



**Request for Qualifications (RFQ) for Engineering Services
Northwest Arkansas Razorback Regional Greenway Alliance
Trail Lighting Planning & Design
Razorback Greenway Lighting Design Project**

***Northwest Arkansas Razorback Regional Greenway Alliance
% Northwest Arkansas Regional Planning Commission
1311 Clayton Street
Springdale, AR 72762***

BACKGROUND

The Northwest Arkansas Razorback Regional Greenway Alliance (RRGA) wishes to extend an invitation to all qualified engineering firms (Consultant) to submit professional proposals for providing final planning, design, and engineering for trail lighting of a project identified as the Razorback Greenway Lighting Design Project (Project). The goal of this effort is to prepare lighting details/standards for each city as well as engineering plans and specifications that are ready for construction by their respective cities.

The project area encompasses a 41-mile trail corridor through the following seven cities: Fayetteville, Johnson, Springdale, Lowell, Rogers, Bentonville, and Bella Vista. Consultants shall make such inspections and studies of the site of the work as to familiarize themselves with all conditions to be encountered. A map of the Razorback Greenway can be found here: map.razorbackgreenway.org.

Lighting will primarily consist of overhead lighting along the trail as well as lighting outside and inside tunnels. The lighting design will involve coordination with each of the seven cities to develop a lighting detail/standard and maintenance plan for their city. The project also includes providing the required plans, standards, specifications, and construction documents needed for the future construction of lighting in each individual city, excluding Johnson as they already have trail lighting. The design and standards should be aligned with the NWA Razorback Greenway Operations and Maintenance Plan.

The project is being coordinated and managed by the Northwest Arkansas Razorback Regional Greenway Alliance and Laneshift (manager of the project).

SCHEDULE:

RFQ Advertised: October 6, 2026

All Questions Due: October 27, 2026, by 12 noon

Proposals Due: November 3, 2026, 9:00 a.m.

Begin Negotiating Finalized Scope of Services: Anticipated by November 12, 2026

Contract Completion Date: To be determined in consultant's proposed schedule

CONSULTANT INFORMATION AND QUALIFICATIONS:

The definition of qualified consultant is as follows: Firms should have experience in professional electrical engineering and lighting standard design, lighting maintenance standards, installation plans for construction, construction cost estimates, and construction contract documents. Firm should have an understanding of the lighting options available as well as the cost and maintenance associated with each option.

Firms interested in performing the work for the "Razorback Greenway Lighting Design Project" are asked to submit seven written copies and an electronic copy of the proposal on or before Tuesday, November 3, 2026 at 9:00 a.m. (CST). No late proposals will be accepted.

This RFQ does not constitute a contract for services performed or to be performed. Following the selection of the consultant, the RRGGA will negotiate a finalized scope of services.

INSTRUCTIONS FOR SUBMITTAL:

Submittal Content: The submittal should consist of seven bound documents (7 copies) **and** an emailed electronic pdf document including a cover letter. The cover letter must identify a contact person and provide contact information including telephone number, email and postal address.

Electronic Proposal Response: PDF responses shall be submitted via email with a subject line including ***"Razorback Greenway Lighting Design Project" and the name of the consultant.*** The email shall be submitted to jocelynn.crowther@laneshift.net, no later than 9 a.m., November 3, 2026.

Written Proposal Response: All submittals shall be sealed and the envelopes addressed to the Northwest Arkansas Razorback Regional Greenway Alliance % Northwest Arkansas Regional Planning Commission, 1311 Clayton Street, Springdale, Arkansas 72762. All submittals shall be plainly marked on the outside of the envelope specifying that it is a submittal for the ***"Razorback Greenway Lighting Design Project," the time proposal is due, and the name of the consultant.*** Sealed submittals must be received at the office of the NWARPC by 9:00 AM, Tuesday, November 3, 2026. Submittals received after the indicated date and time will be rejected.

Firms should not include a fee schedule or project budget with proposals.

Only one proposal will be accepted per consultant.

