BOUND HEREIN ARE THE SUPPLEMENTAL SPECIFICATIONS, SPECIAL PROVISIONS, PROPOSAL DOCUMENTS AND SCHEDULE OF ITEMS APPLICABLE TO THIS PROPOSED CONSTRUCTION CONTRACT.

APPLICABLE TO THIS PROPOSED CONSTRUCTION CONTRACT, BUT NOT BOUND HEREIN, ARE THE ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014, AND THE CONSTRUCTION PLANS.
Please review Section 102 of the Standard Specifications, 2014 Edition for Bidding Requirements and Conditions. **Mistakes or omissions can be costly.** Important items for you to check are included in, but not limited to, those listed below. This checklist is furnished only to assist you in submitting a proper bid. Check as you read.

- Have you contacted ARDOT (pmd@ardot.gov or 501-569-2261) to become an eligible bidder? This is required to submit a bid in the letting and must occur by 4:30pm the day prior to the letting.

- Have you acknowledged all Addenda by email or fax?

- Is the unit price entered appropriate for the item?

- Have you entered a unit price for each bid item except in the case of authorized alternate pay items? (A zero bid ($0.00) is a valid price and will be considered.)

- Have you checked the Schedule of Items for various pay items that may have a minimum or maximum unit bid price? (Refer to the Standard Specifications for further information concerning these items)
  - Asphalt Binder
  - Relocating Precast Concrete Barrier
  - Water
  - Mobilization

- Have you limited your bid for Mobilization to five percent (5%) of the subtotal?

- For Federal-aid projects, did you complete the Certification for Federal aid Contracts?

- Prior to submitting your bid, did you check for error messages, and are all the folders “green”?

- If submitting a paper copy of the Proposal Guaranty (Bid Bond) is it signed by an officer of your company **AND** the Surety Agent?

- Did you ensure your Proposal Guaranty (if you are submitting a paper bond) will arrive prior to the time and date stated on Page 2 of the Proposal Documents?
ARKANSAS DEPARTMENT OF TRANSPORTATION

NOTICE OF NONDISCRIMINATION

The Arkansas Department of Transportation (Department) 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 Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department’s programs and activities, as well as the Department’s hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department’s nondiscrimination policies may be directed to Joanna P. McFadden Section Head – EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501)569-2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.
Arkansas Department of Transportation
Supplemental Specifications and Special Provisions Listing
State Job Number 061473

The following supplemental specifications and special provisions for this project supplement the standard specifications, edition of 2014. In case of conflict, the supplemental specifications and special provisions shall govern.

ERRATA
ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS

JOB SP
ESTABLISHING CONTRACT TIME - WORKING DAY CONTRACT

JOB SP
BIDDING REQUIREMENTS AND CONDITIONS

JOB SP
MANDATORY ELECTRONIC CONTRACT

JOB SP
MANDATORY ELECTRONIC DOCUMENT SUBMITTAL

JOB SP
LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS

JOB SP
SOIL STABILIZATION

JOB SP
CLAY LINER

JOB SP
LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES

JOB SP
SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS

JOB SP
PRICE ADJUSTMENT FOR ASPHALT BINDER

JOB SP
PRICE ADJUSTMENT FOR FUEL

JOB SP
BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT

JOB SP
WARM MIX ASPHALT

JOB SP
COLD MILLING - COUNTY PROPERTY

JOB SP
CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE

JOB SP
BROADBAND INTERNET SERVICE FOR FIELD OFFICE

JOB SP
PIPE SIPHONS

JOB SP
CONCRETE BRIDGE DECK CURING AND SURFACE TREATMENT RESTRICTIONS

JOB SP
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JOB SP
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JOB SP
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JOB SP
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JOB SP
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STORM WATER POLLUTION PREVENTION PLAN

JOB SP
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JOB SP
UTILITY ADJUSTMENTS

SP 108-1
LIQUIDATED DAMAGES

SS 100-3
CONTRACTOR’S LICENSE

SS 100-4
DEPARTMENT NAME CHANGE

SS 102-2
ISSUANCE OF PROPOSALS

SS 105-4
MAINTENANCE DURING CONSTRUCTION

SS 107-2
RESTRAINING CONDITIONS

SS 108-2
WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER

SS 110-1
PROTECTION OF WATER QUALITY AND WETLANDS

SS 210-1
UNCLASSIFIED EXCAVATION
Arkansas Department of Transportation  
Supplemental Specifications and Special Provisions Listing  
State Job Number 061473

The following supplemental specifications and special provisions for this project supplement the standard specifications, edition of 2014. In case of conflict, the supplemental specifications and special provisions shall govern.

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Errors noted in the printed book of Standard Specifications for Highway Construction, Edition of 2014, are listed below and this publication is hereby revised as follows:

Page 124: The third sentence of the first paragraph of Subsection 110.03(c) should read: The Engineer will make a decision within 10 business days concerning the necessity or practicability of the request.

Page 195: The sixth paragraph of subsection 303.02 should read: For Classes 1 through 8 materials, the fraction passing the #200 (0.075 mm) sieve shall not be greater than three-fourths of the fraction passing the #40 (0.0425 mm) sieve. For Classes 3 through 8, the fraction passing the #40 (0.425 mm) sieve shall have a liquid limit not greater than 25.

Page 363: In the second paragraph of Subsection 502.02, the reference to ASTM 775 should be replaced by “ASTM A 775”.

Page 636: In the second paragraph of Subsection 730.02, the references to AASHTO M 183 should be replaced with ASTM A36.

Page 637: The last sentence of the second paragraph of Subsection 730.03 should read: All bolts, nuts, and washers shall be galvanized according to AASHTO M 232 or ASTM B 695, Class 40 or 50.

Page 767: In the fourth paragraph of Subsection 807.06(a), the reference to ASTM B595 should be replaced by “ASTM B695”.

Page 841: Subsection 817.04(a) should read: The treatment of lumber and timber shall meet the applicable requirements of the current edition of the AWPA, Standards U1, Commodity Specification E, Use Category UC4C.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

ESTABLISHING CONTRACT TIME – WORKING DAY CONTRACT

1. General. This method shall be used to establish the contract time (working days).

2. Definition of Terms. (a) Specified Site Use Work. The specified site use work, shall consist of all items of work in the Contract.

   (b) Working day. As defined in Subsection 101.01 of the Standard Specifications.

   (c) Contract Time. The number of working days established by the bidder to complete the project.

   (d) Substantially Complete. The date at which time charges cease due to the completion of all pay items. The Engineer will be the sole authority in determining when the work is substantially complete. Site Use Work will be considered complete on this date.

   (e) Bid Site Use Time. The number of working days specified in the bid by the bidder as the time required to substantially complete the Specified Site Use Work.

   (f) Punch List. A list of items and/or areas of the project requiring correction, replacement, repair, or general cleanup which is furnished by the Engineer following the declaration of the project as Substantially Complete.

3. Preparation of Proposal. The bidder shall establish the number of working days to be used to substantially complete the Specified Site Use Work.

4. Assessment of Site Use Time.

   Unless an emergency is declared or unless allowed by other job provisions, the Contractor shall not perform work that requires inspection on Sundays, legal holidays designated in Subsection 101.01 of the Standard Specifications, Edition of 2014, and Monday following a holiday on Sunday or Friday preceding a holiday on Saturday. If the Commission declares Friday following Thanksgiving Day as a Departmental holiday, the Contractor shall not perform work that requires inspection on this day.

   Extensions of the Bid Site Use Time will be granted ONLY for the following reasons:

   (a) The work has been delayed by any act or omission of the Commission. This includes suspension of the work when the suspension is not the fault of the Contractor.

   (b) Change Orders affecting the work that results in additional time being required to complete the Specified Site Use Work.

   Requests for extension of the Bid Site Use Time shall be made in writing and shall state the reasons for the request and identify the specific days for which extension is requested.
ESTABLISHING CONTRACT TIME – WORKING DAY CONTRACT

The Engineer will be the sole authority in determining when the Specified Site Use Work is substantially complete.

5. Contract Time and Liquidated Damages. Determination of working days charged, extensions of Contract Time, and assessment of liquidated damages for failure to complete all work within the Contract Time line will be made in accordance with the Section 108 of the Standard Specifications.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

BIDDING REQUIREMENTS AND CONDITIONS

Section 102 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The fourth sentence of the second paragraph of Subsection 102.01 is hereby deleted, and the following substituted therefore:

Prospective bidders may file a questionnaire at any time; however, prospective bidders will not be given authorization to submit a proposal unless a rating has been extended based on an acceptable questionnaire.

The last paragraph of Subsection 102.01 is hereby deleted.

The second sentence of Subsection 102.02 is hereby deleted, and the following substituted therefore:

The Notice to Contractors will contain a description of the proposed work, and information regarding access to proposal documents, plans, specifications, and the amount and nature of the proposal guaranty.

Subsection 102.03 is hereby deleted, renamed Contents of Proposal Documents, and the following substituted therefore:

The proposal documents will state the location and description of the contemplated construction and will show the estimate of the various quantities and kinds of work to be performed or materials to be furnished, and will have a schedule of items. The proposal documents will state the time in which the work must be completed, the amount of the proposal guaranty, and the date and time of the letting of work. The documents will also include any special provisions or requirements that vary from or are not contained in the standard specifications.

All forms included in the proposal documents are considered a part thereof. The plans, specifications, and other documents designated in the proposal documents will be considered a part of the proposal whether included or not.

The first through fourth paragraphs of Subsection 102.04 are hereby deleted, and the following substituted therefore:

To become an eligible bidder, prospective bidders must be registered to bid in Arkansas with Bid Express. Prospective bidders must also contact the Program Management Division at (501) 569-2261 during regular business hours between the date the project is advertised and 4:30 p.m. on the day prior to the scheduled bid opening to request to become eligible to bid specific projects. Only prequalified contractors or their authorized representative may request to become an eligible bidder.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

BIDDING REQUIREMENTS AND CONDITIONS

If the prospective bidder’s prequalification rating is not “unlimited”, the bidder shall file a certification with the Department citing all contracts in force and the unfinished value of such work. A prospective bidder will not be allowed to submit a proposal until a certification for the current bidding period is on file and the amount of work the contractor may be allowed to undertake is determined. The contractor’s prequalification rating, less the unfinished value of all contracts in force, will determine the amount of additional work that the contractor may be allowed to undertake. A contractor will not be allowed to submit a proposal on an individual project for which the estimated cost is more than the amount that the contractor may be allowed to undertake, but the contractor will be allowed to submit a proposal on more than one project, providing that the estimated cost of each project is not more than the amount that the contractor may be allowed to undertake. In the event a contractor submits a low bid on more than one project and the aggregate amount is greater than the amount the contractor may be allowed to undertake, the Commission will exercise its discretion in the award of a particular project or projects.

A charge will be assessed for authorization to submit a proposal, paper copies of the proposal documents, and plans issued. These services are provided during regular business hours until 4:30 p.m. on the day prior to the scheduled bid opening at the Arkansas Department of Transportation, 10324 Interstate 30, Little Rock, Arkansas 72209, (501) 569-2261. Payment shall be made at the time services are provided or upon receipt of statement therefore. No refund will be allowed for bids not submitted or for plans or proposal documents returned.

The second sentence of the first paragraph of Subsection 102.06 is hereby deleted, and the following substituted therefore:

The bidder is expected to examine carefully the site of the proposed work, the proposal documents, plans, specifications, supplemental specifications, and special provisions before submitting a proposal.

The first paragraph of Subsection 102.07 is hereby deleted, and the following substituted therefore:

The proposal shall only be submitted through the internet bidding service, Bid Express. The bidder shall specify a unit price in figures for each pay item for which a quantity is given. A unit price of “zero” ($0.00) is a valid price and will be considered. A blank unit price is not considered valid. The unit bid price should not be carried beyond 1 cent ($0.01). Any figures on the unit bid price beyond 1 cent will be dropped.

The second and third paragraphs of Subsection 102.07 are hereby deleted.
The fifth paragraph of Subsection 102.07 is hereby deleted, and the following substituted therefore:

The bidder’s proposal must be submitted with a digital signature containing the name of the individual, one or more members of the partnership, one or more members or officers of each firm representing a joint venture, or one or more officers of a corporation, or by an agent of the Contractor legally qualified and acceptable to the Department.

The sixth paragraph of Subsection 102.07 is hereby deleted, and the following substituted therefore:

If the proposal is submitted with a digital signature of any person who is not listed in the bidder’s Prequalification Questionnaire (Questionnaire Form) as the individual, as a partner of a partnership, or as an officer of a corporation, authorization for such submittal should be on file with the Department prior to the download of bids. This authorization shall be made before the downloading of bids and be in the form of a Power of Attorney duly executed and signed by an official with power to constitute such authority.

The last sentence of the seventh paragraph of Subsection 102.07 is hereby deleted, and the following substituted therefore:

Those items of Asphalt Binder that are subject to a minimum bid price will be at the note “(Minimum bid price is $120.00 per ton)” within the Schedule of Items of the proposal documents.

The first sentence of the ninth paragraph of Subsection 102.07 is hereby deleted, and the following substituted therefore:

The proposal documents for all federal aid projects will contain a bidders list.

The last sentence of the ninth paragraph of Subsection 102.07 is hereby deleted, and the following substituted therefore:

The information provided will not be used for contract awarding purposes but must be provided before the Contractor will be given authorization to submit proposals for future lettings.

Subsection 102.08 Irregular Proposals is hereby deleted, and the following substituted therefore:

(a) Proposals will be considered irregular and will be rejected for the following reasons:
(1) If the proposal does not contain a unit price for each pay item listed except in the case of authorized alternate pay items.

(2) If the proposal is not digitally signed by an authorized representative of the firm.

(3) If the proposal is not accompanied by the proper proposal guaranty.

(4) If a proposal is received from an individual, firm, partnership, or corporation with an interest, as principal, in another proposal for the same project.

(5) If the proposal is not accompanied by the Certification to Submit DBE Participation.

(b) Proposals will be considered irregular and may be rejected for the following reasons:

(1) If the proposal is not accompanied by a bid schedule and bid schedule narrative as required in the proposal documents.

(2) Unbalanced proposals in which the prices for some items are out of proportion to the reasonable costs representative of those items.

(3) If there are irregularities of any kind that may tend to make the proposal incomplete, indefinite, or ambiguous as to its meaning.

The first sentence of Subsection 102.09 is hereby deleted and the following substituted therefore:

No proposal will be considered by the Commission unless a guaranty in the form of a bank draft, certified check, or cashier’s check drawn on a solvent bank or trust company, or a bidder’s paper bond executed by an approved surety company has been received by the Program Management Division prior to the download of bids.

The following paragraph is hereby added after the first paragraph of Subsection 102.09:

Electronic bid bonds are allowed. The prospective bidder should verify their bid bond in their proposal prior to submission.

Subsection 102.10 is hereby deleted and the following substituted therefore:

The proposal shall only be submitted through the internet bidding service, Bid Express.

Subsection 102.11 is hereby deleted, and the following substituted therefore:
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

BIDDING REQUIREMENTS AND CONDITIONS

A bidder may withdraw or modify a proposal after it has been submitted to Bid Express, up to the time set for the deadline for proposals to be received. A proposal may also be withdrawn if the Commission fails to make an award within 40 calendar days after the date of downloading.
Subsection 102.12 is hereby deleted, renamed **Downloading of Proposals**, and the following substituted therefore:

Proposals will be downloaded and then posted on the Department’s website at the time and place indicated in the Notice to Contractors.

The last sentence of **Subsection 102.15** is hereby deleted, and the following substituted therefore:

In any case, the prospective bidders will be contacted prior to the download of bids.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

MANDATORY ELECTRONIC CONTRACT

Paper Contract Documents and Forms will not be accepted.

The Department will only accept and execute an electronic contract for this project through Doc Express, a paperless contracting system. Prospective bidders will need to contact Doc Express to set up an account prior to the bid opening date. The toll-free phone number for Doc Express is 1-888-352-2439 and their website address is www.docexpress.com.

Section 103 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows.

The first sentence of Subsection 103.06(a) is hereby deleted, and the following substituted therefore:

The Contract shall be electronically signed by the successful bidder and electronically submitted to the Program Management Division, Construction Contract Procurement Section, together with the required bonds and proof of liability insurance, within 10 business days after the notice of award has been issued.

Subsection 103.08(d)(3)d. is hereby deleted, and the following substituted therefore:

Documentation of the bidder’s commitment to use a DBE subcontractor whose participation it submits to meet a contract goal; and

Subsection 103.08(d)(3)e. is hereby deleted, and the following substituted therefore:

Document confirmation from the DBE that it is participating in the contract as provided in the Contractor’s commitment.

Subsection 103.08(d)(5) is hereby deleted, and the following substituted therefore:

The preceding information shall be submitted directly to the Arkansas Department of Transportation, Program Management Division, via Doc Express.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

MANDATORY ELECTRONIC DOCUMENT SUBMITTAL

Paper Document Submittals will not be accepted.

The Department will only accept electronically-submitted documents for consideration on this project. All correspondence and submittals to the Department shall be submitted through Doc Express, a paperless contracting system. When signed originals are required, the original shall be the document uploaded to Doc Express and the signature shall be the electronic signature applied through Doc Express. The Contractor shall use the same organizational account for project documentation as used to fulfill the requirements of the Mandatory Electronic Contract Special Provision. The toll-free phone number for Doc Express is 1-888-352-2439 and their website address is www.docexpress.com.

Any reference in the Standard Specifications to document submittal in writing or by U.S. Mail, facsimile, or in person is hereby amended to require that such documents be submitted using Doc Express with the following exceptions:

- Material delivery tickets which are used for payment or for field verification shall be submitted on paper as required by the Standard Specifications for Highway Construction, Edition of 2014.
- Any document with specific submittal requirements in state and/or federal law or federal regulations that conflict with the requirements of this Special Provision shall be submitted in accordance with such state and/or federal law or federal regulations.

A user guide is available on the Department’s web page to assist Contractors with the use of Doc Express. The “Contractor Guide to Using Doc Express” is available on the Department’s web page at https://ardot.gov/divisions/construction/doc-express/.

The Contractor may provide access for subcontractors to view and submit items in Doc Express by following the instructions provided in the “Contractor Guide to Using Doc Express”. Once an organizational account is activated and the Contractor provides access to the contract, a subcontractor may submit documents to the Contractor in Doc Express by uploading the electronic documents as directed in the User Guide. Any documents uploaded by the subcontractor must be then retrieved and published by the Contractor within Doc Express for further action by the Engineer. The Engineer will not review or take any actions on any documents submitted by the subcontractor until the document has been appropriately submitted by the Contractor.

Any submittals, documents, subcontracts, proposals, working drawings, or any other items submitted by the Contractor within Doc Express are not considered approved by the Engineer until written notification of the approval is published by the Engineer in the “CON-Correspondence–From Department to Contractor” drawer in Doc Express. Any action taken by the Contractor prior to this notification is taken at the Contractor’s own risk.

The Department’s System Administration team has no authority to take action on any documents submitted to the system. Access for this team is for management of the application only. Knowledge of any document submitted is not imputed to the Department by the knowledge of Systems Administration.

The requirements of this Special Provision shall supersede the requirements of all other Special Provisions unless such Special Provision includes a stated exception to this Special Provision.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS

Department Standard Specification Section 102.04 and Supplemental Specification 102-2 state that the Department reserves the right to refuse to issue, accept, or consider a proposal:

“If the prospective bidder is the Contractor on a current Contract with the Commission on which Liquidated Damages are being assessed, and there are no pending time extensions warranted to remove the project from Liquidated Damages.”

If the prospective bidder goes into liquidated damages on a current Contract with the Commission during the advertisement period for a letting, the Contractor will be notified seven business days prior to the letting that they will not be allowed to bid in the upcoming letting. This notification will be officially transmitted through Doc Express for the project in liquidated damages and via email.

Upon notification that they will not be allowed to bid in the upcoming letting, the Contractor will be provided an opportunity to request a reconsideration of this decision. This request must be transmitted in the form of a letter through Doc Express and via email to the Department for review within two (2) business days of receipt. The Department will review the reconsideration request and render a decision no later than the Friday prior to the letting.

