

Oak Street Improvements-Dodson Road to 52<sup>nd</sup> Street  
City of Rogers

**ADDENDUM NO. 02**

4/16/2024

**Electronic Only**

20104500

The contract documents for the above-mentioned project dated April 2024 are hereby amended by this Addendum, dated April 16, 2024, consisting of 3 pages along with the noted attachments for trail requirements & standards and the revised EJCDC Bid Form, Page 3.

**Revision to Bid Form Sheets:**

EJCDC C-410 Bid Form, Page 3, has been revised to correct two items:

- a) The quantity for item **5.0 – Excavation (Plan Quantity)** has been corrected to **9,256 CY** as it was incorrectly stated as 8,964 previously.
- b) The quantity for item **6.0 – Embankment (Plan Quantity)** has been corrected to **11,458 CY** as it was incorrectly stated as 28,772 previously.

Bidders shall replace the previous version of EJCDC C-410 Bid Form, Page 3, with the revised version attached herewith, and bids shall be prepared accordingly.

**Bidder Questions and Responses:**

- **Question Submitted:** Sheet C-205: Electrical Pole & Line Right of centerline – Will Carroll Electric Cooperative (CECC) relocate/replace existing power pole at station 39+00 due to the grading reduction at the base? Has CECC been contacted about de-energizing their line while crane work (pile driving, etc) needs to occur for bridge construction?

**Response:** The overhead electric will remain along its current alignment, but CECC will be installing several new replacement poles to accommodate the grading, roadway, and bridge construction. We have not specifically discussed de-energizing the line with CECC at this time.

- **Question Submitted:** Sheet C-207: Razorback Greenway Trail – Please verify neither Razorback Greenway or Two Cities trails can be closed without a temporary hard surface bypass? Will contractor be allowed to construct temporary trail from approximately station 9+00, Horsebarn Road with temporary street crossing at station 10+50 in order to be able to close the portion of trail that needs to be realigned and storm drainage systems installed? Please provide minimum design criteria (max. slope, max cross-slope, radii, striping, signage, etc.) for temporary trails.

**Response:** Closure of either trail will require a temporary hard surface bypass. Both trails will need to remain open during construction. Proposed reroutes can be discussed during construction. Any reroute will need to be inside ROW. See attachments for design criteria, details, and other requirements for trail detours, closures, and other construction activities.

- **Question Submitted:** Sheet C-207: Street Closures - Can Horsebarn Road be closed, and detour provided for reconstruction of intersection with W Oak Street? Can S. Dodson Rd. be closed, and detour provided for the waterline crossing?

**Response:** Closure of Horsebarn Road can be coordinated with the City during construction. However, Dodson Road will not be closed and will need to remain open. This should be done with a temporary lane closure using flaggers to allow traffic from both directions. The City may consider a full closure during the overnight hours, but would require approval of Fire/Police. Boring the crossing is also an option.

- **Question Submitted:** Sheet S-002 Native Stone for Rip Rap - Can local native limestone riprap be used for the bottom three (3) of the five (5) feet section with native sandstone cap?

**Response:** No, all 5' of the rip rap depth needs to be the sandstone material.

- **Question Submitted:** QA/QC Testing - Will quality assurance/quality control testing be provided by the owner on this project?

**Response:** Yes, the City will hire an independent geotechnical firm to provide field and lab testing services for this project.

- **Question Submitted:** Sheet C-208 Handrail – The retaining wall calls out an install of safety handrail and an ornamental steel fence. Is safety handrail required if the ornamental steel is in place?

**Response:** No, the safety handrail is not required. The handrail note was inadvertently left on the plans after the ornamental steel fence was added. The ornamental steel fence is the only device required at the top of the wall.

END OF ADDENDUM NO. 02



William C. Burnett, P.E.

