

ADDENDUM NO. 3 – JOB 040904

ARKANSAS DEPARTMENT OF TRANSPORTATION

PROGRAM MANAGEMENT DIVISION

LITTLE ROCK, ARKANSAS

October 21, 2026

TO: Eligible Bidders – Job 040904

SUBJECT: Plan and Proposal Documents Changes

Special Provision “Site Use (A+C Method) – Calendar Day Contract” has been replaced with Special Provision “Site Use (A+B Method) – Calendar Day Contract. Accordingly, the contract time has been set at 925 calendar days. Also, Special Provision “Flexible Beginning of Work – Calendar Day Contract” has been revised to allow for a 180-day flexible beginning of work period. Various pay items, special provisions, and supplemental specifications have been added, removed and revised as shown on Pages 2 and 3 of this addendum. Plan Sheets 5, 198-201, 211-214, 242, 245, 251, 294, 512, the Supplemental Specifications and Special Provisions Listing, Proposal Document Page 2, the Proposal Schedule of Items Pages 1-10, and the EBS file have been revised to reflect these changes. You should substitute the revised sheets into your plan set and proposal documents and consider these revisions when submitting your bid.

ACKNOWLEDGEMENT OF THIS ADDENDUM SHALL BE MADE BY SIGNING BELOW AND SUBMITTING THIS SIGNED FORM TO THE PROGRAM MANAGEMENT DIVISION BY EMAIL AT pmd@ardot.gov OR BY FAX AT (501)569-2623.

Sincerely,



FOR

Daniel Siskowski
Division Engineer
Program Management

Name

Company

EMAILED ADDENDUM

Line No.	Item Description	Previous Quantity	Revised Quantity	Unit
0012	Removal and Disposal of Concrete Slabs	0	2,412	Sq. Yd.
0072	Concrete Ditch Paving (Type B)	5,747	5,777	Sq. Yd.
0074	24" Reinforced Pipe Culverts (Class III)	1,714	1,686	L.F.
0083	24" Side Drain	560	512	L.F.
0106	Water	49,382.6	49,382.9	M. Gal.
0120	Solid Sodding	3,397	3,417	Sq. Yd.
0177	Unclassified Excavation for Structures – Roadway	7,440	5,581	Cu. Yd.
0178	Class S Concrete - Roadway	14,815.84	11,222.14	Cu. Yd.
0210	30" Reinforced Concrete Pipe Culverts (Class III) (Alternate No. 1)	0	166	L.F.
0211	30" Asphalt Coated Corrugated Steel Pipe Culverts (16 Gauge) (Alternate No. 2)	0	172	L.F.
0212	30" Aluminum Coated Corrugated Steel Pipe Culverts (16 Gauge) (Alternate No. 3)	0	172	L.F.
0213	30" Polymer Precoated Metallic Coated Corrugated Steel Pipe Culverts (16 Gauge) (Alternate No. 4)	0	172	L.F.
0214	30" High Density Polyethylene Pipe (Alternate No. 5)	0	172	L.F.
0215	30" PVC Pipe (Alternate No. 6)	0	172	L.F.
---	Removal and Disposal of Buildings	9	0	Each
---	36" Reinforced Concrete Pipe Culverts (Class III) (Alternate No. 1)	166	0	L.F.
---	36" Asphalt Coated Corrugated Steel Pipe Culverts (14 Gauge) (Alternate No. 2)	172	0	L.F.
---	36" Aluminum Coated Corrugated Steel Pipe Culverts (14 Gauge) (Alternate No. 3)	172	0	L.F.
---	36" Polymer Precoated Metallic Coated Corrugated Steel Pipe Culverts (14 Gauge) (Alternate No. 4)	172	0	L.F.
---	36" High Density Polyethylene Pipe (Alternate No. 5)	172	0	L.F.
---	36" PVC Pipe (Alternate No. 6)	172	0	L.F.

Added Special Provisions

- Pavement Smoothness for Asphalt Pavements
- Site Use (A+B Method) – Calendar Day Project
- Percent Within Limits

Removed Special Provisions

- Special Clearing Requirements
- Percent Within Limits/Pavement Smoothness (IRI)
- Portland Cement Concrete Pavement
- Class C Fly Ash in Portland Cement Concrete Pavement
- Concrete for Structures
- Site Use (A+C Method) – Calendar Day Project

Revised Special Provisions

- Flexible Beginning of Work – Calendar Day Contract
- Longitudinal Joint Densities for ACHM Surface Courses
- Price Adjustment for Fuel
- PCC Pavement Surface Smoothness (IRI)
- Maintenance of Traffic
- Automated Work Zone Information System
- Prosecution and Progress with Bid Schedule
- Prime Contractor Performance Evaluation
- Utility Adjustments

Revised Supplemental Specifications

- SS 501-3 : Portland Cement Concrete Pavement
- SS 802-5: Concrete for Structures

Arkansas Department of Transportation
Supplemental Specifications and Special Provisions Listing
State Job Number 040904

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
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
FHWA-1273	SUPPLEMENT - TRAINING PROGRAM - JOB 040904
JOB SP	CARGO PREFERENCE ACT REQUIREMENTS
JOB SP	PROHIBITION OF CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT
JOB SP	BUY AMERICA - CONSTRUCTION MATERIALS
JOB SP	VENDOR REGISTRATION REQUIREMENT
JOB SP	DOCUMENTATION OF PAYMENTS MADE – PROMPT PAYMENT (SIGNET)
JOB SP	PRE-BID ON SITE INVESTIGATION OF SOIL CONDITIONS
JOB SP	BIDDING REQUIREMENTS AND CONDITIONS
JOB SP	MANDATORY ELECTRONIC CONTRACT
JOB SP	MANDATORY ELECTRONIC DOCUMENT SUBMITTAL
JOB SP	OFF-SITE RESTRAINING CONDITIONS FOR AMERICAN BURYING BEETLE
JOB SP	CONTRACTOR PROVIDED CULTURAL RESOURCES CLEARANCE FOR OFF-SITE LOCATIONS
JOB SP	OFF-SITE RESTRAINING CONDITIONS FOR INDIANA AND NORTHERN LONG-EARED BATS
JOB SP	ARMY CORPS RESTRAINING CONDITIONS
JOB SP	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB SP	FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB SP	LIQUIDATED DAMAGES PROCEDURE FOR BID LETTINGS
JOB SP	NESTING SITES OF MIGRATORY BIRDS
JOB SP	SOIL STABILIZATION
JOB SP	ROCK FILL
JOB SP	COMPACTED EMBANKMENT ZONING
JOB SP	REMOVING AND REPLACING TOPSOIL
JOB SP	TRENCHING AND SHOULDER PREPARATION FOR TEMPORARY WIDENING
JOB SP	CEMENT STABILIZED CRUSHED STONE BASE COURSE
JOB SP	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
JOB SP	LONGITUDINAL JOINT DENSITIES FOR ACHM SURFACE COURSES
JOB SP	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS

Arkansas Department of Transportation
Supplemental Specifications and Special Provisions Listing
State Job Number 040904

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JOB SP	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB SP	DESIGN OF ASPHALT MIXTURES - AGGREGATES
JOB SP	PRICE ADJUSTMENT FOR FUEL
JOB SP	ASPHALT MIXTURES WITH PG 76-22 BINDER
JOB SP	PAVEMENT SMOOTHNESS FOR ASPHALT PAVEMENTS
JOB SP	WARM MIX ASPHALT
JOB SP	COLD MILLING - COUNTY PROPERTY
JOB SP	LONGITUDINAL TINING
JOB SP	PCC PAVEMENT SURFACE SMOOTHNESS (IRI)
JOB SP	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB SP	MAINTENANCE OF TRAFFIC
JOB SP	SPECIAL SAFETY REQUIREMENTS FOR OVERHEAD SIGNS
JOB SP	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES LEFT IN PLACE
JOB SP	FURNISHING, INSTALLING AND LEAVING IN PLACE PRECAST CONCRETE BARRIER WALL
JOB SP	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB SP	PORTABLE CONSTRUCTION LIGHTING
JOB SP	CONSTRUCTION PROJECT INFORMATION SIGN
JOB SP	AUTOMATED WORK ZONE INFORMATION SYSTEM
JOB SP	MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)
JOB SP	CONCRETE DITCH PAVING
JOB SP	CULVERT CLEAN OUT
JOB SP	PLASTIC PIPE
JOB SP	SETTLEMENT MONITORING
JOB SP	ITS ELECTRICAL JUNCTION BOX, METALLIC
JOB SP	UNDERDRAIN FLUSHING AND INSPECTION
JOB SP	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB SP	WRSF TRAINING WORKSHOP
JOB SP	WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB SP	GEOTEXTILE FABRIC
JOB SP	CONCRETE BARRIER WALL
JOB SP	ROADWAY CONSTRUCTION CONTROL
JOB SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING)
JOB SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)
JOB SP	BRIDGE MOUNTED GALVANIZED STEEL CONDUIT SYSTEM
JOB SP	ITS NON-METALLIC CONDUIT SYSTEM
JOB SP	CONCRETE PULL BOX

Arkansas Department of Transportation
Supplemental Specifications and Special Provisions Listing
State Job Number 040904

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JOB SP	FIBER OPTIC CONCRETE PULL BOX
JOB SP	HIGH MAST ILLUMINATION ASSEMBLY
JOB SP	LED ROADWAY ILLUMINATION POLE
JOB SP	HIGH MAST LUMINAIRE ELEVATED SERVICE PLATFORM
JOB SP	METAL GRATING FOR PLATFORM
JOB SP	PEDESTAL TYPE SERVICE POINT ASSEMBLY
JOB SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB SP	STEEL SIGN STRUCTURES
JOB SP	WORK ZONE LAW ENFORCEMENT
JOB SP	LOCAL WORK ZONE LAW ENFORCEMENT
JOB SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORT
JOB SP	ARCHITECTURAL FINISH
JOB SP	TEXTURED COATING FINISH
JOB SP	RETAINING WALLS
JOB SP	TEMPORARY RETAINING WALLS
JOB SP	CONCRETE BRIDGE DECK CURING AND SURFACE TREATMENT RESTRICTIONS
JOB SP	DRILLED SHAFT FOUNDATIONS FOR STEEL SIGN STRUCTURES
JOB SP	DRILLED SHAFT FOUNDATIONS
JOB SP	NONDESTRUCTIVE TESTING OF DRILLED SHAFTS
JOB SP	NONDESTRUCTIVE TESTING OF DRILLED SHAFTS FOR STEEL SIGN STRUCTURES
JOB SP	DRIVEN PILING BY METHOD A
JOB SP	DIRECT TENSION INDICATORS FOR HIGH STRENGTH BOLT ASSEMBLIES
JOB SP	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB SP	SHORING FOR CULVERTS
JOB SP	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB SP	ARCHEOLOGICAL MONITORING
JOB SP	DETAILS FOR SAFETY OF STREAM TRAFFIC
JOB SP	WATER POLLUTION CONTROL
JOB SP	PRIME CONTRACTOR PERFORMANCE EVALUATION
JOB SP	SEQUENCE OF CONSTRUCTION - ALTERNATE CONCEPTUAL PROPOSAL (ACP)
JOB SP	SITE USE (A+B METHOD) - CALENDAR DAY CONTRACT
JOB SP	PERCENT WITHIN LIMITS
JOB SP	CONSTRUCTION DELAY DUE TO ARCHEOLOGICAL MITIGATION
JOB SP	INSURANCE, CONSTRUCTION, AND FLAGGING REQUIREMENTS ON RAILROAD PROPERTY (UPRR)
JOB SP	PARTNERING REQUIREMENTS
JOB SP	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS

Arkansas Department of Transportation
Supplemental Specifications and Special Provisions Listing
State Job Number 040904

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.

JOB SP	STORM WATER POLLUTION PREVENTION PLAN
JOB SP	DELAY IN RIGHT OF WAY OCCUPANCY
JOB SP	VALUE ENGINEERING
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 102-3	PREQUALIFICATION OF BIDDERS
SS 103-2	CONTACT INFORMATION FOR MOTORIST DAMAGE CLAIMS
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
SS 303-1	AGGREGATE BASE COURSE
SS 306-1	QUALITY CONTROL AND ACCEPTANCE
SS 307-2	CEMENT TREATED BASE COURSE
SS 308-2	CEMENT STABILIZED CRUSHED STONE BASE COURSE
SS 400-1	TACK COATS
SS 400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
SS 400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
SS 400-6	LIQUID ANTI-STRIP ADDITIVE
SS 400-7	TRACKLESS TACK
SS 404-3	DESIGN OF ASPHALT MIXTURES
SS 409-2	ASPHALT LABORATORY FACILITY
SS 410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
SS 410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
SS 410-4	EVALUATION OF ACHM SUBLOT REPLACEMENT MATERIAL
SS 416-1	RECYCLED ASPHALT PAVEMENT
SS 501-3	PORTLAND CEMENT CONCRETE PAVEMENT
SS 505-1	PORTLAND CEMENT CONCRETE DRIVEWAY
SS 600-2	INCIDENTAL CONSTRUCTION
SS 603-1	LANE CLOSURE NOTIFICATION
SS 604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
SS 604-3	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES (MASH)

Arkansas Department of Transportation
Supplemental Specifications and Special Provisions Listing
State Job Number 040904

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.

SS 605-1	CONCRETE DITCH PAVING
SS 606-1	PIPE CULVERTS FOR SIDE DRAINS
SS 617-1	GUARDRAIL TERMINAL (TYPE 2)
SS 617-2	GUARDRAIL DELINEATORS
SS 619-1	FENCES
SS 620-1	MULCH COVER
SS 621-1	FILTER SOCKS
SS 637-1	MAILBOXES
SS 700-2	TRAFFIC CONTROL FACILITIES
SS 723-1	GENERAL REQUIREMENTS FOR SIGNS
SS 729-1	CHANNEL POST SIGN SUPPORT
SS 730-1	BREAKAWAY SIGN SUPPORT
SS 732-1	CRASH CUSHION
SS 800-1	STRUCTURES
SS 802-3	CONCRETE FOR STRUCTURES
SS 802-5	CONCRETE FOR STRUCTURES
SS 804-2	REINFORCING STEEL FOR STRUCTURES
SS 807-2	STEEL STRUCTURES
SS 808-1	INSTALLATION OF ELASTOMERIC BEARINGS
SS 808-2	ELASTOMERIC BEARINGS

ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 040904

FLEXIBLE BEGINNING OF WORK – CALENDAR DAY CONTRACT

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

Subsection 108.02(b)(4) b. Working Day Contract. is hereby deleted and the following is substituted therefor:

- b. Calendar Day Contract.** Unless the Contractor is otherwise advised in writing, the Work Order for a calendar day contract shall become effective on the fifteenth calendar day following the execution of the Contract by the Department. Should the effective date fall on Sunday, a legal holiday designated in Subsection 101.01 (c), Monday following a holiday on Sunday, or Friday preceding a holiday on Saturday, the effective date shall be the next work day. The written Work Order from the Engineer will follow with the effective date being as specified.

The assessment of contract time will commence when the Contractor begins work or no later than 180 calendar days after the issuance of the work order if the contractor has not commenced work. The contractor will submit written notification to the Engineer five days prior to commencing work.

Subsection 108.02(c) is hereby deleted.

ARKANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION
JOB NO. 040904
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 Requirements and Acceptance**:

A notched wedge joint is required along all unconfined longitudinal joints where paving lifts are 2 inches or greater in depth. Notched wedge joints shall have a slope no greater than 1:12 from the pavement mat and may only be used when the depth of the mat is greater than 1½ inches. The notched wedge is not required in areas of build up for slope adjustments. The adjacent lane may be milled to allow the placement of the notched wedge joint. Interstate projects that are mill and fill shall not mill the adjacent lane until the new asphalt has been placed. Joints shall not be placed in the wheel path. Notched wedge joints will not be required between the shoulder and travel lane.

For mill and fill locations that are not constructed using a notched wedge, a milled or cutback joint shall be formed using a milling machine or saw to create a vertical face in the first mat after it has been compacted. No more than 2" in width shall be cut or sawed into the new mat to create a clean joint free of loose aggregates or old asphalt. Tack shall cover the notched wedge and/or vertical face prior to placing the adjacent lane.

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". When possible, 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 asphalt screed shall be operated in vibration mode while placing the mixture. Auger gates and tunnels should be extended to within 12 to 18 inches of the end gate to ensure material is not being pushed and segregated. An approved release agent may be applied to tow behind rollers used to compact notch wedge joints.

The second sentence of the fifth paragraph of **Subsection 410.07, Spreading and Finishing**, is hereby deleted and the following is substituted therefor:

The top layer of a notched wedge joint shall be placed within three days of constructing the notch.

ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 040904

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.

ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 040904

PRICE ADJUSTMENT FOR FUEL

Fuel Use Factors		
Item of Work	Specification Numbers	Fuel Use Factor Per Unit
Earthwork: (Unclassified Excavation, Compacted Embankment, Selected Material)	210,302	0.34 gal./C.Y.
Soil Stabilization	Special Provision	2.28 gal./ton
Shaping: (Shaping Roadway Section, Subgrade Preparation, Trenching and Shoulder Preparation, Scarifying and Recompacting Shoulders)	213,214,215,216	2.52 gal./Station
Base Course and Stone: (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, Rock Fill)	207,303,307,308,309,310, 402, Rock Fill SP	0.54 gal./ton
ACHM Paving: (ACHM Base Course, ACHM Binder Course, ACHM Surface Course, Open Graded Asphalt Base Course)	405,406,407,417	2.36 gal./ton
Ultrathin Bonded Wearing Course (All Types)	Special Provision	2.18 gal./ton
Milling: (Cold Milling Asphalt Pavement, Grinding Portland Cement Concrete Pavement)	412, 510	0.18 gal./S.Y.
PCC Paving: (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)	309, 310,501,503,505	0.44 gal./S.Y.
Structural Concrete (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)	504, 802	1.75 gal./C.Y.
Flatwork: (Concrete Ditch Paving, Concrete Islands, Concrete Walks, Wheelchair Ramps)	605,632,633,641	0.30 gal./S.Y.

ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 040904

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.

<https://www.eia.gov/opendata/qb.php?sdid=PET.EMD EPD2DXL0 PTE R30 DPG.W>

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 under Fuel Price Information at <https://ardot.gov/divisions/construction/construction-information/>.

Opt Out Option. The Contractor, at its own discretion, can choose to opt out of the adjustments for fuel prices determined by this special provision. If the Contractor wishes to utilize this option, an authorized representative of the firm must sign the form on Page 4 of this special provision and submit it to the Department at PMD@ardot.gov prior to the time and date of the bid letting for this project. This representative must currently be listed with the Department as an officer approved to sign contracts in the firm's name.

ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 040904

PRICE ADJUSTMENT FOR FUEL

OPT OUT OF PRICE ADJUSTMENTS TO FUEL

As an authorized representative of this company, I hereby choose the option to opt out of the price adjustments for fuel for all pay items allowable by this special provision for this contract. By signature of this form, my firm waives all payment adjustments for fuel indexing for the duration of this project and waives any subsequent appeals for additional compensation for fuel price fluctuations.

This action only applies to the construction contract for the job number listed in the header of this document.

Printed Name: _____ Title: _____

Signature: _____ Date: _____

Company Name: _____

NOTE: To opt out, this completed form must be submitted to the Department at PMD@ardot.gov prior to the time and date of the bid letting for this project.

ARKANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION
JOB NO. 040904
PAVEMENT SMOOTHNESS FOR ASPHALT PAVEMENTS

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

Add the following as **Subsection 410.09(e), Pavement Smoothness**, to the Standard Specification.

Subsection 410.09(e), Pavement Smoothness.

(1) General. The Contractor shall measure the smoothness of the finished asphalt pavement surface on all mainline travel lanes, auxiliary lanes, and ramps using the IRI, reported in inches per mile (in/mi), unless otherwise shown on the Plans.

Smoothness testing shall apply to final asphalt surface courses on State, U.S., and Interstate highways, excluding State Aid and City Aid projects. Smoothness testing segments shall begin 25 feet after the start of new pavement and end 25 feet before the end of new pavement to allow profiler stabilization and avoid edge effects. Conduct smoothness testing under conditions suitable for obtaining valid IRI measurements and in the presence of the Engineer.

All Acceptance determinations for pavement smoothness will be based on Department analysis of raw profile data.

(2) Definitions. The following definitions apply to pavement smoothness requirements under this Subsection:

Certified Profiler System. An inertial profiler and operator combination certified through the CTPP certification program.

International Roughness Index (IRI). A measure of pavement profile roughness calculated for an individual wheel path and reported in inches per mile (in/mi).

Mean Roughness Index (MRI). The average of the IRI values determined for the left and right wheel paths of an evaluation segment, reported in inches per mile (in/mi).

Wheel Path. The area normally traversed by the wheels of a vehicle where pavement profiles are collected. The left and right wheel paths are parallel to the approximate location of the pavement lane lines, nominally 6 feet apart, and centered between the pavement lane lines.

New Construction. Construction of asphalt pavement on a newly constructed roadway or pavement structure where no existing pavement surface is retained beneath the new pavement.

Reconstruction. Removal and replacement of the existing pavement structure, including the underlying base or other structural pavement layers. Removal and replacement of asphalt pavement without replacement or reconstruction of the underlying pavement structure is not considered Reconstruction.

Multi-Lift Resurfacing. Asphalt resurfacing in which the full designed resurfacing thickness is placed in two or more asphalt pavement lifts over an existing pavement surface.

Other Resurfacing. Asphalt resurfacing consisting of a single asphalt pavement lift placed over an existing pavement surface.

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(3) Equipment and Certification. Smoothness shall be measured using an inertial profiler meeting the requirements of AASHTO M 328 and operated in accordance with AASHTO R 57.

The profiler shall be certified through the CTPP certification program. Certification shall apply to the specific combination of profiler and operator.

The Contractor shall furnish all equipment, personnel, and transportation required for testing.

(4) Testing Requirements. The Contractor shall coordinate inertial profile testing with the Engineer. Smoothness testing shall be performed in each wheel path of each lane. Conduct smoothness testing under conditions suitable for obtaining valid IRI measurements and in the presence of the Engineer.

Testing shall include sufficient run-up and run-out distance to ensure proper operation and stabilization of the inertial profiler, unless otherwise approved. Testing shall begin 25 feet after the start of new pavement and end 25 feet before the end of new pavement. Profiles shall be collected in accordance with this Subsection.

The Contractor may analyze IRI data using any software for process control purposes. The Contractor shall submit the raw electronic road profile data files (ERD format) for each wheel path to the Engineer within one working day after testing. Contractor-processed results may be submitted for informational purposes but will not be used for Acceptance or determination of pay adjustments. Acceptance and pay adjustments will be determined by the Department using the submitted ERD files analyzed with Department-approved software (ProVAL).

ERD files shall be complete, unfiltered, and unedited and shall include all header, calibration, and other information required for analysis. Filtering, smoothing, or other modification of the raw profile data after collection and prior to submission will not be permitted. If the submitted ERD files are determined to be incomplete, filtered, corrupted, or not representative of the measured pavement surface, the data will be rejected and the Contractor shall reprofile the pavement at no additional cost to the Department.

