether this element of Task 1 can be extended to 90 days, with some of the outreach work extending into the time allotted (initial 120 days) for Task 2.**

Stakeholder meetings can be combined within one or more group meetings or individually. Please note that any recommended changes to timelines and specific task items can be incorporated and requested within your submission.

- 9. On page 16, Task 5, would an evaluation of a potential location of a transit/interface center within the Navy Yard, which would serve as a facility to accommodate SEPTA and possible NJ Transit routes and interface with Navy Yard shuttles for distribution of transit riders within the Navy Yard?**

PIDC does not anticipate the need for a full transit/interface center, but if the consultant team believes that is a viable/needed option any add-on services should be submitted and noted.

- 10. Can a consultant be both prime and sub for this proposal?**

Yes, a single consultant can be both the prime and sub for the proposal if the singular firm/company can complete the required tasks and requirements.

- 11. Who will be responsible for procuring construction materials testing, special inspections, and any required geotechnical engineering services? Typically, these services are managed by the owner or developer, but I wanted to confirm who will be coordinating them for this project.**

Currently, this is an initial planning study, we do not anticipate construction material testing, or any required geotechnical engineering services.