Please note, a bid may be withdrawn at any time prior to the time specified for the bid letting. If a Contractor has been notified that they will not be allowed to bid, and they do not withdraw their bid, the bid will be considered invalid and rejected.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

SOIL STABILIZATION

Section 210 Excavation and Embankment of the Standard Specifications, Edition of 2014, is hereby amended as follows:

Subsection 210.07 Construction Requirements is expanded to include the following:

At locations that the Engineer designates the existing soils to be unstable and cannot be stabilized through normal drying and compactive efforts, the Contractor may, with the approval of the Engineer, utilize the following additives to expedite the drying process:

- Quicklime (dry) meeting the requirements of Subsection 301.03(b), or
- Portland cement and/or fly ash meeting the requirements of Subsection 307.03(b)

The Engineer shall determine which additive will be used. The rate of application shall be determined by trial mixing and shall be approved by the Engineer. The spreading and mixing procedure used shall thoroughly and uniformly disperse the material into the soil. Any procedure that results in excessive loss of material or that does not achieve the desired results shall be immediately discontinued.

Subsection 210.12 Method of Measurement is expanded to include the following:

(g) Soil Stabilization will be measured by the ton of the additive used.

Subsection 210.13 Basis of Payment is expanded to include the following:

(d) Soil Stabilization completed and accepted and measured as provided above will be paid for at the contract unit price bid per ton for Soil Stabilization, which price shall be full compensation for furnishing, hauling and placing the material; for spreading and mixing; and for all labor, equipment, tools and incidentals necessary to complete the work.

Payment will be made under:

<table>
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<th>Pay Item</th>
<th>Pay Unit</th>
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<tbody>
<tr>
<td>Soil Stabilization</td>
<td>Ton</td>
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</table>
Subsection 210 Excavation and Embankment of the Standard Specifications for Highway Construction, Edition of 2014, is hereby expanded as follows:

Description. The work consists of furnishing all plant, labor, equipment, and materials and performing all operations in connection with foundation preparation and construction of the Bayou Meto Basin Project Canal 1000 clay liner including any incidental earthwork and unwatering/ dewatering necessary to complete clay liner installation as shown in the plans and in accordance with Subsection 210 of the Standard Specification unless otherwise specified herein.

The Contractor will be required to place and compact a relatively impervious, earthen liner two feet in thickness along the bottom and side slopes of Canal 1000 throughout the construction limits and to the lines, grades, thicknesses, and typical cross sections shown on the plans. The Contractor will also be required to tie into the existing ground line at each end of the construction limits.

Materials. The clay liner shall be constructed of earthen materials obtained from the existing canal excavations required within the ROW as shown on the plans or obtained from off site. The material used or furnished for the construction of clay liner shall have a minimum Plasticity Index of 12%, a Liquid Limit between 25% and 60%, and over 50% of the material passing the No. 200 Sieve. The fill materials shall be free from gravel and cobbles greater than 2 inches in any dimension, masses of organic matter, sticks, branches, roots and other debris including hazardous and regulated solid wastes. Not more than 1% (by volume) of objectionable material shall be contained in the earth material placed in the fill mass. Pockets and/or zones of wood shall not be placed in the fill. The fill materials must be at or below an organic content of 5% by weight.

Quality Control and Acceptance Testing. Quality control and acceptance sampling shall be performed in accordance with Subsection 210 of the Standard Specifications with the following exceptions:

The minimum frequency of acceptance testing for clay liner by the Contractor shall be one test for in-place density and moisture content per each 2,000 cubic yards of embankment placed except that at least one test shall be performed on each layer of embankment.

Tests for gradation, liquid limit, plastic limit, and organic content shall be performed in accordance with AASHTO T 11, T 27, T 89, T 90, and T 267. If the result of any test shows the material does not meet the requirements specified herein, then the unsuitable material shall be removed and replaced at no cost to the Department. In addition to the minimum required tests, the Engineer may require the Contractor to test any location that, by visual inspection, appears different from previously approved material. If the material source is consistent, the Engineer may modify the standard testing frequency (lot size) for gradation, plasticity index, and organic content to one test for each soil encountered.

The Contractor shall furnish the Department copies of signed Quality control sampling and test reports including gradation, index testing, organic content, moisture content, compaction testing
and curves, and in-place compaction results on a regular basis throughout the contract, but no later than 5 days of receiving results. The Contractor’s Quality Control sampling and test results shall also be summarized within Microsoft Excel and submitted daily to the Engineer. At a minimum, the required Excel headers for the Daily Summary are noted in the following chart:

**DAILY TEST RESULTS SUMMARY**

<table>
<thead>
<tr>
<th>Job Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract (Task Order #)</td>
</tr>
<tr>
<td>Date</td>
</tr>
<tr>
<td>Time</td>
</tr>
<tr>
<td>Test # (reference to individual QC test results)</td>
</tr>
<tr>
<td>Name of Testing QC</td>
</tr>
<tr>
<td>Name of On-site QA</td>
</tr>
<tr>
<td>Type of Construction (Levee, Canal, Roadway, Berm, etc...)</td>
</tr>
<tr>
<td>Test Latitude</td>
</tr>
<tr>
<td>Test Longitude</td>
</tr>
<tr>
<td>Approximate Test Station</td>
</tr>
<tr>
<td>Approximate Test Elevation</td>
</tr>
<tr>
<td>Test Density, pcf</td>
</tr>
<tr>
<td>Test Moisture Content, %</td>
</tr>
<tr>
<td>Test Compaction, %</td>
</tr>
<tr>
<td>Control Water Content, %</td>
</tr>
<tr>
<td>Control Optimum Density, pcf</td>
</tr>
<tr>
<td>Reference # for Control Compaction Curve</td>
</tr>
<tr>
<td>Test Material Classification</td>
</tr>
</tbody>
</table>

At the completion of the contract, the Contractor shall submit a singular Microsoft Excel Spreadsheet containing all Daily Test Results Summary data via (1) electronic copy and CD to the Engineer.

**Excavation Operations.** Excavation operations shall be performed in accordance with Subsection 210 of the Standard Specifications with the following exceptions:

After all required clearing and grubbing, the canal slopes and bottom shall be over excavated by 2 feet as shown on the plans. The foundation receiving clay liner fill and all partially completed fill shall be kept thoroughly drained. Drainage to areas outside the right-of-way limits shall be approved by the Engineer. The Contractor may be required to submit to the Engineer a copy of the conveyance that it has obtained permission from the appropriate landowner(s) for such drainage if not located in existing ditch structure.

**Unwatering and Dewatering Operations.** The definitions for unwatering and dewatering in regard to this Special Provision are as noted below:
Unwatering - The process of removing all water within an excavation. This includes leakage from the exposed face of any excavation or cofferdam, rain water, and any runoff from adjacent areas.

Dewatering – The process of lowering of the ground water below the slopes and bottom of the excavation and adjacent areas to ensure dry, firm working conditions and the reduction to safe levels of any hydrostatic uplift pressures in any confined foundation strata and/or aquifers which is necessary to ensure the stability and integrity of the foundation.

Clay liner fill shall not be placed in water or on wet or frozen soil conditions. Satisfactory drainage during construction shall be provided. The Contractor should review the water levels presented on the boring logs as shown on the plans. Depending on the Contractors methods of construction and seasonal variations in the water table, at a minimum unwatering will be necessary for the entire project and may require dewatering to over excavate the canal bottom and side slopes by an additional 2 feet for clay liner installation and an additional 3.5 feet for clay liner, filter fabric and riprap placement under the bridge facility. Any discharge from unwatering and/or dewatering systems must be routed away from excavation in a manner that will not adversely impact adjacent canal construction.

Prior to excavation, the Contractor shall submit the details of the proposed unwatering and/or dewatering plan to the Engineer for information and record purposes. Such submission shall include all equipment, working drawings including dimensions, and procedure for installation and operation of the system or systems. The Contractor will be required to remove all components of the unwatering and/or dewatering system upon completion of their use and shall remain the property of the Contractor.

Embankment Operations. Embankment operations shall be performed in accordance with Subsection 210 of the Standard Specifications with the following exceptions:

The location and extent of the clay liner embankment fill used for the canal is shown on the plans. The elevation of the canal embankment shall have reached at or above the full design subgrade of the clay liner before preparation of the clay liner foundation and subsequent placement of clay liner fill. No aggregate base course shall remain within limits of clay liner. The entire clay liner earth surface foundation shall be prepared by thoroughly disking to a depth of 6 inches and re-compacting the foundation and embankment fills in accordance with the below Paragraph “Compaction Requirements.”

After the foundation preparation is complete and before each subsequent lift compaction, uniform lifts of liner material shall be continuously placed across the full width of the clay liner section as shown on the plan set drawings. The placed loose lifts shall be compacted perpendicular to the canal centerline in accordance with the below Paragraph “Compaction Requirements” before placing the next loose lift. If for any cause, surfaces become compacted in such a manner that, in the opinion of the Engineer, a plane of seepage or weakness might be induced, the surface shall be adequately scarified before depositing material thereon. Benching will be required as shown on the plans.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

CLAY LINER

All clay liner fill shall be constructed to the gross/design grade and cross section shown on the plans. For clay liner fill, at all points, a tolerance of 0.1 of 1-foot above or below the prescribed gross/design grade and cross section shown will be permitted in the final dressing provided that the canal liner drains in the direction of intended flow, there are no abrupt humps or depressions in surfaces or bulges in the width of the clay liner, and the side slopes are uniform. Any partial fill material temporarily placed within the gross/design section shall not exceed the gross/design grade and slopes of the embankment by more than 1-foot, and shall have side slopes not steeper than 1 V on 3 H.

Compaction Requirements. Compaction requirements shall be performed in accordance with Subsection 210 of the Standard Specifications with the following exceptions:

The 24-inch thick clay liner embankment shall be constructed in four equal lift thicknesses across the width of the canal as shown on the plans. All lifts shall be compacted in passes perpendicular to the canal centerline. Loose lift layers shall be placed no thicker than 8-inches. The first and each successive layer of compacted clay liner fill material shall be compacted to a uniform density of not less than 95% of the maximum laboratory density as determined by AASHTO T 99 (Standard Proctor Compaction Test) and at a moisture content within the limits of plus 3 to minus 1 percentage points of optimum moisture content.

Basis of Payment. A US Army Corps of Engineers Representative will inspect and approve any pay items necessary to complete the work before the Department considers the work finished. (a) The quantities of excavation for this specification shall be paid for in accordance with Subsection 210 at the contract unit price bid per cubic yard for Unclassified Excavation. (b) The quantities of compacted embankment associated with canal embankment construction for this specification shall be paid for in accordance with Subsection 210 at the contract unit price bid per cubic yard for Compacted Embankment. (c) Compacted embankment associated with the placement of clay liner completed, accepted, and measured as provided above and in Subsection 210 will be paid for at the contract unit price bid per cubic yard for Compacted Clay Liner Fill, which price shall be full compensation for all costs involved in furnishing and placing borrow; for hauling and placing excavation; for any unwatering or dewatering required for embankment construction; for constructing the embankment according to the specifications above and to Subsection 210; for performing quality control and acceptance sampling and testing; and for all labor, equipment, tools, and any other incidentals necessary to complete the work.

Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPACTED EMBANKMENT (CLAY LINER)</td>
<td>CU. YD.</td>
</tr>
</tbody>
</table>
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES

DIVISION 400 ASPHALT PAVEMENTS of the Standard Specifications, Edition of 2014, is hereby amended as follows:

The following is added after the first paragraph of Subsection 407.04 Construction:

Joint densities shall be measured directly on, and centered over, the visible joint for butt joints or centered over the wedge for joints constructed using a notched wedge paver attachment. The joint density core samples shall be 6” diameter and should be cut while the lane closure for the paving operation is still in place in order to provide proper traffic control for the coring operation. If the Contractor is unable to cut the cores while the lane closure is still in place, the coring operation must be performed using either a static or moving lane closure as detailed in the plans or MUTCD, and in accordance with any limitations contained in the Contract. The required joint density shall be 89% to 96% of the maximum theoretical density.

The third paragraph of Subsection 410.07, Spreading and Finishing, is hereby deleted and the following is substituted therefor:

The longitudinal joint in one layer shall offset that in the layer immediately below by approximately 6” (150 mm), if possible; however, in general, the joint in the top layer shall be at the centerline of the pavement if the roadway comprises two lanes in width, or at lane lines if the roadway is more than two lanes in width. On roadways with a center turn lane, the Contractor may, at his option, elect to place a joint at the crown (i.e., middle of the center turn lane) of the roadway and eliminate the joints on the lane lines of that lane. The slight excess of asphalt at a longitudinal joint, generated by overlapping during placement of an adjacent mat to a previous mat, shall not be scattered across the mat.

The following is added after the last paragraph of Subsection 410.08 Rolling and Density Requirements and Joints:

When the material forming the two sides of a longitudinal joint comes from two different sublots, the theoretical maximum density used as a basis for density calculations shall be the average of the theoretical maximum density for the two sublots.

The following is added after the second sentence of the second paragraph of Subsection 410.09 Acceptance of the Pavement and Adjustments in Payment, (a) General is expanded to include the following:

For longitudinal joint density testing, the standard lot size for acceptance and adjustment in payment will be 12,000 linear feet (3600 meters), with each standard lot divided into four sublots of 3,000 linear feet (900 meters) each. These lengths will apply only to ACHM Final Surface Course areas in which both sides of the longitudinal joint have been formed, including the joints between the travel lanes and acceleration or deceleration lanes, but excluding the longitudinal joint between a shoulder and travel lane which will not be subject to this testing. For longitudinal joint density tests, partial
LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES

Lots normally will be not less than 1,200 linear feet (360 meters) nor more than 13,200 linear feet (4000 meters). Cores for ACHM Intermediate Surface shall be cut and tested for density at locations where acceptance cores have been sampled. Results will not be used for Acceptance and Adjustments in Payment but shall be submitted to Department for informational purposes only.

The following is added after the last sentence of the second paragraph of Subsection 410.09, Acceptance of the Pavement and Adjustments in Payment, (a) General:

Field density tests on longitudinal joints shall be performed directly on the joint as soon as possible after placement of the hot lane. The core should be cut while the lane closure for the paving operation is still in place in order to provide proper traffic control for the coring operation. If the Contractor is unable to cut the cores while the lane closure is still in place, the coring operation must be performed using either a static or moving lane closure as detailed in the plans or MUTCD, and in accordance with any limitations contained in the Contract.

The first and second sentences of the third paragraph of Subsection 410.09, Acceptance of the Pavement and Adjustments in Payment, (a) General is hereby deleted and the following substituted therefor:

The Contractor shall obtain and test one sample taken at random from each sublot, including for longitudinal joint density testing. The Department will determine the location for each sample in the sublot by ArDOT Test Method 465.

Subsection 410.09 Acceptance of the Pavement and Adjustments in Payment, (b) Acceptance of the Pavement is hereby modified as follows:

The following is added as the second bullet following the first paragraph:

- The results of tests for the longitudinal joint density in Table 410-2

The following is added after the last paragraph of Subsection 410.09(b)(1):

Acceptance for Longitudinal Joint Density as shown in Table 410-2 will be by lot. Acceptance of a standard longitudinal joint density lot will be based on the average of the five (5) tests performed on the lot. Acceptance of a partial lot will be based on the average of the actual number of tests made on that partial lot.

Incentives or disincentives will be added or deducted from the payment made for each acceptance lot for Longitudinal Joint Density according to Table 410-2.

In addition to the disincentives provided within the table, any lot with density results which average below 88% shall be sealed at no cost to the Department. The entire length of the longitudinal joint within the lot shall be sealed with PG 64-22 asphalt cement. The asphalt cement sealant shall be heated and maintained between 265°F and
LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES

320°F. The sealant shall not be placed if the air temperature is below 40°F, unless otherwise permitted by the Engineer. The joint area of the pavement surface must be clean, dry, and free of any loose material and debris. Cleaning with a power broom may be required. Utilize a pressure applicator with a wand or nozzle capable of applying hot asphalt sealant in a straight and consistent width of 4 inches ±1 inch and thickness of 1/16 inch ± 1/32 inch at specified temperature range and at a minimum rate of 0.013 gallons/linear foot. The center of the sealant band should be placed within 1 inch of the joint. Immediately level high spots with a squeegee or wand. Remove and dispose of excess sealant at no cost to the Department. Re-seal areas of the joint that are inconsistently or not completely covered. Any pavement markings marred by the sealing operation will be replaced at no additional cost to the Department.

TABLE 410-2
LONGITUDINAL JOINT DENSITY DISINCENTIVE

<table>
<thead>
<tr>
<th>% Gmm</th>
<th>Min.</th>
<th>Max.</th>
<th>$/L.F./Lot</th>
</tr>
</thead>
<tbody>
<tr>
<td>98.0</td>
<td>100</td>
<td></td>
<td>-1.00</td>
</tr>
<tr>
<td>97.0</td>
<td>&lt;98</td>
<td></td>
<td>-0.70</td>
</tr>
<tr>
<td>96.0</td>
<td>&lt;97</td>
<td></td>
<td>-0.42</td>
</tr>
<tr>
<td>95.0</td>
<td>&lt;96</td>
<td></td>
<td>+1.00</td>
</tr>
<tr>
<td>94.0</td>
<td>&lt;95</td>
<td></td>
<td>+0.98</td>
</tr>
<tr>
<td>93.0</td>
<td>&lt;94</td>
<td></td>
<td>+0.77</td>
</tr>
<tr>
<td>92.0</td>
<td>&lt;93</td>
<td></td>
<td>+0.42</td>
</tr>
<tr>
<td>91.0</td>
<td>&lt;92</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>90.0</td>
<td>&lt;91</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>89.0</td>
<td>&lt;90</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>88.0</td>
<td>&lt;89</td>
<td></td>
<td>-0.42</td>
</tr>
<tr>
<td>87.0</td>
<td>&lt;88</td>
<td></td>
<td>-0.77</td>
</tr>
<tr>
<td>86.0</td>
<td>&lt;87</td>
<td></td>
<td>-0.98</td>
</tr>
<tr>
<td>&lt;86</td>
<td></td>
<td></td>
<td>-1.00</td>
</tr>
</tbody>
</table>
AR Arkansas Department of Transportation
SPECIAL PROVISION
JOB NO. 061473

SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS

Division 106 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is hereby added to Subsection 106.04, Acceptance of Materials:

All ACHM Contractor Acceptance Tests shall be submitted electronically by use of the ACHM Microsoft Excel Spreadsheet for Contractors/Suppliers and on paper.

The ACHM Microsoft Excel Spreadsheet for Contractors/Suppliers can be downloaded from the following website: http://www.ardot.gov/contracts/contractor_information/contractor.aspx.

To download this file and the supporting documentation, click on the link labeled Contractor_ACHM.exe which is listed under User Help File and Utilities on the website noted above.


The preferred method of transmitting the file is to e-mail the completed ACHM Microsoft Excel Spreadsheet for Contractors/Suppliers to the Department's ACHM Plant Inspector assigned to the project. It is also acceptable to transmit the file by Compact Disk (CD) or other electronic device. Regardless of the method of transmission used, the signed paper acceptance tests must be provided to the Resident Engineer.

Any questions or issues arising from the use of this file should be referred to the Resident Engineer.
AR emARKANS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

PRICE ADJUSTMENT FOR ASPHALT BINDER

A price adjustment clause is included in this Contract to provide additional compensation to the Contractor or a credit to the Department for fluctuations in asphalt binder prices. This price adjustment is dependent upon a change in the average price of asphalt binder which results in an increase or decrease in the price of products utilized on this project.

Payment. Payment will be made to the Contractor for monthly fluctuation in the price of asphalt binder used in performing the applicable items of Asphalt Concrete Hot Mix Ultrathin Bonded Wearing Course work as listed in the table below when the asphalt binder price fluctuates from the base price defined below. Payment may be positive, negative, or nonexistent depending on the circumstances. Payments or deductions for the asphalt binder price adjustment will be included in the Contractors current estimates, and the payment or deduction authorized for each estimate will be based upon the quantities for applicable items of work.

The Asphalt Binder Price Adjustment will be a dollar amount paid as compensation to the Contractor, or as a credit to the Department as reflected on the Current (or Final) Estimate Summary Report as Payment Adjustments.

Asphalt Binder Price Adjustment (ABPA). The Asphalt Binder Price Adjustment (ABPA) for the current estimate will be computed according to the following formula:

\[ ABPA = Q \times D \times \left( \frac{IQP}{100} \right) \]

Where
- \( ABPA \) = Asphalt binder price adjustment, in dollars;
- \( Q \) = Quantities paid for the applicable items on the current estimate; tons of mix for ACHM items or square yards for Ultrathin Bonded Wearing Course;
- \( D \) = Allowable price differential, in dollars;
- \( IQP \) = Item Quantity Percent, Quantity of Indexed Material per unit of the applicable item on the current estimate.

