ADDENDUM NO. 3 – JOB 110812

ARKANSAS DEPARTMENT OF TRANSPORTATION

PROGRAM MANAGEMENT DIVISION

LITTLE ROCK, ARKANSAS

October 27, 2026

TO: Eligible Bidders – Job 110812

SUBJECT: Letting Date Change; Plan and Proposal Document Changes

You are hereby advised that the letting date for Job 110812, Hwy. 49 Mississippi River Bridge Rehab (S), has been changed from November 4, 2026 to January 20, 2027. This change has been made to allow contractors ample time to prepare their bids. This project is not being withdrawn from advertisement, so contractors that are currently on the proposal holders list will remain there. Also, Special Provisions "Wrecker Service" and "Motorist Assistance Patrol" have been revised. Additionally, details for cross beam haunch dimensions and Pier 10 joint stationing annotations have been revised, and a payment note for deck drains has been added.

Plan Sheets 25, 52, 54, 61, 78, Proposal Document Page 2, 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

ARKANSAS DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

JOB NO. 110812

MOTORIST ASSISTANCE PATROL

DESCRIPTION: This item shall consist of providing basic assistance, as described below, to stalled motorists in the Maintenance of Traffic open lane on Hwy. 49 for Job 110812 and assume the Maintenance of Traffic responsibilities described. Motorist Assistance Patrol (MAP) services shall be available when a lane closure is in place until the completion of the project.

SERVICES PROVIDED: The Contractor shall assign, at a minimum, two employees and two Motorist Assistant Patrol vehicles to provide the services in this special provision from both ends of the bridge during any lane closure. The assigned Motorist Assistance Patrol (MAP) employees will ensure that the open 11'-0" maintenance of traffic lane is free of obstructions, provide the vehicle services listed, and report to the Engineer and Traffic Control Supervisor any observed safety issues or needed timing improvements, and be trained flagmen to be utilized as directed by the Traffic Control Supervisor.

The Contractor will provide three general categories of vehicle MAP service:

A. Locating the disabled vehicle and providing the assistance listed below if such assistance will make the vehicle operational.
B. At the motorist's election with the disabled vehicle, move the vehicle to a safe location if immediate assistance, such as adding air to a tire, providing fuel, or charging a battery, will not make the vehicle operational. The motorist assistance vehicle shall be equipped with a tow bar but should not be relied on as the primary means of towing. Wrecker Service is provided in this contract at both ends of the bridge. If the vehicle cannot be easily moved, the Wrecker Service is to be utilized. If at the relocated location, the vehicle cannot be rendered operational with the services listed below, the owner of the vehicle shall be responsible for obtaining the services of a private wrecker service for removal of the vehicle from the site.
C. Assisting motorists and local public agencies or law enforcement authorities as requested concerning an accident or other emergency blocking the designated open maintenance of traffic lane. Such assistance includes protecting the scene of an accident, cleaning up minor debris caused by an accident, and calling and assisting local law enforcement in the event of an accident. If a wrecker service is utilized, the wrecker service will be responsible for removing all debris from the maintenance of traffic open lane per the "Wrecker Service" Special Provision.

As a minimum the following types of assistance will be provided to motorists:

- Provide a maximum of two gallons of gasoline or diesel fuel per occurrence.
- Providing air or change or assist in changing flat tires/inflate low tires
- Fill radiators with water
- Tape hose
- Provide cellular phone for motorists to call for additional assistance if needed
- Jump start stalled vehicles

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MOTORIST ASSISTANCE PATROL

- Move stalled vehicles from travel lanes to a safe location

REQUIRED EQUIPMENT: The Motorist Assistant Patrol **v**ehicles performing this work shall be clearly marked with "Motorist Assistance Patrol" markings and the name and telephone number of the Contractor on the doors of the vehicle. Markings indicating "Motorist Assistance Patrol" shall also be placed in a readable position at the front and rear of the vehicle. The vehicles shall be equipped with a padded push bumper and a tow bar to move vehicles, a loudspeaker with microphone and external speaker, and an amber or green strobe light. The following minimum equipment will be carried on board the vehicles:

- Air Compressor or air tank
- 2 ton (minimum) floor jack
- 8 ton (minimum) bottle jack
- Wheel Chocks
- Cellular telephone and local telephone directory
- Flashlights
- 4 way lug wrenches (standard & metric)
- Booster Cables (25' long)
- Fire Extinguisher
- Electrical and Duct Tape
- Two 5-gallon UL Approved ANSI/ASTM fuel cans (Diesel Fuel and Unleaded Gasoline)
- Water Can (5 gallon)
- Misc. Hand Tools (as required).
- 36" (or longer) pry bar
- First Aid Kit
- Traffic Cones (6 minimum)
- Personal Safety Equipment
- Brooms, shovels, oil absorbent materials
- Tow straps or tow cable
- Safety Flares