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File names for electronic data shall follow the format:

YYMMDD-J-T-N-D-L-W-S

Where:

YY=	Two-digit year
MM=	Month (including leading zeros)
DD=	Day of Month (including leading zeros)
J=	the Department Job Number
T=	Route Type (I, AR, US, etc.)
N=	Route Number (no leading zeros) and auxiliary ID (if applicable, i.e. E, W)
D=	Primary route direction (I or D, indicating Increasing or Decreasing; Increasing = North or East, Decreasing = South or West)
L=	Lane number (1 for driving lane, increasing by one for each lane to the left)
W=	Wheel path (L (left) or R (right))
S=	Beginning Station

(5) Existing Pavement Evaluation. Prior to the Pre-Placement Conference required under Subsection 410.02, the Contractor shall profile the existing pavement surface using an inertial profiler. Profiling shall be performed in accordance with AASHTO R 56 and the results submitted to the Engineer within 1 working day after testing.

When the Contractor's existing pavement profile indicates an MRI of 140 in/mi or greater, the Department will perform verification testing of the existing pavement surface.

Existing pavement profile data shall be used to evaluate pavement condition. Additional baseline profiling performed by the Contractor shall be for informational purposes only and shall not govern Acceptance, corrective action decisions, or payment.

(6) Segment Definition and Evaluation. IRI values shall be determined for each wheel path and averaged to obtain the Mean Roughness Index (MRI) for each segment.

Ride smoothness lots shall consist of continuous mainline pavement. The pavement shall be divided into 0.1-mile segments for evaluation. Continuous pavement less than 0.1 mile in length shall be combined with an adjacent segment to form a full 0.1-mile segment prior to analysis.

Auxiliary lanes, ramps, crossovers, turnouts, shoulders, driveways, islands, tapers, and other incidental paving shall be evaluated for compliance and corrective action but shall not be included in ride smoothness lots for payment unless otherwise specified.

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(7) Acceptance Criteria. The finished surface shall meet the requirements of Table 1 or Table 2, as applicable.

(8) Pay Adjustments for Smoothness. Smoothness pay adjustments shall be applied in accordance with Table 1 or Table 2, as applicable.

Table 1
New Construction, Reconstruction, and
Multi-Lift Resurfacing

Average MRI (in/mi)	Pay Adjustment
<55	+2% Incentive
≥55 to ≤ 70	Full Payment (100%)
>70 to ≤ 80	-5% Deduction
>80 to ≤ 95	-10% Deduction
>95	Corrective Action Required

Table 2
Other Resurfacing Projects

Average MRI (in/mi)	Pay Adjustment
<70	+2% Incentive
≥70 to ≤ 95	Full Payment (100%)
>95 to ≤ 115	-5% Deduction
>115 to ≤ 125	-10% Deduction
>125	Corrective Action Required

Disincentive pay adjustments under Table 2 will not apply to segments where the existing pavement measured 140 MRI or greater prior to construction. Incentive pay adjustments shall remain applicable.

Preconstruction smoothness measurements shall be performed by the Contractor using the same equipment and procedures specified for Acceptance testing and submitted to the Engineer at least 15 days prior to paving operations in the affected segment. Measurements shall be witnessed or independently verified by the Engineer.

(9) Localized Roughness. Areas of localized roughness will be identified using the Smoothness Assurance analysis within Department-approved software. Localized roughness shall be evaluated using a continuous segment length of 25 feet and a 250 mm filter.

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The following thresholds shall apply:

- Design speed of 45 mph or greater: 150 in/mi
- Design speed less than 45 mph: 170 in/mi

Design speeds are listed in the Design Traffic Data on the title sheet of the Plans.

The finished surface of 25-foot sections adjacent to existing structures or the end of pavement shall not show surface deviations exceeding 1/8 inch in 10 feet.

The Engineer may require straightedge evaluation in areas not suitable for inertial profiling, including transverse joints, construction joints, bridge approaches, and isolated pavement sections.

Areas exceeding the applicable localized roughness or surface deviation requirements shall be corrected at no additional cost to the Department.

(10) Corrective Action. Segments exceeding Acceptance criteria or containing localized roughness shall be corrected. Corrective work may include grinding with equipment meeting Section 412 or other approved methods. Corrective work shall be performed at no additional cost to the Department.

Ground areas shall be fog sealed with CSS-1h asphalt emulsion in accordance with Section 403. The material may be diluted with water as approved and shall be applied at a rate sufficient to uniformly seal the surface without runoff, streaking, or flushing. The surface shall be clean and free of loose material prior to application. Fog seal shall not be applied when the pavement surface temperature is below 60 °F or when weather conditions prevent proper curing. Traffic shall not be permitted on the treated surface until the emulsion has adequately cured and tracking will not occur.

Grinding shall not remove more than 1/4 inch of the finished pavement surface. Areas requiring grinding in excess of 1/4 inch to achieve the required smoothness shall be removed and replaced or corrected by another method approved by the Engineer at no additional cost to the Department. Grinding shall produce a uniform surface free of ridges, gouges, or other defects and shall not create surface texture or drainage conditions unacceptable to the Engineer.

Upon completion of corrective action, the affected lot shall be re-profiled. Pay adjustment shall be determined based on the final lot average MRI. If corrective action fails to reduce the lot average MRI below the corrective action limit, the Engineer may require removal and replacement in accordance with Section 105.

(11) Effect of Corrective Action on Pay. Corrective action shall not disqualify a lot from incentive eligibility unless otherwise specified. Pay adjustment shall be based on the final MRI after completion of corrective action.

(12) Verification. Verification testing shall be performed at a minimum frequency of once per certified profiler system per calendar year and on not less than 25% of profiles collected statewide.

Verification test results shall be within 3.0 in/mi of the Contractor's reported results.

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If the difference exceeds 3.0 in/mi, the following may be required:

1. Recalibration of the profiler.
2. Re-profiling of the affected pavement.
3. Rejection of the Contractor's data.
4. Use of Department-obtained data for Acceptance.

The Department may perform independent profiling using Department equipment for verification purposes.

Acceptance and pay adjustments shall be based on the Department's analysis of the ERD data or Department-collected data, as determined by the Engineer.

(13) Exclusions. Smoothness requirements shall not apply within 25 feet of the beginning and end of the project, at intersections, bridge approaches and departures, or in other areas shown on the Plans.

Smoothness testing is not required on bridge decks paved with asphalt overlays unless specifically noted in the Plans.

Smoothness requirements shall not apply to any isolated continuous lane segment less than 0.1-mile in length.

The Engineer may modify the smoothness requirements for transitions, short sections, or areas with geometric constraints, existing pavement deficiencies, utility conflicts, subgrade instability, or other special conditions.

(14) Dispute Resolution. When pavement smoothness results are disputed, the Department may require additional testing by an independent third party approved by the Department. Third-party testing shall be performed using a certified profiler system and operator in accordance with this Subsection.

The Contractor shall be responsible for the cost of third-party testing. If the third-party testing substantiates the Contractor's dispute, the Department will reimburse the Contractor for the cost of the testing.

If third-party testing does not resolve the dispute, the Department may perform additional testing or require testing using alternate approved equipment. The Department's determination shall govern Acceptance and the applicable pay adjustment for the affected segment.

Initiation of dispute resolution shall not suspend required corrective action unless otherwise approved by the Engineer.

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PCC PAVEMENT SURFACE SMOOTHNESS (IRI)

This Special Provision supersedes Subsection 501.05(m) and 501.12 of the Standard Specifications.

Description. It is the intent of this specification to produce a pavement that is durable and consistently exceeds the minimum test values in these specifications. The pavement surface smoothness and associated payment adjustments will be determined by the use of the Inertial Profiler (IP) and the International Roughness Index (IRI). Pavement smoothness will be determined for each lane by obtaining the IRI for the left and right wheel paths. The MRI will be used to determine areas requiring correction and applicable payment adjustments.

Definitions. The following definitions apply to this Special Provision:

- **International Roughness Index (IRI).** A measure of pavement surface roughness calculated for an individual wheel path and expressed in inches per mile (in/mi).
- **Mean Roughness Index (MRI).** The average of the IRI values for the left and right wheel paths of a lane.
- **Ride Smoothness Lot.** A continuous mainline lane segment used to determine pavement smoothness Acceptance and applicable price adjustments.
- **Localized Roughness.** An area of pavement exceeding the applicable short continuous IRI threshold when evaluated using the Smoothness Assurance analysis.
- **Evaluation Segment.** A defined length of pavement for which smoothness is evaluated.
- **Raw Profile Data.** Unfiltered pavement profile data collected by the certified profiler and used for Department analysis and verification.
- **Corrective Action.** Grinding, removal and replacement, or other corrective work approved by the Engineer to bring the pavement into compliance with the smoothness requirements.

Equipment and Operator. The Contractor shall furnish a properly calibrated and documented Inertial Profiler (IP) capable of exporting raw profile data in an unfiltered ERD file format or an approved ADF file format. The IP shall also produce a profilogram (profile trace of the surface tested). The IP shall conform to the Class I requirements of the most recent revision of ASTM E950.

Profile analysis for determination of IRI and areas of localized roughness will be conducted using ProVAL version 3.6 or the most recent version of ProVAL Software. IRI values shall be reported in inches/mile (in/mi).

For all projects let to contract after October 1, 2025, both the technician performing pavement profiling operations for the Contractor and the profilometer used shall be certified in Inertial Profiling through the CTPP program at the University of Arkansas.

Pavement Surface Testing. In the presence of the Engineer, the Contractor shall setup a test section to calibrate the distance sensor and check the profile system calibration before each day's testing. Unless otherwise authorized by the Engineer, all smoothness testing shall be performed in the presence of the Engineer or his/her designated representative using the manufacturer's calibration procedures.

The Contractor shall remove all objects and foreign material on the pavement surface prior to surface evaluation. The Contractor will be responsible for all traffic control associated with testing and any corrective work (when applicable) that is required of the final pavement surface.

The IP shall be run in the final design direction of traffic. Profiles shall be measured in the left and right wheel paths of each lane. Each lane's wheel path shall be tested and evaluated separately. The

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Engineer shall determine the length in miles for each main lane of traffic. The IP shall be operated at the optimum speed as defined by the manufacturer.

The Engineer will verify the profiles by testing approximately 10% of the pavement. This testing will be performed by the Engineer, using either the IP furnished by the Contractor or one provided by the Department, at the option of the Engineer.

If the IP is furnished by the Contractor, the Contractor may elect to allow their employee to drive the IP, but the sensors and data collection systems will be operated by the Engineer's representative during each of the verification runs.

For the first day's run, profiles will be taken utilizing the IP as soon as the hardness of the concrete is sufficient for proper testing. Smoothness profiles of the first day's run will be analyzed before the second day's run commences. Should the day's run exceed an IRI of 75 inch/mile the paving operations shall be discontinued until better methods and equipment are obtained or until the present equipment is properly adjusted. If adjustments are necessary from the first day's run, the second day's run will be profiled to determine the ability of the equipment to finish the pavement within specified tolerance. If the second day's operation fails to produce a finished surface IRI of 75 inch/mile or less, the Contractor shall produce new methods and/or equipment that will obtain the specified results. The new methods and/or equipment will be given trial runs as indicated previously for original equipment. The finished pavement surface will be measured for roughness by the Contractor. Roughness will be measured using an IP. The profiler manufacturer's data collection setting specifications shall be furnished and approved by the Engineer. The MRI shall not exceed 85 in/mi for any 0.1-mile evaluation segment. Bridges will not be included in the calculation of the MRI.

Areas of localized roughness will be identified using the Smoothness Assurance analysis within Department-approved software (ProVAL). Localized roughness shall be evaluated using a continuous segment length of 25 feet and a 250 mm filter.

The following thresholds shall apply:

- Design speed greater than 45 mph: 150 in/mi
- Design speed of 45 mph or less: 170 in/mi

Design speeds are listed in Design Traffic Data on the title sheet of the Plans. The longitudinal limits of corrective work shall be determined using the Grinding section of the Smoothness Assurance analysis. The finished surface of 25 feet sections adjacent to an existing structure or the end of pavement shall not show surface deviations in excess of 1/8 inch in 10 feet.

For the duration of the work, every reasonable effort shall be made to test smoothness within 5 working days after each day's paving operation. Scheduling and testing shall be coordinated with the Engineer. The Engineer and the Contractor shall mutually agree upon scheduling of smoothness testing. All data obtained from the profiling operations will be furnished to the Engineer at the end of each day's profiling operations.

All corrective work and material necessary to correct surface tolerance deficiencies for surface courses shall be at no cost to the Department.

Furnishing the IP, taking all required profiles, and performing all necessary computations will not be measured and paid for separately but will be considered as part of quality control and acceptance sampling and testing included in the bid items for the PCCP items.

Areas showing low spots of more than 1/4 inch in 10 feet in the longitudinal direction shall be corrected by grinding or shall be removed and replaced according to Section 507 to an elevation

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that will not show surface deviations in excess of 1/8 inch in 10 feet.

The cross slope of the pavement shall vary no more than 1/8 inch in 10 feet when tested with a straight edge.

Any longitudinal joints within the limits of a travel lane shall be uniform to a degree that no depressions or high spots greater than 1/4 inch in 10 feet are present when tested with a straightedge placed perpendicular to the centerline of the lane.

Grinding shall be performed, if necessary, to reduce the IRI as determined by the Smoothness Assurance analysis in ProVAL. The grinding equipment shall be power driven and specifically designed to smooth and texture PCC by means of diamond blades. Areas that have been ground shall be re-grooved by grooving according to Subsection 510.04, to provide a uniform texture equal in roughness to the surrounding unground pavement. The grinding process shall produce pavement surface that is true to grade and uniform in appearance with a longitudinal line type texture. The line type texture shall contain parallel longitudinal corrugations that present a narrow ridge corduroy type of appearance. The peaks of the ridges shall be approximately 1/32 inch higher than the bottoms of the grooves with approximately 53 to 57 evenly spaced grooves per foot.

However, if the ground area is less than 50 feet in length and full width of pavement lane, re-grooving will not be required.

After the areas of localized roughness have been identified and grinding has taken place, the smoothness of the pavement shall be measured again to determine if the pavement has met the smoothness requirements for 100% pay. If grinding of localized roughness is required as described previously, incentives will not be allowed on that section, but the Contractor can receive a maximum of 100% pay. Continual production of a final surface not qualifying for 100% payment will not be allowed.

The MRI will be used to determine payment adjustments. The IRI values for the left and right wheel paths will be averaged for each 0.1-mile lane segment to determine the MRI for the lane segment. Areas less than 0.1 mile shall be combined with a full 0.1-mile segment before profiling.

The Engineer may require straightedge evaluation in areas not suitable for inertial profiling, including but not limited to transverse joints, construction joints, bridge approaches, isolated pavement sections, and any other area designated by the Engineer. Straightedge evaluation shall be performed in accordance with Subsection 410.09(b)(2).

Submittals. The Contractor shall submit the printed profile trace (graphical trace) signed by the operator, indicating each segment's MRI value at the end of each day's profiling operations.

The Contractor shall also submit electronic files, with the printed profile trace, in ERD and ADF format that represent the raw data from each pass. The electronic file names shall follow the standardized format shown in the following.

YYMMDD-J-T-N-D-L-W-S

Where:

YY=Two-digit year

MM=Month (including leading zeros)

DD=Day of Month (including leading zeros)

J=the Department Job Number

T=Route Type (I, AR, US, etc.)

N=Route Number (no leading zeros) and auxiliary ID (if applicable, i.e. E, W)

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D=Primary route direction (I or D, indicating Increasing or Decreasing; Increasing = North or East, Decreasing = South or West)

L=Lane number (1 for driving lane, increasing by one for each lane to the left)

W=Wheel path (L = left or R = right)

S=Beginning Station

Pavement smoothness within each wheel path will be measured in terms of IRI (in/mi) according to the Pavement Surface Testing section above. Price adjustments apply to the total area for the lane width represented by the profile index for a continuous main lane section at least 0.1 mile long. Price adjustments for incentives are only based on the initial measured profile index of continuous sections of at least 0.1 mile in length, excluding bridges, and before any corrective work; however, grinding will be allowed to achieve 100% full payment in lieu of accepting a disincentive for that section. Ramps, acceleration/deceleration lanes, shoulders, islands, tapers, and other incidental paving shall not be included in ride smoothness evaluation segments for acceptance or price adjustments and shall not be subject to the 85 in/mi MRI criterion. These areas shall comply with the applicable localized roughness criteria and surface tolerance requirements of this Special Provision. Areas exceeding an applicable localized roughness threshold or surface tolerance shall be corrected at no cost to the Department. If grinding is required due to failure to meet the required profile index, the pavement will be ground to a level which qualifies for 100% payment. The MRI will be used to determine acceptance for pavement smoothness and price adjustments for each 0.1-mile segment.

Price Adjustments for Pavement Smoothness. Incentive payments will be shown on the final estimate as a separate item. Price adjustments apply to the total area of final surface for the standard lane width represented by the MRI for a continuous main lane section at least 0.1 mile in length. Areas less than 0.1 mile shall be combined with a full 0.1 mile segment. Any area less than 0.1 mile shall be authorized by the Engineer prior to the profiling activities. Incentives will be calculated based on the following guidelines.

No incentive payment for smoothness will be considered for a Ride Smoothness Lot if any portion of that Ride smoothness Lot has been ground to obtain the required smoothness. If grinding of localized roughness is required as described previously, incentives will not be allowed on that section, but the Contractor can receive a maximum of 100% pay. If grinding is required due to failure to meet the required MRI, the pavement will be ground to a level which qualifies for 100% payment.

INTERNATIONAL ROUGHNESS INDEX		PRICE ADJUSTMENT
in/mi/0.1Mi	mm/km/200 m section	% of payment of Unit Bid Price
60 or less	940 or less	+6.0%
Over 60 to 65	Over 940 to 1025	+4.0%
Over 65 to 70	Over 1025 to 1100	+2.0%
Over 70 to 75	Over 1100 to 1180	0
Over 75 to 80	Over 1180 to 1260	-2.0%
Over 80 to 85	Over 1260 to 1340	-4.0%
Over 85	Over 1340	CORRECTIVE WORK REQUIRED

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MAINTENANCE OF TRAFFIC

Section 603 Maintenance of Traffic and Temporary Structures of the Standard Specifications, Edition of 2014, is hereby expanded as follows:

The Contractor shall provide additional traffic control through the project as defined below, in order to provide a safe and convenient traffic flow at all times throughout the limits of each work zone and the approaches thereto.

The Contractor shall assume full responsibility for the safe and efficient movement of traffic through the construction area for the duration of the project. Prior approval by the Engineer shall be required for any alterations of traffic patterns shown on the plans.

All traffic control devices shall be in accordance with the details shown in the plans or on Standard Drawings TC-1, TC-1A, TC-2, TC-3, and TC-6. The Contractor will be responsible for furnishing, placing, maintaining, relocating, and subsequent removal of all traffic control devices within the limits of the project.

Except where shown on the plans, there shall be no two-way traffic operations permitted on the main lanes. Except where shown on the plans, interchange ramps shall be kept operational at all times. Except where shown on the plans, work on the main lanes, ramps, and side roads shall be accomplished in partial widths in order to maintain traffic.

The Contractor shall notify the Engineer a minimum of 5 full business days prior to closing a lane. If the Contractor fails to give the proper notification, the lane closure will not be allowed until 5 full business days after the notification was given.

When closing a lane, a Portable Changeable Message Sign shall be placed in advance of the construction signs advising motorists of the lane closure. Portable Changeable Message Signs shall be placed prior to placement of lane closure signing and at locations as directed by the Engineer.

I-40 and I-49 Main Lane Operations:

Only one (1) lane closure with a maximum work area of 4 miles will be provided for in the plans. Lane closures shall be installed such that the closure zone does not exceed the actual work area by more than ¼ mile. The Contractor shall not close any portion of a road or lane unless active work will begin immediately. In addition, when gainful work is not being accomplished in an area where a road or lane has been previously closed, steps shall be taken to return traffic to normal conditions – that is, all lanes open to traffic in each direction within two (2) hours after construction operations have ceased. All additional labor, materials, and incidentals needed to return the traffic to normal conditions shall be provided, maintained, removed, and replaced, if necessary, at no cost to the Department. Traffic shall not be permitted on any milled surface. The contractor shall not close roads or lanes for extended periods of time and will be charged for the Road User Cost in cases where the short-term intermittent closures exceed 1 hour.

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In addition, single lane closures of the I-40 and I-49 main lanes will not be permitted during the following periods:

I-40 and I-49		
Days(s)	Duration	Hourly Lane Use Charge
Daily	6:00 AM – 8:00 PM	\$3,000

Failure to comply with these requirements will result in lane use charges corresponding to the rates shown in the aforementioned tables until the lane closure is removed. The lane use charge shall apply to all construction work and unexpected, but otherwise preventable (as determined by the Engineer), maintenance related lane closures within the prohibited times. This includes lane closures directed by the Engineer to address immediate maintenance needs resulting from a lack of proper preventative maintenance (as determined by the Engineer) within the allowable closure times. A lane closure will not be considered to be removed until all advance warning devices specific to the lane closure have been removed or revised. In assessing this lane use charge any portion of an hour will be counted as a full hour.

The Contractor shall schedule all work so that no road or lane closures exist and no work requiring road or lane closures will be performed for the time period of the day before the Holiday through the day after the Holiday for the following Legal Holidays:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day & the Following Day
- Christmas Eve & Christmas Day

If the Legal Holiday is immediately prior to a weekend or immediately following a weekend, the weekend will be considered part of the Holiday.

The Contractor shall schedule and perform the work, including the placement and removal of traffic control devices, to ensure that all traffic lanes are open at all times, with the aforementioned exceptions.

Special events or occurrences could cause traffic to become congested. When this occurs, the Contractor shall immediately modify the work schedule, working methods, or procedures to lessen the impact of the work on traffic or as directed by the Engineer.

The Contractor will regulate the access of work vehicles and equipment to the work area while ensuring safety to the traveling public and minimum damage to highway facilities. Any damage to the highway facility or vegetation caused by the Contractor shall be repaired at no cost to the

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Department. Unless operating within the area closed to traffic, the Contractor's work vehicles shall travel in the direction of the normal traffic flow. Only those vehicles necessary for the work shall be allowed in the work zone. All other vehicles shall be parked at a safe location outside the work zone, as approved by the Engineer.

General equipment storage areas or operations centers will be allowed within the limits of the right of way only where permitted by the Engineer. At the end of the work day, equipment shall be either shielded from traffic by an approved positive barrier or placed so it is not within 30 feet of any lane carrying traffic.

The Contractor shall restrict the crossing of the median to existing interchanges and overpasses. Access to the project shall be limited to existing interchanges.

The Contractor shall conduct his operations so that no equipment or personnel shall occupy any portion of the roadway that remains designated for the passage of traffic.

BASIS OF PAYMENT: There shall be no direct payment for fulfilling the requirements of the Special Provision, but compensation shall be considered included in the price bid for Maintenance of Traffic.

Traffic control devices, where shown on the plans for payment, will be paid for at the contract unit price for each item involved. All additional traffic control devices beyond the contract amount shall be provided, maintained, and replaced, if necessary, at no cost to the Department.

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AUTOMATED WORK ZONE INFORMATION SYSTEM

This item shall consist of furnishing, installing, operating, maintaining, and moving from one location to another an Automated Work Zone Information System (AWIS) in accordance with the plans and these specifications. The AWIS components will be located both in and near the limits of the project.

The system shall consist of all hardware, software, and other equipment necessary to collect, process, and display traffic condition data. The data will be used to provide motorists with up-to-the-minute real-time visual traffic information verification, operating speed, and advisory messages via www.idrivearkansas.com, closed circuit television (CCTV), e-mail. All of these items shall be considered part of the AWIS.