The above formula will be applied to each individual payment of the applicable item. When the Current (or Final) estimate is generated, the sum of these individual adjustments will be included as a Payment Adjustment.

<table>
<thead>
<tr>
<th>Applicable Items of Work</th>
<th>Specification Number</th>
<th>Item Quantity Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt Binder in ACHM Base Course</td>
<td>405</td>
<td>100</td>
</tr>
<tr>
<td>Asphalt Binder in ACHM Binder Course</td>
<td>406</td>
<td>100</td>
</tr>
<tr>
<td>Asphalt Binder in ACHM Surface Course</td>
<td>407</td>
<td>100</td>
</tr>
<tr>
<td>Ultrathin Bonded Wearing Course (Type B)</td>
<td>SP</td>
<td>0.16</td>
</tr>
<tr>
<td>Ultrathin Bonded Wearing Course (Type C)</td>
<td>SP</td>
<td>0.19</td>
</tr>
</tbody>
</table>
The terms of this Special Provision will apply only to the items listed in this Special Provision table above. No other items on the contract will be subject to the terms of this Special Provision.

The allowable price differential, “D”, for the current estimate will be computed according to the following formula:

\[ D = P - P_{(b)} \]

\( P \), the asphalt binder current price in dollars per ton, is the Monthly Asphalt Binder Price Index for the month in which the payment entry is entered.

\( P_{(b)} \), the asphalt binder base price in dollars per ton, is the Monthly Asphalt Binder Price Index for the month in which the bids for the work were received.

**Asphalt Binder Index Determination.** The Monthly Asphalt Binder Price Index will be determined by calculating the average for performance-graded binder using the Selling Price of PG 64-22 paving grade. The monthly asphalt binder price will be an average of five asphalt binder prices. The prices will be furnished by the four largest asphalt binder suppliers in the State of Arkansas as determined by the previous calendar year. For an asphalt supplier to be included in the asphalt binder price index they must supply at least ten percent of the asphalt binder in Arkansas. The final component in the asphalt binder price index will be the Asphalt Weekly Monitor® furnished by Poten & Partners, Inc. The issue of the Asphalt Weekly Monitor® used will be for the last full week in the previous month received by the Department prior to the first day of the index month. The four largest suppliers included in the asphalt binder price index shall furnish the Department with their average price on the Thursday before the Friday of the last full week of the month. If any supplier fails to submit a price by this deadline, that supplier’s price will not be included in the asphalt binder price index for that month.

**Supplemental Items Subject to Adjustment.** Items included in the contract that are listed in the table above are subject to adjustment in accordance with this provision, regardless of any amount of overrun to the plan quantity. Any new items of work added to the Contract by supplemental agreement that are listed in the table above will be subject to the asphalt binder price adjustments in accordance with this provision. The base asphalt binder price, \( P_{(b)} \), for any newly added eligible items will be the same \( P_{(b)} \) as the eligible items in the Contract, and the new unit price established by supplemental agreement will be determined accordingly.

**Viewing Asphalt Binder Price Index.** Historical asphalt binder price index values will be available in the “Asphalt Binder Index Report” document located on the ARDOT website at [https://ardot.gov/divisions/construction/construction-information/](https://ardot.gov/divisions/construction/construction-information/) under Asphalt Binder Information.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

PRICE ADJUSTMENT FOR FUEL

A price adjustment clause is included in this Contract to provide additional compensation to the Contractor or a credit to the Department for fluctuations in diesel fuel prices. This price adjustment is dependent upon a change in the average price of fuel which results in an increase or decrease in the price of products utilized on this project. For the purposes of this specification, it is assumed that all fuel used is diesel fuel and that the fuel use factors shown in the table below cover all fuel used in delivery to the plant, production, hauling to the job site, placement, and finishing of the items of work shown.

Payment. Payment will be made to the Contractor for monthly fluctuation in the price of diesel fuel used in performing the applicable items as listed in the table below when the diesel fuel price fluctuates from the base price defined below. Payments may be positive, negative, or nonexistent depending on the circumstances. Payments or deductions for the fuel price adjustment will be included in the Contractor’s current estimates, and the payment or deduction authorized for each estimate will be based upon the quantities for applicable items of work. Subcontracts should include the payment or deduction of fuel price adjustments on pay items listed in the table below when those items are included in a subcontract.

The Fuel Price Adjustment will be a dollar amount paid as compensation to the Contractor, or as a credit to the Department as reflected on the Current (or Final) Estimate Summary Report as Payment Adjustments.

Fuel Price Adjustment (FPA). The Fuel Price Adjustment (FPA) for the current estimate will be computed according to the following formula:

\[ FPA = Q \times F \times D \]

Where

- FPA = Fuel price adjustment, in dollars;
- Q = Quantities paid for the applicable items on the current estimate,
- F = The Fuel Use Factor for the applicable items of work subject to this price adjustment, as listed in the table below,
- D = Allowable price differential, in dollars.

The above formula will be applied to each individual payment of the applicable item. When the Current (or Final) estimate is generated, the sum of these individual adjustments will be included as a Payment Adjustment.
**Price Adjustment for Fuel**

<table>
<thead>
<tr>
<th>Item of Work</th>
<th>Specification Numbers</th>
<th>Fuel Use Factor Per Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Earthwork:</strong> (Unclassified Excavation, Compacted Embankment, Selected Material)</td>
<td>210,302</td>
<td>0.34 gal./C.Y.</td>
</tr>
<tr>
<td><strong>Shaping:</strong> (Shaping Roadway Section, Subgrade Preparation, Trenching and Shoulder Preparation, Scarifying and Recomping Shoulders)</td>
<td>213,214,215,216</td>
<td>2.52 gal./Station</td>
</tr>
<tr>
<td><strong>Base Course and Stone:</strong> (Stone Backfill, Aggregate Base Course, Soil Aggregate in Cement Treated Base Course, Aggregate in Cement Stabilized Crushed Stone Base Course, Mineral Aggregate in Asphalt Surface Treatment)</td>
<td>207,303,307,308,309,310,402</td>
<td>0.54 gal./ton</td>
</tr>
<tr>
<td><strong>ACHM Paving:</strong> (ACHM Base Course, ACHM Binder Course, ACHM Surface Course, Open Graded Asphalt Base Course)</td>
<td>405,406,407,417</td>
<td>2.36 gal./ton</td>
</tr>
<tr>
<td><strong>Milling:</strong> (Cold Milling Asphalt Pavement, Grinding Portland Cement Concrete Pavement)</td>
<td>412,510</td>
<td>0.18 gal./S.Y.</td>
</tr>
<tr>
<td><strong>PCC Paving:</strong> (Portland Cement Concrete Base, Open Graded Portland Cement Concrete Base, Portland Cement Concrete Pavement, High Early Strength Concrete Pavement, Continuously Reinforced Concrete Pavement, Portland Cement Concrete Driveway)</td>
<td>309,310,501,503,505</td>
<td>0.44 gal./S.Y.</td>
</tr>
<tr>
<td><strong>Structural Concrete</strong> (Approach Slabs, Approach Gutters, Class B Concrete-Bridge, Class S Concrete-Bridge, Class S(AE) Concrete-Bridge, Seal Concrete-Bridge, Class A Concrete-Roadway, Class S Concrete-Roadway)</td>
<td>504,802</td>
<td>1.75 gal./C.Y.</td>
</tr>
<tr>
<td><strong>Flatwork:</strong> (Concrete Ditch Paving, Concrete Islands, Concrete Walks, Wheelchair Ramps)</td>
<td>605,632,633,641</td>
<td>0.30 gal./S.Y.</td>
</tr>
</tbody>
</table>
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

PRICE ADJUSTMENT FOR FUEL

When the units of measure in this contract for the items of work listed in the table do not correspond with the units shown in the table (i.e. Asphalt Concrete paid by the square yard, etc.), those items will not be subject to the terms of this special provision or any fuel price adjustment.

The allowable price differential, “D”, for the current estimate will be computed according to the following formula:

\[ D = P - P_b \]

\( P \), the current fuel price in dollars per gallon, is the Monthly Fuel Price Index for the month in which the payment entry is entered.

\( P_b \), the fuel base price in dollars per gallon, is the Monthly Fuel Price Index for the month in which the bids for the work were received.

Fuel Price Index Determination. The Monthly Fuel Price Index will be determined by using the On-Highway retail price for No. 2 Diesel Fuel – ULS (Ultra Low Sulfur), as listed for the US Gulf Coast region on the U.S. Energy Information Administration’s website. The value used will be that for either the closest Monday prior to the first calendar day of the index month or the first calendar day of the index month, if that is a Monday.


Supplemental Items Subject to Adjustment. Items included in the contract that are listed in the table above are subject to adjustment in accordance with this provision, regardless of any amount of overrun to the plan quantity. Any new items of work added to the Contract by supplemental agreement that are listed in the table above will be subject to the fuel price adjustments in accordance with this provision. The base fuel price, \( P_b \), for any newly added eligible items will be the same \( P_b \) as the eligible items in the Contract, and the new unit price established by supplemental agreement will be determined accordingly.

Viewing Fuel Price Index. Historical fuel price index values will be available in the “Asphalt Binder Index Report” document located on the ArDOT website at https://ardot.gov/divisions/construction/construction-information/ under Fuel Price Information.
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SPECIAL PROVISION

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BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT

Section 409.03(h) of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following bullet is added under detailed requirements:

- Broadband Internet Service shall be provided.

  The Broadband Internet Service shall be provided with an Internet Protocol (IP) address which is reachable on the global Internet (public) and which is permanently assigned (static). The Contractor is not required to provide this service if an IP address which is both static and public is not available.

  If this service is not available at the beginning of a project but becomes available during the life of the project, the Contractor shall provide the service immediately from the date of availability.

  The data transfer rate shall be 3 megabits per second (Mbps) download and 500 kilobits per second (kbps) upload, or higher, with latency not to exceed 150 milliseconds. If the Broadband Internet Service meets all of the requirements of this specification except for the data transfer rate and/or latency, then the best performing available connection shall be provided.

  Prior to the selection of the Broadband Internet Service provider, the Contractor shall submit to the Resident Engineer, in writing, the proposed method for providing Broadband Internet Service. The Resident Engineer shall review this submittal and respond in writing regarding the acceptability of the proposed method.

  The Broadband Internet Service shall be provided with equipment providing one Ethernet port.
DESCRIPTION: The Department will allow the use of Warm Mix Asphalt (WMA). All provisions for the production and placement of conventional HMA mixtures as stipulated in Section 410 Construction Requirements and Acceptance of Asphalt Concrete Plant Mix Courses of the Standard Specifications for Highway Construction, Edition 2014, are applicable except as noted below.

Section 410 Construction Requirements and Acceptance of Asphalt Concrete Plant Mix Courses of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Section 410.03: Replace the third sentence with “WMA production temperatures at the plant shall be according to the Contractor’s approved mix design but may be adjusted based on recommendations of the WMA additive/process manufacturer.”

Add the following paragraph: “Implementation of best management practices in the control of aggregate moisture content prior to introduction to the drying or mixing drum is highly recommended in order to achieve the maximum benefit of WMA technology.”

Section 410.07: Replace the last sentence of the first paragraph with “Spreading and finishing temperatures shall be according to the Contractor’s approved mix design, but in no case shall the WMA be placed at a temperature less than 220° F.”
Section 412 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The second sentence of Subsection 412.01 is hereby deleted and the following is substituted therefor:

All material generated from this work on the project shall be transported and stockpiled at the location shown in the plans and shall become the property of the county in which the project is located or to an adjoining county as designated by the Engineer. The millings shall be stockpiled in a trapezoidal shape, or as directed by the Engineer, which can be easily measured.

The following is added as the second sentence of Subsection 412.05, Basis of Payment:

No direct payment will be made for loading, hauling, and stockpiling of the milled material. Full payment will be considered included in the unit price bid for Cold Milling Asphalt Pavement.
The following is added as the last paragraph of Subsections 501.04(a) and 802.06(a):

If the contractor elects to use Class C fly ash as a partial replacement for cement in Portland Cement Concrete Pavement or in Class S(AE) concrete and the plant producing the fly ash uses powdered activated carbon to meet EPA mercury emission requirements (as indicated in the Qualified Products List), an increased frequency for contractor quality control testing for air content will be required. As a minimum, an air content test must be taken at the beginning of placement and at intervals during placement not to exceed 20 cubic yards for Class S(AE) concrete and 100 cubic yards for Portland Cement Concrete Pavement. The Engineer may require more frequent testing if wide ranges occur in the air content test results. No additional payment will be made for additional air content testing, but full compensation will be considered included in the contract unit prices bid for Portland Cement Concrete Pavement or Class S(AE) Concrete.
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BROADBAND INTERNET SERVICE FOR FIELD OFFICE

Section 602 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is added after the first paragraph of Subsection 602.02(b):

Broadband Internet Service shall be provided to the field office where available.

The Broadband Internet Service shall be provided with an Internet Protocol (IP) address which is reachable on the global Internet (public) and which is permanently assigned (static). The Contractor is not required to provide this service if an IP address which is both static and public is not available.

If this service is not available at the beginning of a project but becomes available during the life of the project, the Contractor shall provide the service immediately from the date of availability.

The data transfer rate shall be 3 megabits per second (Mbps) download and 500 kilobits per second (kbps) upload, or higher, with latency not to exceed 150 milliseconds. If the broadband Internet service meets all of the requirements of this specification except for the data transfer rate and/or latency, then the best performing available connection shall be provided.

Prior to the selection of the broadband Internet service provider, the Contractor shall submit to the Resident Engineer, in writing, the proposed method for providing broadband Internet service. The Resident Engineer shall review this submittal and respond in writing regarding the acceptability of the proposed method.

The Broadband Internet Service shall be provided with equipment providing one Ethernet port.
Section 612 Pipe Siphons of the Standard Specifications, Edition of 2014, is hereby replaced as follows:

Description. The work consists of furnishing all plant, labor, equipment, and materials and performing all operations in connection with the Bayou Meto Canal 1000 Pipe Siphons including any incidental earthwork and unwatering/dewatering necessary to complete the pipe siphon installation as shown in the plans or directed and as specified herein.

The Contractor will be required to place a concrete pressure pipe siphon to the lines, grades, thicknesses, and typical cross sections shown on the plans. Construction requirements shall be specified herein and in Subsection 606.03 of the Standard Specifications, Edition 2014 as applicable.

Materials. The Contractor shall use concrete pressure pipe for siphons under Canal 1000 which shall conform to one of the following specifications:

- AWWA C301, designed in accordance with AWWA C304
- ASTM C361 with a design hydrostatic head of 50 feet.

Concrete for pressure pipe shall conform to the minimum 4500 psi. The concrete mixture shall have air content by volume of concrete, based on measurements made immediately after discharge from the mixer, of 5 to 7 percent when maximum size of coarse aggregate exceeds 37.5 mm 1-1/2 inches. Air content shall be determined in accordance with ASTM C231. The concrete covering over steel reinforcing shall not be less than 25 mm 1 inch thick.

Siphon Joints. Joint materials for use with AWWA C301 pipe shall be flexible watertight joints and shall conform to AWWA C301.

Joint materials for use with ASTM C361 pipe shall be flexible watertight joints made with elastomeric seals. The design of joints and the physical requirements for elastomeric seals shall be in accordance with ASTM C361 for a design head of 50 feet. The elastomeric seals shall conform to ASTM C1619, Class B.

Watertight joints shall be tested and shall meet the following test requirements. A hydrostatic test shall be made on the watertight joint types as proposed prior to delivery to the site. Only one sample joint of each type needs testing; however, if the sample joint fails because of faulty design or workmanship, an additional sample joint may be tested. During the test period, gaskets or other jointing material shall be protected from extreme temperatures which might adversely affect the performance of such materials.

Performance requirements for the joints are as follows:

- Joints in reinforced concrete pressure pipe manufactured in accordance with AWWA C301 shall conform to AWWA M9.
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- Joints in reinforced concrete low-head pressure pipe manufactured in accordance with ASTM C361 shall conform to ASTM C361 and be made in accordance with the provisions of Test Methods ASTM C497M. Field testing of joints shall be done in accordance with ASTM C1103.

Individual joints shall be tested for acceptance immediately after making each joint. Prior to testing, the trench along the adjoining pipes shall be backfilled up to at least the lower half of the pipe. If required, sufficient additional backfill shall be placed to prevent pipe movement during testing, leaving the joint uncovered to permit inspection. Joints may be backfilled upon acceptance of test results.

Rubber gaskets for use with AWWA C301 pipe shall comply with the oil resistant gasket requirements of ASTM C443M ASTM C443. Rubber gaskets for use with AWWA C301 shall also comply with the requirements of that standard. Elastomeric seals for use with ASTM C361 pipe shall comply with the oil resistant gasket requirements of ASTM C1619, Class B. Certified copies of test results shall be delivered to the Engineer before gaskets or jointing materials are installed. Alternate types of watertight joint may be furnished, if recommended by pipe manufacturer and specifically approved by the Engineer.

Gaskets and jointing materials shall be as recommended by the particular manufacturer in regard to use of lubricants, cements, adhesives, and other special installation requirements. Surfaces to receive lubricants, cements, or adhesives shall be clean and dry. Gaskets and jointing materials shall be affixed to the pipe not more than 24 hours prior to the installation of the pipe, and shall be protected from the sun, blowing dust, and other deleterious agents at all times. Gaskets and jointing materials shall be inspected before installing the pipe; any loose or improperly affixed gaskets and jointing materials shall be removed and replaced. The pipe shall be aligned with the previously installed pipe, and the joint pushed home. If, while the joint is being made the gasket becomes visibly dislocated the pipe shall be removed and the joint remade.

**Pipeline Testing.** During the post-installation inspection one hundred percent of all reinforced concrete pipe installations shall be checked for joint separations, soil migration through the joint, cracks greater than 0.25 mm 0.01 inches, settlement, and alignment. The following requirements will occur as part of the pipeline testing:

(a) Replace pipes having cracks greater than 2.5 mm 0.1 inches in width or deflection greater than 5 percent deflection. An Engineer shall evaluate all pipes with cracks greater than 0.25 mm 0.01 inches but less than 2.5 mm 0.10 inches to determine if any remediation or repair is required. RCP with crack width less than 2.5 mm 0.10 inches and located in a non-corrosive environment (pH 5.5) are generally acceptable. Repair or replace any pipe with crack exhibiting displacement across the crack, exhibiting bulges, creases, tears, spalls, or delamination.
(b) Reports: The deflection results and final post installation inspection report shall include: a copy of all video taken, pipe location identification, equipment used for inspection, inspector name, deviation from design, grade, deviation from line, deflection and deformation of flexible
pipe systems, inspector notes, condition of joints, condition of pipe wall (e.g. distress, cracking, wall damage dents, bulges, creases, tears, holes, etc.).

(c) Field Testing: After complete installation of the pipe the joints shall be tested in accordance with ASTM C1103.

**Trenching Requirements.** The maximum width of trenches at any point below the top of the pipe shall be as shown on the plans to permit satisfactory jointing and thorough tamping of the bedding and backfill material under and around the pipe. Sheet and bracing, where required, shall be placed within the trench width as specified, without any overexcavation. Where trench widths are exceeded, redesign with a resultant increase in cost of stronger pipe or special installation procedures will be necessary. Cost of this redesign and increased cost of pipe or installation shall be borne by the Contractor without additional cost to the Department.

**Unwatering and Dewatering Operations.** The definitions for unwatering and dewatering in regard to this Special Provision are as noted below:

- **Unwatering** - The process of removing all water within an excavation. This includes leakage from the exposed face of any excavation or cofferdam, rain water, and any runoff from adjacent areas.
- **Dewatering** – The process of lowering of the ground water below the slopes and bottom of the excavation and adjacent areas to ensure dry, firm working conditions and the reduction to safe levels of any hydrostatic uplift pressures in any confined foundation strata and/or aquifers which is necessary to ensure the stability and integrity of the foundation.

Pipe placement and backfill shall not be placed in water or on wet or frozen soil conditions. Satisfactory drainage during construction shall be provided. The Contractor should review the water levels presented on the boring logs as shown on the plans. Depending on the Contractors methods of construction and seasonal variations in the water table, at a minimum unwatering will be necessary and may require dewatering associated with any temporarily excavations required to place siphons to the lines, grades, thicknesses, and typical cross sections shown on the plans. Any discharge from unwatering and/or dewatering systems must be diverted away from excavation in a manner that will not adversely impact adjacent canal construction.