PATROL ROUTE: The Motorist Assistance Patrol vehicles shall be continuously available on-site during the closure or partial closure of a travel lane for Job 110812. The Motorist Assistance Patrol vehicles shall not leave the designated project area except:

- For mechanical problems with the patrol vehicle
- To replenish gas, diesel, water cans or other expendable supplies
- If and where directed by the Engineer

One MAP vehicle shall be stationed on the Arkansas side of the project with the other MAP vehicle stationed on the Mississippi side of the project at all times.

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DISABLED VEHICLES: Disabled vehicles shall be cleared from the lane/s with the least delay practical, either under their own power, or by pushing or towing with the Motorist Assistance Patrol vehicle or the project wrecker service. Other than the initial motorist assistance of adding air to a tire or fuel or water or charging the battery to the vehicle to make it operational, no additional repairs shall be attempted until the vehicle is removed from the open Maintenance of Traffic travel lane. The MAP driver will provide a cellular phone for the motorist to use if the vehicle requires towing or additional mechanical services to be removed from the relocated site.

Should a motorist refuse to allow a disabled vehicle to be cleared from the traffic lane, the MAP driver shall contact the Arkansas State Police for assistance and remain on the scene directing traffic if space is available for traffic diversion.

The motorist will be advised that this service is provided free of charge as a courtesy. The MAP drivers shall maintain a log of services provided and provide the log to the Engineer at the end of each shift. The log shall contain at minimum the date, time, vehicle description, and details of services rendered. If no service was required for the shift, the log shall state such.

ABANDONED VEHICLES: If an abandoned vehicle is encountered, the MAP driver shall contact “911” and ask for Arkansas or Mississippi State Highway Police assistance. The MAP driver shall provide the following information to “911” and the State Highway Police if contacted: the vehicle location, description, license plate number, and whether the vehicle is impeding traffic.

ACCIDENTS: Upon arrival at an accident, the MAP driver shall call “911” for Highway Police, fire, and ambulance assistance as necessary. When calling “911” specify if the accident is in Arkansas or Mississippi as they have separate jurisdictions of authority. Where no apparent personal injury is evident, the MAP driver shall request the motorists to either drive or consent to be moved out of the travel lane to open the obstructed lane to traffic. MAP drivers shall take no action without the driver’s consent except under law enforcement’s direction. When apparent personal injury is evident or when driver intoxication is evident or suspected, the MAP drivers shall not move the vehicles involved in the accident until directed by law enforcement.

DEBRIS IN THE MAINTENANCE OF TRAFFIC LANE: Others are assigned the responsibility of removing debris from accidents in this contract, but the MAP drivers are ultimately responsible for clearing any remaining debris. MAP drivers will be responsible for the removal of any litter, waste, rubble, or loose debris that has fallen, been dropped, or thrown on to the open maintenance of traffic lane that could affect the safe passage of vehicles through the construction zone. Any debris removal from the construction zone shall be disposed of in a responsible manner if and where directed by the Engineer. Debris cannot be disposed of or buried in the construction zone or Mississippi River Flood Plain.

EMERGENCY RESPONSE AND TRANSPORT: MAP drivers shall be required to assist with emergency response requests from the Traffic Control Supervisor or Engineer. The MAP drivers shall serve as flaggers, as needed, to assist the police working the accident and to prevent traffic from entering the bridge open maintenance of traffic lane.

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CHARACTER OF WORKERS: MAP drivers performing this work shall be well groomed and wear a name tag that clearly shows the employee's full name and the Contractor's name. Gratuities or tips, whether in the form of cash, goods, etc. shall not be accepted. If the MAP driver is offered such items, he/she should explain that the service is paid for under the highway construction project and politely decline the offer.

MAP drivers shall not refer motorists to a specific garage, private tow service, service station, or mechanic. If a motorist needs towing or additional mechanical services, the MAP driver shall provide the cellular telephone and telephone directory for the motorists to use to arrange for their own service.