The Automated Work Zone Information System shall consist of variable message signs (VMS), vehicle detection sensors (VDS), closed circuit television cameras (CCTV), CCTV shall be available to monitor and verify traffic conditions at specified locations. The various messages and scenarios used by this system will be the responsibility of the Contractor and approved by the Engineer.

AWIS output shall push data to the Department's [idrivearkansas.com](http://www.idrivearkansas.com) website for use by the public for the viewing of all information being relayed to motorists in the construction and affected areas as well as any speed or congestion information from individual traffic sensors. The Contractor shall coordinate with the Department's Public Information Office and their duly appointed representative (i.e. website consultant) to integrate the data onto existing map(s) on the [idrivearkansas.com](http://www.idrivearkansas.com) website. The data shall be displayed as part of map layers with icons depicting all devices and at an accurate location based on the latitude and longitude of the device. When a device is relocated, the new position should be updated on the data output. Each icon, when activated, shall display the information supplied or displayed by that traffic control sensor/device. The information linked to or displayed with each icon shall be in real-time. This shall occur by the system polling each device a minimum of once every 60 seconds.

SYSTEM REQUIREMENTS.

AWIS: The Automated Work Zone Information System shall be fully operational, as defined in the Operational Test requirements of this special provision, before payment/s will be made for any of the AWIS components. Main lane closures will not be permitted until the AWIS is fully operational. After approval of the Operational Test report by the Engineer, the Contractor shall maintain the AWIS as fully operational for 24 hours a day, 7 days a week, 365 days per year until the project is substantially complete. The AWIS shall utilize sufficient equipment to collect, monitor, and disseminate accurate and timely information about traffic and travel conditions in and near the work zone. Additional equipment deemed necessary by the Engineer in order to accomplish this shall be measured and paid for under the applicable portions of this Special Provision. All equipment will be required to communicate with the central server and software. All equipment will be portable. The central server and software shall be maintained offsite in a secure environment.

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AUTOMATED WORK ZONE INFORMATION SYSTEM

- (1) **Layout.** The Contractor shall submit a Final AWIS Layout Plan for approval that will include the location of VMS, VDS, and CCTV. The project plans shall be used as a guide in developing the Final AWIS Layout Plan. This plan will consider the placement of AWIS equipment and signs to avoid conflicts with construction or reducing the effectiveness of construction signing. The Engineer shall approve the Final AWIS Layout Plan before any AWIS equipment is deployed.
- (2) **Equipment.** All equipment components of the AWIS, including VMS, VDS, and CCTV, shall be in good working order and meet the product standards of the vendor. All equipment should be trailer mounted and solar powered. No prototype equipment will be used unless approved by the Engineer.

Trailer mounted equipment shall be protected by traffic drums in accordance with guidance provided in the MUTCD and standard drawings. Traffic drums shall be maintained in accordance with Section 604 of the Standard Specifications. Any traffic drums which are damaged or in need of replacement as determined by the Engineer shall be replaced. Furnishing, maintaining and/or replacement of traffic drums will not be paid for separately but shall be considered as included in the unit cost for the equipment provided for in this specification.

- a. **Variable Message Sign.** Each VMS shall be capable of being remotely controlled by both the control server and software and by the Traffic Control Supervisor in the event of a system malfunction. The VMS used shall be a current model from the manufacturer.
- b. **Vehicle Detection Sensors.** Each vehicle detection sensor shall be capable of monitoring traffic speed with a detection range of up to 250 feet and the ability to detect up to 10 lanes of traffic in multiple directions.
- c. **Closed Circuit Television.** The portable CCTV shall be mounted on trailers capable of supporting the camera at a height of 30 ft. The CCTV shall include a solar powered Ethernet connection, 35X optical zoom and 12X digital zoom, IP66 rating and be capable of H.264/Motion JPEG video compression. The CCTV will allow viewing at a minimum of 1 frame per second. The CCTV system shall contain a camera system that automatically changes from color mode to black and white mode under low light conditions in order to render a more detailed image.

The images shall be shown on any computer with a browser capable of viewing JPEG format images.

The vendor shall provide a CDN (Content Delivery Network) to aggregate the video data streams from any AWIS CCTV to a centralized location to reduce bandwidth consumption from each individual CCTV head to head end users and allow for separate controllable/configurable streams for the public and operators.

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The CDN should be capable of allowing the Department to stop and start video feeds for public view while not interfering with the provided feeds for the Department's use.

- (3) Communications.** The AWIS shall be installed to provide constant communication to and from VDSs, VMSs, and CCTVs to the central server and software. The AWIS shall have a complete cycle time of less than 120 seconds that includes delivery of e-mail information. If the system is not able to operate within the 120-second cycle time, the system shall be considered inoperative. All communication platforms between the AWIS server, VMS, VDS, and CCTV shall be accomplished by digital cellular modem, radio frequency (FCC or FHWA band), or other means subject to approval by the Engineer.

The Contractor shall secure any necessary FCC and/or FHWA licenses for the operation of the Work Zone Information System, including all necessary license renewals.

The system shall also be capable of e-mailing information to a minimum of 10 locations, such as police agencies and broadcast media. The e-mail information shall include the scenario in effect and the messages delivered to the public.

- (4) Message Displays and Scenarios.** The Contractor shall submit to the Engineer for approval a Traveler Notification Plan detailing the messages delivered along with the traffic scenarios used to activate the messages. The Contractor must have an approved plan to operate the AWIS. Modifications to this plan will be made and executed if the Engineer determines that any of the current messages or traffic scenarios in use is ineffective, that additional traffic scenarios and/or equipment are needed to adequately warn the public, or errors are found in the messages being given to the public. The term "Mile Marker" shall be displayed to the public in lieu of "Log Mile".

E-mails and/or SMS text messages shall be sent to the Engineer as well as the Contractor whenever the system detects a failure of any of the components or if the main power supply to the AWIS system controller or monitoring system is interrupted. Notification shall be sent within 10 minutes of the system detecting a problem as indicated above. This will provide notice to the Contractor of needed repairs. Failures shall be defined as any system component not checking in with the system controller as scheduled.

E-mails and/or SMS text messages shall be sent to the Engineer whenever the system detects a failure of a VMS, VDS, or a CCTV unit, or if the main power supply to the system controller or monitoring system is interrupted. This will provide notice to the Engineer that the system may not be functioning as intended and improper messages may be delivered to the public.

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If the current speed on an approaching roadway segment is at or above the speed limit, the upstream VMS will display either the following message or one approved by the Engineer:

WORK ZONE XX MILES AHEAD

DRIVE SAFELY

If the current speed drops to less than 45 MPH but greater or equal to 20 MPH, then either the following message or one approved by the Engineer will be displayed:

SLOWING TRAFFIC AHEAD

SPEEDS 20 – 45 MPH

If the current speed on the approaching roadway drops below 20 MPH then either the following message or one approved by the Engineer will be displayed:

STOPPING TRAFFIC AHEAD

SPEEDS UNDER 20 MPH

System Reports. The system shall be capable of automatically creating a log of component failures the system encounters. This log shall be submitted on a weekly basis to the Engineer. The log shall indicate the time the component failed and the time it returned to normal operation. A system activity log showing the system device displays along with the time of the display or measurement shall also be recorded and submitted to the Engineer on a bi-weekly basis coinciding with the Department's bi-weekly estimate periods. Failure to submit the System Reports as specified can result in withholding of monthly operational line items for the weeks in question.

Operational Test. The AWIS shall be in fully operational during all phases of construction. Once installed, a five-day Operational Test shall be conducted before any time will be considered for payment. The Contractor shall provide for complete operations support from the vendor during the Operational Test. If any equipment malfunctions occur for a combined period of four hours or more during this Operational Test on any day, no credit will be given for that day for the Operational Test period. Applicable time charges (Working Days and/or Site Use Days) will be assessed during the AWIS Operational Test period. Standard Specification 108.07, Failure to Complete Work on Time, will not apply.

The Contractor shall maintain records of equipment stoppages and resumptions during the five-day Operational Test for submission to the Engineer for his approval. In the event that 10 percent or more of the time similar equipment malfunctions occur that affect the proper operation of the AWIS, the Engineer may declare a system component defective and require replacement of the equipment at no additional cost to the Department. When a system component defect is declared, the five-day Operational Test shall resume after all defective equipment is replaced and the system is fully operational.

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The Contractor shall submit a report to the Engineer detailing the daily activity of the system during the Operational Test. The Contractor shall indicate in the report the date and time of any activity necessary to maintain operation of the AWIS during the Operational Test period. Each entry shall include the following information:

- Identity of equipment on which work was performed
- Cause of equipment malfunction (if known)
- A description of the type of work performed
- Time required to repair equipment malfunction

Once the Operational Test Report is received and approved by the Engineer, the AWIS will be considered fully operational and time charges for the AWIS may commence.

After the Operational Test, the term “fully operational” will be defined as all components of the system functioning as designed. **If the system (which includes e-mails and data push to www.idrivearkansas.com) is discovered to be providing inaccurate information regarding traffic flow, it shall be shut down immediately upon discovery.** If the system is corrected within 4 hours of its malfunction, the system will be classified as “fully operational”. If the system fails to provide accurate information regarding traffic backups and is not corrected within 4 hours, the system will be classified as “not fully operational”. If a component or components fail and causes a “lockup” of the system resulting in inaccurate information being given to the public via VMS components, the system shall be classified as “not fully operational” if the lockup is not resolved within 4 hours of the initial failure.

To ensure a prompt response to incidents involving the integrity of the Automated Work Zone Information System devices and VMSs, the Contractor shall be required to make all necessary corrections to the components of the system within 12 hours of notification by the Department. If all corrections are made within this 12-hour period and the system is brought back on-line, no pay reduction will occur. Components are the Variable Message Signs, Portable Closed Circuit Television Systems, speed and volume sensors, communications equipment, and all hardware and software required to operate the signs and the data connection to www.idrivearkansas.com. The video feeds to www.idrivearkansas.com are included in this component listing. If the 12-hour time frame expires and the components are not fully restored to proper working order, no payment will be made from the time of initial notification until the system is returned to being fully operational.

Failure to comply with these requirements after the 12 hours have expired will result in a charge calculated by dividing the Daily Road User Cost (shown in the “Site Use (A+B Method)” special provision) by 24 and rounded down to the nearest dollar. This charge will continue until all components of the AWIS are restored to a fully operational status. In assessing this charge, any portion of an hour will be counted as a full hour.

If the components of the Automated Work Zone Information System are down for more than 10 days in a month, whether they are consecutive or cumulative, then no payment will be made for that month. The Department reserves the right to deactivate the Automated Work Zone Information System components at any time if the Engineer determines that the system is not

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performing in accordance with these specifications, in which no further payment will be made until the system is restored to a fully operational status.

If a component of the AWIS fails to operate properly on at least 4 calendar days in a 14-day estimate period, the Engineer may declare that component defective and require the Contractor to replace the component at no additional cost to the Department.

METHOD OF MEASUREMENT.

- (a) **AWIS Mobilization.** The Automated Work Zone Information System Mobilization will be measured as a Lump Sum item.
- (b) **AWIS Operation.** The Automated Work Zone Information System Operational Costs will be measured by the Month. After the system undergoes the Operational Test and is accepted for use, operation and maintenance of the Automated Work Zone Information System will be measured for payment by the month based on the number of days the system is "fully operational" during the project. If the AWIS is "not fully operational" as defined above, no payment will be made for that portion of the month and the penalty as defined above will be assessed.
- (c) **Furnish and Install the Vehicle Detection System, Variable Message Signs, and Closed Circuit Television System.** Furnish and Install the Vehicle Detection System, Variable Message Signs, and the Closed Circuit Television System will be measured by the Each.
- (d) **Device Relocation.** After the Operational Test is complete and the system is accepted for use, Device Relocation will be measured for payment by the Each. A device relocation is defined as a 20-foot or more relocation of a VDS, VMS, or CCTV Camera. Approval of the Engineer will be required prior to each move to be eligible for reimbursement. **Final removal of any device from the project will not be considered device relocation.**

BASIS OF PAYMENT.

- (a) **AWIS Mobilization.** Work completed and accepted and measured as provided above will be paid for at the contract unit price of Lump Sum, which price shall be full compensation for furnishing the server and software; for testing the AWIS; for testing of all VDS, VMS, and CCTV cameras; for integration of the AWIS data onto the www.idrivearkansas.com website; for obtaining all FCC and/or FHWA permits and licenses; for providing all required cellular and electrical services; and for all materials, labor, equipment, tools, and incidentals necessary to safely furnish and install this system.

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- (b) Furnish and Install Vehicle Detection System (VDS).** Work completed and accepted and measured as provided above will be paid for at the contract unit price of each, which price shall be full compensation for furnishing, installing, and testing the Vehicle Detection Systems; for obtaining all FCC and/or FHWA permits and licenses; for providing all required cellular and electrical services; for furnishing, maintaining, and replacing traffic drums; and for all materials, labor, equipment, tools, and incidentals necessary to safely furnish and install this system.
- (c) Furnish and Install Closed Circuit Television System (CCTV).** Work completed and accepted and measured as provided above will be paid for at the contract unit price of Each, which price shall be full compensation for furnishing, installing, and testing the Closed Circuit Television System; for obtaining all FCC and/or FHWA permits and licenses; for providing all required cellular and electrical services; for furnishing, maintaining, and replacing traffic drums; and for all materials, labor, equipment, tools, and incidentals necessary to safely furnish and install this system.
- (d) Furnish and Install Variable Message Sign (VMS).** Work completed and accepted and measured as provided above will be paid for at the contract unit price of Each, which price shall be full compensation for furnishing, installing, and testing the Variable Message Signs for obtaining all FCC and/or FHWA permits and licenses; for providing all required cellular and electrical services; for furnishing, maintaining, and replacing traffic drums; and for all materials, labor, equipment, tools, and incidentals necessary to safely furnish and install this system.
- (e) AWIS Operation.** Work completed and accepted under the item Automated Work Zone Information System operation and measured as provided above will be paid for at the contract unit price bid per Month, which price shall be full compensation for operating, maintaining, inspecting and removing all the components of the AWIS, including the Central Data server; all VMS, all VDS, and all CCTV; for renewing all FCC and/or FHWA permits and licenses; for maintaining the data feed to www.idrivearkansas.com; for providing 24-hour access to a system programmer; for maintaining all required cellular and electrical services; for furnishing, maintaining, and/or replacing traffic drums as needed; and for all materials, labor, equipment, tools, and incidentals necessary to safely maintain this system during construction.
- (f) Device Relocation.** Work completed and accepted under the item Device Relocation and measured as provided above will be paid for at the contract unit price bid per Each, which price shall be full compensation for approved 20-foot or more relocation of a VDS, VMS, or the CCTV. Relocation of traffic drums shall also be included in this cost.

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Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
AWIS Mobilization	Lump Sum
Furnish and Install Vehicle Detection System	Each
Furnish and Install Closed Circuit Television System	Each
Furnish and Install Variable Message Sign	Each
AWIS Operation	Month
Device Relocation	Each

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

108.02 Prosecution of Work.

(a) Preconstruction Conference. Before beginning the work specific to the project and unless waived by the Engineer, a preconstruction conference shall be held at a mutually agreed upon time and place. The Engineer will notify subcontractors, utility companies, and other interested parties of the time and place of the preconstruction conference. The Contractor shall submit the following to the Engineer before or at the preconstruction conference:

- A company safety plan and the name of the safety officer;
- An EEO/affirmative action plan and the name of the EEO officer;
- A list of key project personnel and their phone numbers;
- A list of proposed subcontractors;
- The names of Material Testers.

Subsection 108.02(b)(4) and the remainder of Subsection 108.02 is hereby deleted and the following is substituted therefore:

(c) Full Work Order.

(1) Calendar Day Contract. Unless the Contractor is otherwise advised in writing, the Work Order of a calendar day contract shall become effective on the fifteenth calendar day following the execution of the Contract. Should the effective date fall on a Saturday, Sunday, or legal holiday; Monday following a holiday on Sunday, or Friday preceding a holiday on Saturday, the effective date shall be the next work day. The assessment of contract time shall begin on the date the Contractor actually begins work or no later than as specified in the Special Provision "Flexible Beginning of Work - Calendar Day Contract".

Only work specified in SS 108-2 may begin before the assessment of contract time begins.

(2) Allocation of Department Resources. The Department allocates its resources to a contract based on the total time allowed in the Contract. However, should the Contractor propose an accelerated work schedule, the Department will provide the necessary resources to meet the demands of the accelerated work schedule. Utility and/or Right of Way (ROW) related delays are exempt from impact claims for the first ninety (90) days after the work order date.

(d) CPM Schedule.

(1) General. Prepare and submit to the Engineer a Critical Path Methodology (CPM) schedule in accordance with Section (j) "General Requirements of the Project Schedule" of this special provision utilizing scheduling best practices.

The schedule shall be used to plan, coordinate, and manage the work, whether the Contractor's personnel are performing the work or not. Copies of the complete baseline schedule, update schedules, and revised schedules shall be shared with all subcontractors, suppliers, and utility companies affected by the work.

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Float is a shared commodity and is not for the exclusive use or benefit of any party. It is available to all parties as needed until it is consumed.

The "Structure of the Project Schedule" document is located on the ARDOT website at <https://ardot.gov/divisions/construction/construction-information/> under CPM Schedule Information.

(e) Project Scheduling. Time is of the essence and the contract time requirement is a key factor for success to both the Department and the Contractor. All time limits stated in the Contract Documents are of essence to the Contract. The purpose of the Department requiring the project schedule shall be to:

- Ensure adequate planning during the prosecution and progress of the work in accordance with the allowable number of calendar days and all milestones identified by the Contract;
- Assure coordination of the efforts of the Contractor, Department, Utilities, and others that may be involved in the project;
- Assist the Contractor and Department in monitoring the progress of the work and evaluating proposed changes to the Contract;
- Assist the Department in administering the contract time requirements;
- Ensure that the project is planned for the entire project duration and completed within the contract time as bid.

The observance of the requirements herein is an essential part of the work to be performed under the Contract. No direct compensation will be allowed for fulfilling these requirements, as such work is considered subsidiary to the various bid items of the Contract.

(f) Personnel. The Contractor shall provide an individual, referred to hereafter as the Scheduler, to create and maintain the project schedule. The Scheduler shall be proficient in CPM development and analysis of resources, and shall be able to perform the required tasks using the specified software. The Scheduler shall be present, in person or via tele-conference at the discretion of the Engineer, at all CPM update meetings and made available for discussion or meetings when requested by the Engineer.

(g) Bid Schedule.

(1) General. The apparent low bidder shall provide an electronic ".xer" file, a PDF schedule report, and a bid schedule narrative to the Department's Program Management Division, via Doc Express, by 4:30 p.m. by the 5th calendar day following the opening of bids. Should the apparent low bidder fail to submit the bid schedule and the bid schedule narrative within the time allotted, the proposal will be rejected and the proposal guaranty will be returned to the bidder. Award may then be made to the next lowest responsible bidder, or the work may be re-advertised and constructed under contract or otherwise, as the Commission may decide. The low bidder who failed to produce an acceptable bid schedule, bid schedule narrative, or both will not be permitted to bid on any subsequent advertisement of the project.

(2) The Department shall review and verify the constructability of the bid schedule prior to contract award. At a minimum, the bid schedule shall contain the following:

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- Include external constraints (outside Contractors work, utilities, permitting, Short Term Activity Authorizations (STAA), ROW clearance, etc.). Use the dates provided in the respective Special Provisions.
- High-level activities summarized by the Work Type Code as set forth in the “Activity Codes/Work Type” section of the “Structure of the Project Schedule” document located on the ARDOT website shall be represented in the schedule for each stage.
- Full scope of work for the entire project duration (bid contract time) clearly reflecting the MOT (Staging) plan as reflected in the bid documents in accordance with the MOT (Staging) plan described in the bid documents in accordance with the Work Breakdown Structure (WBS) sections of the “Structure of the Project Schedule” document located on the ARDOT website to level 3 detail of the WBS.
- The bid schedule shall be a CPM logic driven schedule.
- Appropriate work calendars shall be developed and applied for the various activities in accordance with all calendar references under Section (j) “General Requirements of the Project Schedule” of this special provision. Calendars shall include specified holidays, Sundays, and include anticipated adverse weather days.

(3) Bid Schedule Narrative. A schedule narrative shall be provided with the Bid Schedule proposal, and shall include the following information:

- General description of the workflow and plan for completing the project.
- A Time-Line illustrating the MOT (Staging) plan including key milestones such as utility turnover dates, migrating bird netting, ROW clearance date, etc.
- The working days per week, the number of shifts per day, the number of hours per shift, the holidays to be observed, and a description of how the schedule will account for adverse weather days.

(4) Criteria for Acceptance of the Bid Schedule.

- The bid schedule narrative shall meet all criteria as shown in the “Bid Schedule Narrative” subsection of this special provision.
- High level activities shall be included for all applicable Work Type codes for the full scope of work.
- The bid schedule shall be organized by the MOT (Staging) plan described in the bid documents in accordance with the “WBS Structure” sections of the “Structure of the Project Schedule” document located on the ARDOT website to level 3 detail of the WBS.
- The bid schedule shall be a CPM logic driven schedule.
- The bid schedule shall contain appropriate work calendars reflecting holidays, Sundays, and a reasonable number of adverse weather days.
- The bid schedule shall indicate that the work can be reasonably assumed to be completed in the calendar days bid.

The bid schedule and bid schedule narrative submitted by the apparent low bidder will be reviewed by the Department to determine if the criteria noted in this Special Provision have been met. If it is determined by the Department that the submitted bid schedule, bid schedule narrative, or both do not meet the specified criteria, the bidder will be notified in writing, detailing the issues of concern and allowed the opportunity to submit a revised bid

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schedule, bid schedule narrative, or both. The revised bid schedule, bid schedule narrative, or both must be submitted within two business days of notification. If the revised bid schedule, bid schedule narrative, or both are deemed unacceptable or not submitted within two business days of notification, just grounds exist for rejection of the proposal. In this case, the bidder will be notified that an acceptable bid schedule, bid schedule narrative, or both have not been submitted and will be provided an opportunity for administrative reconsideration. A request for administrative reconsideration must be submitted to the Chief Engineer within two business days of the Department's notification. As part of the administrative reconsideration, the bidder may provide corrections or arguments concerning the issue of whether the bid schedule and bid schedule narrative meet the specified criteria. The Chief Engineer will render a written decision on the reconsideration explaining the basis for the finding. If the Chief Engineer determines that a bid schedule and a bid schedule narrative are not produced that meet the specified criteria, or no administrative reconsideration is requested, the proposal will be rejected and the proposal guaranty will be returned to the bidder. Award may then be made to the next lowest responsible bidder, or the work may be re-advertised and constructed under contract or otherwise, as the Commission may decide. The low bidder who failed to produce an acceptable bid schedule, bid schedule narrative, or both will not be permitted to bid on any subsequent advertisement of that project.

(h) Baseline Schedule.