Prior to excavation, the Contractor shall submit the details of the proposed unwatering and/or dewatering plan to the Engineer for information and record purposes. Such submission shall include all equipment, working drawings including dimensions, and procedure for installation and operation of the system or systems. The Contractor will be required to remove all components of the unwatering and/or dewatering system upon completion of their use and shall remain the property of the Contractor.

**Removal of Unsuitable Material.** Where unstable soil incapable of properly supporting the siphons, as determined by the Engineer, is unexpectedly encountered in the bottom of a trench, such material shall be removed to the depth required and replaced to the proper grade with select granular material, compacted as specified in backfilling paragraph herein. When removal of unstable material is due to the fault or neglect of the Contractor while performing shoring and
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PIPE SIPHONS

sheeting, water removal, or other specified requirements, such removal and replacement shall be performed at no additional cost to the Department.

Pipe Placement Operations. Each pipe shall be thoroughly examined before being laid; defective or damaged pipe shall not be used. Pipelines shall be laid to the grades and alignment indicated. The bedding surface for the pipe shall provide a firm foundation of uniform density throughout the entire length of the pipe. Turns in the pipe system shall be accomplished by pre-manufactured elbows with bell-and-spigot and tongue-and-groove manufactured ends and tested as prescribed herein. Mitered ends or turns accomplished by joint deflection will not be accepted. Proper facilities shall be provided for lowering sections of pipe into trenches. Pipe shall not be laid in water, and pipe shall not be laid when trench conditions or weather are unsuitable for such work. Diversion of drainage or dewatering of trenches during construction shall be provided as necessary. Laying of pipe shall proceed upgrade with spigot ends of bell-and-spigot pipe and tongue ends of tongue-and-groove pipe pointing in the direction of the flow. Recesses shall be excavated within the structural bedding to receive the bells.

Backfilling Operations. Backfilling shall be performed as shown on the plans and in accordance with Subsection 606 (f) of the Standard Specifications, Edition of 2014, with the following exceptions:

Material used in the haunch and structural bedding for concrete pipe siphons shall be in accordance with the type and class of material specified in the plans. Within 2 feet of the upstream and downstream ends of the pipe, material meeting the requirements for clay liner fill, as specified in Special Provision Clay Liner, shall be used for all bedding, haunch, and overfill. Where it is necessary, in the opinion of the Engineer, that sheeting or portions of bracing used be left in place, the contract will be adjusted accordingly. Untreated sheeting shall not be left in place beneath the canal.

Movement of Construction Machinery. When compacting by rolling or operating heavy equipment parallel with the pipe, displacement of or injury to the pipe shall be avoided. Movement of construction machinery over a siphon at any stage of construction shall be at the Contractor's risk. Any damaged pipe shall be repaired or replaced at no additional cost to the Department.

Compaction Requirements. Compaction requirements shall be performed in accordance with Subsection 606 (f) of the Standard Specifications, Edition of 2014.

Measurement and Payment. A US Army Corps of Engineers Representative will inspect and approve any pay items necessary to complete the work before the Department considers the work finished. Concrete pipe siphons will be paid for at the contract unit price bid per linear foot for Reinforced Concrete Pipe Culverts (Class Special) under Canal 1000, which price shall be full compensation for all costs involved in furnishing all plant, labor, equipment, and materials; hauling, excavation and backfilling; unwatering and dewatering; performing all quality control and acceptance testing; and any other incidentals necessary to complete installation of the concrete pipe siphons.
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PIPE SIPHONS

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>__” Reinforced Concrete Pipe Culverts (Class Special)</td>
<td>Linear Foot (Meter)</td>
</tr>
</tbody>
</table>
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CONCRETE BRIDGE DECK CURING AND SURFACE TREATMENT RESTRICTIONS

Sections 802 and 803 of the Standard Specifications for Highway Construction, Edition of 2014, are hereby amended as follows:

The following is added as the last sentence of the fourth paragraph of Subsection 802.17(b):

The use of lithium curing compound as a replacement for the methods specified above will not be permitted.

The following is added as the second paragraph of Subsection 803.02 (a):

Lithium curing compound will not be permitted as a substitute for Class 1 Protective Surface Treatment.
Subsection 807.84 (e) Unpainted Weathering Structural Steel, of the 2014 Standard Specifications is hereby deleted and the following substituted therefor:

All structural steel on the outside surfaces and the bottom surface of the bottom flange plates of all exterior girders and beams shall be blast cleaned to remove mill scale or other substances. Blast cleaning shall conform to SSPC-SP6, Commercial Blast Cleaning. On blast cleaned steel and steel not required to be blast cleaned, care shall be taken that dents, scratches, gouges, or identification marks will not appear on exposed surfaces. All steel is to remain in the unpainted condition and shall be handled so that it is kept free of all grease, oil, concrete, chalk marks, dirt or any other foreign material that might affect the natural or uniform oxidation of the steel.

Any foreign material which adheres to the steel during the fabrication or construction process that will inhibit the formation of oxide film shall be removed as soon as practicable according to the SSPC Surface Preparation Specifications by one of the following four methods:

1. SSPC-SP 1, Solvent Cleaning
2. SSPC-SP 2, Hand Tool Cleaning
3. SSPC-SP 3, Power Tool Cleaning
4. SSPC-SP 7, Brush-off Blast Cleaning

Acids shall not be used in the field to remove stains or scales.
Direct tension indicators shall be used in conjunction with bolts, nuts and washers as specified above. Direct tension indicators shall conform to the requirements of ASTM F959. Direct tension indicators for plain Type 1 high strength bolts shall be plain or galvanized. Galvanizing for direct tension indicators shall be by mechanical deposition in accordance with ASTM B695, Class 50. Direct tension indicators for Type 3 high strength bolts shall be Type 3.

Subsection 807.06(b) is modified as follows for Direct Tension Indicators (DTI): The first paragraph is deleted and the following substituted therefor:

(b) Required Tests. (1) Rotational Capacity. High strength fasteners, plain and galvanized, shall be subjected to a rotational capacity test according to ASTM F3125, Grade A325, Section 8.1, and shall meet the following requirements:

Subsection 807.06(b) is modified as follows for Direct Tension Indicators (DTI): The third paragraph is deleted and the following substituted therefor:

(2) Verification Testing for Direct Tension Indicators. Verification testing shall be performed in a calibration bolt tension device. A special flat insert shall be used in place of the normal bolt head holding insert. Three verification tests shall be required for each combination of fastener assembly rotational-capacity lot, direct tension indicator lot, and direct tension indicator position relative to the turned element to be used on the project. The fastener assembly shall be installed in the tension measuring device with the direct tension indicator located in the same position as in the work. The element intended to be stationary shall be restrained from rotation.

The verification test shall be conducted in two stages. The bolt, nut and direct tension indicator assembly shall be installed in a manner so that at least three and preferably not more than five threads are located between the bearing face of the nut and the bolt head. The bolt shall first be tensioned to the load equal to that listed in Table 807-3 under Verification Tension for the specified bolt. If an impact wrench is used, the tension developed using the impact wrench shall be no more than two-thirds of the required tension. Final tensioning shall be attained using
a manual wrench. The number of refusals of the 0.005" (0.125 mm) feeler gage in the spaces between the protrusions shall be recorded. The number of refusals for uncoated direct tension indicators under a stationary or turned element, or coated direct tension indicators under a stationary element, shall not exceed the number listed under Maximum Verification Refusals in Table 807-3 for the specified bolt. The maximum number of verification refusals for coated direct tension indicators, when used under a turned element, shall be no more than the number of spaces on the direct tension indicator less one. The direct tension indicator lot shall be rejected if the number of refusals exceeds the values in Table 807-3, or for coated if the gage is refused at all spaces.

After the number of refusals is recorded at Verification Tension, the bolt shall be further tensioned until the 0.005" (0.125 mm) feeler gage is refused at all the spaces and a visible gap exists in at least one space. The load at this condition shall be recorded and the bolt removed from the tension-measuring device. The nut shall be able to be run down freely by hand the complete thread length excluding thread run-out. If the nut cannot be run down for this thread length, the direct tension indicator lot shall be rejected unless the load recorded is less than 95 percent of the average load measured in the rotational capacity test of the fastener lot as specified in Subsection 807.06(b)(1) Rotational Capacity.

If the bolt is too short to be tested in the calibration device, the direct tension indicator lot shall be verified on a long bolt in a calibrator to determine the number of refusals at the Verification Tension listed in Table 807-3, the number of refusals shall not exceed the values listed under Maximum Verification Refusals in Table 807-3. Another direct tension indicator from the same lot shall then be verified with the short bolt in a convenient hole in the work. The bolt shall be tensioned until the 0.005" (0.125 mm) feeler gage is refused in all spaces and a visible gap exists in at least one space. The bolt shall be removed from the work and the nut shall be able to be run down freely by hand the complete thread length of the bolt excluding thread run-out. The direct tension indicator lot shall be rejected if the nut cannot be run down this thread length.

(3) Test Reports. The Engineer shall be furnished with a Manufacturer’s certified test report for each production lot for all high strength bolts, nuts, washers, and direct tension indicators used on the project. This certification shall provide a lot number, shop order number, or other identification such that the heat number from which the items were made can be traced. This identifying number shall also appear on the sealed shipping containers. The certification shall indicate when and where all testing was done, including the rotational capacity tests, and include the zinc thickness when galvanized bolts, nuts, washers and direct tension indicators are used. The certification for direct tension indicators shall also include compression test loads, gap clearance, nominal size and type.

Subsection 807.71(b) is modified as follows for Direct Tension Indicators (DTI): The first paragraph is deleted and the following substituted therefor:

(b) Bolts, Nuts, Washers, and Direct Tension Indicators. Fastener components shall conform to the requirements of Subsection 807.06.

Subsection 807.71(d) is deleted and the following substituted therefor:
DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES

(d) Installation. (1) Bolt Tension. Compressible-washer-type direct tension indicators shall be used to indicate bolt tension. They shall be subject to the verification testing specified in Subsection 807.06 (b)(2) and installed in accordance with the method below. Bolt lengths shall be sufficient to accommodate direct tension indicators and any additional washers required. Direct tension indicators will be required at all high strength bolted connections. Direct tension indicator type and manufacturer shall not be mixed within a project.

Unless approved by the Engineer direct tension indicator shall be installed under the head of the bolt and the nut turned to tension the bolt. The Manufacturer’s recommendations shall be followed for the proper orientation of the direct tension indicator and any additionally required washers. Installation of a direct tension indicator under the turned element may be permitted if a washer is used to separate the turned element from the direct tension indicator. The reuse of direct tension indicators will not be allowed. If it becomes necessary to loosen a previously tensioned bolt, the direct tension indicator shall be replaced.

Installation of fastener assemblies using direct tension indicators shall be in two stages. The stationary element shall be held against rotation during both stages. The connection shall first be brought to a snug tight condition with bolts installed in all holes. Snug tight, for bolt assemblies using direct tension indicators, exists when the plies of the joint are in firm contact and the number of spaces in which a 0.005" (0.125 mm) feeler gage is refused does not exceed that listed under Maximum Verification Refusals in Table 807-3. If the number of refusals exceeds the value listed under Maximum Verification Refusals in the Table 807-3 the direct tension indicator shall be replaced and the fastener assembly brought to a snug tight condition as specified above.

After all bolts in the connection have been properly brought to a snug tight condition, for uncoated direct tension indicators under a turned or stationary element and for coated direct tension indicators under a stationary element, the bolt assembly shall be further tensioned until the number of refusals of the 0.005" (0.125 mm) feeler gage is equal to or greater than the number listed under Minimum Installation Refusals in Table 807-3. If the bolt assembly is tensioned so that no visible gap remains in any space, the bolt assembly shall be removed and replaced by a new bolt and direct tension indicator that is properly tensioned. When coated direct tension indicators are used under a turned element, the 0.005" (0.125 mm) feeler gage shall be refused in all spaces, but a visible gap must remain in any space.

(2) Power Wrench Tightening. When power wrenches are used to provide the bolt tension specified Table 807-3, their setting shall be such that the requirements of Subsection 807.71(d)(1) are met. Wrenches shall be of adequate capacity to perform the required tightening of each bolt assembly in less than 10 seconds.
**DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES**

**TABLE 807-3**

**DIRECT TENSION INDICATOR REQUIREMENTS**

<table>
<thead>
<tr>
<th>Bolt Size (Inches)</th>
<th>Verification Tension (kips)</th>
<th>Bolt Size (Inches)</th>
<th>Verification Tension (kN)</th>
<th>Maximum Verification Refusals</th>
<th>DTI Spaces</th>
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<td>1/2</td>
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</table>

Subsection 807.71(e) is deleted and the following substituted therefor:

(e) **Inspection.** (1) The Engineer will observe the installation and tightening of bolts to determine that all bolts are tightened as specified. Where direct tension indicators are used the Engineer will examine at least 10 percent, but no less than 2 bolt assemblies in each connection for gap requirements and acceptability in accordance with the requirements of paragraph (d)(1). If any bolt assembly fails to meet these requirements all bolt assemblies in the connection shall be examined by the Engineer and the Fabricator or Erector shall retighten or replace bolt assemblies according to paragraph (d)(1).

(2) At the direction of the Engineer the Contractor may be required to inspect tightened bolt assemblies in a connection using an inspection wrench (only calibrated torque wrench will be acceptable). The inspection shall be conducted before loss of lubricant or corrosion influences the tightening torque.

The inspection wrench shall be calibrated by tightening three typical sample bolt assemblies of the same grade, size and condition as those under inspection in a calibration bolt tension device. A special flat insert shall be used in place of the normal bolt head holding insert. Each sample bolt assembly shall be individually placed in the calibration device and tightened to the verification tension specified in Table 807-3 for the grade and size being inspected. The fastener assembly shall be installed in the tension measuring device with the direct tension indicator located in the same position as in the work. The element intended to be stationary shall be restrained from rotation and here shall be a washer under the turned element of each sample bolt assembly. The inspecting wrench shall be applied to the tightened sample bolt assembly and the
DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES

torque necessary to turn the nut or head 5° (approximately 1" [25 mm] at 12" [300 mm] radius) in the direction of tensioning shall be determined. The average of the torque measured in the testing of the three sample bolt assemblies shall be taken as the job inspection torque.

Where directed by the Engineer bolt assemblies represented by the sample bolt assembly and that have been tightened in the structure shall be inspected by applying the inspection wrench and its job inspection torque. If no nut or bolt head is turned by this application of the job inspecting torque, the connection will be accepted as properly tightened. If any nut or bolt head is turned by the application of the job inspecting torque, this torque shall be applied to all bolts in the connection, and all bolt assemblies whose nut or head is turned by the job inspecting torque shall be tightened and reinspected, or alternatively, the Fabricator or Erector, at his option, may retighten all of the bolt assemblies in the connection and resubmit the connection for the specified inspection.

Payment. All costs incurred in complying with this Special Provision including all costs for furnishing, installing, and testing of Direct Tension Indicators will not be measured or paid for separately, but shall be considered subsidiary to the items of “Structural Steel in Plate Girder Spans ( )” and “Structural Steel in Beam Spans ( )”.
DESCRIPTION: Work under this item shall consist of the design, construction, and removal of a shoring or bracing system that may be required to retain the existing, temporary, or new roadway embankment and to maintain traffic during construction of culverts. The shoring system shall provide sufficient clearance for excavation and construction work and shall ensure the safety of the traveling public and workmen at all times.

WORK TO BE PERFORMED: Prior to construction of the shoring system, the Contractor shall submit the design and details of the system to the Engineer for informational and record purposes. Such submission shall include the design calculations, the kind and condition of materials to be used, working drawings showing all dimensions, and the procedure for installation of the system. The design and details submitted shall be prepared and/or approved by a Professional Engineer registered in Arkansas.

The Contractor shall be responsible for the adequacy of the temporary shoring during the entire period of construction. The Contractor shall be responsible for any and all damages and/or claims, including injury or death, arising out of the construction and use of temporary shoring.

The Contractor shall construct the shoring in accordance with the details submitted to the Engineer for informational purposes. Unless otherwise permitted by the Engineer, all components of the shoring system shall be removed upon completion of their use and shall remain the property of the Contractor.

PAYMENT: No direct payment will be made for work described in this special provision (which includes preparation of necessary design details and drawings, construction and removal of shoring, and for all materials, labor, tools, equipment, and incidentals necessary to complete the work) but shall be considered subsidiary to other pay items in the contract.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

COORDINATION OF WORK

DESCRIPTION: This item shall consist of specifications relative to the coordination of work during construction operations at the beginning, and/or intermediate points, and/or end of contracts or jobs and shall be supplementary to Section 105, Control of Work, of the Standard Specifications, Edition of 2014.

Coordination of work will be necessary with the Contractor for Job 061472 and with any other contractors that may have active jobs adjacent to this project during the construction period.

CONSTRUCTION: The Contractor shall schedule and perform the several operations of construction at the beginning and/or end, or any intermediate point of the project in such a sequence that work on the facility will progress in an expeditious manner.

The Contractor shall furnish the Engineer for approval a plan or schedule of his proposed work at the termini of the project as well as any intermediate points where coordination with another contractor will be necessary. He shall keep the Engineer informed or advised of any action or cause that might affect the successful coordination of work with other contractors.

Coordination with adjacent U.S. Army Corps of Engineers projects must be maintained with good relations. Overlap of Right of Way (ROW) will occur where Canal 1000 limits end for Highway 165 and begin for Phase III canal construction. Both contractors will share the overlap ROW for purposes of constructing the canal embankments only. At any other time the Contractor for Job 061473 will maintain control of TCE but must relocate any materials/equipment, at the request of the adjacent contractor with a minimum 10 day notice, from 142+90 to edge of western ROW and 146+00 to edge of eastern TCE. The boundaries for materials/equipment, adjacent to proposed roadway embankments, will be 40ft past canal embankment toes/top bank of roadside drainage ditch. Any conflicts over use of ROW/TCE that cannot be resolved between the contractors will be settled by the Engineer and coordinating USACE Contracting Officer.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

AIRPORT CLEARANCE REQUIREMENTS

Project 061473 is in the vicinity of Bill and Hillary Clinton National Airport/Adams Field. The project meets F.A.A. clearance requirements for all equipment that does not extend over nearby overhead utilities, within the entire right-of-way of Job 061473.

The Contractor is encouraged to contact the Airport Manager at (501) 372-3439 for Bill and Hillary Clinton National Airport/Adams Field before any construction takes place on the project to resolve any possible conflicts with aircraft operations and coordinate with a possible issuance of “Notice to Airmen” statements.

The Contractor for this project shall not use any equipment that extends above the roadway more than the height of nearby overhead utilities within the 061473 limits without the permission of the F.A.A.

Should the Contractor decide to use equipment that exceeds height restrictions, they shall file a Notice of Proposed Construction with the F.A.A. a minimum of 45 days prior to the use of the equipment.

The Contractor shall follow the instructions of the Airport Manager to identify any equipment that will exceed the height restrictions within the limits listed with appropriate warning devices to insure aircraft safety.

Please contact Tony Evans at (501) 569-2266 with questions regarding the information addressed in this Special Provision.

No direct payment will be made for fulfilling the requirements of this Special Provision, but payment will be considered included in the other contract items.
PARTNERING REQUIREMENTS

Section 104 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is added to subsection 104.01:

The Department encourages on this project the establishment and use of a voluntary cohesive partnership agreement between the Department and its Prime Contractor and subcontractors. Toward this end, a partnership may be structured between these parties to draw on the strengths of each to identify and achieve their mutual goals. The objectives of this are:

- Effective contract performance,
- Efficient contract performance,
- Completion of the project within budget,
- Completion of the project on schedule, and
- Construction of the project in accordance with the contract.

This partnership will be shared equally between the Department and the Prime contractor and subcontractors. Participation in this "partnering" concept is voluntary on this project. The Prime Contractor and approved subcontractors shall bear the costs associated with their personnel's time while participating in seminars, workshops, and meetings for successful "partnering" on this project.

In order to obtain a successful partnering relationship and agreement, the Department shall arrange for a partnership development/team building workshop prior to the preconstruction conference. Persons required to attend this workshop are:

- Contractor and approved Subcontractor President, Vice President, or General Superintendent,
- Contractor and approved Subcontractor project Superintendent,
- Department District Engineer,
- Department Resident Engineer,
- Appropriate Department Design personnel,
- Department Staff Construction Engineer, and
- Department Area Materials Engineer.

The Federal Highway Administration and other interested parties shall be invited to attend and participate, but their attendance will not be required.