METHOD OF MEASUREMENT: Motorist Assistance Patrol will be measured by the Lump Sum.
BASIS OF PAYMENT: Work completed and accepted and measured as provided above will be paid for at the contract unit price bid Lump Sum for Motorist Assistance Patrol, which price shall be full compensation for monitoring the maintenance of traffic lane and signals, and providing basic mechanical assistance to motorists, furnishing all labor, vehicles, equipment, tools, uniforms, cellular telephone service, and incidentals to render the services as described above.

Payment will be made under:

Pay Item	**Pay Unit**
Motorist Assistance Patrol	Lump Sum

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WRECKER SERVICE

DESCRIPTION: This item shall provide (24 hours/7 days a week) on-call wrecker service to remove stalled, disabled, wrecked or otherwise incapacitated vehicles from the travel way to the staging area determined by the Engineer. **The "wrecker service" response time from the end of the initial phone contact to both bridge ends must be 15 minutes or less for passenger vehicles and 45 minutes or less for heavy commercial and agricultural vehicles to cooperate with law enforcement, the Engineer, or the Traffic Control Supervisor to clear and open the maintenance of traffic travel lane.**

"Wrecker Service" shall have the capacity to service both ends of the bridge within the above time limits and provide two responding tow trucks if required because: 1) there may be two vehicles to be removed in a timely manner and 2) traffic will be travelling in both directions across the bridge in a single lane. The responding wreckers shall have the required credentials to operate in the state of the vehicle event-- Arkansas or Mississippi--with the capacity to tow the disabled or otherwise incapacitated vehicle. ("Vehicle" in this special provision is defined as any motorized transport of people and/or freight.)

CONTRACTOR CONTACT INFORMATION: The Contractor shall provide the Engineer contact telephone numbers and names of the employees that are entrusted to make decisions and implement any required corrective actions to assist the wrecker service. The Traffic Control Supervisor shall be responsible for updating the contact information and providing current contact telephone numbers during Contractor working hours and for continuously available after-hours on-call contacts.

METHODS: The Contractor will be required to provide for a wrecker and operator or commercial towing service to clear the blocked travel lane. The wrecker operator and towing service shall provide evidence of, and maintain all licenses, fees and bonds as applicable. If the Contractor utilizes a commercial towing service, the wrecker company must have two wreckers, one for each state jurisdiction, dedicated to being available to provide response within the time limits specified above for use on this project. In the event both disabled vehicles must be removed in the same direction, additional response time for the second wrecker may be permitted by the Engineer.

The wrecker operators must have a minimum of one year's experience in the operation of the wrecker being used. They must have a criminal background check before they are allowed to perform these duties indicating they have had (1) no suspensions or revocations of driver's license during the preceding five (5) years; (2) no convictions for driving under the influence of alcohol or drugs during the preceding five (5) years; (3) no convictions of a felony. A copy of the background check or proof that the operator meets the above requirements shall be provided to the Engineer prior to working on the project. The wrecker operators must have a valid Class A Commercial Driver's License and shall speak and read the English language.

If required, the wreckers provided must be capable of towing vehicles more than seventeen thousand pounds (large trucks, road tractor/trailers and similar vehicles and shall meet the following minimum requirements:

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SPECIAL PROVISION

JOB NO. 110812

WRECKER SERVICE

- Truck chassis shall have a minimum gross vehicle weight rating (GVWR) of not less than forty-six thousand (46,000) pounds
- Trucks shall have minimum of tandem axles with two (2) live drive axles
- Equipped with single or double boom with a capacity of not less than fifty thousand (50,000) pounds as rated by the manufacturer
- Equipped with a single winch with a capacity of fifty thousand (50,000) pounds as rated by the manufacturer or an individual power winch of not less than twenty-five (25,000) pounds as rated by the manufacturer and a total rating with both winches of fifty (50,000) pounds.
- Equipped with a manufactured wheel-lift with retracting lifting capacity of not less than twelve thousand (12,000) pounds as rated by the manufacturer, with safety chains
- Equipped with a minimum of one hundred fifty (150) feet of five-eighths (5/8) inch cable, plus fifty feet of five-eighths (5/8) inch drop cable
- Equipped with airbrakes constructed so as to lock wheels automatically upon failure
- Equipped with light and air brake-hookups
- Come-A-Longs, chains, or other similar devices shall not be used as substitutes for winch and cable.