(1) General. The Contractor shall provide the Baseline Schedule to the Engineer as soon as possible after notification of contract award. The Engineer will review the Baseline Schedule per Section (j) "General Requirements of the Project Schedule" of this special provision, and notify the Contractor of its acceptability. **The Contractor will not be allowed to start work until the Baseline Schedule has been approved by the Engineer. The contract time will start no later than that specified in the Special Provision "Flexible Beginning of Work - Calendar Day Contract" after the issuance of the work order. No time extension shall be considered for failure to submit an acceptable Baseline Schedule within the time period specified above.**

(2) Baseline Schedule Narrative. The schedule narrative shall not be considered notification of delays, requests for change orders, or other issues. The Contractor shall provide a schedule narrative with the Baseline Schedule including the following information and topics as laid out:

- General description of the workflow and plan for completing the project.
- A timeline illustrating the MOT (Staging) plan according to bid documents; including key milestones such as utility turnover dates, migratory bird netting, ROW clearance date, etc.
- A description of the longest path.
- Subcontractors, equipment (full and part time noted), monthly crew staffing plan.
- List of completion dates for all major milestones.
- The work days per week, the number of shifts per day, the number of hours per shift, and the holidays to be observed, and a description of how the schedule accounts for adverse weather days.
- Activities requiring coordination with the Department, utilities, other parties, etc. (external constraints).

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- Attachment defining each crew completely, describing the equipment, including number and type, required to carry out the work. The number of crews is to be defined by the Contractor. It is expected that a sufficient number of crews will be developed to correspond to the Contractor's plan to complete the project within the time specified. At a minimum, please include a list containing a legend for all abbreviations/acronyms.

Baseline Schedule Joint Review, Revision, and Acceptance. Within fifteen (15) calendar days of receipt of the Contractor's proposed Baseline Schedule, the Engineer shall evaluate the schedule for compliance with this specification and notify the Contractor of the findings. If the Engineer requests a revision or justification, the Contractor shall provide a satisfactory revision or adequate justification to the satisfaction of the Engineer within five (5) calendar days. The Contractor will not be allowed to start work until the Baseline Schedule has been approved by the Engineer.

The contract time will start no later than that specified in the Special Provision "Flexible Beginning of work – Calendar Day Contract" after the issuance of the work order. The Baseline Schedule submitted for acceptance must be sequenced according to the MOT plan provided in the contract documents. If the Contractor submits a Baseline Schedule for acceptance that is based on a sequence of work not in the plans, it will be rejected by the Engineer.

The Engineer's review and acceptance of the Contractor's Baseline Schedule is for conformance to the requirements of the Contract documents only. Review and acceptance by the Engineer of the Contractor's project schedule does not relieve the Contractor of any of its responsibility for the project schedule, or of the Contractor's ability to meet interim milestone dates (if specified) and the contract completion date, nor does such review and acceptance expressly or by implication warrant, acknowledge or admit the reasonableness of the logic, durations, manpower or equipment loading of the Contractor's Baseline Schedule. In the event the Contractor fails to define any element of work, activity or logic and the Engineer review does not detect this omission or error, such omission or error, when discovered by the Contractor or Engineer, shall be corrected by the Contractor at the next schedule submittal and shall not affect the project completion date.

At a time agreeable to the Engineer, the Contractor shall conduct a **Baseline Schedule Presentation Meeting** within seven (7) calendar days after submitting the proposed Baseline Schedule. The purpose of this meeting is for the Contractor to present the Contractor's schedule. The following is a minimum to be covered at the joint review of the schedule:

- Work Breakdown Structure (WBS)
- Sequence of work - step through the schedule activity by activity
- Resources - to include crews and production rates used
- Longest path Review

(3) Criteria for Acceptance of Baseline Schedule. The Engineer will accept a schedule based on the following:

- Baseline Schedule Presentation review meeting.

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- Conformance with Section (j) "General Requirements of the Project Schedule" of this special provision and any other contract requirements.

The Engineer's acceptance of a schedule:

- Does not modify the Contract.
- Does not constitute endorsement or validation by the Engineer of the Contractor's activity logic, activity durations, or assumptions in creating the schedule.
- Does not guarantee that the project can be performed or completed as depicted in the schedule.
- Does not relieve the Contractor of its obligation or responsibility to submit complete and accurate information.

If the Contractor or Engineer discovers an error after the Engineer has accepted a schedule, the Contractor shall correct the error in the next schedule submission.

The Contractor will not be allowed to start work until the Baseline Schedule has been approved by the Engineer.

(i) Update Schedule.

(1) General. On a bi-weekly basis and in alignment with each pay estimate, the Contractor shall perform a complete update including the application of actual resource units. The bi-weekly schedule update shall be provided with each pay estimate. A .pdf schedule report shall be provided to the Engineer, showing each activity's original duration, remaining duration, percent complete, start date, finish date, material resource name, budgeted quantity, actual quantity, quantity to complete, and unit of measure as an attachment to the pay estimate. An electronic ".xer" backup file of the schedule shall be submitted to the Engineer. The Contractor's scheduler must attend each bi-weekly schedule update; either in person, via computer, or tele-conference as determined by the Engineer. The following reports shall be provided as determined by the Engineer; three (3) week look-ahead, critical activities (longest path), productivity/quantities, actual/planned.

The project schedule and narrative shall be updated and submitted in accordance with Section (j) "General Requirements of the Project Schedule" of this special provision every twenty-eight (28) days (every other bi-weekly update) to align with pay estimates. The project schedule shall be updated during a joint project schedule update meeting that will be attended by the appropriate Engineers and Contractor representatives. The Contractor's scheduler must attend the joint project update meeting; either in person, via computer, or tele-conference as determined by the Engineer. The joint project update meeting shall occur within no more than three (3) business days from the pay estimate date. All schedule submittals and time restrictions are required unless otherwise approved by the Engineer in writing. The schedule shall be submitted no later than close-of-business two (2) business days after the joint project schedule update meeting.

The Contractor shall meet with the Engineer to review and input into the project schedule the actual progress made until the data date of the schedule update. The review of progress will include dates for activities actually started and/or completed, and the duration percentage of work completed or remaining duration on each activity started and/or

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completed. The percentage of work completed shall be calculated by using the quantity and production rate information.

(2) Assignment of Baseline Schedules. The following Baseline Schedules shall be assigned prior to submission of schedule updates. The submitted schedule “.xer” backup file shall contain the following assigned Baseline Schedules:

- Project Baseline - assign the approved Baseline Schedule.
- Primary Baseline - assign the approved update from the prior month
- Secondary Baseline - assign the approved update from 2 months prior

(3) Store Period Performance. The “Store Period Performance” function shall be performed every twenty-eight (28) days (every other bi-weekly update) to align with pay estimates and the full schedule, reports, and narrative submittal to lock in actual-this-period units to coincide with the joint project update meeting prior to submission of the schedule update for review and disposition.

Failure to attend the scheduled update meeting or submit the schedule update within the specified period may result in the stoppage of work until the Department receives the schedule update and future withholding of estimate payments until the specified evaluation time has elapsed and the Contractor receives approval from the Engineer.

(4) Update Schedule Narrative. The schedule narrative shall not be considered notification of delays, Requests for Changes Orders, or other issues. A schedule narrative shall be provided with each schedule update including the following information and topics as laid out:

- General description of status and what occurred during update period.
- Issues - known and potential
- Mitigation efforts associated with each issue
- General description of planned work during next update period
- Material quantities must align with estimate item codes and schedule resources.
- Schedule Related RFI's
- Schedule Related Change Orders and/or Proposals
- Attached default Claim Digger report
- Oracle Primavera schedule log report

(5) Update Schedule Joint Review, Revision and Acceptance. Within seven (7) calendar days of receipt of the Contractor's submitted Update Schedule, the Engineer shall evaluate the schedule for compliance with this specification, and notify the Contractor of the findings in writing. If the Engineer requests a revision or justification, the Contractor shall provide a satisfactory revision or adequate justification to the satisfaction of the Engineer within seven (7) calendar days. **Failure to provide revisions or justification within seven (7) calendar days may result in future withholding of estimate payments and/or the stoppage of work until a satisfactory response has been received, the specified evaluation time has elapsed, and the Contractor receives approval from Engineer.**

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The update schedule submitted for acceptance must be sequenced according to the MOT plan provided in the contract documents. If the Contractor submits an update schedule for acceptance that is based on a sequence of work not previously approved by the Engineer, it will be rejected. Any MOT change of sequence must be submitted and approved through the change order process before inclusion in the Schedule.

The Engineer's review and acceptance of the Contractor's project schedule is for conformance to the requirements of the contract documents only. Review and acceptance by the Engineer of the Contractor's project schedule does not relieve the Contractor of any of its responsibility for the project schedule, or of the Contractor's ability to meet interim milestone dates (if specified) and the contract completion date, nor does such review and acceptance expressly or by implication warrant, acknowledge, or admit the reasonableness of the logic, durations, manpower, or equipment loading of the Contractor's project schedule. In the event the Contractor fails to define any element of work, activity, or logic and the Engineer review does not detect this omission or error, such omission or error, when discovered by the Contractor or Engineer, shall be corrected by the Contractor at the next schedule submittal and shall not affect the project completion date.

(j) General Requirements of the Project Schedule.

(1) Scheduling Requirements. The following requirements are the minimum for the project schedules submitted by the Contractor to be in compliance with the Contract Documents. The project schedule shall employ computerized CPM for the planning, scheduling, and reporting of the work as described in this specification. The project schedule shall be prepared using the Precedence Diagram Method. The Contractor shall create and maintain the project schedule using scheduling software compatible with Engineer supported scheduling software. The Project will use Oracle Primavera P6 v8 or newer mutually agreed upon version of Oracle Primavera, which shall mean that the Contractor provided electronic file version of the project schedule may be loaded or imported by the Department with no modifications, preparation, or adjustments.

All scheduling software settings within the scheduling/leveling dialog box shall remain 'default' unless otherwise approved by the Department. The Contractor shall use retained logic for calculating all project schedules. Out-of-sequence Work shall be itemized and described in the monthly schedule narrative and discussed at monthly project schedule update meetings.

The Schedule will be prepared showing construction to the full contract time.

The Contractor shall create and maintain a CPM project schedule showing the manner of prosecution of work that he intends to follow in order to complete the contract within the allotted time.

- The project schedule shall show the sequence and interdependence of activities required for complete performance of the work. At a minimum all pay items shall be accounted for in the activities in the schedule including all If and Where Directed Items showing the plan quantity being utilized. The Contractor shall be responsible for assuring all work sequences are logical and show a true and coordinated plan of the work.

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Each activity in the project schedule shall be described by:

- An activity ID (number) utilizing an alphanumeric designation system tied to the traffic control plans, as described in the “Activity ID Structure” section of the “Structure of the Project Schedule” document located on the ARDOT website and that is agreeable to the Engineer. At no time shall an activity ID be changed from one schedule version to another (i.e. from bid schedule to baseline schedule to update schedules and between monthly updates).
- Concise and unique description of the work represented by the activity name with no duplicate activity name within the project schedule as described in the “Activity Naming Convention” section of the “Structure of the Project Schedule” document located on the ARDOT website; and
- Activity durations in whole days with a maximum of twenty (20) calendar days. Longer durations may be used for non-construction activities (mobilization, submittal preparation, curing, etc.), and other activities mutually agreeable between the Engineer and Contractor.
- An activity duration shall be based on the quantity for the individual work activity divided by a production rate. Activities that have varying production rates may be required to be separated into multiple activities by the Engineer.
- A User Defined Field shall be utilized to assign production rates to their associated activities and resources. The User Defined Fields shall be developed and structured in accordance with the “User Defined Field” section of the “Structure of the Project Schedule” document located on the ARDOT website.

The activities shall be coded so that organized plots/layouts of the project schedule may be produced as described in the “Activity Codes” subsection of this special provision.

The activities shall be assigned to a WBS as described in the “WBS Structure” sections of the “Structure of the Project Schedule” document located on the ARDOT website.

Administrative activities and milestones shall be incorporated into the schedule and assigned to the ‘Admin/Milestones’ WBS level as follows:

- All milestones identified by the Contract shall be reflected as start milestones with a ‘start no earlier than’ constraint or finish milestones with a ‘finish no later than’ constraint.
- Project Start-Start Milestone for work prior to work order.
- (NTP/Work Order Start)-Start Milestone for work after work order.
- Stage Complete-Finish Milestone for each stage of the project (shall not be constrained unless necessary to reflect MOT (Staging) plan)
- Substantial Completion-Finish Milestone to follow all contracted work scope and punch-list activities required for beneficial use. A Project Level “Must Finish By” date shall be applied on Calendar Day and Fixed Completion Date contracts. Note that the project level “Must Finish By” constraint is as-of 12:01 am.
- Project Complete-Finish Milestone to follow all close-out activities after substantial completion.
- Contract Days-No Level of Effort activities are to be used with the exception of a Level of Effort activity used for tracking the planned, actual, and remaining contract days. Relationships to be Start-to-Start (SS) with NTP/Work Order-Start milestone and

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Finish-to-Finish (FF) with Substantial Completion milestone. This activity will reflect total contract duration and track actual days charged against contract duration.

- Additional milestones used by the Contractor shall be approved by the Engineer.
- Constraints-only constraints associated with the WBS, phasing, staging, milestones, or project completion dates specified in the Contract are allowed. Any constraints to be utilized on the schedule other than the aforementioned dates must be authorized in advance by the Engineer.
- No lags shall be used on Finish-To-Start relationships and no negative lags shall be used at any time.
- No Start-to-Finish relationships shall be used at any time.
- No activity shall have only Start-to-Start successor relationship(s) or only Finish-to-Finish predecessor relationship(s).
- Critical path shall be determined by the longest path.
- No activity shall contain scope that represents multiple Contractors, trades, or types of work.
- The Contractor shall resource-load the project schedule by assigning every construction activity the appropriate material and equipment resources which align with the Contractor's project plan and directly correlate to and support the Estimate Item Codes (Schedule of Values).
- Only project calendars shall be used. No global calendars may be used. Separate calendars shall be developed and assigned to activities for various Work Types, as appropriate.
- Seasonal weather conditions shall be considered and included in the project schedule for all work influenced by temperature and/or precipitation. Seasonal weather conditions shall be determined by an assessment of average historical climatic conditions. Average historical weather data is available through the National Oceanic and Atmospheric Administration (NOAA), company historical records, or any additional reference the Contractors deems necessary to prepare an accurate schedule. These effects will be simulated through the use of work calendars for each major work type (i.e., earthwork, concrete paving, structures, asphalt, drainage, etc.) for all activities.
- The work calendars shall be updated each month to reflect the actual days worked.
- Total Float is the amount of time that an activity can be delayed from its early start date without delaying the project finish date. Free Float is the amount of time that an activity can be delayed without delaying the early start date of any successor activity. Float time in the project schedule is a shared commodity between the Department and the Contractor. Suppression or consumption of float shall not be allowed, including by use of extended activity durations, dummy activities, unspecified or unnecessary milestones, unnecessary logic ties, or preferential sequencing.

At a minimum, include the following work activities, as applicable:

- Work to be performed by the Contractor, subcontractors, and suppliers.
- Work to be performed by the Department and third parties.
- The project start date, scheduled completion dates, and other milestones required by the Contract, start or finish dates for phases, or site access or availability dates.
- Submittal review and approval activities when applicable, including time for the Department's approval as specified in the Contract.

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- Fabrication, delivery, installation, testing, and similar activities for materials, plants, and equipment.
- If and where directed items shall be included in the schedule as an activity showing the plan quantity being utilized.
- Sampling and testing periods.
- Settlement or surcharge periods.
- Cure periods.
- Utility notification and relocation identified in the Contract.
- Installation, erection, and removal identified in contract documents and similar activities related to temporary systems or structures.
- Required acceptance testing, inspections, or similar activities.
- Activities representing acquisition of any necessary permits to be obtained by the Contractor or acquisition of right of way when a delay of occupancy is included in the contract documents.
- Activities shall not be deleted from the schedule. If scope or activity no longer applies, close the activity using the following process:
 - Apply actual start and finish date.
 - Remove activity from current sequence string.
 - Add predecessor of Project start and successor of project complete.
 - Add negative resource quantity(s) so as to have a quantity sum of zero (0).
 - Add note on activity explaining the reason for closing the activity and add the word "CLOSED" to the activity description.
 - Ensure explanation is included in the monthly narrative.

(2) Resource Loading

All construction activities shall be resource loaded as follows:

- Labor resources assigned with associated crews.
- Material resources assigned with associated quantities and appropriate units of measure such as to allow for earned value, production analysis, and s-curves. All material quantities shall be carried on material resources in alignment with and equal to the estimate item code "schedule of value line items" bid/contract quantities.
- Major equipment shall be assigned as resources with associated hours.

(3) Store Period Performance. At the end of each update cycle, "Store Period Performance" shall be performed to lock in actual-this-period units prior to submission of the schedule update for review and disposition. This should occur every twenty-eight (28) days in conjunction with a pay estimate and the full schedule, reports, and narrative submittal.

(4) Earned Value Rules (Performance Measurement). All scheduling software settings within the Earned Value, User Preference Calculations, and User Preference Resource Analysis dialog boxes shall remain 'default' unless otherwise approved by the Department.

(5) Level of Schedule Detail/Submission Requirements. Each project schedule submittal shall include a ".xer" electronic backup file and three (3) plots in .pdf or other

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format as determined by the Engineer with the activities logically grouped using the Project's WBS and then by Work Type activity code as set forth in the "WBS" and "Activity Codes" sections of the "Structure of the Project Schedule" document located on the ARDOT website and sorted by start date and total float:

- One bar chart plot showing the entire project schedule, with the longest path through the schedule readily discernible; and
- The second bar chart plot showing only the longest path;
- The third bar chart plot showing a 60-day Look-Ahead schedule, starting with the data date, containing no completed activities.

(6) Project Schedule Revisions. If the Contractor desires to make changes in the project schedule, the Contractor shall notify the Engineer in writing prior to making the revisions. The written notification shall include the reason for the proposed revision, what the revision is comprised of, and how the revision was incorporated into the schedule. In addition to the written notification of the revision, the Contractor shall include a ".xer" electronic backup file of the project schedule that includes the revision and one logically organized plot of the project schedule if requested by the Engineer.

The Department may request the submission of a revised schedule if any of the following circumstances occur:

- There is a delay (actual or projected) to the scheduled milestone or project completion dates.
- There is a difference between the actual sequence or durations of the work and the sequence or durations depicted in the last accepted schedule.
- The Department executes a contract revision that adds or deletes work, modifies the planned sequence of work, or modifies the means and methods of its performance.

The requirement to prepare a revised schedule is not a directive by the Department to accelerate the work.

Prepare and submit the revised schedule as soon as the need for a revised schedule is necessary, but no more than five (5) business days after the Department's request.

Within five (5) business days of receipt of the revised schedule, the Department will respond in writing either accepting the revised schedule or rejecting the revised schedule and identifying the reasons for rejection, or requesting more information. Within five (5) business days after the date of the Department's written response, address the reasons for rejection and resubmit the revised schedule or provide the information requested.

(7) Recovery Schedules. If the work is delayed such that the projected finish date of any completion deadline or contract milestone, in the current update schedule, is behind by twenty-eight (28) calendar days, then the Contractor shall provide a Recovery Schedule within seven (7) calendar days, including a recovery plan detailing how the delay will be recovered and the completion deadline(s) achieved, prior to submittal of its next monthly update schedule. The Recovery Schedule shall demonstrate the Contractor's plan to regain lost progress and achieve all completion deadlines per the Contract Documents.

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(8) Change Orders. Any and all change orders affecting schedule durations, sequencing, and/or material, or equipment quantities shall be incorporated into the schedule, whether additive or deductive.

A fragnet shall be developed for all potential change orders. The fragnet and Time Impact Analysis (TIA) shall be submitted for inclusion with the change order. Failure to submit a fragnet with the change order forfeits any recovery for an associated recoverable project delay at any future date.

Approved Change Orders shall be incorporated into the current schedule with the activity(s) clearly identified and reflected as to the change order number the items are associated with. Potential time extensions based on change orders will be analyzed based on the most recent approved schedule, impact to the longest path, and subsequent movement of the current project completion date in accordance with the Evaluation of Delays and Calculation of Time Extensions section of this special provision.

For each added Change Order activity, the activity ID shall have CO plus the change order number added to the end of the standard activity ID structure. The activity description shall have CO plus the change order number added to the beginning of the standard activity description structure. Leading zeros should be included as part of the three (3) digit change order number.

For Change Orders only affecting resource quantities (not requiring new activities), the changer order resources may be added to existing activities, as appropriate, in accordance with the change order scope.

- a. Change Order Resources. Resources shall be created and assigned to activities for each approved change order, whether the resource resides on an existing or new change order activity. Change order resources shall include the entire scope of the change order. The resource code shall have CO plus the change order number added to the end of the standard resource ID structure. The resource description shall contain CO plus the change order number. Any leading zeros should be included as part of the change order number. All resource and cost loading rules apply to change orders.

Subsection 108.06 is hereby deleted and the following is substituted therefore:

108.06 Determination of Time of Completion and Extension of Contract Time.

- (a) General.** The time bid by the Contractor for the completion of the work included in the Contract will be stated in the proposal and Contract, and will be known as the "Contract Time". The contract time will be specified as calendar days.

The Contractor shall provide sufficient materials, equipment, and labor to guarantee the completion of the project according to the plans and specifications within the contract time. The Contractor shall advance the work so that the available time is appropriately utilized in order to complete the work within the contract time.

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Unless an emergency is declared, the Contractor shall not perform work that requires inspection on Sundays or legal holidays designated in Subsection 101.01(c) and the actual holiday if it falls on a Saturday or Sunday. If the Commission declares Friday following Thanksgiving Day as a Department recognized holiday, the Contractor shall not perform work that requires inspection. These days shall be charged in a Calendar Day contract.

No claim for an extension of time will be considered as a result of failure of the Engineer to furnish interpretations of the plans and specifications until 30 calendar days after receipt of such demand in writing as required by Subsection 105.01, and not then unless such request for an interpretation is clearly presented for understanding, reasonable and made in good faith.

The Engineer will determine the date upon which the Contract is substantially complete and time assessment will cease. In the event cleanup is necessary or items found at the final inspection are to be corrected, the Contractor shall complete this work in a timely manner or the Engineer will resume time charges.

- (b) Calendar Days.** When the contract time is specified in calendar days, time will be assessed for each calendar day in accordance with the Special Provision "Flexible Beginning of Work - Calendar Day Contract". A calendar day is defined under Subsection 101.01.

The Contractor shall take into consideration all normal conditions considered unfavorable to the progress of the work and place a sufficient work force and equipment on the project to ensure completion of the work with the contract time. Inaccessibility to a portion of the work due to utility conflict or utility work will be considered as an adverse condition for time exceeding that specified in the Contract for the utility adjustment.

Contract time will not be assessed during a full suspension of the work as ordered by the Engineer. Contract time will be assessed during a Partial Work Order period according to Subsection 108.02(b)(3). During a partial suspension of the work as ordered by the Engineer, the contract time will be assessed in direct proportion to the ratio of the money value of the items not suspended to the total contract amount.

- (c) Extensions to the Contract Time.** The Contractor shall immediately notify the Engineer of a delay once the Contractor becomes aware of the delay, not at the conclusion of the delay. The Contractor waives entitlement to a time extension or compensation for delay or costs incurred before the Contractor notified the Engineer of the delay.

Only Department responsible delays in activities that affect the milestone dates or the contract completion date, as determined by CPM analysis, will be considered for a time extension.

The Contractor's plea that the contract time was insufficient is not a valid reason for an extension of time. When the time as extended by the Department falls on a date that is a Sunday or holiday, the Engineer will extend the contract time to the next business day.

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The Department will evaluate the Contractor's documentation and analysis, and determine the time extension due, if any. The Department will not evaluate a request for an extension of the contract time or revise the contract time unless the Contractor notifies the Department in accordance with the contract documents and specifications.

The Engineer will evaluate delays and requests for extensions or revisions to phased or interim start or finish dates, or durations for portions of the project in the same manner as requests for an extension of the contract time for the project as a whole. Comply with the requirements of this subsection when seeking a time extension for phased or interim start or finish dates or durations.