Your firm's submittal MUST include the following:

A. Cover Letter (1 page): The cover letter must identify a contact person and provide contact information including telephone number, email and postal address.

B. Project Approach, Proposed Scope of Services and Schedule (4 pages max): The firm's approach demonstrating understanding of the Project and a proposed Scope of Services with Project Schedule including the following project phases:

1. Coordination with Cities to understand individual lighting and management needs
2. Develop light standards, details, & maintenance plan – Up to 7 standards, details, and plans (one set for each city: Fayetteville, Johnson, Springdale, Lowell, Rogers, Bentonville, and Bella Vista)
 - a. Utilize decorative poles and light fixtures that are consistent with the Razorback Greenway Standards and City standards
 - b. Utilize lighting equipment, fixtures, and technology that are energy efficient for lower energy consumption (LED)
 - c. Utilize lighting equipment that is fully dark skies compliant (as requested by the city)
 - d. Provide standards and details for alternative energy technologies (as requested by the city)
 - e. Meet with each city throughout process and to finalize the design for their city
3. Prepare final construction design, specifications, and contract documents for use in future construction and installation – 6 sets, (one set for each city: Fayetteville, Springdale, Lowell, Rogers, Bentonville, and Bella Vista)
 - a. Survey areas for lighting installation – includes identifying locations of power sources, obstacles for trail lighting, and existing conduit locations with their size
 - b. Final construction drawings for lighting construction and installation - including power sources, conduit location and size, and wire size
 - c. Coordinate with power companies for power service locations
 - d. Final construction specifications and contract documents
 - e. Engineers estimate for construction and installation of the lighting project
 - f. Submit plans, specifications, and contract documents to city to review
 - g. Meet with each city to finalize the design and contract documents

C. Relevant Firm Experience & References (5 pages max): Firms interested in performing services must exhibit considerable relevant experience with this type of work and should emphasize both the experience and capability of personnel who will be performing the work.

Provide statements of previous experience related to the consultant's qualifications as a trail lighting engineer/designer. Consultants must show that they are a Certified Lighting Consultant (CLC) or equivalent accreditation by the American Lighting Association (ALA) or that a main

team member has ALA credentials. Provide a list of comparable lighting design projects for urban trails or a similar world-class trail facility that required pedestrian scale lighting. Include the following information for project examples that show experience with lighting master planning, lighting standards and details development, lighting plan design for construction, and use of lighting equipment that successfully utilized low energy or alternative energy technologies:

1. Project overview
2. Date project took place
3. List of owner references who worked most closely with the Consultant including contact names, title, e-mail, and telephone number

All sub-consultants are required to submit relevant firm experience and references as required for the consultant.

D. Key Personnel & Office Location(s) (2 pages max and unlimited pages for resumes):

Provide project staffing and organizational chart. Include a resume for each person who may be assigned to this project and a statement of specific responsibilities in one or more of the example projects listed above. Include information as to each person's knowledge of and experience with trail lighting design, electrical engineering, and trail lighting construction. Provide location of office(s) and the key personnel assigned to the project. Provide commitment of dedication for key personnel and continuity for duration of the project. Identify sub-consultants, as well as their office location(s), specific roles, and personnel.

E. Additional Information (1 page max): Provide any additional information that will demonstrate your firm's ability to perform the work outlined above on this project. Describe any additional services that your firm is available to provide.

SELECTION PROCESS:

A. Evaluation of Responses: Firms will be considered based on:

- Professional qualifications & experience of the firm – 30 points
- Experience and qualifications of the personnel – 25 points
- Team availability and schedule – 5 points
- Understanding of the project and project approach – 30 points
- Quality and responsiveness of the proposal – 5 points
- Proximity and familiarity with the area in which the project is located – 5 points

B. Site Review: Site reviews during the proposal period are recommended to give you a more complete understanding of the project as outlined in the construction details. The Razorback Greenway is open and accessible for visits (walking and bicycle access only) in preparation of the proposal.