Light duty wrecker(s) may be used for towing vehicles weighing seven thousand (7,000) pounds or less (passenger cars, pickup trucks, motorcycles, small trailers, and similar vehicles). Wreckers used for only that purpose shall meet the following requirements:

Conventional wrecker:

- Minimum gross vehicle rating (GVWR) of not less than ten thousand (10,000) pounds
- Equipped with individual boom capacity of not less than eight thousand (8,000) pounds as rated by the manufacturer
- Equipped with individual PTO or hydraulic power winch capacity of not less than eight thousand (8,000) pounds as rated by the manufacturer with at least one hundred (100) feet of three-eighths (3/8) inch cable drum
- Equipped with a manufactured wheel-lift with a retracting lifting capacity of not less than three thousand five hundred (3,500) pounds as rated by the manufacturer, with safety chains
- Come-A-Longs, chains, or other similar devices shall not be used as substitutes for winch and cable
- Equipped with dual rear wheels

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Rollback wrecker:

- Minimum gross vehicle rating (GVWR) of not less than eleven thousand (11,000) pounds
- Equipped with a minimum eight thousand (8,000) pound winch as rated by the manufacturer with at least fifty (50) feet of three-eighths (3/8) inch cable or larger
- Come-A-Longs, chains, or other similar devices shall not be used as substitutes for winch and cable

A means for direct communication between the wrecker operator, law enforcement, the Traffic Control Supervisor, and the Engineer must be provided by the Contractor (two-way radio, cellular telephone, etc.). Upon arrival at the bridge, the Wrecker Service shall not block the bridge end/s if vehicles are being directed off the bridge by the police.

The vehicle (vehicles) blocking the travel lane will be removed to the nearest safe location such that the travel lanes will be clear. The owner of the stalled or wrecked vehicle will be responsible for obtaining a private wrecker service for the removal of the vehicle from its relocated position. If the Contractor chooses to utilize a private wrecker service for this contract item, they shall be responsible for ensuring that the private wrecker service does not use their position to gain advantage over other wrecker services in the area to make the second move of the vehicle from the safe location off the bridge that was determined by the Engineer. If the blockage is caused by an accident, the wrecker shall not remove any vehicles except as directed by law enforcement authorities.

All debris, oil, broken glass, etc. and other such objects foreign to the roadway surface shall be cleaned up by the wrecker service to the satisfaction of the Engineer before the roadway can be reopened to traffic.

METHOD OF MEASUREMENT: Wrecker Service will be measured by the Lump Sum.
BASIS OF PAYMENT: Work completed and accepted and measured as provided above will be paid for at the contract unit price bid Lump Sum for Wrecker Service at both ends the bridge, which price shall be full compensation for removal of the blocking vehicle from the travel way to the staging area; for cleaning up any debris and for all labor, vehicles, fuel, tools, equipment and incidentals necessary to complete the work as described above.

Payment will be made under:

Pay Item	**Pay Unit**
Wrecker Service	Lump Sum

ARKANSAS STATE HIGHWAY COMMISSION
PROPOSAL DOCUMENTS

PROPOSAL FOR CONSTRUCTING:

THE PURPOSE OF THIS PROJECT IS TO REHABILITATE THE MISSISSIPPI RIVER BRIDGE INCLUDING DECK REPLACEMENT AND POLYMER OVERLAY ON HIGHWAY 49 IN PHILLIPS COUNTY. THIS PROJECT CONSISTS OF REMOVAL AND DISPOSAL ITEMS, STONE BACKFILL, TRENCHING AND SHOULDER PREPARATION, AGGREGATE BASE COURSE, PORTLAND CEMENT CONCRETE BASE, ACHM SURFACE COURSE, COLD MILLING ASPHALT PAVEMENT, ACHM PATCHING OF EXISTING ROADWAY, APPROACH SLABS AND GUTTERS, PORTLAND CEMENT CONCRETE PAVEMENT PATCHING, MAINTENANCE OF TRAFFIC, GUARDRAIL, GEOTEXTILE FABRIC, TRAFFIC SIGNAL ITEMS, MODIFICATION OF EXISTING BRIDGE STRUCTURE, STEEL REPAIR, LIGHTWEIGHT CONCRETE, BRIDGE JACKING, AND MISC. ITEMS.

State Highway 49, Section 11, in **PHILLIPS** 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 **110812** **FEDERAL AID PROJECT NHPP-PRTT-HIPBIP-0054(31)**

Job Name: **HWY. 49 MISSISSIPPI RIVER BRIDGE REHAB. (S)**

said project being approximately **1.163 miles in length.**

Proposal received until 10:00 a.m. on January 20, 2027

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 the number of calendar days bid by the bidder in accordance with the Job Special Provision "Site Use (A+C Method)-Calendar Day Contract."**