The Department and/or the Contractor may bring other personnel at their option.

Follow-up meetings shall be held periodically throughout the duration of the contract. The establishment of a partnership charter on this project will not change the legal relationship of the Department and the other participating parties to the contract nor relieve either party from any of the terms of the contract.

The partnership agreement shall NOT constitute authority to change the contract, plans, or Specifications.
GENERAL INFORMATION:
A Storm Water Pollution Prevention Plan (SWPPP) has been developed by the ArDOT for this construction project in accordance with good engineering practice. Various items constitute the SWPPP for the project and should be provided for persons requesting to view the SWPPP, including:

a) *The ArDOT Standard Specifications for Highway Construction, 2014 Edition*, (Standard Specifications). The following sections are in reference to water quality or sediment and erosion control: Sections 107, 110, 620, 621, 622, 623, 624, 626, and other sections pertaining to storm water controls.

b) The Construction Plans contain temporary and permanent erosion controls and permanent storm water management measures.

c) Contract documents provide the Contractor and ArDOT with additional specifications. These may include Supplemental Specifications and Special Provisions. Parts of the SWPPP that may be in the Contract include this Special Provision, *Storm Water Pollution Prevention Plan*.

d) Project records including SWPPP inspection reports, the authorized Site Manager daily work report, and various pay quantity documentation, all of which detail the progression of work on the project, when erosion control measures were taken, when the Contractor was given instructions to install or maintain the erosion and sediment control (E&SC) items, and the timing and details of E&SC installation. The Contractor identification form and the Inspector identification form are included as part of the project records.

e) Construction site posting.
   i. For large construction sites (all sites five acres or above) – The first page of the e-Portal DEQ Notice of Intent (NOI) submission, if ten business days have passed since the NOI was deemed complete, to be replaced by the completed Arkansas Division of Environmental Quality (DEQ) Authorization Letter to Discharge Storm Water when it is sent by DEQ.
   ii. For small construction sites under five acres (automatic coverage sites) - the completed DEQ Notice of Coverage for small sites from the DEQ website.

PROJECT NAME AND LOCATION:
Job 061473 Hwy. 165 Str. & Apprs. (Lonoke Co.) (S)
ARKANSAS DEPARTMENT OF TRANSPORTATION  
JOB NO. 061473  
STORM WATER POLLUTION PREVENTION PLAN  

OPERATOR NAME AND ADDRESS:  
Arkansas Department of Transportation  
Name of District Engineer:  Deric Wyatt  
Address of District Headquarters:  
8900 Mabelvale Pike  
Little Rock AR. 72219  
Name of Resident Engineer (Contact Person):  Hunter Lake  
Contact Number:  (507) 945-9514  

A. Site Description  
1) Pre-construction Topographic view: Refer to the plan and profile sheets for topographic and waterbody information.  

2) Project Description and Intended Use after Notice of Termination (NOT) is filed:  
This project is intended to construct a bridge, canal, embankments, and all roadway infrastructure as part of the highway 165 corridor. This structure will maintain a traveled way while providing a critical irrigation canal for Bayou Meto Water Management District stakeholders and customers.  

3) Sequence of Activities:  
The sequence of Major Soil Disturbing Activities is shown below. Be aware that the sequence below is provided as a general course of action for the progression of construction activities. Actual sequence of construction will be determined by the Contractor’s schedule and field conditions.  

   a. Placement of detour fill  
b. Excavation, Fill, and bridge construction  
c. Rough and final grading of roadway  
d. Detour obliteration/devices/timing  
e. Seedbed Preparation  
f. Final seeding  

4) Total Acres Available:  15.9  
Total Disturbed Area:  9.8  

(*Note: Any off-site borrow or waste areas are operated by the Contractor, who is responsible for obtaining any required NPDES permits for the sites. The “total acres available” and “total disturbed areas” shown here do not include areas covered under permits obtained by another operator. The Contractor is also responsible for meeting local regulations regarding these sites, including those of a Qualifying Local Program).
5) Existing Site Information:

   a. Runoff Coefficient Based on Attachment C:
      Before construction starts, the site has a runoff coefficient of 0.35
      After construction is completed, the site will have a runoff coefficient of 0.39
   b. Soil Information: Silty or Clayey fine sand material

B. Responsible Parties-General Contractors, Inspectors, etc:

Refer to Contractor identification form in Section S and the Inspector identification form in Section T. This information will be completed after the Pre-construction conference.

C. Receiving Waters: (Permit Pg. 3 of Part II)

1) Location of Surface Water on Construction Site:

   The following surface waters are located on the construction site. List them by name with Station Numbers.
   a. ROW ditch
   b. Sta. 142+ 50 (Future Canal), Sta. 144+ 62 (Future Canal)
   c. 

2) The following bodies of water receive runoff from the construction site:

   Name of Operator of Municipal Storm Sewer and/or Receiving Stream: future Bayou Meto Canal
   Narrative Description of Nearest Water: ditch thence unnamed tributary thence Bullneck Brake
   Name of Ultimate Receiving Water: Arkansas River

Waterbodies that would require the fifty (50) foot buffer zone are Extraordinary Resource Waters (ERW), Ecologically Sensitive Waterbodies (ESW), Natural and Scenic Waterways (NSW), waterbodies with approved TMDLs, waterbodies on the 303(d) list, and/or other uses at the discretion of the Director of DEQ.

Above categorized waterbodies, if any on project, list both waterbody and qualifier: N/A

D. TMDL and 303(d) list can be found at: (https://www.adeq.state.ar.us/water/planning/integrated/tmdl/)

1) 303(d) Listed Waters - Select the following appropriate statement utilizing information received from the Environmental Division.
Statement 1:

X Storm water discharges from this site do not enter a waterbody on the list of waters impaired for turbidity or other pollutant which could be impacted by roadway construction on the 303(d) list.

Statement 2:

_____ Storm water discharges from this construction site enter a waterbody on the list of impaired waterbodies (303d list) for turbidity and/or other pollutant. The SWPPP has been developed with BMPs which are designed to minimize the discharge of these pollutants to the maximum extent practicable. Condition of sediment control BMPs will be monitored during regular inspections to ensure this goal is met.

2) TMDL Waters - Select the following appropriate statement utilizing information received from the Environmental Division.

Statement 1:

X Storm water discharges from this site do not enter a waterbody with an approved TMDL for turbidity or other pollutant which could be impacted by roadway construction.

Statement 2:

_____ Storm water discharges from this construction site enter a waterbody with an established TMDL allocation for turbidity and/or other pollutant. A TMDL has been written for the waterbody that is applicable to the construction project. The following information documents the construction projects compliance with the TMDL:

1.) List TMDL assumptions and allocations: ______________________________

2.) List measures taken to ensure that the discharge of pollutants from the site is consistent with the assumptions and allocations of the TMDL: ______

E. Discharges to ERW, NSW, or ESW:

Statement 1:

X The construction site is not located within a watershed of an ERW, ESW, or NSW.

Statement 2:

_____ The construction site is located within a watershed of an ERW, ESW, or NSW. Additional BMPs have been considered for implementation in these areas.
ARKANSAS DEPARTMENT OF TRANSPORTATION
JOB NO. 061473
STORM WATER POLLUTION PREVENTION PLAN

F. Watershed of Potential Losing Stream and/or Sensitive Aquatic Species:

Statement 1:

X The construction site is not located within a watershed of a potential losing stream and/or sensitive aquatic species.

Statement 2:

The construction site is located within a watershed of a potential losing stream and/or sensitive aquatic species. Additional BMPs have been considered for implementation in these areas.

G. Attainment of Water Quality Standards after Authorization:  (Permit Pg. 4 of Part II)

BMPs have been selected and will be installed and maintained at the construction site to minimize the discharge of pollutants as necessary to meet applicable water quality standards.

H. Site Map:  See Attachment A for items to be included. All of these items should be marked on the job plans maintained for the SWPPP.

I. Storm Water Controls

1. Initial Site Stabilization, Erosion, & Sediment Controls: (Permit Pg. 5 of Part II)

Complete descriptions and specifications for control measures may be found in the ARDOT's Standard Specifications for Highway Construction, Supplemental Specifications, Special Provisions, Construction Contract, and Construction Plans. All controls are designed and installed with the primary goal of retaining sediment on site to the maximum extent practicable.

Insert a description below of the construction activities that are a part of the initial site disturbance and stabilization, along with the appropriate controls measures and time of installation for that activity. This information should be provided by the Contractor at the Pre-construction meeting.

Be aware that the list is general. Actual timing of erosion control installations will be determined daily based upon the construction activity occurring and actual field conditions. (Construction Activity/Control/Timing)

1) Ditch Checks? Silt Fence/ Sediment Basins/ Prior to soil disturbing activity beginning
2) Construction of detour, Bridge Ditch Checks/ Silt Fence/ Temporary Seeding/ Ongoing
3) Rough and final grading of roadway/ Silt Fence/ Temporary Seeding/ Ongoing
4) Detour obliteration/devices/timing
5) Seedbed preparation/ Seeding/ Solid Sodding/ Ongoing

2. Stabilization Practices:  (Permit Pg. 6 of Part II)

List of Stabilization Practices to be utilized and scheduling of implementation for that practice:
ARKANSAS DEPARTMENT OF TRANSPORTATION
JOB NO. 061473
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X Dust control - wet down dusty areas as needed/ongoing

Erosion control matting - 

Geotextiles - 

X Limiting disturbed area - will be limited by Engineer as discussed in Subsection 110.05(d) of Standard Specifications/ongoing

X Mulches - As needed

Mulch control netting - 

X Off-site tracking controls (Either stabilized exits and/or wheel washing)*

Preserving existing vegetation - as shown on the job plans/ongoing

X Sod stabilization - On FES and along CDP.

X Temporary and permanent seeding - will be initiated within 14 days of temporarily ceasing construction activity on a portion of the site or immediately initiated where construction activities have permanently ceased.

X Natural buffer zone – (Will be established along waterbodies with at least 25 feet for any unnamed streams, creeks, rivers, lakes, or other waterbodies and at least 50 feet for an established TMDL waterbody, streams listed on the 303d list, an ERW, ESW, NSW, and any others at the discretion of the Director of DEQ.

If encroachment is necessary within these required buffer zones, briefly describe the reason why.)

When encroachment occurs, additional measures will be taken to protect the waterbody, and the contractor will be required to stabilize the disturbed area within the buffer zone within 5 business days of completion of work.

X Slope Tracking - 

X Other - Clay Liner

*Stabilized exits will use either suitable sized rock as directed by the Engineer or manufactured devices designed to minimize the amount of soil being tracked off-site.

3. Structural Practices: (Permit Pg. 7 of Part II)

List of Structural Practices to be utilized and scheduling of implementation for that practice:

X Sediment basins* (to be utilized whenever 10 or more acres drain from common drainage locations on the site based upon 3600 cubic feet per acre or sized based on the runoff volume of a 10 year, 24 hours storm, unless not attainable. If not attainable, briefly describe reason(s) that a basin was not used)
J. Other Controls: In addition to erosion control and storm water management, our plan will include measures to properly manage solid wastes, hazardous wastes, dust generation, and all other activities that will generate wastes during the construction phase. (Permit Pg. 8 of Part II)

1) Solid material control, debris, and wastes:

   All solid materials discharged to waters of the United States shall be in accordance with Section 110 of the Standard Specifications, the applicable Section 404 Special Provisions in the Job Contract, the plans, and as authorized by a USA Corps of Engineers Section 404 Permit. Litter and construction debris will be prevented from becoming a pollutant source for storm water discharges. Any debris which inadvertently enters a water of the state will be removed daily.

2) Offsite vehicle tracking:
ARKANSAS DEPARTMENT OF TRANSPORTATION
JOB NO. 061473
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Each vehicle exit from the construction site must either be stabilized or use wheel washing to prevent the tracking of material onto the public roadway. (If sediment escapes the construction site through tracking, it will be removed by sweeping frequently enough to minimize off-site impacts to waterbodies.)

3) Temporary sanitary facilities:
   Facilities will be provided and properly maintained by the Contractor in accordance with Subsection 107.06 of the Standard Specifications.

4) Concrete waste area:
   Designated concrete washout waste area(s) will be established and utilized to prevent liquid concrete waste from being discharged to a water of the state.

5) Fuel storage, hazardous materials, and truck washing areas:
   The following is a list of materials which could be potential sources of pollution in storm water runoff: asphalt materials, concrete, cement, concrete wash water, paint, solvents, petroleum products, fertilizers, concrete curing compound, lime, linseed oil, asphalt additives, concrete additives, and sewage. Handling of the above materials or other potential pollutants shall be in accordance with Subsection 110.06, Pollutants, of the Standard Specifications.

K. Non-Storm Water Discharges: ( Permit Pg. 12 of Part I)
List of Anticipated Allowable Non-Storm Water Discharges*:
   1) Water used to wash vehicles (where detergents or other chemicals are not used) or control dust in accordance with Part II.A.4.J.2
   2) Uncontaminated landscape Irrigation
   3) Uncontaminated pavement wash waters where spills or leaks of toxic or hazardous material have not occurred (unless all spilled material have been removed) and where detergents or other chemicals are not used.
   4) Uncontaminated springs, excavation dewatering, and groundwater (Part I.B.13.C). If dewatering is necessary and turbidity exists, the discharge will be managed with appropriate devices such as a sediment bag or basin prior to discharge.

*Other Allowable Non-Storm Water Discharges are listed in the Permit Part I.B.10, but there is no reasonable anticipation of these discharges at this time.

L. Post-Construction Storm Water Management: ( Permit Pg. 8 of Part II)
Permanent Storm Water Management - List of devices to be utilized for storm water infiltration and management:

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<tr>
<th>Channel linings</th>
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<th>Concrete ditch paving</th>
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<td>Culverts</td>
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<td>Curb and gutter</td>
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<td>Detention basins</td>
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<td>Drop inlets</td>
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<td>X Dumped riprap</td>
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<td>Floodgates</td>
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ARKANSAS DEPARTMENT OF TRANSPORTATION
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STORM WATER POLLUTION PREVENTION PLAN

- Gabions
- Inlet & outlet protection
- Retention pond
- Solid sodding
- Topsoil replacement
- Velocity dissipators
- Other-list

Grassed swale
- Permanent seeding
- Riprap
- Storm sewer
- Underdrains
- Wetland creation

Velocity dissipation devices:
- Concrete spillways
- Permanent seeding & mulch
- Solid sodding
- Dumped riprap
- Velocity dissipators
- Other-list

Grouted riprap
- Underdrains
- Concrete ditch paving
- Detention basins
- Wetland infiltration

M. State or Local Programs: (Permit Pg. 8 of Part II)

The Arkansas State Highway Commission and the Arkansas Department of Transportation have the exclusive authority over the state highway system (See Ark. Code Ann. § 27-67-101, et al), therefore no local agencies would have authority or jurisdiction over the lands owned, controlled, and maintained by the ARDOT. The ARDOT will make every effort to address any concerns of local entities concerning storm water discharges from the state highway right of way.

This authority does not extend to the Contractor’s off-site operations. The Contractor is responsible for complying with all State and Local Programs in accordance with Subsection 107.01 of the Standard Specifications.

N. Inspections: (Permit Pg. 8-9 of Part II)

Inspections will be conducted by a qualified inspector at the following frequency:

- X Every 7 days or

- Every 14 Days and within 24 hours after a ¼ inch or greater rainfall event.

A report of the inspection will summarize the scope of the inspection, the name of the inspector, the date of inspection, and any damages observed and repairs made to any control measure. Completed inspection forms will be kept with the SWPPP.

The following are the minimum inspection, maintenance, and reporting practices that will be used to maintain erosion and sediment controls at the construction site:

1. Inspection form (Attachment B).
2. All erosion and sediment control measures will be maintained in good working order. If repair is necessary, it will be completed within three (3) business days of discovery.
3. All controls will be inspected to ensure that they meet the manufacturer’s specifications.
4. Controls will be replaced or modified if periodic inspections reveal the device is not performing as intended.
5. Approximate times of beginning and duration of storm events.
6. Sediment basins and sediment traps will be cleaned out when they reach 50% of the original capacity.
7. A description of any discharges during inspections.
8. Inspections are not required if snow cover exists over the entire site for an extended period of time. If there is any runoff from the site at any time during snow cover, melting conditions would be considered to be existent at the site then inspections would need to be resumed.
9. All site entrances and exits will be checked to ensure no off-site tracking.
10. All components of the SWPPP and inspection reports will be maintained for a minimum of 3 years after permit termination.
11. In addition to inspection, records will be kept of the following:
   a. Dates when major grading activities occur,
   b. Dates when construction activities cease in an area, temporarily or permanently,
   c. Dates when an area is stabilized, temporarily or permanently.

O. Maintenance: All erosion and sediment control measures will be maintained in good working order. If a repair is necessary, it will be completed within three (3) business days of discovery. (Permit Pg. 10 of Part II)

However, if conditions do not permit large equipment to be used, a longer time frame is allowed if the condition is thoroughly documented on the inspection form as stated in the Permit Part II.A.4.O.

P. Adverse Weather Conditions: Adverse conditions are those that are dangerous or create inaccessibility for personnel, such as local flooding, high winds, or electrical storms, or situations that otherwise make inspections impractical, such as extended frozen conditions. When adverse weather conditions prevent the inspection of the site, an inspection should be completed as soon as safe and feasible. If adverse weather conditions prevent compliance with the permit, documentation of the beginning and ending date of adverse weather condition should be included. This information will be documented in the Site Manager Program job records.

Q. Endangered Species: Endangered species clearance is obtained during the National Environmental Policy Act (NEPA) process for all ArDOT projects and is conducted in accordance with Section 7 of the Endangered Species Act. Further information about this process can be obtained by contacting the ArDOT Environmental Division at (501) 569-2595, or the U.S. Fish and Wildlife Service at (501) 513-4489.

R. Employee Training: ArDOT employees who perform inspections have received formal training in NPDES Storm Water requirements and SWPPP implementation. Training records will be available electronically or will be maintained with the SWPPP after the project commences.
ARKANSAS DEPARTMENT OF TRANSPORTATION
JOB NO. 061473
STORM WATER POLLUTION PREVENTION PLAN

S. Contractors: (Permit Pg. 3 of Part II)
All contractors should be identified in the plan. (a page should be included for each subcontractor).

THE CERTIFICATION BELOW SHALL BE COMPLETED AND INCLUDED IN EACH SUBCONTRACT. Copies of these certifications must be inserted at this location.

The Contractor/Subcontractor indicated below shall have responsibility for implementation of the pay items as listed below.

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All Contractors operating on the site shall have the responsibility for compliance with Section 110 of the Standard Specifications for their operations, including, but not limited to: Good housekeeping practices, spill prevention, spill reporting and clean-up, and product specific practices such as limiting the discharge of concrete waste water to areas specified in the SWPPP.

Contractor Printed
Name: ____________________________________________
Signature: ______________________________________ Title: __________________________
Company Name: _____________________________ Date: __________________________
Company Address: __________________________________
Telephone Number: __________________________ ArDOT Job: __________________________
T. **Inspectors**: (Permit Pg. 3 of Part II)

Site inspectors should be identified in the plan.

ArDOT inspectors performing the erosion and sediment control inspection must complete the information below.

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<th>Printed Name of ArDOT Inspector</th>
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ARKANSAS DEPARTMENT OF TRANSPORTATION

JOB NO. 061473

STORM WATER POLLUTION PREVENTION PLAN

U. Plan Certification: (Permit Pg. 10 of Part II) (To be completed by a duly authorized representative or the cognizant official.)

"I certify under penalty of law that this document and all attachments such as Inspection Form were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Note: For this permit only, “this document” refers to the Storm Water Pollution Prevention Plan, “attachments” refers to the site map and inspection forms, and “system” is referencing the project site.

Printed Name: Trinity D. Smith
Printed Title: Engineer of Roadway Design
Signature: Trinity Smith
Date: 06-14-2022
Section 104 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is added as a new subsection:

**104.08 Value Engineering Change Proposals (VECP).**

(a) General. The Contractor may submit a Value Engineering Change Proposal at any time after execution of the Contract by the Department. Any VECP submitted before this date shall be deemed to have been submitted on the date the Contract was executed by the Department and the time allowed for consideration of the VECP shall begin on that date. Any cost savings generated to the Contract as a result of a VECP submitted by the Contractor and approved by the Department shall be shared equally between the Contractor and the Department.

The Contractor may submit a VECP for an approved subcontractor. Subcontractors may not submit a VECP except through the Contractor.

