



Addendum #1

Request for Proposals

RFP# CK-EDSP-2015-001

Design and Engineering Consulting Services for the Kingston Connectivity Project

Addendum Date: January 9, 2015

Prepared by City of Kingston Economic Development Office
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Addendum #1 was developed to respond to questions regarding the RFP raised by Contractors and to clarify the project area and work alternatives.

Response to Questions

1. **Q: In reference to 3.3 on page 19 of the RFP, can one consultant be used to satisfy the MWBE goal of 20% or do two separate firms have to be used (10% WBE and 10% MBE)?**

A: One consultant can be used to fulfill the 20% MWBE requirement.

2. **Q: We read the RFP as calling for detailed design of the 1 ½ mile Kingston Point Rail Trail with associated amenities per Heritage Area guidelines. Page 7 of the RFP lists 7 major components of the overall Kingston Connectivity Project. Is it correct that this project only includes the rail trail portion of the broader overall Kingston Connectivity Project?**

A: No, the project area extends from Cornell Street to the Kingston Waterfront. Complete Streets solutions will be considered for the streets between Cornell Street and the Kingston Point Rail Trail Trailhead at East Chester Street. Complete Streets alternatives will also be considered along East Strand and North Street to the Hudson Landing Promenade Trailhead including links to Kingston Point and Kingston Point Park. The Kingston Point Rail Trail Feasibility Study Concepts and the Kingston Greenline Study should be referred to as the primary sources for guidance. We will be looking to

aim for a design that provides for a “polished” rail trail along the 1.5 mile corridor from East Chester Street to the Strand and consider the full range of alternatives for complete streets solutions elsewhere. In the end we would like to address connectivity over the entire distance.

3. **Q: Brinnier and Larios have prepared detailed survey maps for the ROW of the project site. Did they also perform detailed topographic survey of the survey site and will their mapping be made available to the selected design consultant in AutoCAD electronic format?**

A: Yes, the survey map will be available in AutoCAD to the selected consultant. Topographic mapping should be considered. Lidar at 2’ contours is available in Kingston.

4. **Addition detail on required specifications:**

DESIGN STANDARDS:

The following tables provide guidance on design standards that should be used wherever possible.

Project Component	Design Guidance
Bicycle and Pedestrian Facilities – Shared-Use Paths – Biking Class I – Greenway Trails	<p>New York State Office of Parks, Recreation and Historic Preservation (OPRHP) Standards and Guidelines for Trails in NYS Parks (includes section on Accessibility)</p> <p>Guide for the Development of Bicycle Facilities. American Association of State Highway and Transportation Officials (AASHTO). 2012 or most current version.</p> <p>NYS DOT Highway Design Manual - Chapter 17</p> <p>New York Statewide Trails Plan. 2010 or most current version.</p> <p>ADAAG</p>
Other Trail Construction, Maintenance, Restoration Projects	<p><i>Standards and Guidelines for Trails in NYS Parks</i> (includes a listing of resource manuals). OPRHP. 2010.</p> <p>New York Statewide Trails Plan. 2010 or most current version.</p> <p>United States Access Board: Final Guidelines for Outdoor Developed Areas (AGODA)</p> <p>National Center on Accessibility (ncaonline.org) - National Trail Surfaces Study</p>
Bridges for Shared Use Paths including rail trail bridges	<p>Guide for the Development of Bicycle Facilities. AASHTO. 2012 (or most current version)</p> <p>AASHTO LRFD Bridge Design Specifications (most current version)</p> <p>NYS DOT Bridge Manual</p>

Project Component	Design Guidance
Trail Signage	Manual on Uniform Traffic Control Devices. FHWA. 2009 or most current version. Guide for the Development of Bicycle Facilities. AASHTO. 2012 or most current version. Trail Signage Guidelines for the NYS Park System. OPRHP. 2010.
Trailside and Trailhead facilities (i.e. comfort stations, benches)	Local and State Health Department regulations New York Building Code

Element	Standard Value	Source ¹
Design Speed ²	20 mph	AASHTO
Shared Use Width ³	10 ft min.	AASHTO
Adjacent Graded Width	2 ft min. width	AASHTO
	1:6 max. cross slope	
Maximum Grade ⁴	5% max. or match grade of adjacent roadway	AASHTO
Cross Slope	2% max.	AASHTO
Horizontal Curvature	74 ft min.	AASHTO
Stopping Sight Distance	195 ft min.	AASHTO
Horizontal Sight Distance	54 ft min.	AASHTO
Crest Vertical Curve	423 ft min.	AASHTO
Horizontal Clearance	2 ft min.	AASHTO
Vertical Clearance	10 ft min.	AASHTO

¹ 2012 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

² 20 mph is typically used as a general maximum operating speed. A design speed of 18 mph may be used in relatively flat areas (grades less than 2%). However, a higher design speed up to 30 mph may be needed if the path has grades steeper than 5%. A design speed as low as 15 mph may also be used if conditions warrant. Such conditions could include flat topography or where frequent conflicts or constraints exist. It may be necessary to assign different design speeds to different segments of a shared-use path if conditions warrant. A separate Primary Design Values Table should be used for each segment with a different design speed.

³ 10 ft width is the minimum two-way width for typical path use and conditions. AASHTO recommends less than 10 ft (8 ft. min.) only when the following conditions exist:

- Bicycle traffic is expected to be low even on peak days or during peak hours;
- Pedestrian use is not expected to be more than occasional;
- There will be adequate horizontal and vertical alignment providing safe, frequent passing and resting opportunities;
- The path will not be subject to maintenance vehicle loadings that would cause pavement edge damage.

⁴ See AASHTO Guide for the Development of Bicycle Facilities for more information.

END OF ADDENDUM #1