



KING OF PRUSSIA DISTRICT

Request for Proposal Questions & Responses

Moore Road Multimodal Trail Professional Design Services

August 12, 2025

The following *questions* about the Moore Road Multimodal Trail & Road Diet Professional Design Services RFP were received by August 5th and the following responses (*in red*) are posted to the RFP website by August 12th. **Complete proposals are due by 3:00 PM, Tuesday, August 19, 2025.**

RFP Process Questions:

1. *With regards to the proposal delivery; the website says that they can be mailed (sealed) or emailed. Do you have a preference?*

No, we do not have a preference. E-mail completed proposals and separate cost estimate to chris@kopbid.com or deliver hard copies **AND AN ELECTRONIC COPY** by the deadline, 3:00 PM, Tuesday, August 19, 2025.

- If emailing proposals, follow up with Chris Basler to confirm receipt of proposal **BEFORE** the deadline.
- Hard copies and thumb drive containing a PDF of the complete technical and price proposals can be delivered to:
King of Prussia District
c/o Chris Basler
234 Mall Boulevard, Suite 150
King of Prussia, PA 19406

2. *If it is acceptable to email the proposal, should the estimate of cost be included as a separate pdf?*

YES

3. *Is an estimate of cost not required for the Add Alternates?*

NO, an estimate of cost IS required for the Add Alternates.

Scope of Work Questions:

1. *General question- on the title sheet do the yellow lines on the image to the left cover the limits of items 1 and 2; does the image on the right cover limits of item 3?*

YES

2. *Scope of work item #3 – connection to SRT west – work includes “coordination with easement from NFS, but NOT the work of obtaining easements, please confirm. please confirm that this work does NOT include sidewalk up and along Mancil Mill Road.*

The Scope of Work does not include obtaining easements but does include coordination of design with Norfolk Southern with the likelihood it will lead to future easement.

3. *Please confirm that this work does NOT include sidewalk up and along Mancil Mill Road.*

Correct, this work does NOT include sidewalk up and along Mancil Mill Road.

4. *Add alt #1 – sidewalk in place of trail – confirm this still includes ped bridge.*

NO, this does NOT include a pedestrian bridge. The proposed sidewalk in Add Alt. #1 will connect with pedestrian facilities already on bridge.

5. *Add alt #2 – sidewalk on First Ave. added to trail or sidewalk on west side of Moore. Please confirm.*

Add Alternate #2 is a new 6 ft-wide sidewalk at 1100 First Avenue that runs along First Ave, connecting the existing curb ramp on the property at Moore Road & First Ave with the curb ramp at the property border with 1150 First Avenue.

6. *Add alt #3 – Moore Rd road diet. Is this work.....*

*“The successful design team will provide **an updated traffic analysis** which considers two analysis years, the existing 2025 baseline conditions and a 2034 future build-out scenario. The analysis shall include an assessment of the operational conditions of the study intersections during the morning and afternoon peak hour periods under both the existing roadway geometry conditions and the potential lane configuration conditions outlined in the 2013 Road Diet Study.” **This is part of the Primary Tasks.***

“The traffic study will inform the final design documentation and bid package necessary to implement the desired pedestrian improvements and possible reconfiguration of the roadway in accordance with Pennsylvania Department of Transportation (PennDOT) criteria, Upper Merion Township (UMT) regulations, and transportation funding program guidelines and requirements”.

...a part of Add alt #3 - the road diet – or is it to be completed under basic services?

Add Alternate #3 are the final design documentation and bid package necessary to implement the reconfiguration of the roadway known as the Moore Road “Road Diet”.

7. *Add alt #4 – Ped/ bike facilities on existing Trout Run Bridge with road diet –*
 - a. *Does this work imply that if the road diet is accepted and implemented that:*
 1. *Both pedestrian bridges are eliminated?*

If facilities can be added to the bridge and meet state, local and AASHTO trail standards.
 2. *That all or most bike facilities will be “on-road” and that most of the new facilities will be sidewalks?*

No, this is only referencing facilities on Trout Creek Bridge.
 3. *If Add-alt #4 is accepted we assume that bidder does NOT have to work out credits for work not done with basic services bid, since there are too many variables involved with this scenario.*

Correct.
8. *Lighting plans – we assume lighting for trail only? (no roadway lighting) – also, we assume Township /District wishes to use solar powered fixtures, similar to First Ave. lighting?*