C. Questions: During the period leading up to submission of your proposal, please direct all written correspondence and/or questions to the undersigned by email to jocelynn.crowther@laneshift.net with a subject line including ***"Razorback Greenway Lighting***

Design Project - Question”. Questions must be submitted in writing prior to noon (CST) on October 27, 2026. No questions will be answered after October 27, 2026, 12:00 noon.

D. Consultant Selection: Based upon review of the contents of the proposals, the Owner intends to select a consultant to begin negotiating final scope of services with no later than November 12, 2026.

All costs associated with the preparation of the statement in response to the RFQ will be the responsibility of the preparer and will not be reimbursed.

Owner reserves the right to reject any or all responses and to waive irregularities in proposals received in response to the RFQ at its sole discretion. Filing of a proposal with RRG in response to this invitation shall constitute an agreement of the proposer to these conditions.

The above instructions are intended to standardize the responses to allow Northwest Arkansas Razorback Regional Greenway Alliance to evaluate each firm's competitiveness; ability, and commitment to making this project a reality. We look forward to your involvement in this effort.

NOTICE OF NONDISCRIMINATION

The NWARPC complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Nicole Gibbs, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 7-1-1 or 1-800-285-1131); Para llamadas en español, marque el 866-656-1842; para llamadas en inglés, marque el 711 o directamente al 800-285-1131 or the following email address: ngibbs@www.nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact Nicole Gibbs. Si necesita información en otro idioma, comuníquese Nicole Gibbs, 479-751-7125, cuando menos 48 horas antes de la junta.

RAZORBACK GREENWAY OPERATIONS AND MANAGEMENT PLAN

Lighting requirements and general Razorback Greenway details and specifications can be found in the Northwest Arkansas Razorback Greenway Operations and Management Plan document. The following pages contain excerpts from sections regarding lighting as well as the Temporary Traffic Control Requirements for the Razorback Greenway.

Lighting Related Sections from Razorback Greenway Operations and Management Plan:

From Section 4:

Key considerations in promoting public safety and security include:

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- **Lighting** – The Razorback Greenway should be lighted its entire length, the numbering of light posts should be used as the preferred consistent wayfinding numbering system and be numbered at 0.01 of a mile. The light pole marker preferred color is black, in the event, there is a non-uniform pole the marker should match the color of the pole. Light coverage shall meet the AASHTO standard of a minimum light of 0.5 foot-candle on the trail surface.

From Section 4.2:

4.2 Crime Prevention Through Environmental Design (CPTED)

"CPTED is the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life." -

National Crime Prevention Institute

Crime Prevention Through Environmental Design (CPTED) theories contend that law enforcement officers, architects, city planners, landscape designers, and resident volunteers can create a climate of safety in a community, right from the start. CPTED's goal is to prevent crime through designing a physical environment that positively influences human behavior. For trails, people who use the Razorback Greenway regularly will need to perceive it as safe, and would-be criminals should view the trail as a highly risky place to commit crimes. Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design.

CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts.

CPTED is based on four principles – natural access control, natural surveillance, territorial reinforcement, and target hardening. These principles should be applied to the design, operation, and management of the Razorback Greenway whenever feasible:

4.2.1 Natural surveillance

Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. Natural surveillance occurs by designing the placement of physical features, activities, and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of public space. Potential offenders feel increased scrutiny and limitations on their escape routes.

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- When creating a lighting design, avoid poorly placed lights that create blind spots for potential observers and miss critical areas. Ensure potential problem areas are well lit. Problem areas could include pathways, stairs, entrances/exits, parking areas, children's play areas,

recreation areas, storage areas, dumpster and recycling areas, etc.

- Avoid too-bright security lighting that creates blinding glare and/or deep shadows, hindering the view for potential observers. Eyes adapt to night lighting and have trouble adjusting to severe lighting disparities. Using lower intensity lights often requires more fixtures.

- Place lighting along pathways and other pedestrian-use areas at proper heights to light the faces of the people in the space and to identify the faces of potential attackers.

4.2.2 Natural access control

Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. By selectively placing entrances and exits, fencing, lighting and landscape to limit access or control flow, natural access control occurs.

