



City of Jamestown, New York
Safe Streets for All (SS4A)
RFP questions-answers

- **In discussing 'priority projects' is the focus on corridors, or intersections to be candidates for 30% designs. If the intent is to design corridors, of what length should they be?**
 - The City recognizes that the scope and level of detail required for the 30% design will vary depending on the size and complexity of the designated priority project areas. The City will take a reasonable approach in defining the design expectations, ensuring that the level of effort is appropriate for the project scale—whether it involves a single intersection, a corridor segment, or a larger infrastructure improvement. The primary goal of these 30% design projects is to develop competitive and well-documented concepts that position the City to successfully pursue grant funding. Consultants should propose a scope that aligns with industry best practices for preliminary design while providing the necessary technical foundation to support grant applications and future project phases.
- **Is topographic survey base mapping required for the 30% Designs?**
 - The City recognizes that the need for a topographic survey base map may vary depending on the project type. Consultants should evaluate the level of detail required to support grant applications and provide accurate preliminary design. For projects where existing city GIS or as-built data is insufficient, a topographic survey may be required to ensure design feasibility and accurate cost estimates. Consultants should include recommendations on survey needs within their proposed scope of work.
- **Are there any locations that the City considers a priority that should be included in the action plan?**
 - At this stage, specific project locations have not been predetermined; however, school zones should be a focus. The City of Jamestown is a walking district, so many students walk to and from school daily. The selected consultant will work with the City to identify and prioritize project areas that align with funding opportunities and community needs, with an emphasis on improving safety and accessibility in school zones.
- **For the 30% Design, is it the City's intent to have a complete NYSDOT Project Scoping Report/Final Design Report for submission for Design Approval?**
 - It is not the City's intention to require a complete NYSDOT Project Scoping Report or Final Design Report at this stage. The primary goal of the 30% design is to develop project concepts that will support funding applications for these priority projects. The City, in collaboration with the selected consultant, will determine the appropriate level of documentation and analysis necessary to strengthen grant applications while ensuring a reasonable scope of work based on the size and complexity of each project.
- **Would conceptual plans, including schematic, cross-section, and renderings be acceptable in lieu of the NYSDOT Highway Design Manual, Chapter 21, Section 3.5 specifications?**
 - See above.
- **The RFP calls for 30% preliminary engineering (PE) design for priority projects. Given the budget, would you be open to conceptual level designs instead of 30%? This could include rendered graphics and layouts that would be suitable for public engagement and grant applications, but not full DOT 30% engineering designs.**
 - The primary goal of the 30% design is to develop project concepts that will support funding applications for these priority projects. The City, in collaboration with the selected consultant, will determine the appropriate level of documentation and analysis necessary to strengthen grant applications while ensuring a reasonable scope of work based on the size and complexity of each project.

- **If 30% PE designs are still required, would there be an additional budget amount available to complete this level of engineering work?**
 - There is no additional funding beyond what is outlined in the RFP.
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- **Given recent federal funding uncertainties, do you anticipate any impacts to this project moving forward? Are the funds for this work already obligated?**
 - We have every intention of the project moving forward, but that is contingent upon stability from our federal funding sources.
- **Can you confirm whether any new data collection (e.g. traffic counts) would need to be completed for this project?**
 - The need for new data collection, including but not limited to traffic counts, will be evaluated on a case-by-case basis. The City and the selected consultant will determine whether existing data is sufficient to support 30% design and funding applications, or if additional data collection is necessary to justify project needs