YES, similar fixtures, materials, and amenities implemented in the First Avenue Linear Park and Road Diet projects.
9. *Traffic signal design: Does this include new timing, etc. for existing light at VF Road and Moore Road, only, or does it also include likely rapid flashing beacon on connection to SRT trail over re-aligned VF road (or will PennDOT be responsible for this RFB)?*

It should include anything necessary as part of the proposed trail segments and work outlined in the 2023 Moore Road Multimodal Trail and Linear Park Study (<https://visitkop.com/what-we-do/research-publications/>) and RFP summary.
10. *Does the scope of work include any plant materials such as street trees - other than stabilization planting need for possible SWM BMPs?*

It should include anything necessary as part of the proposed trail segments and work outlined in the 2023 Moore Road Multimodal Trail and Linear Park Study (<https://visitkop.com/what-we-do/research-publications/>) and RFP summary.
11. *Does the scope of work include any “parklets”, sitting areas or gathering spaces that would include street furnishings (benches, trash receptacles) such as those contemplated in the concept study?*

It should include anything necessary as part of the proposed trail segments and work outlined in the 2023 Moore Road Multimodal Trail and Linear Park Study (<https://visitkop.com/what-we-do/research-publications/>) and RFP summary.

12. *The project coordination mentions meetings with the “county”. Is this a typo or will Montgomery County staff be involved in this project / coordination.*
Montgomery County staff will be involved as necessary in the project coordination.

Schedule

13. *What is the anticipated notice to proceed date?*
September 2025

Cost / Fee

14. What is the available funding for design and engineering?
Upper Merion Township and King of Prussia District has been awarded \$1.2M in grant funding to complete the full scope of the project. The selected proposal in this competitive process will be based on qualifications, examples of successfully completed projects of a similar size and scope of work, and price. The Owner reserves the right to reject any and or all submissions and to waive any informality in the bidding, as permitted by law.

RFP Summary

King of Prussia District and Upper Merion Township are accepting competitive technical and price proposals from qualified firms or individuals to develop necessary studies, preliminary design, final design, and bid documents for the project, including all necessary agency coordination and permitting. The project will be based upon the 2023 Moore Road Multimodal Trail and Linear Park Study and will include the following sections:

1. East Moore Road Multimodal Trail – 1020 First Avenue to 760 Moore Road
2. West Moore Road Multimodal Trail – 1100 First Avenue to 1002 West Ninth Avenue/West Valley Forge Road
3. West Valley Forge Road Multimodal Trail – 760 Moore Road to Upper Merion Wastewater Treatment Plant and Schuylkill River Trail West as outlined in the MRMT. This section will require coordination with the Pennsylvania Department of Transportation regarding the PA23/Trout Creek Bridge Realignment Project (MPMS 48172) and coordination with Norfolk Southern regarding potentially needed easements in this section.

Additionally, the project will potentially include the following alternatives:

4. Add Alternate #1 - Six (6)-feet wide sidewalk to replace the proposed multimodal trail in Section 2 (1100 First Avenue to 1002 West Ninth Avenue/West Valley Forge Road)
5. Add Alternate #2 - Six (6)-feet wide sidewalk along First Avenue frontage at 1100 First Avenue.

6. Add Alternate #3 - Moore Road "Road Diet"

7. Add Alternate #4 - Pedestrian/Bicycle Facilities on Trout Creek Bridge with Road Diet

The successful design team will provide a competitive bid for Items 1, 2 and 3 along with up to five (5) examples of successfully completed projects of a similar size and scope of work.

The successful design team will provide an updated traffic analysis which considers two analysis years, the existing 2025 baseline conditions and a 2034 future build-out scenario. The analysis shall include an assessment of the operational conditions of the study intersections during the morning and afternoon peak hour periods under both the existing roadway geometry conditions and the potential lane configuration conditions outlined in the 2013 Road Diet Study.

The traffic study will inform the final design documentation and bid package necessary to implement the desired pedestrian improvements and possible reconfiguration of the roadway in accordance with Pennsylvania Department of Transportation (PennDOT) criteria, Upper Merion Township (UMT) regulations, and transportation funding program guidelines and requirements.

Funding for the Moore Road Trail & Road Diet Design and Engineering Project is provided by the Commonwealth Financing Authority's Local Share Account and Multimodal Transportation Fund. It is anticipated that funding for construction of the Moore Road Trail and Road Diet will be provided by a mix of federal, state, and local grant programs.

For purposes of this RFP, the project is anticipated to be completed in one phase. The designer is expected to provide engineering services necessary for the design and permitting of the proposed improvements. It is also anticipated that all submissions to PennDOT will follow the PennDOT Highway Delivery Process in accordance with PennDOT Pub 9.