



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

August 13, 2026

ADDENDUM #1

MEMORANDUM TO: Mandatory Pre-Bid Attendees

FROM: Jennifer A. Sour
Division Contract Engineer

DocuSigned by:
Jennifer A. Sour
B213233052CA46B...

SUBJECT: Mandatory Pre-Bid Meeting Minutes for MG00516

On August 10, 2026, a Mandatory Pre-bid Conference was held at the North Carolina Department of Transportation's Office located at 1584 Yanceyville Street in Greensboro, NC. The following people were in attendance:

<u>Name</u>	<u>Firm Name</u>
Jennifer Sour	NCDOT Division Contract Engineer
Abdou Salami Yaya	NCDOT Assistant Division Contract Engineer
S. D. Dixon	NCDOT Maintenance Engineer
Austyn Howell	NCDOT Orange County Maintenance Engineer
David Rogerson	Precision Lawn Care and Landscaping
Manuel Borja	Precision Lawn Care and Landscaping
Joe Wayne Moore	Precision Lawn Care and Landscaping
Randy Fields	Hilco Transport
Mark Brookshire	Hilco Transport
Shane Laughten	Lovin Contracting
Justin Church	ELC Group LLC
Jimmy McHenry	Dixie Lawn Service Inc.
Mac McHenry	Dixie Lawn Service Inc.
Rob Wallace	Dixie Lawn Service Inc.
Chris Taylor	Dixie Lawn Service Inc.
Thomas Laws	Triangle Grading & Paving Inc.
E.L. Melvin	Turf-Builders, Inc.

This memo has been placed on the Bidding and Letting Site and must be included in your submittal as an addendum.

Ms. Sour opened the meeting at 1:00 pm on Monday, August 10, 2026, in the Division 7 project delivery room with introductions and overview of the meeting. She mentioned that we were meeting that day for the Pre-Bid Meeting for MG00512, MG00514, MG00515, MG00516, MG00517 – snow and ice pretreatment (salt brine) operations in Alamance, Guilford, Orange,

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION SEVEN
1584 YANCEYVILLE STREET
GREENSBORO, NC 27405

Telephone: (336) 487-0075
FAX: (336) 334-3637
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1584 YANCEYVILLE STREET
GREENSBORO, NC 27405

and Rockingham Counties. Ms. Sour made note that the pre-bid meeting attendance is mandatory and the company must sign the attendance roster in order for their bid to be accepted. It was also noted that the Contractor will need to sign their Addenda in the proposal as acknowledgment of receipt of the minutes and that they will need to submit the minutes with their bid.

Q&A:

- Q. The bid sheet includes two truck capacity options: 1600/3000 gallons and 3001/5000 gallons but does not specify the number of trucks for each pay item. Can clarification be given on whether the state will specify required truck quantities and sizes or leave the choice to the contractor?
- A. After discussion with Derek and the CMEs for Alamance, Guilford, Orange and Rockingham Counties, the information regarding the number of trucks will be corrected on page R-1 and T-1 of each contract.
- Q. When will NCDOT notify the contractor regarding what time the snow and ice pretreatment (salt brine) operation will be needed?
- A. The NCDOT will notify the contractor usually 24 hours ahead of the storm
- Q. When will we need to have the equipment for the contract?
- A. As per the contract, the equipment is model, year and vin number is to be provided to NCDOT within 14 days after the acceptance of the bid. We do not want a situation where we do not have equipment. Derek has stated that we will work with the Contractor, as long as he can show that he is actively working toward obtaining the equipment. However, a drop-dead deadline for all information will be September 23, 2026.
- Q. Is a bid bond required?
- A. Yes, bid bond is required. We are using the same provision as snow and ice.
- Q. Who is required to provide the salt brine?
- A. The NCDOT will provide salt brine. The material will be picked up at the salt brine locations listed on page R-1 of each contract. The contractor will supply trucks, drivers, and supervision.
- Q. Does the pump need to be hydraulic or electric/gas powered systems?
- A. Please see attachment A for the requirements of the pump and tank.