In the event that the Department extends the contract time into a period of the year during which the working conditions are less favorable, the Department will consider a further extension of time based on the nature of the work the Contractor scheduled to perform during the less favorable period. Conversely, if the Department extends the contract time into a period of the year during which the working conditions are more favorable, the Department will consider reducing the contract time extension. If the Department reduces the work required to complete the project or relaxes phase or stage requirements, the Department may reduce the contract time.

(d) Evaluation of Delays and Calculation of Time Extensions. The Engineer will evaluate the Contractor's request for a time extension based on the Contractor's compliance with the following requirements:

- Base all evaluations of delay and all calculations of the appropriate time extensions due on the schedules submitted to and accepted by the Department and current at the time the delay occurred, not schedules created after the delay occurred.
- The delay is on the longest path when the delay occurred.
- The delay results in a scheduled milestone or project completion date that is later than the date required by the Contract.
- When using a CPM schedule, determine the duration of delays as follows:
 - Use time impact analysis (TIA) to identify and measure critical delays that have not yet occurred. Do not use this method to evaluate delays that have already occurred. In general terms, perform a TIA as follows:
 - Develop a "mini" schedule for the changed work. This schedule is known as a fragnet.
 - Identify the current accepted schedule and record the scheduled completion date on that schedule.
 - Insert the fragnet into the current schedule by properly linking the fragnet with the existing activities in the current accepted schedule.
 - Recalculate the current schedule with the fragnet inserted and record this scheduled completion date.
 - The difference in the calculated scheduled completion dates between the current schedule and the schedule calculated with a properly inserted and properly composed fragnet is the delay attributable to the changed work. The time extension due, if any, will be based on this delay.
 - Use a contemporaneous analysis when evaluating delays that have already occurred. In general terms, perform a contemporaneous analysis as follows:

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- Identify the most recent accepted schedule with a data date before the start of the delay being evaluated.
- Identify each accepted schedule in effect during the delay and the schedule with a data date that immediately follows the conclusion of the delay.
- Identify the longest path each day from immediately before the start of the delay to the schedule immediately following the delay.
- Determine whether the delay falls on the longest path.
- If the delay does not fall on the longest path, then no project delay occurred and no time extension is due.
- If the delay falls on the longest path, then determine the number of days the longest path is delayed. The time extension due, if any, will be based on this delay.

(e) Administration of Time Extensions. For a Calendar Day project, the Department will provide a time extension by adding calendar days to the contract time.

(f) Excusable, Non-Compensable Delays. Excusable, non-compensable delays are unforeseeable and unavoidable delays that are not the Contractor's or the Department's fault or responsibility. The Contractor is entitled to a contract time extension but not entitled to compensation for delay costs associated with an excusable, non-compensable delay. The following are excusable, non-compensable delays:

- Delays due to floods, tornadoes, earthquakes, or other natural disasters that affect the project in regions which are declared as disaster areas by governing authorities.
- Delays due to utility or railroad work when the Contractor is required to alter operations due to conflicts with utility facilities not shown in the plans or railroads not shown in the plans.
- Utilities exceeding estimated completion dates noted in the contract that affect the longest path.
- The Contract requires the furnishing of critical materials and the Contractor experiences a delay in delivery because of Federal priorities for defense needs or because of nationwide shortages. Additional contract time may be allowed in an amount equal to the actual lost time resulting from such delay. To obtain additional contract time, the Contractor shall document and file with the Engineer all evidence pertaining to the original agreement with the material supplier or manufacturer. This evidence must indicate that delivery would be made at or before the time the materials would be needed in the normal sequence of construction operations for incorporation in the work.
- In the event that no prior agreement has been made for furnishing a critical material, and the Contractor is unable to locate a supplier or manufacturer that can deliver the material when needed, the Engineer shall be advised of this situation in writing, indicating the date that delivery will be made and the date of the original request for such material. In either of these situations, when work has progressed to the point that critical materials not delivered are delaying progress of the project, the Contractor may make a written request to the Engineer for additional contract time.
 - Delays due to civil disturbances or acts of war or terror.
 - Delays due to epidemics or quarantines.

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- Delays due to labor strikes that are beyond the control of the Contractor, subcontractors, or suppliers and are not caused by the improper acts or failures of the Contractor, subcontractor, or supplier.

(g) Excusable, Compensable Delays. Excusable, compensable delays are delays that are not the Contractor's fault or responsibility but are the Department's fault or responsibility. The Contractor is entitled to a contract time extension and to compensation for delay costs associated with an excusable, compensable delay that affects the longest path. The Department will determine compensation for an excusable, compensable delay. The following are excusable, compensable delays:

- Delays due to an Engineer-ordered suspension.
- Delays due to the Department's neglect.
- Delays due to subsection 104.02(b) "Significant Changes in the Character of Work" that directly delay the longest path. Compensation will be as allowed under subsection 104.02(b).
- Delays due to subsection 104.02(c) "Differing Site Conditions" that directly delay the longest path. Compensation will be as allowed under subsection 104.02(c).

(h) Non-Excusable Delays. Non-excusable delays are delays that are the Contractor's fault or responsibility or delays that the Contractor could have foreseen or avoided, and weather delays not covered by the events listed in the "Excusable, Non-Compensable Delays" subsection of this special provision. Delays due to the Contractor's, subcontractors', or suppliers' insolvency or performance are neither excusable, nor compensable. The Contractor is not entitled to a time extension or compensation for a non-excusable delay.

(i) Concurrent Delays. Concurrent delays are separate delays to critical activities occurring at the same time. When a non-excusable delay is concurrent with an excusable delay, the Contractor is not entitled to a time extension for the period the non-excusable delay is concurrent with the excusable delay. When a non-compensable delay is concurrent with a compensable delay, the Contractor is entitled to a contract time extension but not entitled to compensation for the period the non-compensable delay is concurrent with the compensable delay.

In addition to the requirements above, the following requirement is added utilizing the updated project schedule:

Project Status Spreadsheet. Within twenty-one (21) calendar days after the start of contract time, the Contractor shall provide the project status spreadsheet in the format shown in Attachment A of this item or as directed by the Engineer. The project status spreadsheet will summarize the monthly and cumulative status of the project, revenue, forecasted revenue, anticipated stockpiled material estimate requests, and approved change orders. The project status, revenue status, and forecasted revenue listed on the Project Status Spreadsheet shall be calculated based on the current updated schedule. The Project Status Spreadsheet shall be updated with each bi-weekly estimate and revised every time the current schedule is updated.

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Failure to provide a Project Status Spreadsheet that the Engineer is able to accept may result in future estimate payments being withheld until an acceptable Project Status Spreadsheet is received and appropriate evaluation time has elapsed.

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Attachment A

Project Status Spreadsheet

Report Date	
Project No.	
Highway	
Contractor's Name	NAME
Notice-to-Proceed Date	
First Pay Period Date	
Estimated Completion Date	
Original Contract Value:	
Total Approved Change Orders:	\$ -
Total Contract Value (This Pay Period):	\$ -

Pay Period	TOTAL	10/00	1/14/00	1/28/00	2/11/00	2/25/00	HIDE	HIDE	HIDE	HIDE	HIDE	HIDE
Baseline Schedule % Complete	0.00%											
Actual Schedule % Complete	Projected Status (Time) 0.00%											
Current Projected % Complete	0.00%											
Baseline Pay Request	\$ -											
Actual Pay request	\$ -											
Current Projected Pay Request	\$ -											

CUMULATIVE	TOTAL	10/00	1/14/00	1/28/00	2/11/00	2/25/00	HIDE	HIDE	HIDE	HIDE	HIDE	HIDE
Schedule % Complete	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Projected/Actual % Complete	Projected Status (Time) 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Scheduled Baseline	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Projected/Actual \$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Instructions:

1. Attachment A is due the first week of the month.
2. Update the Report date to the Last Day of the previous month.
3. Add all change orders to the change orders tab.
4. Update all actual periods with actual payments submitted and actual schedule % complete.
5. Projected information should be updated monthly with your current projections.
6. If there is an error in cell C14 it indicates total Actual + future periods Projected Revenues do not equal the Total Current Contract value.
7. If there is an error in C15, it indicates Actual Schedule % for prior periods + future periods Projected % Complete do not equal 100%.
8. Attachment A should be loaded into DocExpress as an excel workbook into the folder "CPM Schedule Contractor Submitted".

Definitions	
Report Date	This should be the last day of the month for the reporting period.
Schedule % Complete	Enter the estimated percent complete for each month based on the Baseline Schedule.
Actual % Complete (bi-monthly)	Use duration percent complete from your current schedule.
Current Projected % Complete	Enter your projected % complete for all future periods. For prior months, the values will be equal to Actual % complete. The sum of this line should be 100%.
Original Pay Request schedule	Once Baseline Schedule is approved, enter the monthly estimated pay request. This becomes your "Baseline Pay Request" and should not change over time. The sum of this should be the original contract value.
Actual Pay request	Enter the actual dollar amount shown on the bi-weekly pay request.
Current Projected Pay Request	Enter the projected bi-weekly pay requests. For prior months, the value will be equal to Actual pay requests. The sum of this line should be the Total Contract Value plus all change Orders.

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PRIME CONTRACTOR PERFORMANCE EVALUATION

All projects with a contract bid amount of \$10 million or greater will be evaluated in accordance with the Prime Contractor Performance Report Manual (PCPRM) adopted by the Department on September 30, 2025.

The manual is located on the Construction Contractor Information page on the ARDOT.gov website.

The Engineer will evaluate the contractor using the metrics and at intervals identified in the PCPRM. The evaluation ratings will be used to provide constructive feedback and as a tool to identify areas for improvement. The contractor shall be given opportunity to review and comment on the evaluation as well as the opportunity to appeal the Engineer's rating.

No direct payment will be made for inclusion of the PCPRM in the contract.

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SITE USE (A+B METHOD) – CALENDAR DAY CONTRACT

1. GENERAL. The process for bidding will take into account not only the contract amount bid but also the bidder's stated delivery time in which the Specified Site Use Work will be substantially complete. This method shall only be used to determine the successful bidder. It shall not be used to determine the award amount nor final payment to the contractor when the project is completed.

2. DEFINITION OF TERMS. (a) **Specified Site Use Work.** The Specified Site Use Work, referred to herein as Part B, shall consist of all items of work involving the I-40/I-49 Interchange including but not limited to the closure of the existing I-49 South Bound to I-40 East Bound ramp to traffic to the opening of the existing I-49 South Bound to I-40 East Bound ramp to normal traffic as well as the closure of the existing Collum Lane exit ramp to traffic to the opening of the existing Collum Lane exit ramp to normal traffic.

(b) **Contract Amount.** The summation of the products of the quantities shown in the bid schedule multiplied by the unit bid price.

(c) **Calendar Day.** Any day shown on the calendar including Saturdays, Sundays, and legal holidays, beginning and ending at midnight.

(d) **Daily Road User Cost.** The amount which represents the average daily cost of interference and inconvenience to the road user. The daily road user cost for this project is \$ 35,000.

(e) **Substantially Complete.** When the Specified Site Use Work requiring lane closure is completed and traffic is following the lane arrangement as shown on the plans for the finished roadway.

(f) **Bid Site Use Time.** The number of calendar days specified in the bid by the bidder as the time required to substantially complete the Specified Site Use Work for Part B.

(g) **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 calendar days to be used to substantially complete the Specified Site Use Work for Part B.

The product of the number of days established by the bidder for Part B multiplied by the daily road user cost of \$ 35,000 per calendar day will be added to the contract amount bid. The sum will be the amount used for consideration of bids for award.

4. CONSIDERATION OF BIDS. Each bid submitted shall consist of two parts:

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(A) The Contract amount.

(B) Total number of calendar days proposed by the bidder to substantially complete the Specified Site Use Work.

The successful bid will then be determined by the Department as the lowest combination of (A) and (B) according to the following formula:

$$(A)+[(B) \times (\text{daily road user cost of } \$ \underline{35,000})] = \text{Bid amount for award consideration.}$$

The preceding formula shall be used only to determine the successful bidder and shall not be used to determine the contract award amount nor final payment to the contractor, except as may be adjusted under Sections 6 and 7 below.

5. ASSESSMENT OF SITE USE TIME. One day will be assessed against the Bid Site Use Time for each calendar day or portion thereof that any lane in the area of the Specified Site Use Work is obstructed or closed under this contract, whether or not work is in progress.

Unless an emergency is declared, the Contractor shall not perform work that requires inspection on Sundays, legal holidays designated in subsection 101.01(c), 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. Site Use Time will be assessed on Sundays and holidays whether or not any work is performed.

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)** If the dollar value of the Specified Site Use Work exceeds the dollar value for the plan quantities, the time will be extended in the same proportion.
- (c)** 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.

6. EARLY COMPLETION OF SPECIFIED SITE USE WORK. The Contractor will be paid \$ 35,000 for each calendar day the Specified Site Use Work is substantially complete before

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the number of calendar days stated by the Contractor in the bid, including extensions granted in accordance with paragraph 5 above. The maximum number of days for which this payment will be made is 110 calendar days. Payment for early completion will be made after all items identified on the punch list have been completed to the satisfaction of the Engineer.

7. FAILURE TO SUBSTANTIALLY COMPLETE THE SPECIFIED SITE USE WORK IN THE TIME BID. Failure to substantially complete the Specified Site Use Work within the number of calendar days stated by the contractor in the bid, including extensions granted in accordance with paragraph 5 above, will result in the Daily Road User Cost of \$35,000 being assessed for every calendar day in excess of the stated number, up to the time in which the Specified Site Use Work is substantially complete.

This assessment will be deducted from any moneys due or to become due the Contractor.

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

8. CONTRACT TIME AND LIQUIDATED DAMAGES. Determination of calendar days charged, extensions of Contract Time, and assessment of liquidated damages for failure to complete all work within the Contract Time limit will be made in accordance with the Standard Specifications Section 108. Liquidated damages under Section 108 of the Standard Specification are ***separate and in addition*** to the Daily Road User Cost assessed under this Special Provision.

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

Subsection 410.09(b)(1) is deleted and the following substituted therefore:

Properties in Table 410-1. Acceptance with respect to the properties listed in Table 410-1 will be by lot. Acceptance of a standard lot will be based on the Percent Within Limits (PWL). Acceptance of a subplot will be based on the results of the test(s) performed on samples from that subplot.

In Table 410-1, the term “mix design value” refers to the value shown in the accepted mix design.

Percent Within Limits (PWL). The PWL analysis will only be performed on lots when 3 or more tests are performed on the lot. Acceptance of a partial lot with 2 or less tests performed on the lot will be based on the lot average of the actual number of tests made on that partial lot.

ACHM base, binder, or surface course used in temporary work that will not be incorporated into the final roadway, such as temporary shoulder widening, crossovers, and temporary ramps, will be declared a partial lot and acceptance will be based on Section 410 of the Standard Specifications.

The Percent Within Limits (PWL) will be based on the mean, standard deviation and quality index of each lot's test results. The PWL and Pay Factors (PF) for the lot will be calculated as described below. The upper PWL (PWL_U) and lower PWL (PWL_L) are determined from the Table 410-2. Variables used in the calculations are as follows:

x_i = individual test value (subplot)
 x_a = arithmetic mean of the individual test values
 n = number of tests (sublots)
 s = sample standard deviation
 Q_U = upper quality index
USL = upper compliance limit (from Table 410-1)
 Q_L = lower quality index
LSL = lower compliance limit (from Table 410-1)

(1) Calculate the arithmetic mean (x_a) of the test values:

$$x_a = (\sum x_i)/n$$

(2) Calculate the sample standard deviation(s):

$$s = [\sum((x_i - x_a)^2/(n - 1))]^{1/2}$$

(3) Calculate the upper quality index (Q_U):

$$Q_U = (USL - x_a)/s$$

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- (4) Calculate the lower quality index (Q_L):

$$Q_L = (x_a - LSL)/s$$

- (5) From Table 410-2, use Q_U to determine the upper PWL (PWL_U).

- (6) From Table 410-2, use Q_L to determine the lower PWL (PWL_L).

- (7) If Q_U or Q_L is a negative number, then calculate the percent within limits for Q_U or Q_L as follows: enter Table 410-2 with the positive value of Q_U or Q_L and obtain the corresponding percent within limits for the proper sample size. Subtract this number from 100.00. The resulting number is the value to be used in the next step (Step 8) for the calculation of quality level.

- (8) Calculate the total percent within limits:

$$PWL = (PWL_U + PWL_L) - 100$$

- (9) Calculate the Pay Factor (PF) for each property. Pay Factors will be calculated by using the following equation:

$$PF = 55 + 0.5 \times PWL$$

- (10) Calculate the Total Pay Factor (PF_T) for the lot. The PF_T will be calculated based on the individual Pay Factors (PF) with the following weighting applied: 20 percent asphalt binder content (PAB), 35 percent air voids (PAV), 10 percent voids in mineral aggregate (VMA), and 35 percent density (PC). Calculate the PF_T by using the following formula, where the PF for each property is determined in Step (9):

$$PF_T = (0.20) PF_{PAB} + (0.35) PF_{PAV} + (0.10) PF_{VMA} + (0.35) PF_{PC}$$

All lots of material with a PF_T less than 80.00 shall be removed and replaced with acceptable material by the contractor at no cost to the Department. Payment for sections where removal and replacement is required will be withheld or recovered, and released after replacement has been acceptably completed. The quantity for payment will be the original quantity and measurement of the quantity used in replacement operations will not be considered. Sampling and testing of the replacement material will be according to Subsection 410.09(a). Acceptance of the replacement material will be determined using the acceptance criteria for Partial lots with two (2) or less tests as outlined below.

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For any single property except density, if the result of the single test in a subplot falls outside the limits shown as "Sublot Rejection Limits", that subplot shall be removed and replaced at no cost to the Department. In the subplot containing the Department's lot test, if the result of either the Contractor's subplot test or the Department's lot test fall outside the subplot rejection limits, the two tests will be averaged and the average of the two test results used to determine acceptance or rejection of the subplot. Sampling and testing of the replacement material will be according to Subsection 410.09(a). Acceptance of the replacement material will be determined using the acceptance criteria for Partial lots with two (2) or less tests as outlined below.

For density, if a test for a subplot is more than 2.0 percentage points above or below the compliance limits for the type of mix, that subplot will be further evaluated as follows:

Two additional density tests will be performed by the Department on a statistically random basis within that subplot, except that only one additional test will be performed if the subplot contains both a Contractor subplot test and a Department lot test. If the average of the three tests is within 2.0 percentage points above or below the compliance limits, the subplot will be accepted. The average of the three test results will be used as a single value to compute the arithmetic mean of the test values for the lot for the PWL calculations.

If the average is outside the subplot rejection limits, the subplot shall be removed and replaced at no cost to the Department. Sampling and testing of the replacement material will be according to Subsection 410.09(a). Acceptance of the replacement material will be determined using the acceptance criteria for Partial lots with two (2) or less tests as outlined below.

Partial lots with two (2) or less tests. Acceptance of a partial lot will be based on the average of the actual number of tests made on that partial lot.

When the average of the test results for a partial lot fall within the range shown in Table 410-1 as "Compliance Limits", the partial lot will be accepted with no price reduction for those properties. If the average of the test results for a partial lot for any single property listed in the table falls within the limits shown as "Price Reduction Limits", the material may be left in place at a reduced price as specified in Subsection 410.09(d). If the average of the test results for a partial lot for any single property listed in the table falls outside the limits shows as "Lot Rejection Limits", the entire partial lot shall be removed and replaced at no cost to the Department. Sampling and testing of the replacement material will be according to Subsection 410.09(a).

For any single property except density, if the result of the single test in a subplot falls outside the limits shown as "Sublot Rejection Limits", that subplot shall be removed and replaced at no cost to the Department. In the subplot containing the Department's lot test, if the result of either the Contractor's subplot test or the Department's lot test fall outside the subplot rejection limits, the two tests will be averaged and the average of the two test results used to determine acceptance or rejection of the subplot. The average of the two test results will also be used as a single value to compute the average for the partial lot for acceptance and adjustment.

For density, if a test for a subplot is more than 2.0 percentage points above or below the specification limits for the type of mix, that subplot will be further evaluated as follows:

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Two additional density tests will be performed by the Department on a statistically random basis within that subplot, except that only one additional test will be performed if the subplot contains both a Contractor subplot test and a Department lot test. If the average of the three tests is within 2.0 percentage points above or below the compliance limits, the subplot will be accepted. The average of the three test results will be used as a single value to compute the average for acceptance and adjustment of the partial lot.

If the average is outside the subplot rejection limits, the subplot shall be removed and replaced at no cost to the Department. In that case, the result of a density test performed on the replacement material will be used to calculate the average for acceptance and adjustment of the partial lot.

Subsection 410.09(d) is amended as follows:

Price adjustments on lots accepted based on Percent Within Limits (PWL) will be calculated as part of the Total Pay Factor (PF_T).

