

Delaware Department of Transportation
QUESTIONS AND ANSWERS
Engineering Designing Services Route 9 Byway Bike and Pedestrian Connector Delaware City
Agreement 1798
February 17, 2017

Q #	Question	Answer
1	On page 3, it states that a zero percent (0%) DBE goal has been established for the sum total of all federally-funded tasks associated with this Agreement. Please confirm there is no DBE goal for this contract.	The DBE goal is set for zero (0%).
2	Is there a design and construction budget established for this project? If so, can you provide these?	The design budget will be a negotiated cost based on confirmed scope developed upon selection.
3	What is the anticipated design schedule for this project?	Anticipate that the design schedule will take about a year and a half.
4	It appears stakeholders meeting have taken place, are additional public meetings anticipated? If so, how many do you anticipate?	At least one informal public workshop can be expected.
5	The map contained in the RFP states that a feasibility study will be conducted at 3 locations for a potential trailhead. Is the selected consultant to perform this study as part of this project?	Yes.
6	Being as part of the proposed trail is to be located within Fort DuPont, will historical/cultural resources be required from the project team or will those services (or available information) be provided by the department?	No CRS services are needed now. However, should a trail/improvements be located on LWCF 6(f) lands, then CRS needs and Section 106 compliance would ultimately have to be undertaken on those specific components. DeIDOT is not facilitating, nor undertaking anything in house. Ultimately it would seem like someone from DNREC or the Delaware City Redevelopment and Preservation Corporation is going to clear the Section 106 compliance needs upon the Section 6(f) lands . There should be some informal coordination to ensure critical paths are known.

Q #	Question	Answer
7	<p>Are the project limits shown in the Fort DuPont Conceptual Site Plan also to be included? If so, is there sufficient right-of-way width established within the internal road system to accommodate the proposed Bicycle and Pedestrian Connector as shown?</p>	<p>Yes, this is to be included. For the proposed path (as conceptually shown), the lands east of 5th Street (SR 9) are owned by the Fort DuPont Redevelopment and Preservation Corporation (FDRPC) or are within current State of Delaware right of way (i.e. along or under the bridge). The Cops of Engineers has lands along the C & D canal area and possibly a smaller area where the earth fill north approaches are. The concept project limits as shown within the Fort DuPont Conceptual Site Plan are owned by FDRPC. Most of this area (for project design & limits) remains as open space and is intended for recreational use only and must remain open to the public according to the deed title conveyance and Section 6(f) of LWCF. So, it is intended that the FDRPC will declare easements for this project or have agreements with (or for) DNREC to maintain and ensure that they are public and accessible. Alternatively, nothing as far right of way needs would be needed. So, to address the question, there is not a sufficient internal road system for public right of ways, but easements or agreements might have to be established (or declared). For all we know, the design plans (developed by the selected consultant) are going to be simply handed off to DNREC and/or the FDRPC to permit and bid themselves and construct. So, right of ways is should not be an issue other than confirming and obtaining and or being part of the early general coordination, prepare illustrations on plans, and help prepare agreements. This would also include the CORPS. This should be part of a scope need and coordination.</p>
8	<p>Are there any page limits associated with the SF 330 beyond the standard instructions? (resumes, Section H, etc.)</p>	<p>No, refer to the instruction portion of the SF330.</p>
9	<p>Please confirm that a SF 330 Part II is required for each subconsultant.</p>	<p>Yes, refer to the instruction portion of the SF330.</p>
10	<p>Has a committee (DE City and other stakeholder) already been formed regarding the planning and design of the proposed connector?</p>	<p>Yes.</p>

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11	Are right-of-way services anticipated or is the preliminary alignment entirely on state-owned/controlled land?	Yes, right of way verification and assistance for developing easement agreements are needed. So, this scope and effort will be to develop and illustrate/engineer them, but not to ensure they are executed.
12	Has any preliminary NEPA work been performed?	None, however, the Redevelopment Corporation has undertaken some environmental analysis which we can ultimately provide over (i.e. by DNREC or others). Check their web sites including DNREC's. for any materials However, this may not cover our areas such as investigations of wetlands, haz waste, and subsurface CRS. It is very doubtful that actual NEPA approval (note: as far as a categorical exclusion with DeIDOT ES and FHWA) would even be necessary as part of this effort. However, some initiation forum (no field work) of Section 106 compliance may be needed for the trail/path within the Section 6(f) LWCF lands. This is basically the Fort DuPont State Park area within the military batteries to enable a path connection into the dyke/berm. This needs to be verified and should be part of scope. So, the field work and/or archaeological reporting can be verified by others.
13	Are architecturally designed restrooms expected or would modular/prefabricated units be acceptable?	This scope and coordination effort would be to document and determine the best facility assessment and location based on the infrastructure and cost/benefits and discussions with stakeholders.
14	Is the project expected to be constructed all at once or in multiple phases?	There is no funding for construction at this time, but with a finished set of design plans, they can be handed off to others to permit & construct. Part of the effort should be to determine construction costs and how best to phase this project such that if one phase is completed, it can stand or function on this own.