Many contractors inquired about the 3001/5000 gals. trucks – This item will not be required in this proposal. All references for this equipment have been removed.

The following items will be added and/or replaced:

- Remove the Roadway Special Provisions and replace them with the attached provisions.
- Remove the Table of Contents and replace them with the attached.
- Remove and replace sheet T-1 – Itemized Proposal for MG00516
- Add the Equipment Specifications Attachment after the Execution Sheet (U-1)

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PROJECT SPECIAL PROVISIONS - ROADWAY**MOBILIZATION AND DEMOBILIZATION**

Mobilization and Demobilization for each piece of equipment required in each weather event will be paid three (3) hours at the same rate for “Multi-Axle & Brine Tank Equipment Operation 1600/3000 Gal”. These three hours will be paid as additional operating hours for each piece of fully operated equipment provided under this contract and shall be considered full compensation for all costs to mobilize and demobilize the equipment provided under this contract. Mobilization shall include getting the trucks ready for the snow and ice pretreatment (salt brine) operation at the designated Department facility. Demobilization shall include the cleanup of the trucks and appurtenances at the conclusion of the current storm event.

Measurement and Payment

Mobilization and Demobilization will be measured and paid for as 3 hours of additional *Multi-Axle & Brine Tank Equipment Operation 1600/3000 Gal*.

MATERIALS:

The Department will provide all necessary deicing chemical materials and/or abrasives necessary for snow and ice pretreatment (salt brine) operations. The Contractor's equipment will be loaded with deicing materials/abrasives in the same manner, and at the same locations as the Department's equipment. The contractor shall return all unused materials to the Department.

BRINE PLANT LOCATION – ORANGE
ORANGE COUNTY MAINTENANCE YARD
2122 CLARENCE WALTERS ROAD
HILLSBOROUGH, NC 27278

EQUIPMENT:

The Contractor shall provide the following types of equipment:

- A minimum of seven (7) multi-axle trucks with operators, equipped with a Global Positioning System (GPS) with a monitoring software subscription, and a roadway surface temperature monitoring system compatible with the GPS system.
- A minimum of seven (7) shadow trucks (pickup truck) with operators.
- A minimum of one (1) vehicle, with a supervisor, equipped with a Global Positioning System (GPS) with a monitoring software subscription, and a roadway surface temperature monitoring system compatible with the GPS system. **The supervisor shall also have a tablet, iPad, or mobile device with access to the internet for the purpose of monitoring the current weather conditions and tracking the locations of their trucks.**

The contractor shall provide the Model, Year and VIN numbers for all available trucks. This information is to be provided within 14 days after acceptance of bid, September 23, 2026, is the drop-dead deadline.

Upon approval of the Engineer, the Contractor may provide additional units in accordance with the terms and conditions of this contract.

Upon renewal of the contract, the equipment outfitting fee will not be adjusted by the Consumer Price index.

All vehicles used by the contractor must be performance worthy by visual and operational inspection. Use a truck mounted informational sign reading "ANTI- ICING OPERATION" All vehicles used in the snow and ice pretreatment (salt brine) operation should be properly equipped with lighting meeting the following requirements:

0206/0209023 3	FlatBed/ Flat Bed Dump/ Refuse	Two (2) high intensity strobe lights mounted on each side of headboard
After 2018 Buy	Combination of 6 lights placed as follows	STAR HEADLIGHT 251H8TCLA-NCD NCDOT MAT# 155023744
		Two (2) 6" Oval LED mounted on the side of the headboard
		Two (2) 6" Oval LED mounted on the front of the headboard
		Two (2) 6" Oval LED mounted on the rear bed post
		SOUNDOFF SIGNAL EOVREBZA NCDOT MAT#155025107

All Brine Solution Tandem Application Systems shall meet the minimum specifications as follows:

Tank:

- Single molded polyethylene tank that is UV-stabilized with a specific gravity of 1.9.
- Minimum capacity of 1600 gallons
- A baffling system that will eliminate unsafe conditions resulting from liquid slosh associated with mobile poly tanks. A tank with built in baffles is not acceptable.
- The tank is to have a minimum of 2" stainless steel outlet with a stainless-steel nipple and 2" brass port ball valve or equal components resistant to de-icing solutions.
- Tank gallon markings visible from rear of truck.
- Fill line shall be a 2" line to be fill from top of tank.

Pump & Plumbing:

- Furnish a centrifugal product pump capable of meeting required flow and pressure for dispensing **40** gallons per lane mile at 60 miles per hour. The pump is to allow for variances higher and lower such as 60 gallons per lane mile at 40 miles per hour.
- Pump is to have minimum 2" NPT inlet, 1 ½ NPT outlet, stainless-steel shaft, ceramic seals and integral drain port with plugs.

- All plumbing components, mounting hardware, fasteners and clamps to be of proven resistance to standard de-ice or anti-ice solutions.
- The plumbing to be configured to allow self-loading and unloading either through a base dispensing system or the product pump and shall allow unused product being pumped to be returned to the tank.
- As a minimum furnish a 2" quick fill port ball valve shut off.
- Quick couple connections to have integral cam lock tethered dust caps/plugs.
- System to include a Y-strainer with serviceable screen filter cartridge and an adjustable brass pressure relief valve with gauge.

Spray Bar & Nozzles:

- Unit capable of 1,2,or 3 lane coverage.
- Spray bars 1 ½ " minimum schedule 80 PVC or functionally equivalent.
- Spray nozzles are to be brass.
- Spray bar to include an inline check valve to prevent siphoning.
- Center spray bar to have a minimum of 10 nozzles.
- Spray bar height to pavement to be adjustable. Each spray bar to be independently controlled by electric on/off valves that are designed for de- icing or anti-icing solution and can be separated for maintenance or repair.
- Spray bar system to include a flow meter.

System Control:

- Cab mounted controller with digital display.
- Application rates which can be adjusted on the move.
- Automatic or manual operation.
- Display application error.
- Front panel and display are backlit.
- Calibration lockout feature.
- Minimum of 3 switches for independent lane selection.
- Rotary switch (or equal to view as a minimum gallons per lane mile; sub gallons, total lane miles; sub lane miles, gallons per minute, total gallons, feet, and mph).
- System to stop spraying automatically when the trucks stops and start spraying when truck start to move.
- Application rate shall be in proportion to ground speed.

Frame:

System mounted on a frame that will support tank and components while in dump body; during loading; during unloading and during storage.

A copy of the DOT specifications for brine trucks and will be made available to the Contractor upon request.

Operators of all trucks shall have a Commercial Driver's License. The Contractor shall provide enough operators, per piece of equipment provided under this agreement, to operate 24 hours per day during a storm event. Operators are limited to a maximum 12-hour shift within a 24-hour period.

Lights:

All vehicles provided by the Contractor shall be equipped with warning lights similar to those used by the Department. All dump trucks shall have headlights mounted to provide forward lighting over the brine truck. Communication devices shall be available in each piece of equipment so the operators can communicate with the Contractor's designated supervisor. All equipment shall be equipped with reverse gear warning devices.

