



**Addendum #1**  
**Request for Proposals**  
**RFP# CK-EDSP-2015-002**  
**Broadway Traffic Signalization Study & Engineering for the Kingston**  
**Connectivity Project**

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*Addendum #1 was developed to respond to questions regarding the RFP raised by Contractors.*

**Query #1:**

Is it the intent of the project to replace all seven (7) existing signal installations along the corridor with associated upgrades to ADA compliance?

**Response:**

**No, not necessarily. What we will ultimately do will depend on the recommendations of the study, the cost of alternatives and the funding available to install.**

**Query #2:**

Are existing traffic signal installation plans available for each location?

**Response:**

**No. There is some documentation available regarding the existing system. However, the plans to be developed will look to the best and most appropriate technologies to serve the goal of smooth traffic flows, etc.**

**Query #3:**

If the intent is to upgrade controllers and provide interconnection only, is ADA compliance a desired goal?

**Response:**

**ADA is always a desired goal. It is likely it will be desired to upgrade and interconnect some or all of the controllers.**

**Query #4:**

Is full activation of each location anticipated as part of the coordination effort?

**Response:**

**No. This it could be a subset are interconnected and coordinated. The findings of the study and funding available will determine the ultimate design and the scope of the installation.**

**Query #5:**

Are current intersection traffic volume counts available for the A.M., P.M., midday and Saturday peak hours?

**Response:**

**Some counts are available through the Ulster County Transportation Council**

**Query #6:**

Under "Site Reconnaissance and Schematic Designs," what is the intended purpose of obtaining "site survey showing extent of project boundary" and "ownership/grant/lease status of lands to be incorporated into the design?"

**Response:**

**This project is within the Broadway Corridor and it is not anticipated that easements will be required. Also the signalization will be located in places where signals already exist.**

**Query #7:**

Is it the intent to have a topographic survey/mapping for each intersection?

**Response:**

**Only to the extend necessary.**

**Query #8:**

Please clarify the following sentence: "The Consultant shall be required to correct any deficiencies identified and justify how any deviations from the approved Traffic Signal Design still meet the original design intent."

Does this mean that the Consultant Inspector shall provide design justification for any field revisions?

**Response:**

**This will be more evident as a result of the installation of the traffic signals in the next phase of the work.**

**Query #9:**

Does the City wish to have time of day coordination plans to reflect changing traffic patterns and volumes?

**Response:**

**We are looking to use the most appropriate technology and to coordinate lights in the most effective ways in order to smooth traffic flows, reduce travel time and reduce Green House Gas emissions.**

**Query #10:**

How many timing plans does the City wish to have developed?

**Response:**

**The critical aspect may be the actuation and coordination of the lights depending on the controllers, etc. This will be sorted out in the study.**

**Query #11:**

Are record plans or updated base-mapping of the intersections available from the City?

**Response:**

**It is the main corridor in the City. There are site plans and GIS data available.**

**Query #12:**

Can proposals be submitted using either GBC comb binding or 3-ring binders?

**Response:**

**Comb bindings are ok. We prefer not to have the 3-ring binders.**