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4.2.3 Natural territorial reinforcement

Territorial reinforcement promotes social control through increased definition of space and improved proprietary concern. An environment designed to clearly delineate private space does two things. First, it creates a sense of ownership. Owners have a vested interest and are more likely to challenge intruders or report them to the police. Second, the sense of owned space creates an environment where "strangers" or "intruders" stand out and are more easily identified. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. Additionally, these objectives can be achieved by assignment of space to designated users in previously unassigned locations.

The following pages contain the Temporary Traffic Control Requirements for the Razorback Regional Greenway which must be used in the preparation of final construction documents for the city lighting plans.

Exhibit C: Temporary Traffic Control Requirements for the Razorback Regional Greenway



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 6-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

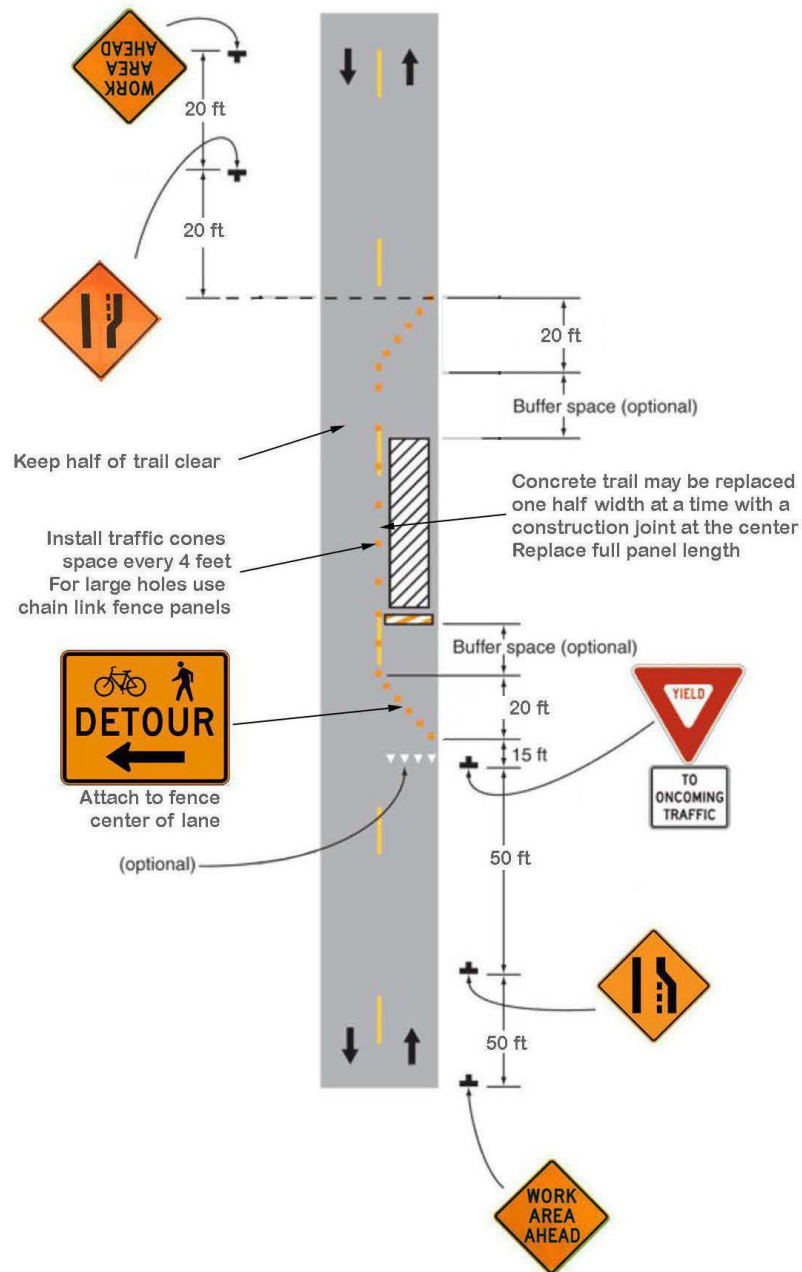


Figure 2 - Temporary Detour of Shared Use Paved Trail

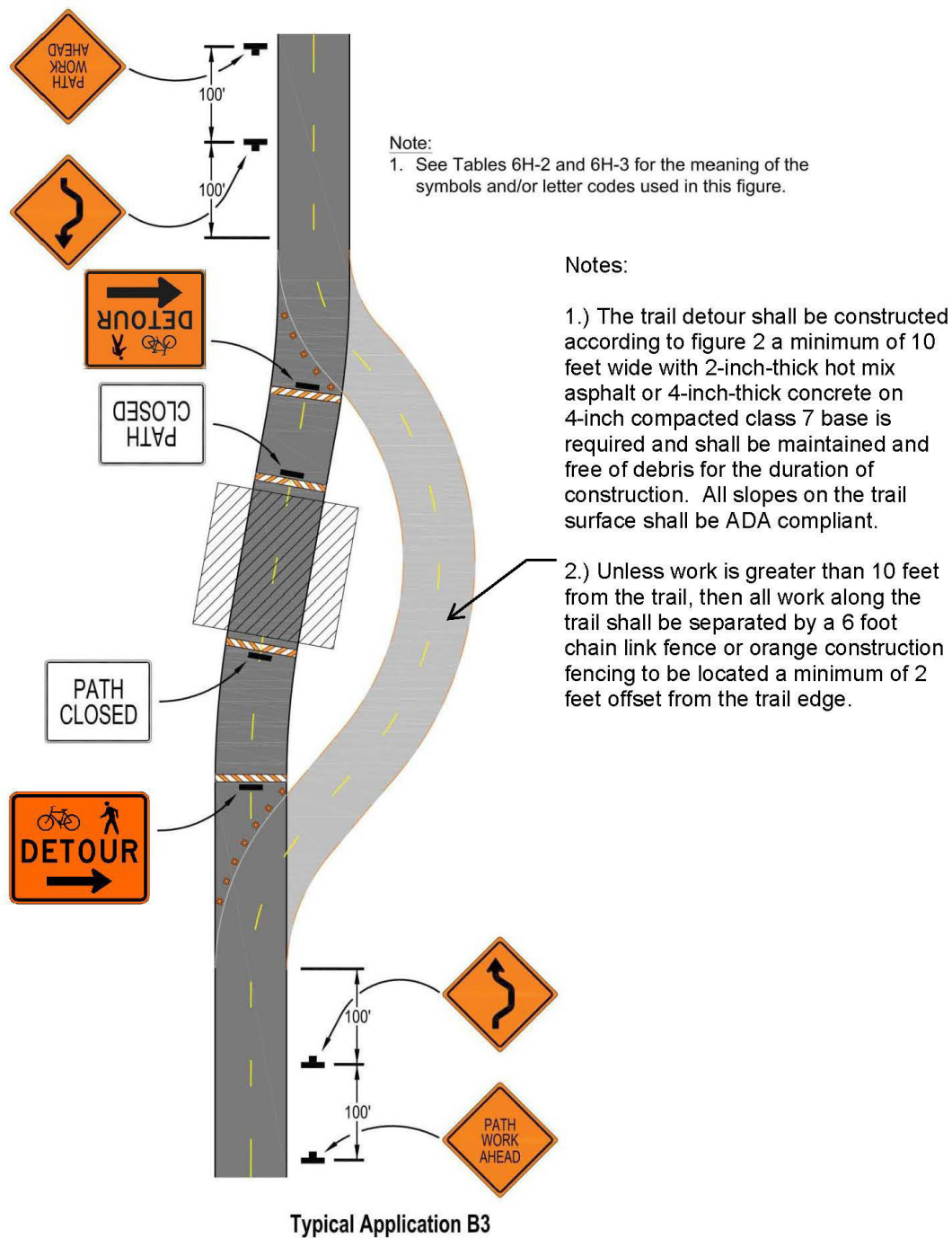


Figure 3 - Temporary On-Road Detour for Shared Use Paved Trail

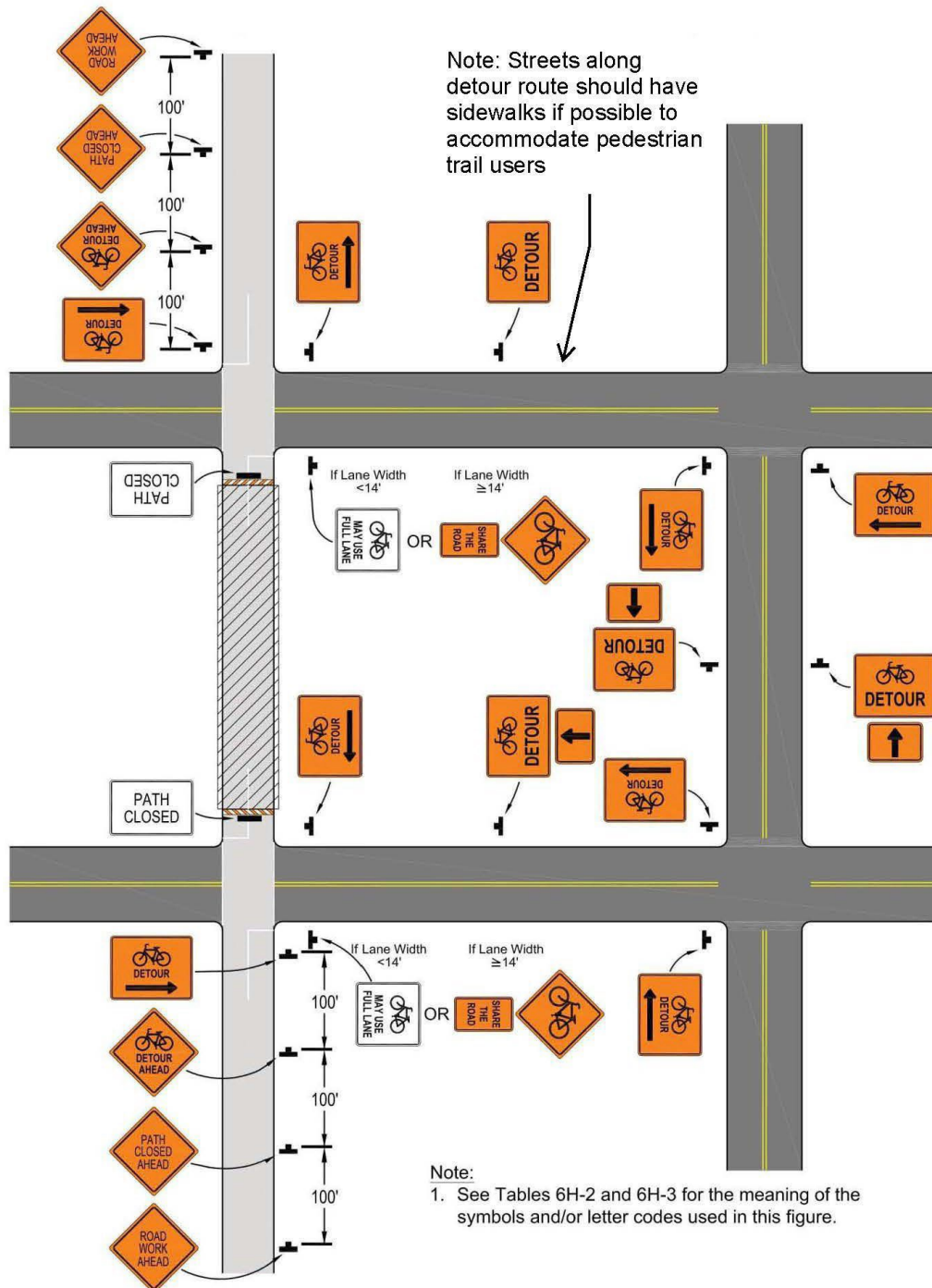


Figure 4 - Trail Patch Detail

