

**Request for Proposals
Implementation of Bikeway Facilities to DART Rail Stations Study**

Questions and Responses

Question #1: Is the DBE list NCTCOG provided with this solicitation current?

Response

Yes, the DBE list was extracted from the North Central Texas Council of Governments (NCTCOG's) Transportation Department database on March 22, 2023.

Question #2: Are all firms in the provided DBE list qualified and their participation would count towards for the 32% DBE requirement?

Response

All DBE firms in the provided DBE list have self-reported their certification status. NCTCOG recommends Prime proposers verify certification status through the Texas Unified Certification Program (TUCP), <https://txdot.txdotcms.com/FrontEnd/searchcertifieddirectory.asp?TN=txdot>. Only firms currently certified as a DBE through the TUCP would be counted.

Question #3: Will electronic submittals be accepted in place of printed, hard copies?

Response

Electronic submittals provided in hand (delivered in person or by postal mail) will be accepted in place of printed copies. Electronic submittals provided by email ONLY will not be considered responsive.

Question #4: Will electronic signatures be accepted in place of wet, original signatures?

Response

Yes, electronic signatures are acceptable.

Question #5: Are there any page limits for this proposal?

Response

The proposal should be concise and focused on team qualifications, with a preferred page limit of 15 (fifteen) including supplemental materials with relevant project sheets describing comparable work. The cover letter and compliance requirements/required forms do not count towards the page limits.

Question #6: In Task 2.4, the RFP mentions that the consultant will present on environmental constraints. Can NCTCOG elaborate on what level of environmental resource analysis is expected for these corridors?

Response

Environmental resource analysis will not be necessary for alignments with on-street bicycle facilities within the existing roadway cross-section. The sidepath to be located along Kelly Blvd in Carrollton will include development of PS&E, therefore coordination with City staff may be required to secure environmental clearance / NEPA compliance. Additionally, the bikeway alignment in Plano may include a sidepath alternative in lieu of on-street bicycle facilities. Thus, due diligence of potential environmental impacts may be necessary if the preferred alternative includes a sidepath in which a portion of the path would need to extend outside of existing street right-of-way.

Question #7: What is NCTCOG's goal for the short-term pilot projects in Task 4? Does NCTCOG have an expectation of the scale (distance along a corridor), materials, or labor methods we should be assuming for each pilot project?

Response

The intent of each pilot project is to test the preferred roadway retrofit design and provide greater clarity about expected behavior by both motorists and bicyclists, and particularly test the consequences of the retrofit at intersections and other conflict locations between vehicles and bicyclists. The pilot project(s) will also integrate community involvement into the process, obtain public feedback, and measure public acceptance of the retrofit design. The scale and design of each pilot project will be coordinated with local city staff and may vary based on the community context in which each corridor is located. A pilot project distance may be a few blocks of the roadway corridor study area. All locations are expected to use temporary materials for short-term installation to help the public visualize the benefits of a full roadway transformation. Proposers are encouraged to exercise creativity in responding to the project needs.

Question #8: Will vehicular capacity analysis be required to justify road diets or is only an informal review of traffic count data expected?

Response:

The capacity of each roadway in the study is adequate to accommodate a roadway retrofit to reduce the number of travel lanes and add bicycle facilities. However, an informal review of traffic count data and the mix of vehicle types using the roadway (car, heavy truck, bus, bicycle, and pedestrian) is expected to determine the most appropriate type of bicycle facility.

Question #9: What data on utilities will be available and what will have to be collected as part of the project?

Response:

The consultant team will need to identify any utilities in the right-of-way that would be an obstruction and/or need to be relocated or adjusted to accommodate safe travel for bicyclists. For example, the study will identify any above-ground or below-ground utilities in the location(s) where a sidepath would be installed, or obstructions such as utility covers and storm drains within or adjacent to the travel lanes that could impact on-street bicycle facilities. Schematic designs for on-street bicycle facilities will not need to identify each and every location of obstructions but should identify general utilities and the types of obstructions that will need to be addressed during the final design stage and with construction.

Question #10: The top of page 7 says no ROW or easement acquisition is expected, so Section 3.1 statement about consultant developing right-of-way impacts seems to be a contradiction. Can you clarify?

Response:

Each roadway retrofit is anticipated to include on-street bicycle facilities and/or a sidepath within the existing street right-of-way. However, any right-of-way constraints for potential sidepath installations will need to be identified to meet design guidance for bicycle facilities. The bikeway alignments in Carrollton and Plano may include off-street sidepaths which will require due diligence to ensure adequate right-of-way is available for the proposed facility design, and if there are locations where additional easement or right-of-way may be required (e.g. corner clips).

Question #11: For Task 4, how does NCTCOG define a “short” period for pilot project implementation?

Response:

The duration of pilot projects will be coordinated with the local city staff. A short-term timeframe is anticipated to potentially range between a few days to a few weeks but is anticipated to not be longer than two months.

Question #12: Can you elaborate what construction materials are anticipated for temporary pilot projects? Is it anticipated that consultants would team with contractors for this work?

Response:

All locations are expected to use temporary materials for short-term installation to help the public visualize the benefits of a full roadway transformation. The type of material(s) used for the pilot project will be recommended by the consultant team based on the anticipated duration of the project and will be coordinated with local city staff. Proposers are encouraged to exercise creativity in responding to the project needs. Temporary materials will be removed after completion of the pilot project timeframe. While some cities may have

the capability to install and remove the temporary materials, the consultant's proposal should anticipate the need to coordinate and install/remove the materials.

Question #13: Will participating cities provide temporary traffic control for temporary lane closures to implement road diets as part of the pilot projects? Or would items such as temporary traffic signs, channelizing devices, arrow panels, and portable changeable message signs need to be included in the consultant's proposal?

Response:

Each pilot project will be coordinated with local city staff. While some cities may have the capability to provide temporary traffic control measures, the consultant's proposal should anticipate the need to coordinate and install the necessary traffic controls as needed for the pilot projects.