**Note:**

***The Contractor shall acknowledge receipt of all information comprised in this ADDENDUM by filling in the appropriate information requested under Article 3.01 of the bid form.***

## ARTICLE 5 – BASIS OF BID

5.01 Bidder will complete the Work in accordance with the Contract Documents for the following price(s):

Item No.	SPEC	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1.0	105	Roadway Construction Control	LS	1		
2.0	106	Trench and Excavation Safety Systems	LS	1		
3.0	201	Clearing and Grubbing	LS	1		
4.0	202	Undercut and Backfill	CY	6,715		
5.0	202	Excavation (Plan Quantity)	CY	9,256		
6.0	202	Embankment (Plan Quantity)	CY	11,458		
7.0	203	Subgrade Preparation (Plan Quantity)	SY	10,170		
8.0	204	Curb Backfill and Grading	STA	30		
9.0	204	4" Topsoil Placement	SY	11,989		
10.0	301	18" RCP Class III Within Roadway	LF	280		
11.0	301	18" RCP Class III Outside Roadway	LF	1,352		
12.0	301	24" RCP Class III Within Roadway	LF	82		
13.0	301	24" RCP Class III Outside Roadway	LF	323		
14.0	301	45"x29" RCHEP Class III Within Roadway	LF	66		
14.1	301	45"x29" RCHEP Class III Outside Roadway	LF	157		
15.0	301	42" RCP Class III Within Roadway	LF	48		
16.0	301	48" RCP Class III Outside Roadway (Potential Design Change)	LF	762		
17.0	301	18" RC FES	EA	2		
18.0	301	24" RC FES	EA	1		
19.0	301	45"x29" RC FES	EA	2		
20.0	301	48" RC FES (Potential Design Change)	EA	1		
21.0	302	4' Curb Inlet (Circular)	EA	24		
22.0	302	6' Curb Inlet (Potential Design Change)	EA	6		
23.0	302	4'x7' Curb Inlet (Rectangular)	EA	1		
24.0	302	4' Junction Box (Circular)	EA	1		
25.0	302	6' Junction Box (Circular)(Potential Design Change)	EA	1		
26.0	302	7'x4' Junction Box (Rectangular)	EA	1		
27.0	302	6'x9' Junction Box (Rectangular)	EA	1		
28.0	302	4' Curb Inlet Extension	EA	10		
29.0	302	8' Curb Inlet Extension	EA	7		
30.0	303	7'x6' Precast Concrete Box Culvert	LF	114		



## Temporary Traffic Control Requirements for the Razorback Regional Greenway

Established by the Razorback Greenway Alliance 2021.