GPS:

All trucks provided by the Contractor shall be equipped with permanent mounted Global Positioning Devices (GPS) **such as the GPS Trackit™ or equivalent model**. The GPS units must be accompanied with an annual monitoring subscription that will begin and cover the period between October 15 and April 15 of each year. Equipment shall be in good working condition at all times including reading surface and air temperatures on the web account. The GPS unit and monitoring subscription must demonstrate the following capabilities:

- Generate reports in a spreadsheet format
- Generate mapping
- Report every 30 sec.
- Turn-by-turn tracking
- Roadway surface temperature monitoring all trucks
- Plow and Spreader control
- Internet monitoring with NCDOT management access
- Compatible with NCDOT software, GeoTab w/ AT&T Fleet Management
- Ability to track vehicle operating speed
- Software must send alert via email or text message when desired speed has been exceeded
- Software or web application must be capable of Zone Assignments and notification
- Tampering alert notification
- Operate during extreme temperatures
- Battery backup system

The Contractor shall be responsible for all costs or charges incurred in the operation and maintenance of the equipment during the term of the contract including, but not limited to: fuel, oil, tire chains, equipment repairs, communication equipment, subscription costs etc. The Contractor will be compensated for equipment operation and incidentals at the Equipment Operating Rate define elsewhere in this contract.

The Contractor shall be responsible for the equipment provided in this contract at all times and at all locations during the term of the contract. The Contractor shall have no claim against the Department of Transportation for any expense involving damage or loss to the Contractor's equipment (including vandalism, theft, fire and acts of God) arising out of, or relating to, work performed under this agreement.

SHADOW TRUCK WITH ARROW BOARD:

Each brine truck shall have a shadow truck (pickup truck) with an arrow board and a **diamond** sign attached to the **truck or** pickup hitch with the message "ANTI- ICING OPERATION". The

signs will have to be standard shape and size with reflective sheeting 36 x 36 inches or 48 x 48 diamond in shape.

Per the MUTCD section 1101-5, vehicle mounted arrow boards or arrow panel mandates yellow lamps on a black background and a flash rate of 30 to 40 per minute. Dimming capability of at least 50% for nighttime use. Type A for low-speed streets 48 x 24 inches. Type B for intermediate speeds 60 x 30 inches. Type C for freeways 98 x 48 inches.

Shadow Truck with Arrow Board will be measured and paid for as the actual number of hours of satisfactory operation. All charges shall be determined to the nearest one- quarter (1/4) hour based upon the time the equipment was in actual productive operation or authorized stand-by time. The Contractor will not be paid for downtime due to meals, equipment failure, accidents, or other conditions.

The following actions are not considered downtime: **Shift Change, Refueling of Truck and Loading Salt Brine.**

Only the year 1 price will be shown on the bid sheet. Price increases for years two and three will be made to the Purchase Order when it is extended.

Pay Item	Pay Unit
Shadow Truck with Arrow Board	\$108.96 per HR

MULTI-AXLE & BRINE TANK EQUIPMENT OPERATING RATE:

The Contractor shall furnish the Department of Transportation the fully operated equipment described in this contract as needed during inclement weather to perform snow and ice pretreatment (salt brine) operations at times and locations, as directed in WESTERN Orange County, by the Engineer.

This equipment operating rate for snow and ice pretreatment (salt brine) operations shall be full compensation for labor, equipment, and incidentals necessary to complete the work

Measurement and Payment

The *Multi-Axle & Brine Tank Equipment Operating Rate for 1600 to 3000 gallons* paid to the Contractor will be at a unit price of **one hundred forty-eight dollars & thirty cents (\$148.30)** per hour, for each piece of fully operated equipment provided under this contract. This operating rate shall be full compensation for labor, and incidentals necessary to complete the work. The Equipment Operating Rate for each renewal period will be determined by the Consumer Price Index (CPI).

Multi-Axle & Brine Tank Equipment Operating Rate for “ Gal” will be measured and paid for as the actual number of hours of satisfactory operation. All charges shall be determined to the nearest one- quarter (1/4) hour based upon the time the equipment was in actual productive operation or authorized stand-by time. The Contractor will not be paid for downtime due to meals, equipment failure, accidents, or other conditions.

The following actions are not considered downtime: **Shift Change, Refueling of Truck and Loading Salt Brine.**

Only the year 1 price will be shown on the bid sheet. Price increases for years two and three will be made to the Purchase Order when it is extended.