Bid prices shall not be based on the anticipated approval of a VECP. If a VECP is rejected, the Contract shall be completed at the Contract bid prices.

If the Department determines that the time for response indicated in the submittal is insufficient for review, the Contractor will be promptly notified. Based on the additional time needed by the Department for review and the effect on the Contractor's schedule occasioned by the added time, the Department will evaluate the need for a time extension.

The Contractor shall have no claim against the Department for any delay to the Contract based on the failure to respond within the time indicated in the submittal if additional information is needed to complete the review.

VECPs contemplated are those that could produce a savings to the Department without impairing essential functions and characteristics of the facility; including but not limited to, service life, economy of operation, ease of maintenance, desired appearance, and safety.

The Contractor may submit for review a “VECP Concept” provided that it contains enough information to clearly define the work involved and the benefits to be realized. Written notification by the Department that the review has been completed and that the “VECP Concept” appears to be favorable merely indicates that the engineering and plan development may continue for submittal of the VE Change Proposal and is not authorization for any construction work to begin. Should the final design not reflect the expected benefits, the Department may reject the “VECP Concept” and the VE Change Proposal without recourse by the Contractor.

(b) Submittal of Proposal. The following materials and information shall be submitted with each proposal:

1. A statement that the proposal is submitted as a VECP.

2. A description of the difference between the existing Contract and the proposed change, and the cooperative advantages and disadvantages of each, including effects on service life, economy of operations, ease of maintenance, desired appearance, and safety.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 061473

VALUE ENGINEERING

3. A complete set of plans and specifications showing the proposed revisions relative to the original Contract features and requirements.

4. A complete analysis indicating the final estimate costs and quantities to be replaced by the Proposal compared to the new costs and quantities generated by the Proposal.

5. A statement specifying the date by which a Change Order adopting the Proposal must be executed to obtain the maximum cost reduction during the remainder of the Contract. This is the review time.

6. A statement detailing the effect the Proposal will have on the Contract time for completing the Contract.

7. A description of any previous use or testing of the Proposal and the conditions and results. If the Proposal was previously submitted on another Department project, indicate the date, Contract number, and the action taken by the Department.

(c) Conditions. VECPs will be considered only when all the following conditions are met:

1. VECPs, approved or not approved by the Department, apply only to the ongoing Contract(s) referenced in the Proposal and become the property of the Department. The Proposal(s) shall contain no restrictions imposed by the Contractor on their use or disclosure. The Department has the right to use, duplicate, and disclose in whole or in part any data necessary for the utilization of the Proposal. The Department retains the right to utilize any accepted Proposal or part thereof on other projects without obligation to the Contractor. This provision is not intended to deny rights provided by law with respect to patented materials or processes.

2. If the Department is already considering certain revisions to the Contract or has approved certain changes in the Contract for general use that are subsequently incorporated in a VECP, the Department will reject the Proposal and may proceed without obligation to the Contractor.

3. The Contractor shall have no claim against the Department for additional costs or delays resulting from the rejection of a VECP, including but not limited to, “VECP Concept” acceptance, engineering and development costs, loss of anticipated profits, increased material or labor costs.

4. The Department will determine if a Proposal qualifies for consideration and evaluation. It may reject any Proposal that requires excessive time or costs for review, evaluation, and/or investigations, or that is not consistent with the Department’s design policies and criteria for the project.

5. The Engineer will reject all or any portion of work performed under an approved VECP if unsatisfactory results are obtained. The Engineer will direct the removal of such rejected work and require construction to proceed under the original Contract requirements without reimbursement for work performed under the proposal, or for its removal. Where modifications to the VECP, other than changes to the estimated quantities, are approved to adjust to field or other conditions, reimbursement will be
limited to the total amount payable for the work at the Contract bid prices as if it were constructed under the original contract requirements. The rejection or limitation of reimbursement shall not constitute the basis of any claim against the Department for delay or for other costs.

6. The proposed work shall not contain experimental features but shall be proven features that have been used under similar or acceptable conditions on other projects or locations acceptable to the Department.

7. Proposals will not be considered if equivalent options are already provided in the Contract.

8. The savings generated by the Proposal must be sufficient to warrant a review and processing.

9. A Proposal changing the type and/or thickness of the pavement structure or revising quantities simply by adjusting grades will not be considered.

10. Additional information needed to evaluate Proposals, shall be provided in a timely manner. Untimely submittals of additional information will result in rejection of the Proposal. Where design changes are proposed, the additional information could include results of field investigations and surveys, design computations, and field change sheets. The review time shall be extended by the number of days between the request by the Department for additional information and the delivery of such additional information.

(d) Payment. If the VECP is accepted, the changes and payment will be authorized by Change Order.

Reimbursement will be made as follows:

1. The changes will be incorporated into the Contract by changes in quantities or unit prices of existing pay items, by the addition of new pay items, or any combination of these methods, as appropriate. Existing pay items are the original Contract pay items and any pay items that have been added to the Contract by Supplemental Agreement on or before the date the VECP is submitted.

2. The cost of the revised work as determined from the changes will be paid as specified in the Change Order. In addition, the Department will pay the Contractor 50 percent of the actual savings to the Department as reflected by the difference between the cost of the revised work and the cost of the related construction required by the original Contract computed at Contract bid prices. This payment will be made upon satisfactory completion of all work under the VECP.

3. Costs for “VECP Concept” acceptance, engineering and development, design, and implementation associated with the VECP are not eligible for reimbursement.

4. Payments as designated above will be made to the Contractor. If the VECP was originated by a subcontractor, the Contractor shall be responsible for any and all payments to the subcontractor arising from the approval of the VECP.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB 061473 (Lonoke County)

UTILITY ADJUSTMENTS

Utility facilities at the approximate locations noted in Appendix A have been removed, relocated and/or adjusted in accordance with separate agreements between the Bayou Meto Water Management District (BMWMD) and the respective utility owners.

In accordance with Subsection 105.07, Cooperation with Utilities, of the Standard Specifications, Edition of 2014, the Contractor is forewarned that such work may be underway concurrently with the work under this contract.

1. Owner – AT&T Arkansas
   Contact: Chris Keathley, 501-373-6594, 1111 W Capitol, Rm. 435, Little Rock, AR 72201

AT&T Arkansas completed the relocation of their facilities within the limits of construction on this project in October 2016.

2. Owner – Grand Prairie Regional Water Distribution District
   Contact: Bryan Smith, 870-673-1669, 2777 Highway 165 South, Stuttgart, AR 72160

Grand Prairie Regional Water Distribution District completed the relocation of their facilities within the limits of construction on this project in February 2016.

3. Owner – Summit Utilities (formerly CenterPoint)
   Contact: Suzy Mangan, 501-377-4542, 2205 E. Roosevelt Rd., Little Rock, AR 72206

Summit completed the relocation of their facilities within the limits of construction on this project in May 2016.

The completion dates were calculated by the Bayou Meto Water Management District (BMWMD) based on information received from the utility companies and the most current information available at this time; therefore, the dates are subject to change.

An approved BMWMD-Utility Agreement, a letter of commitment, or other appropriate document evidencing satisfactory arrangements for the orderly removal, relocation, and/or adjustment of separately owned utility facilities located within the limits and interfering, with the construction under this contract is on file with the Bayou Meto Water Management District.

The Contractor is required to make every effort to locate buried utilities including, but not limited to, calling Arkansas One Call Center (800) 482-8998.
Approximate Utility Locations

<table>
<thead>
<tr>
<th>Utility Owner</th>
<th>Facility Type</th>
<th>Location</th>
<th>Station Number</th>
<th>Est. Comp. Date</th>
</tr>
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<tbody>
<tr>
<td>AT&amp;T Arkansas</td>
<td>UG Fiber</td>
<td>Sta. 13+71.10 RT. to Sta. 30+85.00 RT.</td>
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<td>10/31/2016</td>
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<td>Grand Prairie Regional Water Distribution District</td>
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<td>Summit Utilities</td>
<td>8-inch Steel UG Gas Line</td>
<td>Sta. 13+71.10 RT. To Sta. 30+85.00 RT.</td>
<td></td>
<td>5/31/2016</td>
</tr>
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</table>
As specified in the Contract, liquidated damages for this project will be as shown in the following tables:

**WORKING DAY PROJECTS**

<table>
<thead>
<tr>
<th>ORIGINAL CONTRACT AMOUNT</th>
<th>RATE</th>
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<tbody>
<tr>
<td>FROM MORE THAN</td>
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<td>$0 $50,000</td>
<td>$400</td>
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**FIXED DATE PROJECTS**

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<thead>
<tr>
<th>ORIGINAL CONTRACT AMOUNT</th>
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</tbody>
</table>
Section 102 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The third paragraph of Subsection 102.01, Prequalification of Bidders, is hereby deleted and the following substituted thereof:

The attention of prospective bidders is directed to Ark. Code Ann. §17-25-101 et seq., Act 150 of the 1965 Acts of Arkansas, being an "Act Regulating the Practice of Contracting in the State of Arkansas", and any subsequent amendments made thereto. When the work offered is financed in whole with State funds and is estimated to cost $50,000 or more, the prospective bidder must show evidence of its license and evidence of registration or license of its subcontractors with the Contractors Licensing Board for the State of Arkansas before being furnished with a proposal form.

The third paragraph of Subsection 108.01, Subletting of Contract, is hereby deleted and the following substituted thereof:

It shall be the responsibility of the Contractor to determine that all parties performing work amounting to $50,000 or more are currently licensed or registered by the Contractors Licensing Board for the State of Arkansas.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
DEPARTMENT NAME CHANGE

All references to the Arkansas State Highway and Transportation Department contained within the Standard Specifications for Highway Construction (Edition of 2014), the Qualified Products List, the Manual of Field Sampling and Testing Procedures, plan sheets, Supplemental Specifications, and all Special Provisions contained in this proposal are hereby deleted and replaced with the title of Arkansas Department of Transportation.

All references to AHTD contained within the Standard Specifications for Highway Construction (Edition of 2014), the Qualified Products List, the Manual of Field Sampling and Testing Procedures, plan sheets, Supplemental Specifications, and all Special Provisions contained in this proposal are hereby deleted and replaced with the abbreviation ARDOT.

All references to the Arkansas State Highway Commission contained within the Standard Specifications for Highway Construction (Edition of 2014), the Qualified Products List, the Manual of Field Sampling and Testing Procedures, the Standard Drawings, plan sheets, Supplemental Specifications, and all Special Provisions contained in this proposal remain in effect.
Section 102 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Subsection 102.04(j) is hereby deleted and the following is substituted therefore:

(j) If the prospective bidder is the Contractor on a current Contract with the Commission on which Liquidated Damages are being assessed, and there are no pending time extensions warranted to remove the project from Liquidated Damages.

Subsection 102.04(k) is hereby deleted and the following is substituted therefore:

(k) If the prospective bidder has a current Contract in default.
Division 100 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Subsection 105.15 is hereby modified as follows:

The first paragraph of Subsection 105.15 is hereby deleted and the following substituted therefor:

105.15 Maintenance During Construction. The Contractor shall maintain the work during construction and until the project is accepted. For contracts containing a Flexible Beginning of Work special provision, the responsibility for maintenance by the Contractor will begin at the earlier date of the following:

- when the Contractor begins work, or
- on the date of the beginning of time charges in accordance with the Work Order if the Contractor has not commenced work.

This maintenance shall constitute continuous and effective work prosecuted day by day, with adequate equipment and forces, to the end that the roadway or structures are kept in satisfactory condition at all times.
Section 107 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is hereby added after the first bullet of the first paragraph of Subsection 107.10 Restraining Conditions (a), General:

- Human remains, burials, and/or associated burial artifacts

The following is hereby added after the second paragraph of Subsection 107.10 (b), Restraining Conditions Within the Right-of-Way:

When restraining conditions under (1) and (2) below are encountered, the following provisions should be executed.

(1) If archeological sites and/or historically significant cultural resources are unexpectedly impacted or subsequently discovered during construction, the Contractor shall stop work with no ground-disturbing activities occurring within a two hundred (200)-foot radius of the location of the discovery. The Engineer shall be notified immediately, who will then notify the Environmental Division. A Department staff archeologist will inspect the discovery and determine if the established buffer radius is appropriate. The radius may be decreased or increased based on the nature of the discovery at the discretion of the archeologist. Work in the buffer radius shall not resume until the Environmental Division has provided written notification to the Engineer that construction activities can proceed.

(2) If human remains, burials, and/or associated burial artifacts are encountered during construction, the Contractor shall stop work with no ground-disturbing activities occurring within a two hundred (200)-foot radius of the location of the discovery and the location secured and protected by flagging or fencing. The human remains shall be covered with a canvas tarp and shall not be removed or collected. The Engineer shall be notified immediately, who then will notify the Environmental Division. A Department staff archeologist will inspect the remains and determine if the established buffer is appropriate. The radius may be decreased or increased based on the nature of the discovery at the discretion of the archeologist. The local law enforcement and Chief Medical Examiner will be notified by the Environmental Division. Work in the buffer radius shall not resume until the Environmental Division has provided written notification to the Engineer that construction activities can proceed.
The following is hereby added after the third sentence of the first paragraph of Subsection 107.10 (c), Restraining Conditions Outside the Right-of-Way, (2) Non-commercially Operated Site:

The Contractor shall limit the amount of acres submitted for an off-site location to no more than 10 acres, except for commercial areas, previously approved locations, or where previous ground disturbance exists. If a Contractor requires more than 10 acres for a proposed off-site location, the Contractor may, at no cost to the Department, acquire approval for use of the site from the State Historic Preservation Officer and a qualified archeological consultant.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER

Section 108 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Subsection 108.02(b)(2) is hereby deleted and the following is substituted therefore:

(2) The delivery to the Department for execution of the Contract and bonds properly executed on behalf of the Contractor and surety and the minimum 72 hours advance notice as required above shall constitute the Contractor's authority to begin the following items of work:

- Mobilization;
- Preparation of shop drawings and other required submissions;
- Ordering, fabrication, assembly, and/or stockpiling of materials;
- Driving Test Piling; and
- Contract surveying, when Roadway and/or Bridge Construction Control is included in the Contract.
- Erection of advance warning signs.
- Installation of netting on structures to prevent nesting of migratory birds in accordance with applicable Special Provisions (if included in the Contract).
- Set up, installation, and testing of Automated Work Zone Information Systems (if included in the Contract).
- Off-site area approval process per Section 107.10(c).

Such advance work shall be subject to the Contractor's assumption of the risk of cancellation of the award and the following:

- The Contractor shall, on commencing such operations, take all precautions required for public safety and shall observe all the provisions in the Contract;
- In the event of cancellation of the award, the Contractor shall at Contractor expense do such work as necessary to leave the site in a neat condition to the satisfaction of the Engineer;
- In the event of cancellation of the award, all work performed shall be deemed to be at the Contractor's expense; and
- All work done under this subsection in accordance with the Contract before its execution by the Commission will, when the Contract is executed, be considered authorized work and will be paid for as provided in the Contract.

Unless otherwise notified in writing, no time will be assessed for work performed prior to the effective date of a Work Order.

No payments will be made prior to the date established by the Engineer under Subsection 109.07, which date will be after the effective date of a Work Order.

The Contractor shall not be entitled to any additional compensation or an extension of time for any delay, hindrance, or interference caused by or attributable to commencement of work before the effective date of a Work Order.
Section 110 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is hereby added as the last paragraph of Subsection 110.04(b):

On all projects let to contract after October 1, 2018, the project superintendent or supervisor (as defined in Subsection 105.06) must be certified in National Pollutant Discharge Elimination System (NPDES) through the University of Arkansas’ Center for Training Transportation Professionals (CTTP). The project superintendent or supervisor must provide proof of NPDES certification before any earth disturbing activities, including clearing and grubbing, or any installation of erosion control activities are allowed to begin.
Section 200 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is hereby added after the first paragraph of Subsection 210.08, Excavation Operations:

When performing excavation to construct cut slopes, the Contractor shall not excavate material below the finished slope grade. If excavation is performed more than 8 inches below the finished cut slope grade, overcut material shall be removed at no cost to the Department and replaced with clean durable stone. The stone source and gradation shall be approved by the engineer before placement. There shall be no payment for this work.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
AGGREGATE BASE COURSE

Section 303 of the Standard Specifications for Highway Construction, Edition 2014, is hereby amended as follows:

The second paragraph of Subsection 303.02, Materials is hereby deleted and the following substituted therefor:

The Contractor shall have the option of using any higher numbered class Aggregate Base Course than that specified, provided that payment will be for the class specified. Acceptance criteria shall be for the class specified. Different classes of Aggregate Base Course shall not be mixed in the same location.
Division 300 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The first sentence of the third paragraph Subsection 306.03 Acceptance Testing is hereby deleted and the following substituted therefor:

If the material being furnished is crushed stone the Department will furnish the PL, LL, and PI for the material, further tests for PL, LL, and PI are waived.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
CEMENT

Section 307 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is added as the last bullet of the first paragraph of Subsection 307.03, Materials. (b) Cement.

- Portland-Limestone Cement, AASHTO M240, Type 1L. Type 1L shall have a limestone constituent greater than 5 percent and less than or equal to 15 percent by mass of blended cement.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
CEMENT

Section 308 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is added as the last bullet of the first paragraph of Subsection 308.03, Materials. (b) Cement.

- Portland-Limestone Cement, AASHTO M240, Type 1L. Type 1L shall have a limestone constituent greater than 5 percent and less than or equal to 15 percent by mass of blended cement.
Division 400 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Section 401, Prime and Tack Coats and Emulsified Asphalt in Base Course, is hereby modified as follows:

The first sentence of Subsection 401.03(a) is hereby deleted and the following substituted therefore:

The surface to be treated with prime or tack coat shall be cleaned of dust, dirt, and loose or foreign material by sweeping with mechanical brooms immediately preceding the application of the prime or tack coat.

Third sentence of Subsection 401.03(c) is hereby deleted and the following is substituted therefore:

No dilution beyond that which is part of the emulsification process is permitted. The tack coat shall not be diluted, cut, or otherwise thinned after receipt from the manufacturer’s facility.

The fifth sentence of Subsection 401.03(c) is hereby deleted and the following substituted therefore:

The rate of application shall be from 0.03 gallon to 0.10 gallon per square yard (0.1 L/sq m to 0.5 L/sq m) of residual asphalt as designated by the Engineer.

Section 4100, Construction Requirements and Acceptance of Asphalt Concrete Plant Mix Courses, is hereby modified as follows:

The sixth paragraph of Subsection 410.05 is hereby deleted and the following substituted therefore:

For foreign material, or when the time lapse between courses is more than 8 hours, the earlier course shall be cleaned and given a tack coat before placing the succeeding course. When directed, the tack coat shall be applied and paid for under Section 401. If directed by the Engineer, a tack coat shall be used even though the elapsed time has been less than 8 hours.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES

Division 400 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Section 404, QUALITY CONTROL OF ASPHALT MIXTURES, is hereby modified as follows:

The third paragraph Subsection 404.04 is hereby deleted and the following substituted therefore:

The accepted mix design shall be field verified by the Contractor at the start of mix production or after an interruption of more than 120 calendar days. The asphalt mixture shall be verified by testing mix that has been produced through the plant using the aggregate proportions shown on the accepted mix design. Production of Department approved mix designs for placement on non-ARDOT projects may be used for mix verification. The Contractor shall notify the Engineer sufficiently in advance for Department personnel to witness all testing of this production and shall provide copies of all test results to the Department.

Section 410, Construction Requirements and Acceptance of Asphalt Concrete Plant Mix Courses is hereby modified as follows:

The first and second sentence of Subsection 410.09, Acceptance of the Payment and Adjustments in Payment, is hereby deleted and the following is substituted therefore:

(a) General. The accepted mix design shall be verified by the Contractor at the start of mix production for that design or after an interruption of more than 120 calendar days. A maximum of 200 tons (200 metric tons) of materials may be placed on the roadway during the verification process.

Section 411, Asphalt Concrete Plant Mix is hereby modified as follows:

The third sentence of Subsection 411.05 (B), Acceptance is hereby amended and the following is substituted therefore:

(b) Acceptance. The accepted mix design shall be field verified by the Contractor at the start of mix production or after an interruption of more than 120 calendar days.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
PERCENT AIR VOIDS FOR ACHM MIX DESIGNS

**Division 400** of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The fourth sentence of Paragraph 1 of **Subsection 404.01(b), Design Requirements**, is hereby deleted and the following substituted therefor:

The optimum asphalt content is the asphalt binder content at 4% Air Voids (AV).