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Table 410-2
Percent Within Limits

Quality Index	PWL for Selected Sample Size		
	n = 3	n = 4	n = 5
0.00	50.00	50.00	50.00
0.01	50.28	50.33	50.36
0.02	50.55	50.67	50.71
0.03	50.83	51.00	51.07
0.04	51.10	51.33	51.42
0.05	51.38	51.67	51.78
0.06	51.65	52.00	52.13
0.07	51.93	52.33	52.49
0.08	52.21	52.67	52.85
0.09	52.48	53.00	53.20
0.10	52.76	53.33	53.56
0.11	53.04	53.67	53.91
0.12	53.31	54.00	54.27
0.13	53.59	54.33	54.62
0.14	53.87	54.67	54.98
0.15	54.15	55.00	55.33
0.16	54.42	55.33	55.69
0.17	54.70	55.67	56.04
0.18	54.98	56.00	56.40
0.19	55.26	56.33	56.75
0.20	55.54	56.67	57.10
0.21	55.82	57.00	57.46
0.22	56.10	57.33	57.81
0.23	56.38	57.67	58.16
0.24	56.66	58.00	58.52
0.25	56.95	58.33	58.87
0.26	57.23	58.67	59.22
0.27	57.51	59.00	59.57
0.28	57.80	59.33	59.92
0.29	58.08	59.67	60.28
0.30	58.37	60.00	60.63
0.31	58.65	60.33	60.98
0.32	58.94	60.67	61.33
0.33	59.23	61.00	61.68
0.34	59.51	61.33	62.03
0.35	59.80	61.67	62.38
0.36	60.09	62.00	62.72
0.37	60.38	62.33	63.07

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Table 410-2
Percent Within Limits

Quality Index	PWL for Selected Sample Size		
	n = 3	n = 4	n = 5
0.38	60.67	62.67	63.42
0.39	60.97	63.00	63.77
0.40	61.26	63.33	64.12
0.41	61.55	63.67	64.46
0.42	61.85	64.00	64.81
0.43	62.15	64.33	65.15
0.44	62.44	64.67	65.50
0.45	62.74	65.00	65.84
0.46	63.04	65.33	66.19
0.47	63.34	65.67	66.53
0.48	63.65	66.00	66.88
0.49	63.95	66.33	67.22
0.50	64.25	66.67	67.56
0.51	64.56	67.00	67.90
0.52	64.87	67.33	68.24
0.53	65.18	67.67	68.58
0.54	65.49	68.00	68.92
0.55	65.80	68.33	69.26
0.56	66.12	68.67	69.60
0.57	66.43	69.00	69.94
0.58	66.75	69.33	70.27
0.59	67.07	69.67	70.61
0.60	67.39	70.00	70.95
0.61	67.72	70.33	71.28
0.62	68.04	70.67	71.61
0.63	68.37	71.00	71.95
0.64	68.70	71.33	72.28
0.65	69.03	71.67	72.61
0.66	69.37	72.00	72.94
0.67	69.70	72.33	73.27
0.68	70.04	72.67	73.60
0.69	70.39	73.00	73.93
0.70	70.73	73.33	74.26
0.71	71.08	73.67	74.59
0.72	71.43	74.00	74.91
0.73	71.78	74.33	75.24
0.74	72.14	74.67	75.56
0.75	72.50	75.00	75.89
0.76	72.87	75.33	76.21

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Table 410-2
Percent Within Limits

Quality Index	PWL for Selected Sample Size		
	n = 3	n = 4	n = 5
0.77	73.24	75.67	76.53
0.78	73.61	76.00	76.85
0.79	73.98	76.33	77.17
0.80	74.36	76.67	77.49
0.81	74.75	77.00	77.81
0.82	75.14	77.33	78.13
0.83	75.53	77.67	78.44
0.84	75.93	78.00	78.76
0.85	76.33	78.33	79.07
0.86	76.74	78.67	79.38
0.87	77.16	79.00	79.69
0.88	77.58	79.33	80.00
0.89	78.01	79.67	80.31
0.90	78.45	80.00	80.62
0.91	78.89	80.33	80.93
0.92	79.34	80.67	81.23
0.93	79.81	81.00	81.54
0.94	80.27	81.33	81.84
0.95	80.75	81.67	82.14
0.96	81.25	82.00	82.45
0.97	81.75	82.33	82.75
0.98	82.26	82.67	83.04
0.99	82.79	83.00	83.34
1.00	83.33	83.33	83.64
1.01	83.89	83.67	83.93
1.02	84.47	84.00	84.22
1.03	85.07	84.33	84.52
1.04	85.69	84.67	84.81
1.05	86.34	85.00	85.09
1.06	87.02	85.33	85.38
1.07	87.73	85.67	85.67
1.08	88.49	86.00	85.95
1.09	89.29	86.33	86.24
1.10	90.16	86.67	86.52
1.11	91.11	87.00	86.80
1.12	92.18	87.33	87.07
1.13	93.40	87.67	87.35
1.14	94.92	88.00	87.63
1.15	97.13	88.33	87.90

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Table 410-2
Percent Within Limits

Quality Index	PWL for Selected Sample Size		
	n = 3	n = 4	n = 5
1.16	100.00	88.67	88.17
1.17	100.00	89.00	88.44
1.18	100.00	89.33	88.71
1.19	100.00	89.67	88.98
1.20	100.00	90.00	89.24
1.21	100.00	90.33	89.50
1.22	100.00	90.67	89.77
1.23	100.00	91.00	90.03
1.24	100.00	91.33	90.28
1.25	100.00	91.67	90.54
1.26	100.00	92.00	90.79
1.27	100.00	92.33	91.04
1.28	100.00	92.67	91.29
1.29	100.00	93.00	91.54
1.30	100.00	93.33	91.79
1.31	100.00	93.67	92.03
1.32	100.00	94.00	92.27
1.33	100.00	94.33	92.51
1.34	100.00	94.67	92.75
1.35	100.00	95.00	92.98
1.36	100.00	95.33	93.21
1.37	100.00	95.67	93.44
1.38	100.00	96.00	93.67
1.39	100.00	96.33	93.90
1.40	100.00	96.67	94.12
1.41	100.00	97.00	94.34
1.42	100.00	97.33	94.56
1.43	100.00	97.67	94.77
1.44	100.00	98.00	94.98
1.45	100.00	98.33	95.19
1.46	100.00	98.67	95.40
1.47	100.00	99.00	95.61
1.48	100.00	99.33	95.81
1.49	100.00	99.67	96.01
1.50	100.00	100.00	96.20
1.51	100.00	100.00	96.39
1.52	100.00	100.00	96.58
1.53	100.00	100.00	96.77
1.54	100.00	100.00	96.95

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Table 410-2
Percent Within Limits

Quality Index	PWL for Selected Sample Size		
	n = 3	n = 4	n = 5
1.55	100.00	100.00	97.13
1.56	100.00	100.00	97.31
1.57	100.00	100.00	97.48
1.58	100.00	100.00	97.65
1.59	100.00	100.00	97.81
1.60	100.00	100.00	97.97
1.61	100.00	100.00	98.13
1.62	100.00	100.00	98.28
1.63	100.00	100.00	98.43
1.64	100.00	100.00	98.58
1.65	100.00	100.00	98.72
1.66	100.00	100.00	98.85
1.67	100.00	100.00	98.98
1.68	100.00	100.00	99.11
1.69	100.00	100.00	99.23
1.70	100.00	100.00	99.34
1.71	100.00	100.00	99.45
1.72	100.00	100.00	99.55
1.73	100.00	100.00	99.64
1.74	100.00	100.00	99.73
1.75	100.00	100.00	99.81
1.76	100.00	100.00	99.88
1.77	100.00	100.00	99.94
1.78	100.00	100.00	99.98
1.79	100.00	100.00	100.00
1.80	100.00	100.00	100.00
1.81	100.00	100.00	100.00
1.82	100.00	100.00	100.00
1.83	100.00	100.00	100.00
1.84	100.00	100.00	100.00
1.85	100.00	100.00	100.00
1.86	100.00	100.00	100.00
1.87	100.00	100.00	100.00
1.88	100.00	100.00	100.00
1.89	100.00	100.00	100.00
1.90	100.00	100.00	100.00
1.91	100.00	100.00	100.00
1.92	100.00	100.00	100.00
1.93	100.00	100.00	100.00

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Table 410-2
Percent Within Limits

Quality Index	PWL for Selected Sample Size		
	n = 3	n = 4	n = 5
1.94	100.00	100.00	100.00
1.95	100.00	100.00	100.00
1.96	100.00	100.00	100.00
1.97	100.00	100.00	100.00
1.98	100.00	100.00	100.00
1.99	100.00	100.00	100.00
2.00	100.00	100.00	100.00
2.01	100.00	100.00	100.00
2.02	100.00	100.00	100.00
2.03	100.00	100.00	100.00
2.04	100.00	100.00	100.00
2.05	100.00	100.00	100.00
2.06	100.00	100.00	100.00
2.07	100.00	100.00	100.00
2.08	100.00	100.00	100.00
2.09	100.00	100.00	100.00
2.10	100.00	100.00	100.00
2.11	100.00	100.00	100.00
2.12	100.00	100.00	100.00
2.13	100.00	100.00	100.00
2.14	100.00	100.00	100.00
2.15	100.00	100.00	100.00
2.16	100.00	100.00	100.00
2.17	100.00	100.00	100.00
2.18	100.00	100.00	100.00
2.19	100.00	100.00	100.00
2.20	100.00	100.00	100.00
2.21	100.00	100.00	100.00
2.22	100.00	100.00	100.00
2.23	100.00	100.00	100.00
2.24	100.00	100.00	100.00
2.25	100.00	100.00	100.00
2.26	100.00	100.00	100.00
2.27	100.00	100.00	100.00
2.28	100.00	100.00	100.00
2.29	100.00	100.00	100.00
2.30	100.00	100.00	100.00
2.31	100.00	100.00	100.00
2.32	100.00	100.00	100.00

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PERCENT WITHIN LIMITS

Table 410-2
Percent Within Limits

Quality Index	PWL for Selected Sample Size		
	n = 3	n = 4	n = 5
2.33	100.00	100.00	100.00
2.34	100.00	100.00	100.00
2.35	100.00	100.00	100.00
2.36	100.00	100.00	100.00
2.37	100.00	100.00	100.00
2.38	100.00	100.00	100.00
2.39	100.00	100.00	100.00
2.40	100.00	100.00	100.00
2.41	100.00	100.00	100.00
2.42	100.00	100.00	100.00
2.43	100.00	100.00	100.00
2.44	100.00	100.00	100.00
2.45	100.00	100.00	100.00
2.46	100.00	100.00	100.00
2.47	100.00	100.00	100.00
2.48	100.00	100.00	100.00
2.49	100.00	100.00	100.00
2.50	100.00	100.00	100.00
2.51	100.00	100.00	100.00
2.52	100.00	100.00	100.00
2.53	100.00	100.00	100.00
2.54	100.00	100.00	100.00
2.55	100.00	100.00	100.00
2.56	100.00	100.00	100.00
2.57	100.00	100.00	100.00
2.58	100.00	100.00	100.00
2.59	100.00	100.00	100.00
2.60	100.00	100.00	100.00
2.61	100.00	100.00	100.00
2.62	100.00	100.00	100.00
2.63	100.00	100.00	100.00
2.64	100.00	100.00	100.00
2.65	100.00	100.00	100.00

ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 040904

UTILITY ADJUSTMENTS

Utility facilities at the approximate locations noted in Appendix A will be removed, relocated and/or adjusted in accordance with separate agreements between the Arkansas Department of Transportation 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 – Arkansas Oklahoma Gas
Contact Allen Sopshire, 479-783-3181, 5030 S. S Street, Fort Smith, AR 72903.

Arkansas Oklahoma Gas has been issued a work order with an estimated completion date of August 31, 2027.

2. Owner – Arkansas Valley Electric
Contact Chris Howe, 479-667-9977, 208 S. 17th St., Ozark, AR 72949.

It is anticipated that Arkansas Valley Electric will be issued a work order by October 30, 2026, with an estimated completion date of June 30, 2027.

3. Owner – AT&T Arkansas
Contact Bryan Williams, 479-249-5194, 1133 Harold St., Fayetteville, AR 72703.

It is anticipated that AT&T Arkansas will be issued a work order by October 30, 2026 with an estimated completion date of April 30, 2027.

4. Owner – AT&T Corp.
Contact Jeff Wyborny, 501-733-7276, 2100 Salem Rd., Conway, AR 72034.

AT&T Corp. has been issued a work order with an estimated completion date of March 31, 2027.

5. Owner – Brightspeed

Contact Mickel Jones, 980-376-1481, 2616 W. Main St., Jacksonville, AR 72076.

It is anticipated that Brightspeed will be issued a work order by October 30, 2026 with an estimated completion date of April 30, 2027.

6. Owner – City of Kibler

Contact Mayor Andrew Crow, 479-632-3177, 50 Oak Terrace, Van Buren, AR 72956.

It is anticipated that the City of Kibler will be issued a work order by December 31, 2026 with an estimated completion date of June 30, 2027.

7. Owner – Cox Communications

Contact Rick Sweeten, 479-831-8925, 4900 S. Zero St., Fort Smith, AR 72903.

It is anticipated that Cox Communications will be issued a work order by November 30, 2026 with an estimated completion date of August 31, 2027.

8. Owner – Energy Transfer

Contact Erik Van Aller, 713-989-2831, 1300 Main St., Houston, TX 77002.

Energy Transfer has advised that their adjustments are complete.

9. Owner – Lumen

Contact Aaron Ardis, 318-362-1737, 100 CenturyLink Dr., Monroe, LA 71203.

It is anticipated that Lumen will be issued a work order by August 31, 2026, with an estimated completion date of June 30, 2027.

10. Owner – Merit Energy

Contact John Newman, 479-651-0478, 1541 Airport Rd., Ozark, AR 72949.

Merit Energy has advised that their adjustments are complete.

11. Owner – Oklahoma Gas & Electric

Contact Josh Fritsche, 479-649-5323, 7200 Hwy. 45, Fortt Smith, AR 72916.

Oklahoma Gas & Electric has advised that their adjustments are complete.

12. Owner – Ritter Communications

Contact Rich Busby, 870-336-3471, 2400 Ritter Dr., Jonesboro, AR 72401.

Ritter Communications has advised they have no adjustments.

13. Owner – Riverfront Exploration

Contact Jennifer Sebo, 479-242-8426, 109 North 6th, Fort Smith, AR 72901.

Riverfront Exploration has been issued a work order with an estimated completion date of November 30, 2026.

14. Owner – Southwestern Power Administration

Contact Nathan Tackett, 918-595-6726, 6655 S Lewis, Tulsa, OK 74136.

Southwestern Power Administration facilities will be relocated under a separate contract by Arkansas Department of Transportation with an estimated completion date of December 31, 2027.

Each utility status is based on information received from the utility companies and the most current information available at this time; therefore, the information is subject to change.

In case there is a delay beyond the information as set forth above, and should such delay necessarily cause a delay in the Contractor's prosecution of the work, an equitable extension of contract time will be granted to the Contractor. No claim for extra compensation will be allowed, however, because of such delay.

An approved Highway-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 Arkansas Department of Transportation.

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

Utility Owner	Facility Type	Location	Station Number	Est. Comp. Date
Arkansas Oklahoma Gas	2-inch Gas Pipeline	Crosses	608+50	8/31/2027
	6-inch Gas Pipeline	Crosses	772+00	
	6-inch Gas Pipeline	Crosses I-40	666+20	
Arkansas Valley Electric	Power Transmission	Crosses I-40	627+00	6/30/2027
	Power Distribution	Crosses	684+50	
	Power Distribution	Crosses	608+10	
AT&T Arkansas	Buried Fiber Optic Cable	Crosses	767+00	4/30/2027
AT&T Corp.	Buried Fiber Optic Cable	Parallels I-40 Left	605+00 - 645+00	3/31/2027
	Buried Fiber Optic Cable	Parallels I-49 Left	815+00 - 870+00	
Brightspeed	Aerial Telephone	Crosses	792+00	4/30/2027
	Buried Telephone	Crosses	684+50	
	Buried Telephone	Crosses		
City of Kibler	8-inch Water	Crosses	684+50	6/30/2027
	6-inch Water	Crosses	608+10	
Cox Communications	Aerial CATV	Crosses	794+00	8/31/2027
	Aerial CATV	Crosses Hwy. 162		
Energy Transfer	3-inch Gas Pipeline	Parallels Right	649+00 - 656+00	Adjustments Complete
Lumen	Buried Fiber Optic Cable			6/30/2027
Merit Energy	4-inch Gas Pipeline	Crosses	596+00	Adjustments Complete
	4-inch Gas Pipeline	Crosses CC Ramp 3	23+00	
	Gas Well	Left	594+00	
Oklahoma Gas & Electric	Power Transmission	Crosses		Adjustments Complete
	Power Transmission	Crosses	792+00	
	Power Distribution	Crosses	794+00	

Approximate Utility Locations

Utility Owner	Facility Type	Location	Station Number	Est. Comp. Date
Ritter Communications	Buried Fiber Optic	Crosses	822+50	No Adjustments
	Buried Fiber Optic	Parallels I-40 Left	Throughout	
Riverfront Exploration	2-inch gas pipeline	Crosses	656+50	11/30/2026
	2-inch gas pipeline	Crosses	725+00	
	2-inch gas pipeline	Crosses	736+00	
Southwestern Power Administration	Power Transmission	Crosses	833+10	12/31/2027

ARKANSAS DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL SPECIFICATION
PORTLAND CEMENT CONCRETE PAVEMENT

Division 500 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Subsection 501.02(a), Cement, are hereby deleted and the following substituted therefor:

(a) Cement. Portland cement, blended cement, fly ash, and slag cement shall be from sources that are listed on the Department's Qualified Products List (QPL) in Division 500 and that have executed a certification agreement with the Department.

The total alkalis in the Portland cement or blended cement ($\text{Na}_2\text{O} + 0.658 \text{ K}_2\text{O}$) shall not exceed 0.60%. The total combined alkali content of cement and Class C fly ash shall not exceed 5 lb/yd³.

Changes in cement source shall require written approval. Cement from an approved source that produces erratic results in strength, setting time, or other performance characteristics shall not be used.

The fourth and fifth paragraphs of **Subsection 501.02(b), Fine Aggregate**, are hereby deleted.

The third paragraph of **Subsection 501.02(c), Coarse Aggregate**, is hereby deleted and the following substituted therefor:

Gravel shall consist of clean, crushed, hard, durable, uncoated aggregate, having a percentage of wear by the Los Angeles Test (AASHTO T 96) not greater than 40. Crushed gravel shall consist of a minimum of 70%, by weight, of the material retained on the No. 4 sieve, having at least two fractured faces in accordance with AASHTO T 335.

The sixth and seventh paragraphs of **Subsection 501.02(c), Coarse Aggregate**, are hereby deleted and the following substituted therefor:

The nominal maximum aggregate size shall not exceed 1½ inches when tested in accordance with AASHTO T 27.

Subsection 501.02(f), Cement Replacements, is deleted in its entirety and the following substituted therefor:

(f) Supplementary Cementitious Materials (SCMs). Fly ash and slag cement shall be from sources listed on the QPL. Fly ash or slag cement may be used as partial replacements for cement. Substitution shall be made on a one-to-one weight basis.

The water-to-cementitious materials ratio shall be calculated based on the combined weight of cement and any SCMs.

(1) Fly Ash. Fly ash may be used provided the replacement does not exceed 25% by weight of total cementitious materials content. Mixing of different sources or types of fly ash within a single mixture shall not be permitted. Concrete containing fly ash shall meet all applicable performance requirements.

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PORTLAND CEMENT CONCRETE PAVEMENT

(2) Slag Cement. Slag cement may be used as a partial replacement for portland and blended cement in all classes except Seal concrete, provided the replacement does not exceed 35% by weight of total cementitious materials content.

Subsection 501.03, Mix Designs, is deleted in its entirety and the following substituted therefor:

501.03 Mix Design. (a) General. Concrete pavement mixture shall be designed and prepared by the Contractor and proportioned to provide adequate workability, durability, and conformity to the material properties specified in this Section. Approval of a mix design does not relieve the Contractor of responsibility for meeting all production and Acceptance requirements.

A JMF shall be developed using combined aggregate gradations evaluated against the Department's Tarantula Curve workability zones. The Tarantula Curve workability zones are provided on the Department's Concrete Mix Design Submittal Form. The combined gradation shall be checked at the following sieve sizes: 1½-inch, 1-inch, ¾-inch, ½-inch, ⅜-inch, No. 4, No. 8, No. 16, No. 30, No. 50, No. 100, and No. 200. The nominal maximum aggregate size shall be determined in accordance with Table 501-4 and shall not exceed 1½ inches.

Mixtures outside the Tarantula Curve workability zones may be approved by the Department when supporting data demonstrates equivalent or superior workability and segregation resistance. Supporting data may include:

1. Documented field performance using substantially similar materials and gradation.
2. Satisfactory results from an approved workability or segregation test.
3. Other data submitted with the mix design.

The combined aggregate retained on the No. 4 sieve shall not contain more than 20% flat or elongated particles, determined in accordance with Table 1. Aggregates shall be proportioned to provide satisfactory plasticity, workability, and consistency.

The minimum cementitious material content shall be 517 lb/yd³. When supplementary cementitious materials are used, they shall comply with Subsection 501.02(f) and shall be included in the mix design submittal, including type, source, and replacement percentage.

The water-to-cementitious materials ratio shall be calculated using the total weight of cementitious materials (cement plus SCMs) and shall not exceed 0.45 by weight, including free surface moisture but excluding absorbed moisture. The air content of fresh concrete at the point of placement shall be 4.0% to 8.0%, when tested in accordance with Table 1. Concrete shall attain a minimum compressive strength of 4,000 psi as determined in accordance with Table 1 at or before 56 days.

(b) Trial Batch. Each proposed mix design shall be verified by a trial batch prior to approval. Trial batches may be produced in a laboratory or at the plant, at the Contractor's option, and shall be witnessed. Trial batches shall use the same materials and proportions intended for production and shall be produced using equipment representative of that to be used for the Work. The trial

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SUPPLEMENTAL SPECIFICATION
PORTLAND CEMENT CONCRETE PAVEMENT

batch shall demonstrate compliance with requirements for air content, water-to-cementitious materials ratio, unit weight, yield, and compressive strength. When maturity meters are proposed, the trial batch shall be used to develop the mixture-specific maturity-strength relationship.

A maturity-strength relationship shall be developed for the proposed production mixture in accordance with the applicable method in Table 1. The specimens used to develop the relationship shall be made with the materials and mixture proportions proposed for the Work. Temperature-measuring equipment shall be calibrated in accordance with the applicable test method.

The Contractor shall perform the Box Test in accordance with AASHTO TP 137 to evaluate workability and stability over time. Test results, including photographic documentation, shall be included with the mix design submittal.

Trial batch results shall be no more than 6 months old at the time of approval. Documentation shall include all material sources, batch proportions, certified test results, and any adjustments made. A new trial batch shall be required if material sources, aggregate gradations, or mix proportions change after final approval of the mix design, or if production concrete fails to meet the requirements.

(c) Mix Design Submittals and Approval. Concrete shall be produced only from mix designs that have been submitted and approved by the Department in accordance with this Section. At least 15 business days prior to the start of concrete production, the Contractor shall submit all applicable test results, material certifications, and concrete mix design data to the Department for review, using the Department's Concrete Mix Design Submittal Form.

Mix designs will be reviewed for conformity with the requirements of this Section. When approved, the Department will assign an official Mix Design Identification Number. Approved mix designs are not project-specific and may be used on multiple projects, subject to compliance with the requirements of the Contract. Prior to production, the Contractor shall designate the approved mix design to be used on the project and obtain authorization for its use. Concrete shall not be produced using a mix design that has not received written approval from the Department and authorization for use on the project. Concrete produced using an unapproved or unauthorized mix design will be subject to rejection.

All admixtures proposed for use in production shall be included in the mix design submittal. Any change in materials, admixture types, sources, or aggregate or cementitious proportions shall require a revised submittal and written approval by the Department prior to use. Adjustments to admixture dosage rates made for field conditions, when within the manufacturer's recommended range and not affecting performance requirements, shall not require a revised submittal.

Approved mix designs shall remain on file with the Department and may be referenced for use on other projects, subject to continued compliance.

(d) Provisional Mix Design Approval. At the request of the Contractor, provisional approval of a concrete mix design may be granted by the Department for limited use prior to completion of the full review process. Provisional approval shall not exceed 14 calendar days from the date of issuance and does not constitute acceptance of concrete produced.

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PORTLAND CEMENT CONCRETE PAVEMENT

(1) Conditions. Provisional approval may be granted based on preliminary data indicating probable compliance with the requirements of this Section. During this period, the Contractor may adjust aggregate proportions, cementitious materials content, water-to-cementitious materials ratio, and admixture dosages within the limits of this Section, subject to Engineer oversight.

(2) Documentation. All outstanding certifications, test results, and supporting documentation shall be submitted within the provisional approval period. Failure to submit required documentation shall void provisional approval.

(3) Revocation. Provisional approval may be revoked at any time when noncompliance with the requirements of this Section is indicated. Concrete produced after revocation shall not be incorporated into the Work. Concrete produced prior to revocation that is determined to be noncompliant shall be subject to removal or corrective action at no cost to the Department.

(4) Final Approval. Full approval shall be issued by the Department upon review of complete documentation demonstrating compliance with this Section. Concrete production shall not continue beyond the provisional approval period without written approval of the mix design.

Subsection 501.04(a), Quality Control by the Contractor, is deleted in its entirety and the following substituted therefor:

(a) Quality Control. The Contractor shall perform all applicable QC sampling and testing of the concrete pavements used on the project. QC shall include monitoring and controlling materials during handling, blending, mixing, transporting, and placement operations, and making necessary adjustments to material proportions to produce concrete conforming to the approved mix design and this Section.