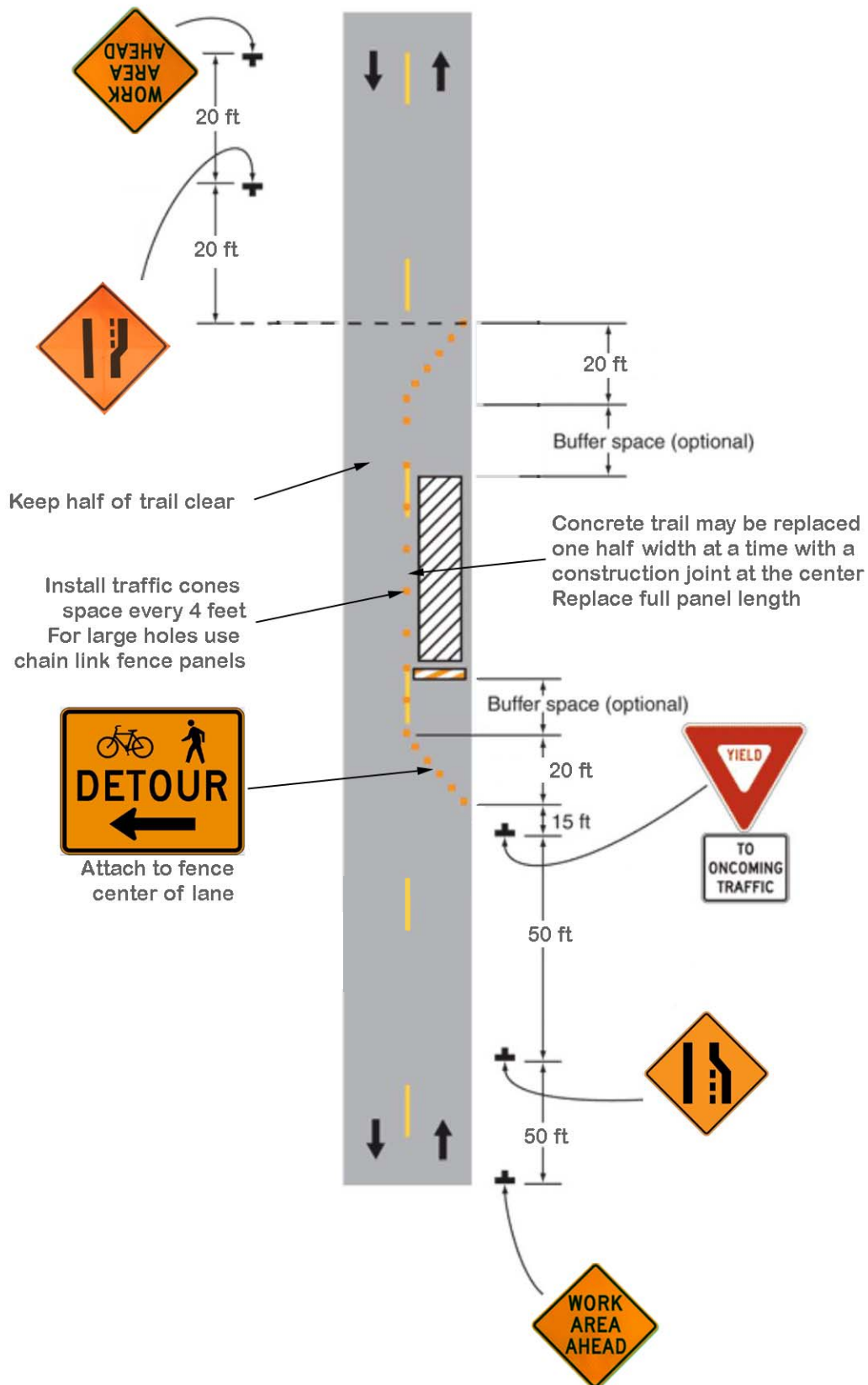
### BACKGROUND:

This document is adapted from the most current version of National Committee on Uniform Control Devices in association with Bicycle Technical Committee and is required to be used when construction activities impact the safe operation and functionality of the Razorback Regional Greenway and other trails as determined by the municipality where the trail is located. Each municipality where the trail is located will oversee the regulation of this document. Exemptions may be appealed to the municipality regulation board and a report of exemptions shall be given to the Razorback Greenway Alliance. All efforts should be taken to keep the greenway open and safe for users at all times.