The first bullet of Paragraph 1 is hereby deleted and the following substituted therefor:

- PG 64-22 and PG 70-22 mixes will be designed using 4% air voids;

The second sentence of Paragraph 2 of **Subsection 404.04, Quality Control of Asphalt Mixtures**, is hereby deleted and the following substituted therefor:

Adjustments to the accepted mix design to conform to actual production values without re-design of the mixture shall be based on production of the mixture at a target value of 4.0% Air Voids (AV) in specimens and an asphalt binder content not less than that specified in the accepted mix design.

Table 405-1 of **Subsection 405.03 Materials** is hereby deleted and the following substituted therefor:

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<thead>
<tr>
<th>Table 405-1 Design Requirements for Asphalt Concrete Hot Mix Base Course (1-1/2&quot; [37.5 mm])</th>
</tr>
</thead>
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<td><strong>Sieve (mm)</strong></td>
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<td>% Anti-strip</td>
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<td>Fines to Asphalt Ratio*</td>
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<td><strong>Wheel Tracking Test</strong></td>
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<td>(8000 cycles, 100 psi, 64°C)</td>
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</tbody>
</table>

*Fines to asphalt ratio shall be defined as the percent materials passing the No. 200 (0.075 mm) sieve (expressed as a percent of total aggregate weight) divided by the effective asphalt binder content.
Table 406-1 of Subsection 406.04, Construction Requirements and Acceptance, is hereby deleted and the following substituted therefor:

Table 406-1
Design Requirements for Asphalt Concrete Hot Mix Binder Course (1” [25 mm])

<table>
<thead>
<tr>
<th>Sieve (mm)</th>
<th>Control Points</th>
<th>Percent Passing (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1½” (37.5)</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>1” (25.0)</td>
<td>90 - 100</td>
<td></td>
</tr>
<tr>
<td>¾” (19.0)</td>
<td>90 max.</td>
<td></td>
</tr>
<tr>
<td>No. 4 (4.75)</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>No. 8 (2.36)</td>
<td>19 - 45</td>
<td></td>
</tr>
<tr>
<td>No. 16 (1.18)</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>No. 30 (0.60)</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>No. 50 (0.30)</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>No. 200 (0.075)</td>
<td>1 - 7</td>
<td></td>
</tr>
</tbody>
</table>

Asphalt Binder Content Design Value

% Air Voids 4.0

% VMA 12.5 – 14.0

Minimum Water Sensitivity Ratio 80

% Anti-strip As Required

Fines to Asphalt Ratio* 0.6 – 1.6

Wheel Tracking Test Design Gyration Maximum Rut (8000 cycles, 100 psi, 64ºC)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>75 &amp; 115</td>
<td>0.315 in. (8.000 mm)</td>
<td></td>
</tr>
<tr>
<td>160</td>
<td>0.197 in. (5.000 mm)</td>
<td></td>
</tr>
<tr>
<td>205</td>
<td>0.197 in. (5.000 mm)</td>
<td></td>
</tr>
</tbody>
</table>

*Fines to asphalt ratio shall be defined as the percent materials passing the No. 200 (0.075 mm) sieve (expressed as a percent of total aggregate weight) divided by the effective asphalt binder content.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
PERCENT AIR VOIDS FOR ACHM MIX DESIGNS

Table 407-1 and Table 407-2 of Subsection 407.04, Construction Requirements and Acceptance, are hereby deleted and the following substituted therefor:

**Table 407-1**
Design Requirements for Asphalt Concrete Hot Mix Surface Course (1/2" [12.5 mm])

<table>
<thead>
<tr>
<th>Sieve (mm)</th>
<th>Percent Passing (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>¾&quot; (19.0)</td>
<td>100</td>
</tr>
<tr>
<td>½&quot; (12.5)</td>
<td>90 - 100</td>
</tr>
<tr>
<td>3/8&quot; (9.5)</td>
<td>90 max.</td>
</tr>
<tr>
<td>No. 8 (2.36)</td>
<td>28 - 58</td>
</tr>
<tr>
<td>No. 16 (1.18)</td>
<td>-</td>
</tr>
<tr>
<td>No. 30 (0.60)</td>
<td>-</td>
</tr>
<tr>
<td>No. 50 (0.30)</td>
<td>-</td>
</tr>
<tr>
<td>No. 200 (0.075)</td>
<td>2 - 10</td>
</tr>
</tbody>
</table>

Asphalt Binder Content

| % Air Voids | 4.0 |
| % VMA       | 14.0 – 16.0 |

Minimum Water Sensitivity Ratio 80.0

% Anti-strip As Required

Fines to Asphalt Ratio* 0.6 – 1.6

Wheel Tracking Test Design Gyration Maximum Rut
(8000 cycles, 100 psi, 64°C) 75 & 115 0.315 in. (8.000 mm) 160 0.197 in. (5.000 mm) 205 0.197 in. (5.000 mm)

*Fines to asphalt ratio shall be defined as the percent materials passing the No. 200 (0.075 mm) sieve (expressed as a percent of total aggregate weight) divided by the effective asphalt binder content.
### ARKANSAS DEPARTMENT OF TRANSPORTATION
### SUPPLEMENTAL SPECIFICATION
### PERCENT AIR VOIDS FOR ACHM MIX DESIGNS

#### Table 407-2
Design Requirements for Asphalt Concrete Hot Mix Surface Course (3/8" [9.5 mm])

<table>
<thead>
<tr>
<th>Sieve (mm)</th>
<th>Percent Passing (%)</th>
<th>Control Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8&quot; (9.5)</td>
<td>90 - 100</td>
<td>100</td>
</tr>
<tr>
<td>No. 4 (4.75)</td>
<td>90 max.</td>
<td>90</td>
</tr>
<tr>
<td>No. 8 (2.36)</td>
<td>32 - 67</td>
<td></td>
</tr>
<tr>
<td>No. 16 (1.18)</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>No. 30 (0.60)</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>No. 50 (0.30)</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>No. 200 (0.075)</td>
<td>2 - 10</td>
<td></td>
</tr>
</tbody>
</table>

Asphalt Binder Content  
% Air Voids 4.0
% VMA 15.0 – 17.0
Minimum Water Sensitivity Ratio 80.0
% Anti-strip As Required
Fines to Asphalt Ratio* 0.6 – 1.6

Wheel Tracking Test (8000 cycles, 100 psi, 64ºC)  
Design Gyration  
Maximum Rut
75 & 115 0.315 in. (8.000 mm.)
160 0.197 in. (5.000 mm)
205 0.197 in. (5.000 mm)

*Fines to asphalt ratio shall be defined as the percent materials passing the No. 200 (0.075 mm) sieve (expressed as a percent of total aggregate weight) divided by the effective asphalt binder content.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SUPPLEMENTAL SPECIFICATION

LIQUID ANTI-STRIP ADDITIVE

**Division 400** of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

**Section 404, DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES**, is hereby modified as follows:

The following is added as the last bullet following the first paragraph of **Subsection 404.01(b), Design Requirements**:

- All ACHM mixes must contain a liquid, anti-strip additive.

**Section 409, MATERIALS AND EQUIPMENT FOR ASPHALT CONCRETE PLANT MIX COURSES**, is hereby modified as follows:

The second paragraph of **Subsection 409.02 Asphalt Binder** is hereby deleted and the following substituted therefor:

The asphalt binder for all Asphalt Concrete Hot Mixes shall contain a heat-stable, liquid anti-strip additive. The additive shall be furnished from the Qualified Products List. The additive shall not harm the completed bituminous concrete mixture and must be compatible with the aggregate and asphalt binder supplied for the project. The anti-strip additive shall be added either by an in-line blending process just before introduction of the asphalt binder to the mixer or by blending with the asphalt binder at the asphalt binder terminal. If blended at the terminal, the bill of lading accompanying the load being delivered to the hot mix asphalt plant shall include the anti-strip manufacturer’s name, product name, and quantity of all anti-strip additive included in the load.

The liquid anti-strip additive shall be added at rates as indicated below:

- For ACHM mixes where the use of an anti-strip additive is required as determined by the laboratory analysis and mix design procedures, the anti-strip additive shall be added at the rate of 0.5% to 0.75% (0.05% to 0.10% for organosilane based materials) by weight of asphalt binder as determined by the laboratory analysis and laboratory mix design procedures.
- For all other mixes, the manufacturer’s recommended dosage of the additive shall be used, but the rate of liquid anti-strip additive shall not be less than 0.25% (0.05% for organosilane based materials) by weight of the asphalt binder.
Sections 401 and 403 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is hereby added after the second sentence of Subsection 401.02 Materials:

Trackless Tack meeting the requirements of this supplemental specification may be used as Tack Coat at no additional cost to the Department.

The following is hereby added after the fifth sentence of Subsection 401.03(c), Application of Tack Coat:

When Trackless Tack is used, the Contractor shall follow the manufacturer’s recommendations for storage, application temperature, and application rate.

The following is hereby added as the second paragraph of Subsection 401.06, Basis of Payment:

If the Contractor elects to use Trackless Tack in lieu of Tack Coat, the application and payment for the material used will be measured and paid for at the contract unit price bid for Tack Coat per gallon (liter).

The following is hereby added after the second sentence of the first paragraph Subsection 403.03, Asphalt Materials:

The manufacturer shall submit certified test results for Trackless Tack to the Engineer.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SUPPLEMENTAL SPECIFICATION

TRACKLESS TACK

The following is hereby added as Subsection 403.03 (g), Trackless Tack:

Trackless tack shall be an anionic or cationic asphalt emulsion conforming to the requirements below:

<table>
<thead>
<tr>
<th>Test Method</th>
<th>Min</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viscosity, Saybolt Furol at 25°C SFS</td>
<td>20</td>
<td>150</td>
</tr>
<tr>
<td>Storage stability test, 24-h, %</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Sieve test, %</td>
<td></td>
<td>0.3</td>
</tr>
<tr>
<td>Residue by distillation, %</td>
<td>50</td>
<td></td>
</tr>
</tbody>
</table>

Tests on residue from distillation:

<table>
<thead>
<tr>
<th>Test Method</th>
<th>Min</th>
</tr>
</thead>
<tbody>
<tr>
<td>Penetration, 25°C, 100 g, 5 s</td>
<td>20</td>
</tr>
<tr>
<td>*Solubility %</td>
<td>97.5</td>
</tr>
<tr>
<td>*Ash Content</td>
<td>1</td>
</tr>
<tr>
<td>Softening Point °C</td>
<td>65</td>
</tr>
</tbody>
</table>

*Ash Content or Solubility may be used for testing purposes of the residue from distillation.
Section 400 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is added after the first sentence of paragraph 3 Subsection 404.01 Design of Asphalt Mixtures. (b) Design Requirements:

Any use of recycled engine oil bottoms (REOB) or other engine oil derivatives in the manufacture or modification of a binder are strictly prohibited. Ground Tire Rubber (GTR) may be added to asphalt binder with blending of GTR into asphalt occurring only at the asphalt terminal. GTR shall be Class 80-1 ground tire rubber as defined by ASTM D5603.
ARKANSAS DEPARTMENT OF TRANSPORTATION

SUPPLEMENTAL SPECIFICATION

CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES

Section 410, Construction Requirements and Acceptance of Asphalt Concrete Plant Mix Courses, of the Standard Specifications for Highway Construction, Edition of 2014, is hereby modified as follows:

Subsection 410.10 Incentives is hereby deleted.
Section 410 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The fourth sentence of the first paragraph of Subsection 410.08, Rolling and Density Requirements and Joints, is hereby deleted and the following substituted therefor:

The Engineer will observe the Contractor’s use of an electromagnetic surface contact device that meets ASTM D7113/D7113M or the use of a nuclear density gauge to verify that the maximum densities possible are obtained.
Section 410 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following shall be added to the second to the last paragraph of Subsection 410.09 (a) General:

If the material used to replace unacceptable material is a different mix design from what was originally placed, the remaining material in the lot and the replacement material shall both be evaluated as separate partial lots.
Section 501 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is added as the last bullet of the first paragraph of Subsection 501.02, Materials. (a) Cement.

- Portland-Limestone Cement, AASHTO M240, Type 1L. Type 1L shall have a limestone constituent greater than 5 percent and less than or equal to 15 percent by mass of blended cement.

The second sentence of the third paragraph of Subsection 501.02, Materials. (a) Cement. is revised as follows:

The total alkalis in the cementitious material (Portland cement, Portland – Limestone cement, fly ash or slag cement) shall not exceed 5 lb/cu yd (3 kg/cu m).
Sections 609, 611, 617, and 618 of the Standard Specifications for Highway Construction, Edition of 2014, are hereby amended as follows:

Subsection 609.02(c), Materials for Drop Inlets and Junction Boxes, is hereby deleted and the following is substituted therefor:

(c) Steel for welded steel grates and frames shall comply with ASTM A709, Grade 36 (250).

Subsection 611.02(a)(2), Materials for Pipe Underdrains, Outlet Protectors, and Covers, is hereby deleted and the following is substituted therefor:

(2) Corrugated Polyethylene Tubing. The tubing shall be the heavy duty type and shall comply with AASHTO M 252. The tubing shall have a minimum pipe stiffness of 46 psi (3.23 kg/cm²) at 5% deflection and shall be capable of 60 percent vertical deflection in parallel plate loading without splitting or cracking when tested in accordance with ASTM D 2412.

The second sentence of Subsection 617.02(a)(2), Materials for Steel Posts, is hereby deleted and the following is substituted therefor:

(2) Steel Posts. The steel shall comply with ASTM A709, Grade 36 (250).

Subsection 617.02(b)(3), Materials for Terminal Anchor Posts, is hereby deleted and the following is substituted therefor:

(3) The steel anchor posts shall consist of structural shapes of the section shown on the plans, or as otherwise specified, and shall comply with ASTM A709, Grade 36 (250). The upper 15” (380 mm) of the anchor assembly shall be galvanized according to AASHTO M 111.

The third sentence of the third paragraph Subsection 618.02(a), Posts for Guard Cable, is hereby deleted and the following is substituted therefor:

The steel shall comply with ASTM A709, Grade 36 (250).

Subsection 618.02(d), Materials for Bolts, Nuts, and Washers, is hereby deleted and the following is substituted therefor:
(d) **Bolts, Nuts, and Washers.** Bolts, nuts, and washers shall conform to the plans and shall be steel complying with ASTM A 307, ASTM F3125, Grade A325, Heavy Hex, Type 1, or ASTM A449 (Heavy Hex), galvanized according to AASHTO M 232. Threads on bolts and nuts shall conform to Unified Coarse Thread Series Class 2A, ANSI B 1.1 (Metric Coarse Thread Series, ANSI B 1.13M, 6g tolerance).
Division 600 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Section 603, Maintenance of Traffic and Temporary Structures, is hereby modified as follows:

The first sentence of the third paragraph Subsection 603.02 (d) is hereby deleted and the following substituted therefor:

The Contractor shall provide the Engineer with a minimum of five full business days advance, written notification of any nonemergency lane closure or lane width restriction. The first full business day shall commence at midnight on the first business day following written notification to the Engineer. This advanced notification is required to allow adequate notice for the issuance of over width load permits by the Department.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
RETROREFLECTIVE SHEETING FOR
TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES

Section 604 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is inserted after the first paragraph of Subsection 604.02(b):

Retroreflective sheeting used on traffic drums shall meet the requirements of ASTM D4956 for Type III or IV with the additional requirements for Reboundable Sheeting. Retroreflective sheeting for delineators shall comply with section 728.

Retroreflective sheeting shall be applied to a properly treated substrate with mechanical equipment and in a manner specified by the sheeting manufacturer. Sign material (substrate) shall be of sufficient thickness and stability to maintain a substantial, effective sign for the duration of the project. One splice will be allowed in retroreflective sheeting on sign blanks. "Left", "Right", "Distances", and "Ahead" will be allowed on signs as inserts. All letters and numerals on inserts shall be of the same size and series as those on the sign face.
Section 604 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The first paragraph of Subsection 604.02 Materials (a) General is hereby deleted and the following substituted therefor:

All work zone traffic control devices used on the project, including sign supports, barricades, traffic drums equipped with flashing lights, crash cushions, and impact attenuators, manufactured after December 31, 2019, shall comply with the requirements of the Manual for Assessing Safety Hardware (MASH). Such devices manufactured on or before December 31, 2019, and successfully tested to the requirements of National Cooperative Highway Research Program (NCHRP) Report 350 or the 2009 edition of MASH, may continue to be used throughout their normal service lives. The Contractor shall furnish a certification of such compliance from the manufacturer or supplier of all work zone traffic control devices prior to using the devices on the project. The certification shall state the device meets the requirements of MASH, or in the case that the device was manufactured on or before December 31, 2019, the certification shall state the device meets the requirements of NCHRP 350 or MASH. The certification shall include a copy of the Federal Highway Administration’s (FHWA) approval letter with all attachments for each device. Devices shall be fabricated and installed in accordance with the plans and with the crash testing documentation provided in the FHWA approval letter which is available at:

Division 600, INCIDENTAL CONSTRUCTION, of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Section 605, CONCRETE DITCH PAVING, is hereby modified as follows:

The last sentence of Subsection 605.03(e) Expansion Joints is hereby deleted and the following substituted therefor:

The space shall be filled with approved joint filler complying with AASHTO M 213 or a Semi-Rigid Closed-Cell Polypropylene Foam, Preformed Expansion joint filler that meets ASTM D8139. Materials meeting ASTM D8139 shall be accepted on the basis of the manufacturer’s certification in accordance with these specifications and acceptable performance on the project.
Section 617 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The third paragraph of subsection 617.01 Description is hereby deleted and the following substituted therefor:

The item “Guardrail Terminal (Type 2)” shall consist of furnishing and installing an acceptable crashworthy end terminal for W-beam guardrail at the locations shown in the plans or as directed by the Engineer. The guardrail terminal shall be specifically designed as a W-beam guardrail terminal, and shall provide an anchor against which the full tensile strength of the rail can be developed for downstream hits while remaining crashworthy for end-on impacts. The guardrail terminal shall satisfy the Manual for Assessing Safety Hardware (MASH) Test Level 3 (TL-3). The guardrail terminal shall be of a configuration that will be compatible with the site geometry shown on the plans. Guardrail terminals that require additional grading or require anchoring outside the limits of the site shown on the plans will be acceptable; however, the cost of any additional site work shall be included in the price bid for the particular type of guardrail terminal used. Guardrail terminals shown on the plans shall be 50 feet (15 meters) in length. Any additional length of guardrail needed to fulfill the 50 feet (15 meters) requirement shall be included in the price bid for the particular type of guardrail terminal used.

The first paragraph of subsection 617.02(f), Guardrail Terminal (Type 2), is hereby deleted and the following substituted therefor:

The Contractor shall furnish a certification from the manufacturer or supplier that the guardrail terminal meets the requirements of MASH Test Level 3 (TL-3). All materials shall be new. Rail elements and posts shall meet the requirements above. All steel components shall be galvanized. All parts shall be clearly identified for proper assembly and replacement.
Section 620 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Subsection 620.02 Materials (d) is hereby deleted and the following substituted therefore:

(d) Mulch cover. Shall be a mulch cover system as listed on the Department's Qualified Products List (QPL) or shall consist of straw from threshed rice, oats, wheat, barley, or rye; of wood excelsior; or of hay obtained from various legumes or grasses, such as lespedeza, clover, vetch, soybeans, bermuda, carpet sedge, bahia, fescue, or other legumes or grasses; or a combination thereof. Mulch shall be dry and reasonably free from Johnson grass or other noxious weeds, and shall not be excessively brittle or in an advanced state of decomposition. All material will be inspected and approved prior to use.

The following is inserted after Subsection 620.03 Construction Requirements (c) Seeding (3) Hydro-seeding:

(4) Mulch Cover. If a mulch cover system listed on the Department's Qualified Products List (QPL) is used then the mulch cover and the seed may be incorporated into one operation.

