REQUEST FOR PROPOSALS: Feasibility Study for Multimodal Access Across Rhode Island's Pell and Verrazzano Bridges

Addendum #1: April 24, 2026
Updated: April 29, 2026

1. Can you clarify whether the study is intended to focus primarily on functional and technical feasibility, or if Bike Newport also welcomes design-forward concepts that emphasize placemaking, user experience, and the potential for the crossing to serve as a civic or regional destination?

   This study is intended to focus on the functional and technical feasibility of expanding multimodal access across the bridges as well as the physical feasibility of adding observation areas and safety barriers. Placemaking, user experience, and potential for civic and regional destination-making is welcome. A significant amount of work has already been completed in that arena via the 2019 RITBA On-Call Proposals and 2022 Crossing the Pell project. Materials from all completed projects will be shared with the selected consultant.

2. Is Bike Newport interested in identifying near-term or interim strategies in addition to longer-term capital solutions, or should the study focus solely on permanent infrastructure options?

   Please refer to Task 4: *"Assessment of the opportunities to implement pilot projects in the study area, demonstrating multimodal access feasibility with temporary materials."*

3. Is Bike Newport interested in understanding big moves and infrastructure options, like new bridges, or is the focus solely on retrofitting the existing bridges?

   Please refer to Task 4: *"In the event that no additional access can be feasibly added to one or both bridges due to structural constraints, the Consultant will work with Bike Newport to restructure the scope of the subsequent tasks."*

4. Please can Bike Newport provide their Standard Terms + Conditions or a Professional Services Agreement for review?

   We are currently in the process of updating our Standard Terms & Conditions and Professional Services Agreement to reflect the scope and requirements of this project, including alignment with federal funding and RIDOT requirements.

A draft agreement will be shared with the selected consultant as part of contract negotiations and will incorporate applicable federal and state requirements.

The agreement will include standard provisions related to insurance, limitation of liability, indemnification, and federal compliance requirements.

5. Is there a Limit of Liability for this feasibility study?

The contract is expected to include a limitation of liability consistent with industry standards for feasibility studies. We anticipate a cap aligned with the total contract value, with final terms to be established during contract negotiations.

6. Is there an MWBE / DBE requirement for this effort?

No, there is not.

7. Will the $1.48M grant funding be allocated in its entirety to this study? If not, is there a budget Bike Newport is proposing for this effort?

Yes, the $1.48M in grant funding will be allocated entirely to this study. Additional funds may be added to the project budget as well. A project fee will be negotiated with the highest-ranked vendor. If an agreement cannot be reached, negotiations will move to the next highest-ranked vendor.

8. As a part of our proposal, can we propose an amended anticipated schedule?

Yes, amended anticipated project schedules are welcome in proposals, but all final deliverables must be completed by September 2028. And all invoices must be submitted no later than November 28, 2028.

9. Please can Bike Newport confirm that only the prime consultant is required to complete and submit the noted forms in item 1

Subcontractors are also required by the State of Rhode Island to fill out the forms in item

10. To fulfill Item 2, is there a minimum or maximum number of quals Bike Newport would like to see from the prime consultant and subconsultants?

There is no minimum or maximum number of qualifications – please describe the prime and subconsultant's most relevant project experience.

11. Is there a page limit for the proposal, and if so, does that include or exclude any appendix items?

There is no page limit for the overall proposal, but there are for certain sections:

- Project Understanding (5 pages maximum)
- Scope of Work (10 pages maximum)

12. For this planning level study, may the consultant rely on the findings of the recent RITBA safety barrier studies for the Pell and Verrazzano Bridges as defining baseline structural and maintenance constraints for this feasibility study, versus being expected to re-analyze those constraints?

The selected consultant is expected to carefully review the recent RITBA safety barrier studies, including underlying assumptions and constraints and assess how those may differ when considering multimodal infrastructure. The consultant should explore alternative approaches or design strategies that could make bicycle and pedestrian access feasible within or around those constraints.

13. What has RIDOT and RITBA's level of involvement been in this process?

RIDOT and RITBA are important partners in this study. RIDOT oversees the funding, has reviewed and approved this Request for Proposal, will review all changes to this contract, and will provide input into all reports and deliverables. RITBA has been part of the RFP development process and should be engaged as a stakeholder throughout this process.

14. Could you talk more about what you are envisioning for moving forward in the event that no structural option exists for a multimodal facility on one or both of the bridges?

Please refer to Task 4: *"In the event that no additional access can be feasibly added to one or both bridges due to structural constraints, the Consultant will work with Bike Newport to restructure the scope of the subsequent tasks."*

15. For connections between the bridges, should we just stick to 138 or is there an opportunity to look outside 138?

Please refer to the Project Goals in the RFP:

1. *Assess Feasibility: Determine the technical, structural, safety, operational, and financial feasibility of providing bicycle and pedestrian access across the Pell and Verrazzano Bridges. This includes safe entry and exit from and between all bridge access points.*

   Should funds allow, we welcome feasibility assessments of multimodal connections on Rt. 138 and/or other options on local roads in alignment with the 2024 Jamestown Bicycle and Pedestrian Plan.

16. Is there interest in implementing pilot projects during the study period, or just outlining the options/opportunities for pilot projects?

We are interested in the development and implementation of pilot projects, should funds and capacity allow. RIDOT and RITBA retain authority over any implementation decisions to physical changes on their property.

17. Has there been any involvement with Federal Highway?

This project is supported by Federal Fiscal Year 2024 Congressional Directed Spending (CDS) from the United States Department of Transportation (USDOT) through the Highway Infrastructure Program (HIP) administered through the Federal Highway Administration (FHWA) under Assistance Listening Number (ALN) 20.205.

There has not been any further engagement with FHWA on this project yet.

18. Have there been any conversations in the community about this project?

Yes. From 2020-2022, Crossing the Pell explored what a pedestrian- and bike-friendly future could look like on the Pell Bridge. Led by RISD's Interior Architecture department in partnership with Bike Newport, students developed bold concepts to make the landmark accessible to people walking and biking and to reconnect the City of Newport's North End. Backed by federal and local leaders, the team used virtual and augmented reality to bring four design visions to life. In December 2022, more than 450 community members experienced these immersive concepts at a public exhibition, virtually walking and riding the 2.1-mile span and helping spark new possibilities for the bridge's next chapter.

Questions Added April 29, 2026

19. The required forms linked in Section 3 "Required Submittals and Information," Item 1 of the RFP require a contract number and federal aid project number. What should we include?

The contract number, which you'll also see called a RIC (Rhode Island Contract), is 2026-EH-028.

The federal aid project (FAP) number is STP5166001.