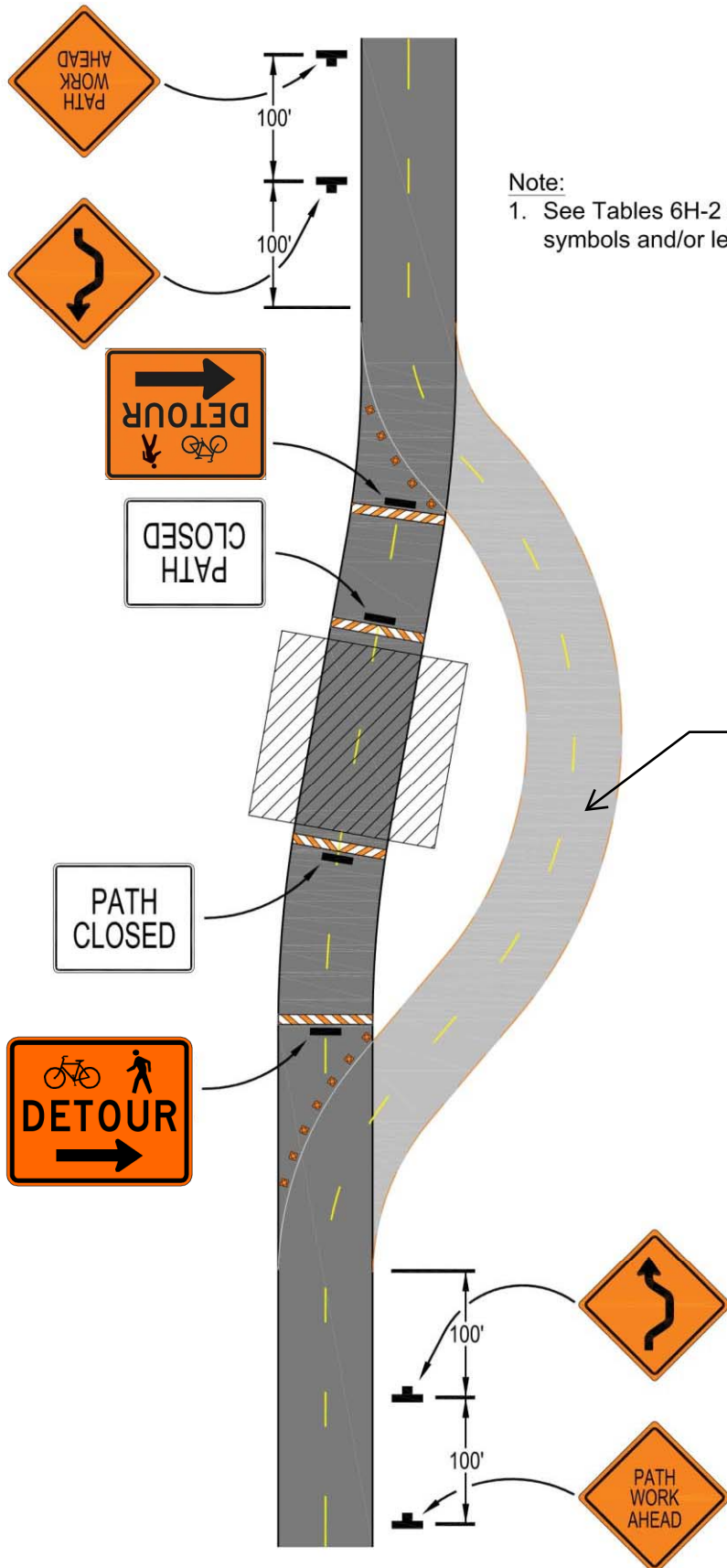
### REQUIREMENTS:

- Notice of the trail construction activities should be posted on social media and other media outlets to notify as many people as possible with a minimum 72-hour notice before work begins.
- The duration of the affected trail work should be coordinated so it is as short as possible.
- A one lane closure of the trail is preferred to full detour and is shown in Figure 1.
- The detour route should be as direct as practical.
- Work should be performed during night and off-peak times if possible.
- 10-foot-wide trail minimum for the detour trail as shown in Figure 2.
- The replaced concrete trail shall be a full panel as shown in Figure 4 and not a strip.
- A traffic control plan is required to be reviewed and approved by the representative in the municipality where the trail construction is occurring prior to work. This traffic control plan should include all necessary advance warning (W21 series) signs, detour (W4-9 series) signs, and any other temporary traffic control devices necessary to safely guide bicyclist and pedestrians along the detour route as shown in the figures below. All signs and pavement markings shall comply with the MUTCD.
- The trail detour shall be constructed according to figure 2 with 2-inch-thick hot mix asphalt or 4-inch-thick concrete on 4-inch compacted class 7 base and shall be maintained and free of debris for the duration of construction. All slopes on the trail surface shall be ADA compliant.
- If construction activities are within 10 feet of the trail edge then the work shall be separated by a 6-foot temporary chain link fence or orange construction safety fencing with safety tops on the t-posts. All fencing shall be located no closer than 2 feet offset from the trail edge.
- If the edge of the trail detour is within 2 feet from the edge of a roadway (curb or white stripe), then water filled jersey barriers to provide protection between the roadway and trail.
- If a detour that is adjacent to the existing trail is not possible, then an on-road detour may be considered as a last resort according to Figure 3 below. The on-road detour route for bicycle traffic should use the most direct route practical on roadways where conditions are appropriate for bicycling. The on-road detour should include sidewalks to accommodate the pedestrian trail users if possible.