Subsection 620.03 Construction Requirements (d) is hereby deleted and the following substituted therefore:

(d) Mulch Cover. If a Mulch Cover system listed on the Department's Qualified Products List (QPL) is used then refer to the application rate listed in the QPL otherwise the mulch cover shall be applied at the rate of 4000 pounds per acre (4500 kg/ha). If the mulch cover and seed are not incorporated into one operation then apply the mulch cover immediately after seeding and spread the mulch cover uniformly over the entire area by approved power mulching equipment. When approved by the Engineer, the Contractor may use hand methods to apply mulch cover to small or inaccessible areas. If the Contractor so elects, an approved mulching machine may be used, whereby the application of mulch cover and tackifier may be combined into one operation. If this method is used, no change in application rates will be allowed. In its final position, the anchored mulch shall be loose enough to allow air to circulate, but compact enough to partially shade the ground and reduce the impact of rainfall on the surface of the soil. Care shall be taken to prevent tackifier materials from discoloring or marking structures, pavements, utilities, or other plant growth. Removal of any objectionable discoloration shall be at no cost to the Department.
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ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
STRUCTURES

Sections 802, 805, 807, 809 and 817 of the Standard Specifications for Highway Construction, Edition of 2014, are hereby amended as follows:

The fifth sentence of the ninth paragraph 802.14(b), Permanent Steel Deck Forms, is hereby deleted and the following is substituted therefor:

\[ (b) \] However, welding of form supports to flanges of steels other than ASTM A709, Grade 36 (250), 50 (345), or 50W (345W) of a weldable grade, and to those portions of a flange subject to tensile stresses will not be permitted except as provided for in the plans. Welding shall be accomplished by certified welders and according to Subsection 807.26 except that 1/8” (3mm) fillet welds will be permitted.

Subsection 805.03(c) is hereby deleted and the following is substituted therefor:

\[ (c) \] Unless otherwise specified, steel piles shall consist of structural shapes of the section shown on the plans and shall comply with ASTM A709, Grade 36 (250).

Subsection 807.05, Structural Steel, is hereby deleted and the following substituted therefor:

Unless otherwise specified, structural steel shall conform to the requirements of Structural Steel for Bridges, ASTM A709, except that the Charpy V-Notch Impact test requirements shall apply only to materials designated on the contract drawings as main load carrying member components. When Charpy V-Notch tests are required, the test results shall conform to the requirements specified for Zone 1 minimum service temperature.

Grade 36 (250) shall be furnished unless otherwise specified.

Steel shall be furnished according to the following specifications:

\[ (a) \] Carbon Steel. Unless otherwise specified, structural carbon steel for bolted or welded construction shall conform to ASTM A709, Grade 36 (250). Fill or shim plates ¼” (6mm) or less in thickness used in high strength bolted connections may be ASTM A1011, SS, Grade 36 (250), Type 2, Grade 40 (275), Grade 50 (340), or Grade 55 (380) or ASTM A 1011 HSLAS, Grade 50 (340), Class 1 or Grade 55 (380), Class 1.

\[ (b) \] High Strength Low-Alloy Structural Steel. High strength low alloy structural steel shall conform to ASTM A709, Grades 50 (345) or 50W (345W). Fill or shim plates ¼” (6mm) or less in thickness used in high strength bolted connections of painted bridges may be ASTM A 1011, SS, Grade 50 (340), or Grade 55 (380) or ASTM A 1011 HSLAS, Grade 50 (340), Class 1 or Grade 55 (380), Class 1.

Fill or shim plates ¼” (6mm) or less in thickness used in high strength bolted connections of unpainted weathering steel may be ASTM A 606, Type 4.
(c) **High-Yield-Strength, Quenched and Tempered Alloy Steel Plate.** High yield strength, quenched and tempered alloy steel plate shall conform to ASTM A514, Grade 100 (690).

Quenched and tempered alloy steel structural shapes and seamless mechanical tubing shall meet all of the mechanical and chemical requirements of ASTM A514, Grade 100 (690), except that the specified maximum tensile strength may be 145,000 psi (1000 MPa) for seamless mechanical tubing.

(d) **Structural Steel for Eyebars.** Steel for eyebars shall be of a weldable quality conforming to ASTM A709, Grade 36 (250), Grade 50 (345), or Grade 50W (345W).

Subsection 807.06, High Strength Bolts, Nuts, and Washers for Structural Steel Connections, is hereby deleted and the following is substituted therefor:

(a) **Specifications.** High strength bolts shall be heavy hex and shall conform to the requirements of ASTM F3125, Grade A325, Heavy Hex, except as modified herein. Type 1 bolts shall be provided when used with painted structural steel or when galvanized bolts are specified. Type 3 bolts shall be provided when used with unpainted weathering structural steel. The maximum hardness of high strength bolts shall be 33 Hardness Rockwell C.

Nuts shall be heavy hex and shall conform to the requirements of ASTM A563 or AASHTO M 292. Nuts for plain, uncoated Type 1 bolts shall be Grade 2H, Grade DH or DH3. Nuts for Type 3 bolts shall be Grade DH3. Nuts for galvanized bolts shall be Grade 2H or Grade DH. When galvanized nuts are furnished, the zinc coating, overtapping, lubrication, and proof loading shall be in accordance with ASTM A563.

Washers shall conform to the requirements of ASTM F436. Where necessary, washers may be clipped on one side to a point not closer than 7/8 of the bolt diameter from the center of the washer. Beveled washers shall be used in the flanges of American Standard beams and channels. Weathering steel washers shall be used with Type 3 bolts.

When galvanized bolt assemblies are specified, the bolts, nuts, and washers shall be galvanized according to AASHTO M 232, Class C, or ASTM B695, Class 50. All components in a fastener assembly shall be galvanized by the same process.

Galvanized nuts shall be provided with a lubricant that is clean and dry to the touch. The lubricant shall contain a visible dye so that a visual check can be made for the lubricant at the time of field installation. Plain, uncoated bolts, nuts, and washers must be "oily" to the touch when installed.

(b) **Required Tests.** High strength fasteners, plain and galvanized, shall be subjected to a rotational capacity test according to ASTM F3125 Annex A2, and shall meet the following requirements:
1. Go through two times the required number of turns (from snug tight conditions) indicated in Table 807-1, in a Skidmore-Wilhelm Calibrator or equivalent tension measuring device, without stripping or failure.

2. During this test, the maximum recorded tension shall be equal to or greater than 1.15 times the Minimum Bolt Tension as shown in Table 807-3.

3. The measured torque needed to produce the Minimum Bolt Tension shall not exceed the value obtained by the following equation:

\[
\text{Torque} = 0.25 \times P \times D
\]

where:
- Torque = Maximum Measured Torque (Foot-pounds [newton meter])
- P = Measured Bolt Tension (pounds [kilonewtons])
- D = Nominal Diameter (Feet [mm])

Proof load tests according to ASTM F606M (F606) Method 1 are required for the bolts. Wedge tests of full size bolts are required according to Section 10 of ASTM F3125. Galvanized bolts shall be wedge tested after galvanizing. Proof load tests according to ASTM A563 are required for the nuts. The proof load tests for nuts to be used with galvanized bolts shall be performed after galvanizing, overtapping, and lubricating.

The Engineer shall be furnished with a manufacturer’s certification for all high strength bolts, nuts, and washers used on the project. This certification shall provide a lot number, shop order number, or other identification such that the heat number from which the items were made can be traced. This identifying number shall also appear on the sealed shipping containers. The certification shall indicate when and where all testing was done, including the rotational capacity tests, and shall include the zinc thickness when galvanized bolts, nuts, and washers are used.

Item (1) of Subsection 807.26(b), Modification of Structural Welding Code, is hereby deleted and the following is substituted therefor:

(1) Subparagraph 1.3.4 is modified to include:

Electroslag welding shall not be used as a welding process on bridge structures.

The first paragraph of Subsection 807.71, High Strength Bolt Connections, is hereby deleted and the following is substituted therefor:

(a) General. High strength bolts meeting the requirements of ASTM F3125, Grade A325, Heavy Hex, including Annex A2, shall be furnished unless otherwise specified.

Subsection 807.77, Materials (a) Inorganic Zinc-Rich Primer, is hereby deleted and the following is substituted therefor:
(a) **Inorganic Zinc-Rich Primer.** The prime coat shall be an inorganic zinc-rich paint complying with the requirements of AASHTO M 300 for Type I or Type II.

The paint shall qualify for a Class A classification (slip coefficient of 0.33 or greater) when tested according to "Testing Methods to Determine the Slip Coefficient for Coatings used in Bolted Joints", in Appendix A of *Specification for Structural Joints Using High-Strength Bolts* as published by the Research Council on Structural Connections.

The first paragraph of **Subsection 809.02(b), Armored Joint with Neoprene Strip Seal,** is hereby deleted and the following is substituted therefor:

(b) **Armored Joint with Neoprene Strip Seal.** The armored joint shall consist of steel extrusions with neoprene strip seal. Steel extrusions shall conform to the requirements of ASTM A709, Grade 50W, or as specified.

**Subsection 817.02(b), Steel Items,** is hereby deleted and the following is substituted therefor:

(b) **Steel Items.** Bars, plates, and structural shapes shall be of steel conforming to the requirements of ASTM A709, Grade 36 (250), except that Charpy V-Notch Impact tests are not required.
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
CONCRETE FOR STRUCTURES

Section 802 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The fourth paragraph of Subsection 802.19(b)(1), Class 1, Ordinary Surface Finish, is hereby deleted and the following is substituted therefor:

The tops of caps shall be properly finished with a steel trowel to a smooth finish at the plan elevation and shall not be deformed, recessed, or irregular. Any misalignment in the area of the bridge seat shall be corrected to form a level surface. All corrective action (including changes to the finished elevation of the concrete surface) greater than 1/8” (3 mm) must be submitted to the Engineer for review and approval.
Section 802 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The following is added as the last bullet of the second paragraph of Subsection 802.02, Materials. (a) Cement.

- Portland-Limestone Cement, AASHTO M240, Type 1L. Type 1L shall have a limestone constituent greater than 5 percent and less than or equal to 15 percent by mass of blended cement.

The second sentence of the fourth paragraph of Subsection 802.02, Materials. (a) Cement is revised as follows:

The total alkalis in the cementitious material (Portland cement, Portland – Limestone cement, fly ash or slag cement) shall not exceed 5 lb/cu yd (3 kg/cu m).
ARKANSAS DEPARTMENT OF TRANSPORTATION

SUPPLEMENTAL SPECIFICATION

REINFORCING STEEL FOR STRUCTURES

Section 804 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Subsection 804.02 Materials (b) Wire and Wire Fabric is hereby deleted and the following is substituted therefor:

(b) Wire and Welded Wire Reinforcement. Wire, when used as reinforcement in concrete, shall conform to the requirements of AASHTO M 336. For plain wire, Grade 70 shall be furnished unless otherwise specified.

Welded wire reinforcement, when used as reinforcement in concrete, shall conform to the requirements of AASHTO M 336. For welded wire reinforcement, Grade 65 shall be furnished unless otherwise specified. The type of welded wire reinforcement shall be approved by the Engineer.
Division 800 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Section 807, Steel Structures, is hereby modified as follows:

The first paragraph Subsection 807.02 is hereby deleted and the following substituted therefor:

All structural steel fabricators shall be certified for AISC Category SBR (Simple Steel Bridge Structures), IBR (Intermediate Steel Bridge Structures - Major), ABR (Advanced Steel Bridge Structures - Major), or CPT (Bridge Component Standard), as appropriate, except as provided herein. In addition, the fabricator shall have the appropriate Complex Coatings Endorsement (P1, P2, or P3) which qualifies them to apply complex coating systems.
Section 808 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The first paragraph of Subsection 808.08 is hereby deleted and the following is substituted therefor:

**808.08 Installation.** Reinforced bearings shall be placed on level, uniform surfaces that are properly finished to the plan elevation and shall not be deformed, recessed, or irregular. Any misalignment in the support area of the bridge seat shall be corrected to form a level surface. All corrective action (including changes to the finished elevation of the concrete surface) greater than 1/8" (3 mm) must be submitted to the Engineer for review and approval. Reinforced bearings shall be set level in their specified position and shall have uniform bearing upon the support area. Bottom external load plates (masonry plates), when used, shall be set on unreinforced pads. Preformed fabric pads meeting the requirements of Subsection 807.15(a) may be used in lieu of unreinforced pads.
Section 808 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

The third and fourth paragraph of Subsection 808.02 Materials is hereby deleted and the following is substituted therefor:

Steel lamina shall be rolled mild steel confirming to ASTM A709, Grade 36 [250] (except that Charpy V-Notch Impact tests are not required), ASTM A 1011, SS, or HSLAS, or equivalent, shall have a minimum yield strength of 30,000 psi (205 MPa), and shall be ordered to the nominal thickness specified on the plans.

External load plates shall conform to the requirements of ASTM A709, Grade 36 (250), 50 (345), or 50W (345W) as noted on the plans, except that Charpy V-Notch Impact tests are not required.

The following is added to Subsection 808.04 Tolerances

(b) External load plates:
   5) Relation to centerline of bearing \( \pm \frac{1}{8}" \) (\( \pm 3 \) mm)
ARKANSAS STATE HIGHWAY COMMISSION

PROPOSAL DOCUMENTS

PROPOSAL FOR CONSTRUCTING:
THE PURPOSE OF THIS PROJECT IS TO CONSTRUCT ONE COMPOSITE W-BEAM UNIT (TOTAL LENGTH 136.17') AND OVERLAY APPROXIMATELY 0.262 MILES OF HIGHWAY 161 LONOKE COUNTY. THIS PROJECT CONSISTS OF EARTHWORK, AGGREGATE BASE COURSE, ACHM BINDER AND SURFACE COURSES, COLD MILLING ASPHALT PAVEMENT, ACHM PATCHING OF EXISTING ROADWAY, APPROACH SLABS AND GUTTERS, MAINTENANCE OF TRAFFIC, CONCRETE DITCH PAVING, MINOR DRAINAGE STRUCTURES, GUARDRAIL, EROSION CONTROL, RUMBLE STRIPS, PAVEMENT MARKING, AND MISC. ITEMS.

State Highway 165, Section 8, in LONOKE County, Arkansas, in accordance with Standard Specifications for Highway Construction, Edition of 2014; the Supplemental Specifications and Special Provisions attached hereto; and the Construction Plans on file in the Office of the State Highway Commission, designated as

Job 061473   CORPS OF ENGINEERS JOB (CODE 9040)

Job Name: HWY. 165 STR. & APPRS. (LONOKE CO.) (S)

said project being approximately 0.288 mile in length.

Proposal received until 1:30 p.m. on August 10, 2022

TO THE ARKANSAS STATE HIGHWAY COMMISSION:

Gentlemen: By submission of your bid, you agree to the following:

It is hereby certified that a careful examination has been made of the Plans, Specifications, Supplemental Specifications, Special Provisions, and Form of Contract and the site of the work throughout its whole extent. On the basis of the Plans, Specifications, Supplemental Specifications, Special Provisions, and Form of Contract, the bidder proposes to furnish all necessary machinery, equipment, tools, labor and other means of construction, and to furnish all materials as specified, in the manner and at the time prescribed, and to finish the entire project within the time hereinafter proposed. The bidder understands that the quantities of work mentioned herein are approximate only, and are subject to increase or decrease, and hereby proposes to perform all quantities of work, whether increased or decreased, in accordance with the provisions of the Specifications, and at the unit prices bid in the attached Schedule of Items.

Receipt is hereby specifically acknowledged, and complete examination expressly guaranteed of the following:

2. Supplemental Specifications.
5. Schedule of Items.

The bidder further proposes to perform all Extra Work that may be required, on the basis provided in the Specifications, and to give such work personal attention, and to secure economical performance.

The bidder further proposes to execute the contract agreement, and to furnish satisfactory bonds within ten days after he has received notice that he has been awarded the contract. The bidder further agrees to begin work when ordered by the Engineer, or within ten days thereafter, and to complete the work within the number of working days bid by the bidder in accordance with the Job Special Provision “Establishing Contract Time-Working Day Contract.”
The bidder also proposes to furnish a surety Performance bond or bonds in a sum equal to the full amount of the contract and a surety Payment bond or bonds in a sum equal to 80% of the full amount of the contract. These bonds shall not only serve to guarantee the completion of the work and payment of all bills and claims by the bidder, but also to guarantee the excellence of both workmanship and material until the work is finally accepted and the provisions of the Plans, Specifications and Special Provisions fulfilled.

The bidder shall furnish a Proposal Guaranty in the form specified in Subsection 102.09 of the Specifications, in the amount of five percent (5%) of the total amount bid, which is submitted as a guarantee of the good faith of the proposal, and that the Bidder will enter into written contract, as provided, to do the work should the award be made to him; and it is hereby agreed that if, at any time other than as provided in Subsection 102.11 of the Standard Specifications, Withdrawal/Modification of Proposals, the bidder should withdraw his proposal, or should fail to execute the contract and furnish satisfactory bonds as herein provided, if his proposal is accepted, the Arkansas State Highway Commission, in either of such events, shall be entitled and is hereby given the right to retain the Proposal Guaranty, not as a penalty, but as liquidated damages, it being understood and agreed by the bidder that the amount of the Proposal Guaranty is a reasonable sum to be fixed as liquidated damages considering the damages the Arkansas State Highway Commission will sustain in the event of the bidder's withdrawal of his proposal, or failure to execute the contract and furnish satisfactory bonds if his proposal is accepted, and said amount is herein agreed upon and fixed as liquidated damages because of the difficulty of ascertaining the exact amount of damage that may be sustained by reason of the above set out circumstances.
Arkansas Department of Transportation
Schedule of Items

State Job No.: 061473
Job Name: HWY. 165 STR. & APPRS. (LONOKE CO.) (S)
Federal Aid Project: 9040061473

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<th>Line Number</th>
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## Arkansas Department of Transportation
### Schedule of Items

**State Job No.:** 061473  
**Job Name:** HWY. 165 STR. & APPRS. (LONOKE CO.) (S)  
**Federal Aid Project:** 9040061473

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Arkansas Department of Transportation  
Schedule of Items  

<table>
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<tr>
<th>Line Number</th>
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<th>Unit Bid Price</th>
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This job requires the bidder to establish the contract time according to the Special Provision "Establishing Contract Time - Working Day Contract".

Days __________________________
ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENT TO PROPOSAL
ANTI-COLLUSION AND DEBARMENT CERTIFICATION

FAILURE TO EXECUTE AND SUBMIT THIS CERTIFICATION SHALL RENDER THIS BID NONRESPONSIVE AND NOT ELIGIBLE FOR AWARD CONSIDERATION.

As a condition precedent to the acceptance of the bidding document for this project, the bidder shall file this Affidavit executed by, or on behalf of the person, firm, association, or corporation submitting the bid. The original of this Affidavit shall be filed with the Arkansas Department of Transportation at the time proposals are submitted.

AFFIDAVIT

I hereby certify, under penalty of perjury under the laws of the United States and/or the State of Arkansas, that the bidder listed below has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the submitted bid for this project, is not presently barred from bidding in any other jurisdiction as a result of any collusion or any other action in restraint of free competition, and that the foregoing is true and correct.

Further, that except as noted below, the bidder, or any person associated therewith in the capacity of owner, partner, director, officer, principal investigator, project director, manager, auditor, or any position involving the administration of Federal funds:

a. is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any Federal, State, or Local agency;

b. has not been suspended, debarred, voluntarily excluded or determined ineligible by any Federal, State, or Local agency within the past 3 years;

c. does not have a proposed debarment pending; and

d. has not been indicted, convicted, or had an adverse civil judgment rendered by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past 3 years.
FAILURE TO EXECUTE AND SUBMIT THIS CERTIFICATION SHALL RENDER THIS BID NONRESPONSIVE AND NOT ELIGIBLE FOR AWARD CONSIDERATION.

EXCEPTIONS:

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<th>APPLIED TO</th>
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<th>DATES OF ACTION</th>
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Exceptions will not necessarily result in denial of award, but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

Job No.  
F.A.P. No.  
(Date Executed)  
(Signature)  
(Title of Person Signing)

The following Notary Public certification is OPTIONAL and may or may not be completed at the contractor's discretion.

State of  
County of  
)ss.

, being duly sworn, deposes and says that he is  
(Title)  
(Name of Bidder)

and that the above statements are true and correct.

Subscribed and Sworn to before me this _____ day of __________________________, 20_____.  
My commission expires: __________________________.

(Notary Public)
Pursuant to Arkansas Code Annotated § 25-1-503, a public entity shall not enter into a contract valued at $1,000 or greater with a company unless the contract includes a written certification that the person or company is not currently engaged in, and agrees for the duration of the contract not to engage in, a boycott of Israel.

By signing below, the Contractor agrees and certifies that they do not boycott Israel and will not boycott Israel during the remaining aggregate term of the contract.

If a company does boycott Israel, see Arkansas Code Annotated § 25-1-503.

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<th>Description of product or service</th>
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<th>Contractor name</th>
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Contractor Signature: ___________________________ Date: ______________