The Contractor shall provide all personnel, equipment, and facilities necessary to perform required QC sampling and testing. QC sampling and testing shall be performed promptly and at a frequency sufficient to detect trends, variability, or nonconformance early enough to allow corrective action before material is incorporated into the Work.

Unless otherwise specified, sampling, preparation and curing of field specimens, and testing for the properties listed in Table 1 shall be performed in accordance with the methods shown in the table for QC, Acceptance, Verification, and Dispute Resolution.

ARKANSAS DEPARTMENT OF TRANSPORTATION
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PORTLAND CEMENT CONCRETE PAVEMENT

Table 1
Test Methods for Concrete Pavement and Aggregates

Property	Test Method
Aggregates	
Flat or Elongated Particles	ASTM D4791
Gradation	AASHTO T 27
Moisture Content	AASHTO T 255
Concrete	
Air Content	AASHTO T 152
Casting and Curing Concrete Test Specimens in the Field	AASHTO R 100
Compressive Strength	AASHTO T 22
Estimating Concrete Strength by Maturity Tests	AASHTO T 413
Measuring Length of Drilled Cores	AASHTO T 148
Obtaining and Testing Drilled Cores	AASHTO T 24
Slump of Hydraulic Cement Concrete	AASHTO T 119
Unit Weight ⁽¹⁾	AASHTO T 121

(1) Minimum of one test per day per mix design; maintain a continuous plot of daily unit weight results to monitor changes and trends throughout the project. The plot shall be maintained current and made available to the Engineer upon request. Routine submittal of the plot is not required.

(1) Equipment Calibration and Certification. Concrete cylinder compression testing machines shall be calibrated and verified in accordance with AASHTO T 22 and ASTM E4. Certification of calibration and verification shall be provided to the Engineer.

(2) Aggregate Quality Control. Individual and combined aggregate gradations shall be submitted to verify compliance with approved JMF tolerances. The initial QC gradation test shall be completed and submitted to the Engineer prior to the start of concrete production.

During production, aggregate gradation tests shall be performed at a minimum frequency of one test per stockpile per 1,000 cubic yards of concrete produced. Split samples shall be provided to the Engineer for Verification testing.

Combined aggregate gradations shall conform to the approved JMF and shall not vary from the JMF by more than the limits shown in Table 2. In addition, combined aggregate gradations

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shall remain within the applicable Tarantula Curve workability zone shown in the Contract. Compliance with JMF tolerances does not relieve the Contractor of the requirement to meet Tarantula Curve limits.

If two consecutive QC combined aggregate gradation test results, or three of the most recent five results, exceed the JMF tolerances shown in Table 2, concrete production shall be suspended until corrective actions are implemented and compliance is demonstrated. Passing test results shall be submitted to the Engineer prior to resuming production.

Table 2
Percent Variation from Job Mix Formula (JMF)

Sieve Size	% Percent Passing
No. 4 or greater	±5%
No. 8 to No. 30	±4%
No. 50	±3%
No. 100	±2%
No. 200 combined aggregate	3.0% maximum

(3) Air Content Monitoring for Class C Fly Ash. When Class C fly ash is used as a partial replacement for cement and the fly ash source utilizes powdered activated carbon to comply with EPA mercury emission requirements, increased frequency of Contractor QC air content testing shall be required.

At a minimum, air content testing shall be performed at the start of concrete placement and at intervals not exceeding 250 cubic yards of concrete placed. Additional testing shall be performed when successive air content test results differ by more than 1.5 percentage points or otherwise indicate unstable air-void performance.

Subsection 501.04(b) is amended to include **Subsection 501.04(b)(1), Pavement Thickness Measurement; Subsection 501.04(b)(2), Compressive Strength; and Subsection 501.04(b)(3), Limitations and Corrective Action**, as follows:

(1) Pavement Thickness Measurement. Pavement thickness shall be determined by one of the following methods, as selected by the Contractor and approved by the Engineer. Only one method may be selected for each project, and once selected, it shall be used for all acceptance testing on that project unless otherwise directed in writing by the Engineer.

For the purposes of this Specification, NDT refers to *non-destructive testing* methods for pavement thickness determination that do not require removal of cores and utilize electromagnetic or pulse induction technology to measure slab depth without damaging the pavement.

- **Option A – Cores:** Pavement cores shall be obtained, prepared, and measured in accordance with AASHTO T 148. The Contractor shall drill and fill all core holes with a

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material approved by the Engineer, at no cost to the Department. Core hole repairs shall be performed in a manner that restores the structural integrity and durability of the pavement surface.

- **Option B – Non-Destructive Thickness Measurement (NDT):** The Contractor may, with prior approval of the Engineer, utilize an NDT pavement thickness measurement device (e.g., MIT-Scan T3) based on electromagnetic pulse-induction technology, in accordance with the manufacturer's instructions and Department procedures. When this option is selected:
 - Testing shall be performed in accordance with AASHTO T 359.
 - Measurements shall be obtained as soon as the pavement can support foot traffic.
 - Thickness measurements shall be taken at a frequency and random locations equivalent to that required for core sampling.
 - All non-destructive thickness measurements shall be performed in the presence of and under the observation of the Engineer or an authorized Department representative.
 - If any measurement indicates a deficiency exceeding the tolerances specified in Subsection 501.10, the Contractor shall take corrective action as directed by the Engineer, which may include additional measurements, coring, or pavement replacement.

(2) Compressive Strength. Compressive strength acceptance shall be performed by one of the following methods, corresponding to the pavement thickness measurement method selected under Subsection 501.04(b)(1) for the project.

- **Option A – Cores:** When pavement thickness is verified by cores, compressive strength shall also be determined by testing cores sampled and prepared in accordance with AASHTO T 24 and tested in accordance with AASHTO T 22. When cores are required, one compressive strength test shall be obtained for each pavement thickness verification location unless otherwise specified.
- **Option B – Cylinders (When Using NDT Thickness Measurement):** When pavement thickness is verified using a Department-approved non-destructive thickness measurement device, compressive strength shall be determined by molded cylinders cast and cured from the same concrete placement, sampled and prepared in accordance with AASHTO T 23 and tested in accordance with AASHTO T 22. The number of strength tests shall be at least equivalent to the number of core strength tests otherwise required and shall be based on the same sampling locations and frequency that would have been used for core sampling.

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(3) Limitations and Corrective Action.

- Use of compressive strength cylinders in lieu of cores is permitted only when a Department-approved non-destructive thickness device has been used and thickness data are available for the represented pavement.
- If any compressive strength result (cylinder or core) falls below the specified minimum, the Engineer may require additional testing or corrective action, including removal and replacement.
- Regardless of method, if thickness or strength acceptance results are not within the tolerances or minimum requirements of Table 501-1 or Subsection 501.10, the pavement shall be subject to corrective measures or pay adjustments as directed by the Engineer.

The last sentence of the third paragraph of **Subsection 501.05(c)(1) General**, is hereby deleted and the following substituted therefor:

Before unloading, furnish the delivery ticket for the batch of concrete containing the information required outlined herein. The Engineer will verify all required information is provided on the delivery tickets. The Engineer may suspend concrete operations until the corrective actions are implemented if delivery tickets do not provide the required information. The Engineer will verify the design water-to-cementitious materials ratio is not exceeded.

The load ticket shall show the following information:

1. Unique ticket number.
2. Identification of the truck.
3. Date and time of batching.
4. Total weights and/or volumes of each component.
5. Types and dosages of admixtures added at batching or on site.
6. Total volume of mix.
7. Total quantity of water added after batching.
8. Time of discharge.
9. ARDOT Mix Design ID

The first sentence of **Subsection 501.08, High Early Strength Concrete Pavement**, is hereby deleted and the following substituted therefor:

Cement used in High Early Strength Concrete shall conform to AASHTO M 85, Type III, AASHTO M 240, Table 3, or a Rapid Hardening Hydraulic Cement in compliance with ASTM C1600.

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CONCRETE FOR STRUCTURES

Division 800 of the Standard Specifications for Highway Construction, Edition of 2014, is hereby amended as follows:

Subsection 802.02(a), Cement, are hereby deleted and the following substituted therefor:

(a) Cement. Portland cement and blended cement shall be from sources listed on the QPL.

The total alkali content of portland, or blended cement expressed as $\text{Na}_2\text{O} + 0.658 \text{ K}_2\text{O}$, shall not exceed 0.60%. The total combined alkali content of cement and Class C fly ash shall not exceed 5 lb/yd³.

Changes in cement source shall require written approval. Cement from an approved source that produces erratic results in strength, setting time, or other performance characteristics shall not be used.

The fifth and sixth paragraph of **Subsection 802.02(b), Fine Aggregate**, is hereby deleted.

The fifth and sixth paragraph of **Subsection 802.02(c), Coarse Aggregate**, is hereby deleted.

Subsection 802.02(e), Admixtures, is hereby deleted and the following substituted therefor:

(e) Admixtures. Admixtures shall be from sources that are listed on the QPL. Admixtures will be reviewed and approved during the mix design submittal. Admixtures shall be compatible with each other, as advised by the manufacturer. The admixture dosage rate range as recommended by the manufacturer shall be used. Should the dosage rate for any admixture not yield desirable characteristics in concrete, the dosage of admixture used shall be based on test results obtained by trial batches.

Admixtures shall be added to the mixing water by means of a mechanical dispenser that will accurately meter the additive throughout the mix water cycle. The dispenser shall be constructed and connected so that the amount of admixture entering the mixing water can be readily determined.

Subsection 802.02(f), Fly Ash, is supplemented by the following:

Fly ash may replace up to 25% by weight of Portland or blended cement at a rate of one pound of fly ash for each pound of cement replaced. Fly ash shall not be substituted in high early strength mixtures. Fly ash used as a replacement shall be included in the total cementitious materials content and in the calculation of the water-to-cementitious materials ratio. Mixtures containing fly ash shall meet all applicable requirements for the specified class of concrete.

Subsection 802.02(g), Slag Cement, is supplemented by the following:

Slag cement may replace up to 25% by weight of Type I Portland cement at a rate of one pound of slag cement for each pound of cement replaced. Slag cement shall not replace blended cement and shall not be used as a replacement in high early strength or Seal concrete. Slag cement used as a replacement shall be included in the total cementitious materials content and in the calculation of the water-to-cementitious materials ratio. Mixtures containing slag cement shall meet all applicable requirements for the specified class of concrete.

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Subsection 802.04, Classes of Concrete, is amended as follows:

Class B concrete is deleted.

Class DS and Class DS-1 concrete are added for drilled shafts. The class required for each drilled shaft shall be as shown in the plans.

Subsection 802.05, Mix Design, is deleted in its entirety and the following substituted therefor:

802.05 Mix Design.

(a) General. Concrete mixtures shall be designed and prepared by the Contractor and proportioned to provide the required workability, durability, and conformity to the material properties specified in this Section. Approval of a mix design does not relieve the Contractor of responsibility for meeting production and acceptance requirements.

Concrete mixtures shall be proportioned to provide the required workability and durability for each class of concrete using the absolute volume method.

The minimum cementitious content, maximum water-to-cementitious materials ratio, required air content range, and specified minimum compressive strength shall conform to the limits shown in Table 802-1, which summarizes the requirements for each class of concrete.

Workability shall be determined by slump or slump flow, as applicable to the concrete class, in accordance with the test methods in Subsection 802.06(a). The slump or slump flow range established on the approved mix design shall govern for production and process control unless otherwise specified in the Contract.

(b) Mix Design for Class A, S, S(AE), and Seal. Concrete mixtures for these classes may be proportioned using one of the following:

(1) Standard Gradation. Aggregates shall conform to the grading requirements in Table 802-3 when tested in accordance with AASHTO T 27.

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CONCRETE FOR STRUCTURES

Table 802-3
Standard Aggregate Gradation for Class A, S, S(AE)
and SEAL Concrete

Sieve	Coarse aggregate, percent passing	Fine aggregate, percent passing
1½ in.	100	—
1 in.	95–100	—
1/2 in.	25–60	—
3/8 in.	—	100
No. 4	0–10	95–100
No. 8	0–5	70–95
No. 16	—	45–85
No. 30	—	20–65
No. 50	—	5–30
No. 100	—	0–5

(2) Optimized Gradation. For Class S and S(AE) concrete, the Contractor may propose a Job Mix Formula (JMF) using a combined aggregate gradation in lieu of meeting the individual standard gradations in Table 802-3. The combined gradation shall be evaluated against the Department’s Tarantula Curve workability zones shown in the Contract.

The combined gradation shall be determined and reported for the 1½-inch, 1-inch, 3/4-inch, 1/2-inch, 3/8-inch, No. 4, No. 8, No. 16, No. 30, No. 50, No. 100, and No. 200 sieves. The nominal maximum aggregate size shall not exceed 1½ inches when tested in accordance with AASHTO T 27. The JMF shall identify each aggregate source and stockpile, the proportion of each aggregate in the blend, and the target combined gradation.

The Department may approve a mixture that does not fully conform to a Tarantula Curve workability zone when equivalent or superior workability and stability are demonstrated through one or more of the following:

1. Optimized paste volume management or the use of approved viscosity-modifying admixtures to control segregation and bleeding.
2. Documented field performance of an essentially identical combined gradation produced from the same aggregate sources and nominal maximum aggregate size in comparable structural placements.
3. Satisfactory results on an approved workability or segregation resistance test, demonstrating correlation with finishing quality, formwork stability, and complete form filling for the intended structural element.

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Any alternatives approved under this Subsection shall be incorporated into the Job Mix Formula (JMF) and shall govern production control and Acceptance testing.

(c) Mix Design for Drilled Shaft Concrete, Class DS and DS-1. Concrete for drilled shafts shall be proportioned to provide flowability suitable for placement by tremie or pump without mechanical vibration while resisting segregation, bleeding, and aggregate washout when placed under water or slurry.

Supplementary cementitious materials (SCMs), such as fly ash, slag cement, or other approved pozzolans, may be used as partial replacement for cement. The use of SCMs and appropriate chemical admixtures is recommended to improve workability, durability, stability, and thermal performance of drilled shaft concrete.

Coarse and fine aggregates shall conform to the gradation requirements of Table 802-4. For each mix design, the Contractor shall select and use only one of the coarse aggregate gradations shown in Table 802-4 for a given mix design. Fine aggregate shall constitute less than 50% by weight of the total aggregate.

For the purposes of Table 802-4, “Coarse Agg” refers to coarse aggregate conforming to AASHTO M 43.

Table 802-4
Gradation Requirements for Class DS and DS-1 Concrete

Sieve	Coarse Agg (M 43 No. 7) % Passing	Coarse Agg (M 43 No. 78) % Passing	Fine Agg % Passing
3/4 in.	100	100	—
1/2 in.	90–100	90–100	—
3/8 in.	40–70	40–75	100
No. 4	0–15	5–25	95–100
No. 8	0–5	0–10	70–95
No. 16	—	0–5	45–85
No. 30	—	—	20–65
No. 50	—	—	5–30
No. 100	—	—	0–5

(1) Trial Batches. Mix designs proposed by the Contractor for Class DS and DS-1 concrete shall be verified by trial batches prepared with the specific materials, including admixtures, intended for use on the project. Each trial batch shall consist of at least 3 cubic yards and shall be produced at the plant.

Trial batching shall be performed in the presence of a Department representative unless otherwise approved.

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A mix design may be approved for compressive strength when at least three trial batch cylinders meet or exceed the minimum required strength at an age from 3 through 56 days. Early-age strength results used for mix design approval shall not modify the specified Acceptance age for production concrete. Approval based on early-age strength does not relieve the Contractor of responsibility for meeting strength requirements at the specified Acceptance age.

Trial batches for drilled shaft concrete shall demonstrate compliance with the properties specified in Table 802-5 and with the compressive strength requirements specified in Table 802-1.

Trial batches shall be sampled and tested in accordance with the test methods shown in Subsection 802.06(a). Trial batch documentation shall include the certified laboratory, certified tester, material sources, batch proportions, test results, and any adjustments made during the trial batch.

Table 802-5
Class DS and DS-1 Mix Design Properties

Property	Test method	Requirement
Initial slump flow	AASHTO T 347	18–26 in.
Slump flow retention	ARDOT TM 801	Pass
Static segregation, column technique	ASTM C1610	10% maximum
Visual Stability Index	AASHTO T 351	1 maximum

Slump flow retention testing shall be performed for each trial batch. Additional slump flow retention tests shall be performed for each incremental increase of 20 °F above the ambient temperature at which the initial trial batch is tested. Testing shall simulate the highest anticipated ambient temperatures expected during concrete production and placement.

The concrete mixture shall maintain a minimum slump flow of 12 inches for the anticipated placement time identified in the approved Drilled Shaft Work Plan, plus an additional 1 hour, without visual evidence of segregation exceeding the specified limits.

Concrete mixes that do not maintain acceptable slump flow characteristics under the simulated temperature conditions shall not be approved for Drilled Shaft construction.

(d) Mix Design Submittals and Approval. Concrete shall be produced only from mix designs that have been submitted and approved by the Department in accordance with this Section. At least 15 business days prior to the start of concrete production, the Contractor shall submit all applicable test results, material certifications, and concrete mix design data to the Department for review, using the Department’s Concrete Mix Design Submittal Form.

Mix designs will be reviewed for conformity with the requirements of this Section. When approved, the Department will assign an official Mix Design Identification Number. Approved mix designs are not project-specific and may be used on multiple projects, subject to compliance

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with the requirements of the Contract. Prior to production, the Contractor shall designate the approved mix design to be used on the project and obtain authorization for its use. Concrete shall not be produced using a mix design that has not received written approval from the Department and authorization for use on the project. Concrete produced using an unapproved or unauthorized mix design will be subject to rejection.

All admixtures proposed for use in production shall be included in the mix design submittal. Any change in materials, sources, or proportions shall require a revised submittal and written approval by the Department prior to use.

Approved mix designs shall remain on file with the Department and may be referenced for use on other projects, subject to continued compliance requirements.

The Contractor shall submit proposed slump or slump flow ranges as part of the mix design submittal. Allowable tolerances shall be established during the Department's review and approval of the mix design.

Early-age compressive strength results used to support mix design approval shall not replace Acceptance testing at the specified acceptance age unless otherwise specified in the Contract.

The existing **Table 802-1** is deleted and the following substituted therefor:

Table 802-1
Structural Concrete Class Requirements

Characteristic	A	DS	DS-1	S	S(AE)	Seal
Minimum cement content, lb per cubic yard						
Standard gradation	470	—	—	564	564	—
Optimized gradation	—	—	—	517	517	—
Drilled shaft mixture	—	658	658	—	—	—
Seal mixture	—	—	—	—	—	517
Minimum compressive strength, f'_c , at 56 days, psi	3,000	3,500	5,000	3,500	4,000	2,100
Maximum water-to-cementitious materials ratio, w/cm	0.49	0.44	0.44	0.49	0.44	0.58
Air content, percent	—	—	—	—	4–8	—

The gradation and mixture types shown apply only to the indicated classes. Class S or S(AE) concrete used in prestressed concrete members shall have a minimum compressive strength of 5,000 psi at 56 days unless otherwise shown in the plans. Its maximum aggregate size shall be 1 inch.

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Subsection 802.06(a), Quality Control by the Contractor, is supplemented by the following:

The Contractor shall submit individual aggregate gradation results and, for a mixture using optimized gradation, the combined aggregate gradation calculated from those results. The initial gradation tests shall be completed and submitted to the Engineer before production of each class of concrete. During production, each aggregate stockpile shall be tested at the minimum frequency specified in this Subsection: one test per 500 cubic yards of concrete produced, with a minimum of one set of tests per bridge structure.

For concrete using standard gradation, individual aggregates shall conform to the applicable grading requirements of Table 802-3. For concrete using optimized gradation, the combined aggregate shall conform to the approved Job Mix Formula (JMF) within the limits of Table 802-6 and remain within the applicable Tarantula Curve workability zone shown in the Contract, except for a departure expressly approved as part of the JMF. Compliance with the JMF tolerances does not waive an applicable Tarantula Curve limit.

Concrete for Class DS and Class DS-1 shall conform to the gradation requirements of Table 802-5.

If a gradation test indicates noncompliance with an applicable individual aggregate limit, approved JMF tolerance, or Tarantula Curve limit, production of the affected mixture shall cease. The Contractor shall correct or replace the affected aggregate, perform the required testing, and submit passing results to the Engineer before production resumes.

Table 802-6
Percent Variation from Job Mix Formula (JMF)

Sieve size	Allowable variation in percent passing
No. 4 and larger	±5 percentage points
No. 8 through No. 30	±4 percentage points
No. 50	±3 percentage points
No. 100	±2 percentage points
No. 200, combined aggregate	3.0% maximum passing

If gradation, slump, slump flow, VSI, or air content measurements fall outside the specified tolerances, the Contractor shall immediately adjust the mixture and increase process control as necessary to regain compliance. If the Contractor fails to make timely adjustments, or if observable nonconforming concrete characteristics occur (including segregation, excessive bleeding, inadequate consolidation, or loss of workability), operations shall be suspended until corrective actions are implemented and compliance is demonstrated to the satisfaction of the Engineer.

In **Subsection 802.06(a), Quality Control by the Contractor**, the list beginning “Test procedures shall be:” and its accompanying footnotes are deleted and the following substituted therefor:

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Test procedures shall be:

Property	Test method
Coarse and fine aggregate gradation	AASHTO T 27 ⁽¹⁾
Aggregate moisture content	AASHTO T 255
Concrete air content	AASHTO T 152
Concrete slump	AASHTO T 119
Concrete slump flow, when applicable	AASHTO T 347
Making and curing concrete test specimens in the field	AASHTO R 100
Concrete compressive strength	AASHTO T 22 ⁽²⁾

(1) A minimum of one test per aggregate stockpile per 500 cubic yards of concrete produced is required. A minimum of one set of aggregate gradation tests per bridge structure is required.

(2) A minimum of two cylinders shall be made and tested for each required strength test. The test result shall be the average of the two cylinders.

Subsection 802.06(a), Quality Control by the Contractor, is further supplemented by the following:

Air Content Monitoring for Class C Fly Ash. When Class C fly ash is used as a partial replacement for cement and its source uses powdered activated carbon to comply with EPA mercury emission requirements, the Contractor shall increase the frequency of quality control air content testing. At least one test shall be performed at the beginning of placement and thereafter at intervals not exceeding 20 cubic yards.

This increased frequency is for quality control and does not change the acceptance sampling and testing requirements of Subsection 802.06(b). The Engineer may require more frequent quality control testing when successive air content results differ by more than 1.5 percentage points or otherwise indicate instability of the air-void system.

ARKANSAS STATE HIGHWAY COMMISSION

PROPOSAL DOCUMENTS

PROPOSAL FOR CONSTRUCTING:

THE PURPOSE OF THIS PROJECT IS TO CONSTRUCT GRADING AND STRUCTURES OF A FOUR - LANE INTERSTATE FACILITY, INCLUDING IMPROVEMENTS TO THE INTERSTATE 40 AND 49 INTERCHANGE IN CRAWFORD COUNTY. THIS PROJECT CONSISTS OF CLEARING AND GRUBBING, REMOVAL AND DISPOSAL ITEMS, STONE BACKFILL, EARTHWORK, SELECT GRANULAR BACKFILL, ROCK FILL, TRENCHING AND SHOULDER PREPARATION, AGGREGATE BASE COURSE, CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE, PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE, ACHM BASE, 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, EROSION CONTROL, PAVEMENT MARKING, ITS ITEMS, ILLUMINATION ITEMS, SIGN ITEMS, CONSTRUCT TWO CONTINUOUS PLATE GIRDER BRIDGES (TOTAL LENGTH 1031.95'), CONSTRUCT FIVE RC BOX CULVERTS (TOTAL LENGTH 296.14'), AND MISC. ITEMS.