Figure 1 - One Lane Trail Closure



# Figure 2 - Temporary Detour of Shared Use Paved Trail



**Note:**

1. See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

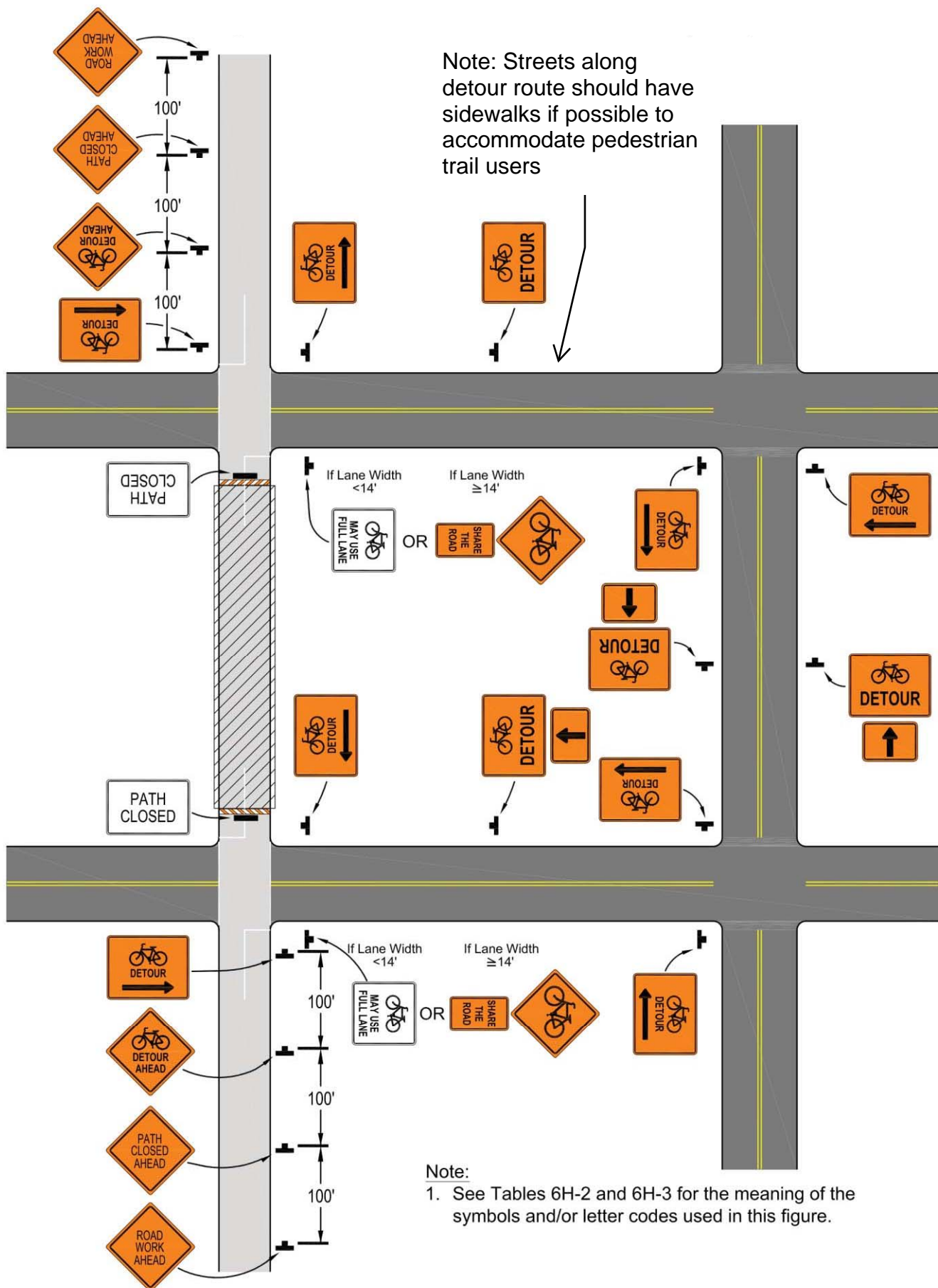
**Notes:**

1.) The trail detour shall be constructed according to figure 2 a minimum of 10 feet wide with 2-inch-thick hot mix asphalt on 4-inch compacted class 7 base is required and shall be maintained and free of debris for the duration of construction. All slopes on the trail surface shall be ADA compliant.

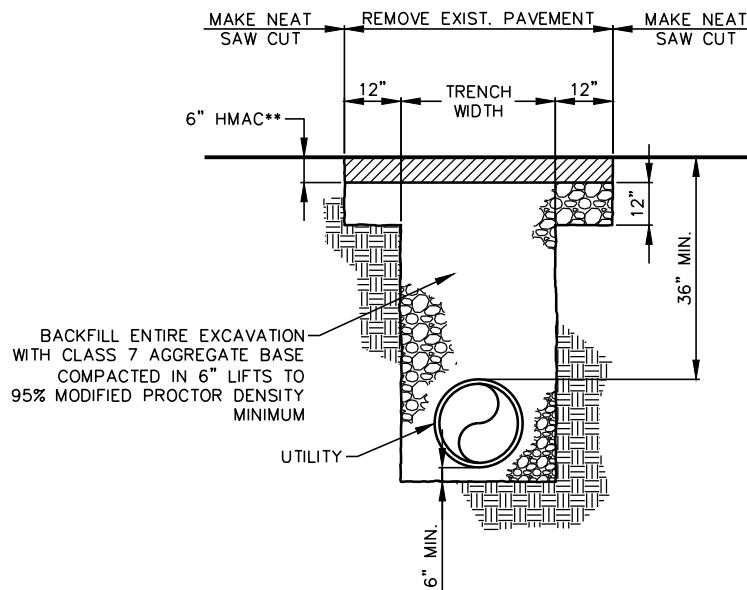
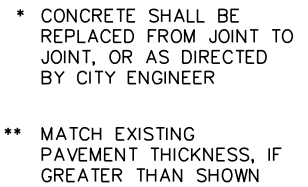
2.) Unless work is greater than 10 feet from the trail, then all work along the trail shall be separated by a 6 foot chain link fence or orange construction fencing to be located a minimum of 2 feet offset from the trail edge.

**Typical Application B3**

Figure 3 - Temporary On-Road Detour for Shared Use Paved Trail







JANUARY 4, 2024

## Article IV. Bicycle Facilities

### Section 4.01 General.

Bicycle facilities shall be designed according to the AASHTO Guide for the Development of Bicycle Facilities (current edition), the NACTO Urban Bikeway Design Guide and the MUTCD (current edition). Principles based on Crime Prevention Through Environmental Design (CPTED) shall be incorporated to create a climate of safety.

### Section 4.02 Design Criteria

- (a) The design speed shall be a minimum of 20mph unless approved otherwise by the City Engineer.
- (b) Vertical grades shall be limited to a maximum of 10% unless approved in writing by the City Engineer.
- (c) A minimum 2-foot horizontal clearance from all obstructions is required.
- (d) A minimum 10-foot vertical clearance from all obstructions is required.
- (e) Provide a 5-foot wide shoulder adjacent to the trail and matching the cross-slope.
- (f) Wayfinding signage shall be per Part IV – Appendix, Wayfinding Signage and Pavement Markings for Bicycle Facilities.
- (g) Lighting shall be per the City Trail Lighting Detail.
- (h) Handrails/guardrails shall be a wooden three-rail fence per the City standard detail – see Part III Standard Details.
- (i) See Section 3.03(h)(iv) for striping criteria.

**Commented [CD9]:** Should we mention designed per ADA guidelines?

### Section 4.03 Detour Standards

These standards are adapted from Part 6 of the most current version of Manual on Uniform Traffic Control Devices (MUTCD) and is required to be used when construction activities impact the safe operation and functionality of any City of

Rogers pedestrian and/or bicycle facility. Exemptions may be appealed to the City Engineer. All efforts should be taken to keep pedestrian and/or bicycle facilities open and safe for users at all times.

(a) Requirements:

- (i) *A traffic control plan is required to be reviewed and approved by the City Engineer where the trail construction is occurring prior to work. This traffic control plan shall include all necessary advance warning (W21 series) signs, detour (W4-9 series) signs, and any other temporary traffic control devices necessary to safely guide bicyclist and pedestrians along the detour route as shown in the figures below. All signs and pavement markings shall comply with the MUTCD. The plan shall be submitted for review a minimum of 5 business days prior to the proposed closure or detour.*
- (ii) *The city will post notice of work on an active transportation facility on social media and other media outlets to notify as many people as possible with a minimum 72-hour notice before work begins.*
- (iii) *The duration of the affected facility work shall be coordinated so it is as short as possible.*
- (iv) *A one lane closure of the facility is preferred to full detour and shall be supplemented with appropriate signage to alert users of the work ahead, the merging condition, protection from the work area, and appropriate pedestrian and bicycle detouring signage. Refer to Section 1.19 for the One Lane Trail Closure detail.*
- (v) *The detour route shall be as direct as practical.*
- (vi) *Work shall be performed during night and off-peak times, if possible.*
- (vii) *10-foot wide trail minimum for the detour trail as shown in MUTCD Figure 6P-49 Shared-Use Path Closure with a Diversion (TA-49).*
- (viii) *The replaced concrete trail shall be a full panel from joint to joint. Refer to PART III Section 1.18 for additional details.*
- (ix) *The trail detour shall be constructed according to MUTCD Figure 6P-49 Shared-Use Path Closure with a Diversion (TA-49) with 2-inch thick hot mix asphalt on 4-inch compacted Class 7 aggregate base course and shall be maintained and free of debris for the duration of construction. All slopes on the trail surface shall be ADA compliant.*

- (x) *If construction activities are within 10 feet of the trail edge then the work shall be separated by a 6-foot temporary chain link fence or orange construction safety fencing with safety tops on the T-posts. All fencing shall be located no closer than 2 feet from the trail edge.*
- (xi) *If the edge of the trail detour is within 2 feet from the edge of a roadway (curb or white stripe), then water filled jersey barriers shall be used to provide protection between the roadway and trail.*
- (xii) *If a detour that is adjacent to the existing trail is not possible, then an on-road detour may be considered as a last resort according to MUTCD Figure 6P-50 On-Road Detour for a Shared-Use Path (TA-50). The on-road detour route for bicycle traffic shall use the most direct route practical on roadways where conditions are appropriate for bicycling. The on-road detour shall include sidewalks to accommodate the pedestrian trail users if possible.*

## Article V. Retaining Walls

### Section 5.01 Retaining Walls

- (a) Retaining walls 4.0 feet tall or more as measured from the top of the footing to the top of the wall (including the capstone if one is present) require design plans stamped by a registered engineer.
  - (i) *Plans shall include the following:*
    - 1) Wall type and material.
    - 2) Subgrade and any base material.
    - 3) Provisions to relieve hydrostatic pressure.
    - 4) Plan and profile view of the wall layout.
    - 5) Location of nearby utilities including storm drainage and channels.
    - 6) Location of nearby site improvements such as sidewalks and roads.
    - 7) Handrail or guardrail if required.
  - a) Vehicular guardrail is required when near parking, driveways or roads. Final determination on the requirement for guardrail will be made by the City Engineer.