State Highway 549, Section 6, in **CRAWFORD** 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 **040904** **FEDERAL AID PROJECT CPFCDs-NHPP-40-1(268)**

Job Name: **CLEAR CREEK RD. – I-40 (PHASE 1) (F)**

said project being approximately **5.028 miles in length**.

Proposal received until 10:00 a.m. on November 4, 2026

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:

1. Standard Specifications for Highway Construction, Edition of 2014.
2. Supplemental Specifications.
3. Special Provisions.
4. Proposal Documents.
5. Schedule of Items.
6. Construction Plans.

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 nine hundred twenty-five (925) calendar days and the Specified Site Use Work within the number of calendar days bid by the bidder in accordance with the Job Special Provision “Site Use (A+B Method)-Calendar Day Contract.”**

Arkansas Department of Transportation
Schedule of Items

State Job No.: 040904

Job Name: CLEAR CREEK RD. – I-40 (PHASE 1) (F)

Federal Aid Project: CPFCDs-NHPP-40-1(268)

Date Estimated: 7/15/2026

Date Revised: 10/12/2026

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
Section 01 - PROPOSAL ITEMS				
0001	201 - CLEARING	282.000 STA		
0002	201 - GRUBBING	282.000 STA		
0003	202 - REMOVAL AND DISPOSAL OF FENCE	27,005.000 LF		
0004	202 - REMOVAL AND DISPOSAL OF GATES	11.000 EACH		
0005	202 - REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS	1,834.000 SQYD		
0006	202 - REMOVAL AND DISPOSAL OF FOUNDATIONS	3.000 SQYD		
0007	202 - REMOVAL AND DISPOSAL OF PIPE CULVERTS	26.000 EACH		
0008	202 - REMOVAL AND DISPOSAL OF BOX CULVERTS	4.000 EACH		
0009	202 - REMOVAL AND DISPOSAL OF GUARDRAIL	510.000 LF		
0010	202 - REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE	2,114.000 LF		
0011	202 - REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE	1.000 EACH		
0012	202 - REMOVAL AND DISPOSAL OF CONCRETE SLABS	2,412.000 SQYD		
0013	202 - REMOVAL AND DISPOSAL OF SIGNS	43.000 EACH		
0014	SP&207 - STONE BACKFILL	16,315.000 TON		
0015	SPSS210 - UNCLASSIFIED EXCAVATION	452,452.000 CUYD		
0016	SP - SELECT GRANULAR BACKFILL	7,827.000 CUYD		
0017	SP&210 - COMPACTED EMBANKMENT	1,851,230.000 CUYD		
0018	SP&210 - ROCK FILL	209,405.000 CUYD		
0019	SP - REMOVING AND REPLACING TOPSOIL	26,932.000 CUYD		
0020	SP&210 - SOIL STABILIZATION	2,500.000 TON		
0021	SP&215 - TRENCHING AND SHOULDER PREPARATION	167.000 STA		
0022	SPSS303 - AGGREGATE BASE COURSE (CLASS 7)	53,393.000 TON		
0023	SPSS308 - AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	13,366.000 TON		
0024	SPSS308 - CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	557.000 TON		

Arkansas Department of Transportation
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State Job No.: 040904

Job Name: CLEAR CREEK RD. – I-40 (PHASE 1) (F)

Federal Aid Project: CPFCDs-NHPP-40-1(268)

Date Estimated: 7/15/2026

Date Revised: 10/12/2026

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
0025	SPSS308 - PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE	39,779.000 SQYD		
0026	SS&401 - TACK COAT	6,744.000 GAL		
0027	SPSS405 - MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	8,689.000 TON		
0029	SPSS405 - ASPHALT BINDER (PG 70-22) IN ACHM BASE COURSE (1 1/2") (MINIMUM BID \$120.00)	308.000 TON		
0030	SPSS405 - ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2") (MINIMUM BID \$120.00)	45.000 TON		
0031	SPSS406 - MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	12,673.000 TON		
0033	SPSS406 - ASPHALT BINDER (PG 70-22) IN ACHM BINDER COURSE (1") (MINIMUM BID \$120.00)	514.000 TON		
0034	SPSS406 - ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1") (MINIMUM BID \$120.00)	42.000 TON		
0035	SPSS407 - MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	13,246.000 TON		
0037	SPSS407 - ASPHALT BINDER (PG 70-22) IN ACHM SURFACE COURSE (1/2") (MINIMUM BID \$120.00)	552.000 TON		
0038	SPSS407 - ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2") (MINIMUM BID \$120.00)	190.000 TON		
0039	SP&412 - COLD MILLING ASPHALT PAVEMENT	817.000 SQYD		
0040	SPSS415 - ACHM PATCHING OF EXISTING ROADWAY	50.000 TON		
0041	SPSS501 - PORTLAND CEMENT CONCRETE PAVEMENT (9" UNIFORM THICKNESS)	35,156.000 SQYD		
0042	SPSS504 - APPROACH SLABS	775.700 CUYD		
0043	SPSS504 - APPROACH GUTTERS	88.600 CUYD		
0044	SPSS505 - PORTLAND CEMENT CONCRETE DRIVEWAY	303.000 SQYD		
0045	506 - PORTLAND CEMENT CONCRETE CORRUGATIONS	163.000 SQYD		
0046	602 - FURNISHING FIELD LABORATORY	1.000 EACH		

Arkansas Department of Transportation
Schedule of Items

State Job No.: 040904

Job Name: CLEAR CREEK RD. – I-40 (PHASE 1) (F)

Federal Aid Project: CPFCDs-NHPP-40-1(268)

Date Estimated: 7/15/2026

Date Revised: 10/12/2026

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
0047	SP&602 - FURNISHING FIELD OFFICE	1.000 EACH		
0048	SPSS603 - MAINTENANCE OF TRAFFIC	1.000 L.S.		
0049	603 - 24" TEMPORARY CULVERT	861.000 LF		
0050	603 - 48" TEMPORARY CULVERT	296.000 LF		
0051	SS&604 - SIGNS	1,593.000 SQFT		
0052	SPSS604 - SIGNS LEFT IN PLACE	20.000 SQFT		
0053	SPSS604 - CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	3.000 EACH		
0054	SS&604 - BARRICADES	64.000 LF		
0055	SPSS604 - BARRICADES LEFT IN PLACE	48.000 LF		
0056	SS&604 - TRAFFIC DRUMS	217.000 EACH		
0057	SS&604 - FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	14,257.000 LF		
0058	SPSS604 - FURNISHING, INSTALLING AND LEAVING IN PLACE PRECAST CONCRETE BARRIER	640.000 LF		
0059	SS&604 - RELOCATING PRECAST CONCRETE BARRIER (MAX. BID 25% OF ITEM NUMBER 0057)	22,587.000 LF		
0060	604 - CONSTRUCTION PAVEMENT MARKINGS	56,147.000 LF		
0061	604 - REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	121,392.000 LF		
0062	604 - REMOVAL OF PERMANENT PAVEMENT MARKINGS	3,222.000 LF		
0063	SPSS604 - PORTABLE CHANGEABLE MESSAGE SIGN	156.000 WEEK		
0064	SP - PORTABLE CONSTRUCTION LIGHTING	90.000 DAY		
0065	SP - AWIS MOBILIZATION	1.000 L.S.		
0066	SP - AWIS OPERATION	36.000 MNTH		
0067	SP - DEVICE RELOCATION	60.000 EACH		
0068	SP - FURNISH AND INSTALL CLOSED CIRCUIT TELEVISION SYSTEM	3.000 EACH		
0069	SP - FURNISH AND INSTALL VARIABLE MESSAGE SIGN	3.000 EACH		
0070	SP - FURNISH AND INSTALL VEHICLE DETECTION SYSTEM	12.000 EACH		
0071	SP - MOBILE SPEED NOTIFICATION SYSTEM (SPECIAL)	1.000 EACH		

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Job Name: CLEAR CREEK RD. – I-40 (PHASE 1) (F)

Federal Aid Project: CPFCDs-NHPP-40-1(268)

Date Estimated: 7/15/2026

Date Revised: 10/12/2026

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
0072	SPSS605 - CONCRETE DITCH PAVING (TYPE B)	5,777.000 SQYD		
0073	SS&606 - 18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	134.000 LF		
0074	SS&606 - 24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	1,686.000 LF		
0075	SS&606 - 30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	928.000 LF		
0076	SS&606 - 36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	198.000 LF		
0077	SS&606 - 24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	24.000 EACH		
0078	SS&606 - 30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	12.000 EACH		
0079	SS&606 - 36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	2.000 EACH		
0080	SP - CULVERT CLEAN OUT	7.000 EACH		
0081	SS&606 - 12" SIDE DRAIN	524.000 LF		
0082	SPSS606 - 18" SIDE DRAIN	284.000 LF		
0083	SPSS606 - 24" SIDE DRAIN	512.000 LF		
0084	SS&606 - SELECTED PIPE BEDDING	5,209.000 CUYD		
0085	SS&609 - DROP INLETS (TYPE N2)	5.000 EACH		
0086	SS&609 - DROP INLETS (TYPE N3)	8.000 EACH		
0087	SS&609 - DROP INLETS (TYPE RM)	14.000 EACH		
0088	SS&609 - DROP INLETS (TYPE ST)	2.000 EACH		
0089	SS&609 - DROP INLETS (TYPE TM)	15.000 EACH		
0090	SS&611 - 4" PIPE UNDERDRAINS	24,386.000 LF		
0091	SS&611 - UNDERDRAIN OUTLET PROTECTORS	112.000 EACH		
0092	SPSS611 - UNDERDRAIN VIDEO INSPECTION	4,942.000 LF		
0093	SP - FLUSHING UNDERDRAIN	4,942.000 LF		
0094	614 - CONCRETE SPILLWAY (TYPE A)	13.000 EACH		
0095	SS&617 - GUARDRAIL (TYPE A)	11,042.000 LF		
0096	SS&617 - TERMINAL ANCHOR POSTS (TYPE 1)	7.000 EACH		
0097	SS&617 - GUARDRAIL TERMINAL (TYPE 2)	17.000 EACH		
0098	SS&617 - THRIE BEAM GUARDRAIL TERMINAL	14.000 EACH		

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Date Estimated: 7/15/2026

Job Name: CLEAR CREEK RD. – I-40 (PHASE 1) (F)

Date Revised: 10/12/2026

Federal Aid Project: CPFCDs-NHPP-40-1(268)

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
0099	SP - WIRE ROPE SAFETY FENCE	1,512.000 LF		
0100	SP - WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS	1.000 L.S.		
0101	SP - WIRE ROPE SAFETY FENCE (POST REPAIR)	50.000 EACH		
0102	SS&619 - WIRE FENCE (TYPE A)	49,590.000 LF		
0103	620 - LIME	598.000 TON		
0104	620 - SEEDING	298.830 ACRE		
0105	SS&620 - MULCH COVER	1,223.290 ACRE		
0106	620 - WATER	49,382.900 MGAL		
0107	621 - TEMPORARY SEEDING	924.460 ACRE		
0108	621 - SILT FENCE	56,990.000 LF		
0109	621 - SAND BAG DITCH CHECKS	6,886.000 BAG		
0110	621 - DIVERSION DITCH	7,232.000 LF		
0111	621 - SEDIMENT BASIN	5,533.000 CUYD		
0112	621 - OBLITERATION OF SEDIMENT BASIN	5,533.000 CUYD		
0113	621 - SEDIMENT REMOVAL AND DISPOSAL	8,224.000 CUYD		
0114	621 - PIPE FOR SLOPE DRAINS	1,615.000 LF		
0115	621 - ROCK DITCH CHECKS	801.000 CUYD		
0116	SS&621 - FILTER SOCK (12")	1,450.000 LF		
0117	621 - WATTLE (20")	25,977.000 LF		
0118	621 - TRIANGULAR SILT DIKE	3,230.000 LF		
0119	623 - SECOND SEEDING APPLICATION	298.830 ACRE		
0120	624 - SOLID SODDING	3,417.000 SQYD		
0121	625 - GEOTEXTILE FABRIC (TYPE 8)	75,948.000 SQYD		
0122	625 - GEOTEXTILE FABRIC (TYPE 10)	101,554.000 SQYD		
0123	SP&625 - GEOTEXTILE FABRIC (TYPE SPECIAL)	39,779.000 SQYD		
0124	SS&631 - CONCRETE BARRIER WALL (MEDIAN TYPE SPECIAL)	101.000 LF		
0125	SPSS631 - CONCRETE BARRIER WALL (SIDE TYPE A)	3,007.000 LF		
0126	SPSS631 - CONCRETE BARRIER WALL (SIDE TYPE E)	51.000 LF		
0127	SP&635 - ROADWAY CONSTRUCTION CONTROL	1.000 L.S.		
0128	636 - BRIDGE CONSTRUCTION CONTROL	1.000 L.S.		

Arkansas Department of Transportation
Schedule of Items

State Job No.: 040904

Job Name: CLEAR CREEK RD. – I-40 (PHASE 1) (F)

Federal Aid Project: CPFCDs-NHPP-40-1(268)

Date Estimated: 7/15/2026

Date Revised: 10/12/2026

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
0129	637 - MAILBOXES	10.000 EACH		
0130	SS&637 - MAILBOX SUPPORTS (SINGLE)	10.000 EACH		
0131	642 - RUMBLE STRIPS IN ASPHALT SHOULDERS	8,003.000 LF		
0132	642 - RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS	484.000 LF		
0133	SP - ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/3 A.W.G., E.G.C.)	3,621.000 LF		
0134	SP - ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/4 A.W.G., E.G.C.)	3,022.000 LF		
0135	SP - ELECTRICAL CONDUCTORS-IN-CONDUIT (ROADWAY LIGHTING) (2C/8 A.W.G., E.G.C.)	4,370.000 LF		
0136	SP - ELECTRICAL CONDUCTORS FOR LUMINAIRES (ROADWAY LIGHTING)	504.000 LF		
0137	SP&709 - GALVANIZED STEEL CONDUIT (4")	2,706.000 LF		
0138	710 - NON-METALLIC CONDUIT (1.5")	4,935.000 LF		
0139	710 - NON-METALLIC CONDUIT (2")	6,862.000 LF		
0140	SP&710 - NON-METALLIC CONDUIT (4")	224.000 LF		
0141	SPSS711 - CONCRETE PULL BOX (TYPE 2 HD)	63.000 EACH		
0142	SPSS711 - FIBER OPTIC CONCRETE PULL BOX (TYPE 5 HD)	4.000 EACH		
0143	SP - ITS FIBER OPTIC JUNCTION BOX, METALLIC (32"X18"X18")	10.000 EACH		
0144	SP - HIGH MAST ILLUMINATION ASSEMBLY (150'-6 LUMINAIRE)	1.000 EACH		
0145	SP - HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE)	3.000 EACH		
0146	SP - HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PAD)	1.000 EACH		
0147	SP - HIGH MAST ILLUMINATION ASSEMBLY (120'-6 LUMINAIRE-PED)	4.000 EACH		
0148	SP - HIGH MAST ILLUMINATION ASSEMBLY (100'-6 LUMINAIRE)	1.000 EACH		
0149	SP - HIGH MAST LUMINAIRE ELEVATED SERVICE PLATFORM	4.000 EACH		
0150	SP - METAL GRATING FOR PLATFORM	886.200 SQFT		

Arkansas Department of Transportation
Schedule of Items

State Job No.: 040904

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Federal Aid Project: CPFCDs-NHPP-40-1(268)

Date Estimated: 7/15/2026

Date Revised: 10/12/2026

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
0151	SP - LED ROADWAY ILLUMINATION POLE (15,400 LUMEN, COBRA HEAD, BREAKAWAY BASE, 30')	6.000 EACH		
0152	SP - PEDESTAL TYPE SERVICE POINT ASSEMBLY (100 AMP)	5.000 EACH		
0153	718 - REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (6")	4,278.000 LF		
0154	SP - ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	18,996.000 LF		
0155	SP - ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (12")	3,066.000 LF		
0156	SP - ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	16,547.000 LF		
0157	721 - RAISED PAVEMENT MARKERS (TYPE II)	619.000 EACH		
0158	SP - STEEL OVERHEAD SIGN STRUCTURE (OH- 049-RAMP-100)	1.000 EACH		
0159	SP - STEEL OVERHEAD SIGN STRUCTURE (OH- 049-101)	1.000 EACH		
0160	SP - STEEL OVERHEAD SIGN STRUCTURE (OH- 049-103)	1.000 EACH		
0161	SP - STEEL OVERHEAD SIGN STRUCTURE (OH- 049-RAMP-106)	1.000 EACH		
0162	SP - STEEL CANTILEVER SIGN STRUCTURE (OC-049-104)	1.000 EACH		
0163	SP - STEEL CANTILEVER SIGN STRUCTURE (OC-049-102)	1.000 EACH		
0164	SS&725 - GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	142.000 SQFT		
0165	SS&726 - STANDARD SIGN	583.000 SQFT		
0166	SS&727 - EXIT NUMBER PANEL (TYPE A)	20.000 SQFT		
0167	SS&729 - CHANNEL POST SIGN SUPPORT (TYPE U-1)	6.000 EACH		
0168	SS&730 - BREAKAWAY SIGN SUPPORT (TYPE G-2)	3,149.000 LB		
0169	SP - OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	15.000 EACH		
0170	SP - OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	6.000 EACH		

Arkansas Department of Transportation
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State Job No.: 040904

Job Name: CLEAR CREEK RD. – I-40 (PHASE 1) (F)

Federal Aid Project: CPFCDs-NHPP-40-1(268)

Date Estimated: 7/15/2026

Date Revised: 10/12/2026

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
0171	SP - OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	9.000 EACH		
0172	SP - OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	2.000 EACH		
0173	SS&731 - TEMPORARY IMPACT ATTENUATION BARRIER	22.000 EACH		
0174	SS&731 - TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	22.000 EACH		
0175	SS&732 - CRASH CUSHION	2.000 EACH		
0176	801 - UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	790.000 CUYD		
0177	801 - UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	5,581.000 CUYD		
0178	SPSS802 - CLASS S CONCRETE-ROADWAY	11,222.140 CUYD		
0179	SPSS802 - CLASS S CONCRETE-BRIDGE	2,228.500 CUYD		
0180	SPSS802 - CLASS S(AE) CONCRETE-BRIDGE	4,167.100 CUYD		
0181	SP - TEMPORARY RETAINING WALL	9,194.000 SQFT		
0182	SP - ARCHITECTURAL FINISH	4,302.000 SQFT		
0183	SP - TEXTURED COATING FINISH	4,065.000 SQYD		
0184	SP&803 - CLASS 2 PROTECTIVE SURFACE TREATMENT	15,879.800 SQYD		
0185	SS&804 - REINFORCING STEEL-ROADWAY (GRADE 60)	1,704,043.000 LB		
0186	SS&804 - REINFORCING STEEL-BRIDGE (GRADE 60)	440,990.000 LB		
0187	SS&804 - EPOXY COATED REINFORCING STEEL (GRADE 60)	981,390.000 LB		
0188	SS&805 - STEEL PILING (HP 14X73)	5,545.000 LF		
0189	SP - CORING DRILLED SHAFT	353.000 LF		
0190	SP - DRILLED SHAFT (54" DIAMETER)	1,405.000 LF		
0191	SP - PERMANENT STEEL CASING (60" DIAMETER)	833.000 LF		
0192	SS&805 - PREBORING	4,500.000 LF		
0193	SP - CROSSHOLE SONIC LOGGING (54" DIAMETER)	48.000 EACH		
0194	SPSS807 - STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50)	1,560,590.000 LB		

Arkansas Department of Transportation
Schedule of Items

State Job No.: 040904

Job Name: CLEAR CREEK RD. – I-40 (PHASE 1) (F)

Federal Aid Project: CPFCD5-NHPP-40-1(268)

Date Estimated: 7/15/2026

Date Revised: 10/12/2026

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
0195	SPSS807 - STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50W)	3,582,580.000 LB		
0196	SS&807 - PAINTING STRUCTURAL STEEL	1,111.800 TON		
0197	SS&808 - ELASTOMERIC BEARINGS	144,893.000 CUIN		
0198	SS&809 - ARMORED JOINT WITH NEOPRENE STRIP SEAL	252.000 LF		
0199	SS&809 - SILICONE JOINT SEALANT	171.000 LF		
0200	812 - BRIDGE NAME PLATE (TYPE D)	6.000 EACH		
0201	SS&816 - FILTER BLANKET	14,858.000 SQYD		
0202	SS&816 - DUMPED RIPRAP	7,476.000 CUYD		
0203	SS&816 - CONCRETE RIPRAP	791.000 CUYD		
0333	SP - RETAINING WALL	4,693.000 SQFT		

Section 01 Total: _____

Section 02 - 24" PIPE CULVERTS ALTERNATE - BID ONE ITEM ONLY

0204	SS&606 - 24" REINFORCED CONCRETE PIPE	124.000 LF		
A0 - 1	CULVERTS (CLASS III)			
0205	SS&606 - 24" ASPHALT COATED	130.000 LF		
A0 - 2	CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)			
0206	SS&606 - 24" ALUMINUM COATED	130.000 LF		
A0 - 3	CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)			
0207	SS&606 - 24" POLYMER PRECOATED	130.000 LF		
A0 - 4	METALLIC COATED CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)			
0208	SPSS606 - 24" HIGH DENSITY POLYETHYLENE	130.000 LF		
A0 - 5	PIPE			
0209	SPSS606 - 24" PVC PIPE	130.000 LF		
A0 - 6				

Section 02 Total: _____

Arkansas Department of Transportation
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State Job No.: 040904

Job Name: CLEAR CREEK RD. – I-40 (PHASE 1) (F)

Federal Aid Project: CPFCDs-NHPP-40-1(268)

Date Estimated: 7/15/2026

Date Revised: 10/12/2026

Line Number	Item Code and Description	Estimated Quantity	Unit Bid Price	Price Extension
Section 03 - 36" PIPE CULVERTS ALTERNATE - BID ONE ITEM ONLY				
0210 BO - 1	SS&606 - 30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	166.000 LF		
0211 BO - 2	SS&606 - 30" ASPHALT COATED CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	172.000 LF		
0212 BO - 3	SS&606 - 30" ALUMINUM COATED CORRUGATED STEEL PIPE CULVERTS (16 GAUGE)	172.000 LF		
0213 BO - 4	SS&606 - 30" POLYMER PRECOATED METALLIC COATED CORRUGATED STEEL PIPE CULVERT (16 GAUGE)	172.000 LF		
0214 BO - 5	SPSS606 - 30" HIGH DENSITY POLYETHYLENE PIPE	172.000 LF		
0215 BO - 6	SPSS606 - 30" PVC PIPE	172.000 LF		
Section 03 Total:				
Section 04 - 16' GATES ALTERNATE - BID ONE ITEM ONLY				
0216 CO - 1	SS&619 - 16' STEEL GATES	24.000 EACH		
0217 CO - 2	SS&619 - 16' ALUMINUM GATES	24.000 EACH		
Section 04 Total:				
Subtotal:				
0218	601 - MOBILIZATION (UNIT BID AMOUNT MAY NOT EXCEED 5% OF SUBTOTAL)	1.000 L.S.		
Bid Total:				

This job requires A+B method bidding. Bidder must show total number of Calendar Days to substantially complete the specified site use work (B).

_____ Days X \$35,000/Day = \$_____ (B)