Pay Item	Pay Unit
Multi-Axle & Brine Tank Equipment Operating Rate for 1600-3000 Gal	\$148.30 per HR

TRAINING CONTRACTOR FORCES

Contractor/Operator Preparation

The Department of Transportation shall provide training session(s) and dry run(s) to familiarize all of the Contractor's personnel (both operators and supervisors) with **snow and ice pretreatment (salt brine) operations**, equipment, and assigned routes. Training session(s) and dry run(s) will be scheduled and completed as determined by the Engineer. Typically, dry run(s) are held during the months of October or November each year. The Department will provide the Contractor with a minimum two (2) weeks' notice of scheduled training sessions and dry runs.

Training sessions consist of classroom style instruction on **snow and ice pretreatment (salt brine) operations** and materials, calibration and safety issues. Dry runs include the use of equipment. At a dry run, equipment is inspected; calibrated and routes are reviewed and driven for operators to note potential application patterns and changes. During calibrations, the contractor is required to provide at least one (1) operator per truck and a minimum of one (1) supervisor or mechanic to assist with the operation.

**Training sessions shall be held at the following location:
ORANGE COUNTY MAINTENANCE YARD
2122 CLARENCE WALTERS ROAD
HILLSBOROUGH, NC 27278**

Measurement and Payment

Payment for training session(s) shall be at the rate of **twenty-six dollars and sixty-one cents (\$26.61)** per hour for each person in attendance. The Department will pay the Contractor for a maximum of two (2) operators per piece of equipment, including shadow trucks, provided under this agreement and for a maximum of two (2) Contractor supervisors. Payment will only be made for regularly scheduled training sessions provided by the Department of Transportation. No payment will be made for training provided to the Contractor's personnel due to operator or supervisor turnover or absence from regularly scheduled training.

Payment for dry run(s) shall be at the hourly operating rate for each piece of fully operated equipment used in the dry run(s).

Pay Item	Pay Unit
Hourly Training Contractor's Forces	\$26.61 per HR

PICKUP TRUCK WITH SUPERVISOR:**Supervision by Contractor**

The Supervisor will have a pick-up truck to operate during **snow and ice pretreatment (salt brine) operations** and shall NOT be an operator nor perform mechanical repairs to equipment. The Supervisor shall be dedicated to managing the salt brine application operations onsite.

At all times during the life of the project, when work is being performed, the Contractor shall have present on the project, one competent individual, per shift, who is authorized to act in a supervisory capacity over all work on the project, including work subcontracted. The individual who has been so authorized shall be personally available at the work site **within 3 hours'** notice; be experienced in the type of work being performed and fully capable of managing, directing, and coordinating the work; of reading and thoroughly understanding the contract; shall be fully authorized to conduct all business with subcontractors if applicable, to negotiate and execute all supplemental agreements and shall receive and carry out directions from the Engineer or his authorized representatives. He shall be an employee of the Contractor unless otherwise approved by the Engineer.

Measurement and Payment

Payment for each supervisor with a pickup truck provided under this contract. shall be at the rate of **sixty-six dollars & ninety-five cents (\$66.95)** per hour for each person in attendance. This line item shall account for the pickup truck and the supervisors labor rate.

Pickup Truck with Supervisor will be measured and paid for as the actual number of hours of satisfactory operation. All charges shall be determined to the nearest one- quarter (1/4) hour based upon the time the equipment was in actual productive operation or authorized stand-by time. The Contractor will not be paid for downtime due to meals, equipment failure, accidents, or other conditions.

Pay Item

Pickup Truck with Supervisor

Pay Unit

\$66.95 per HR

GLOBAL POSITIONING SYSTEM (GPS) MONITORING SOFTWARE SUBSCRIPTION:**Description**

The fee for GPS Monitoring Subscription paid to the contractor each year, will cover service from October 15th - April 15th of each of the optional, renewable three (3) year terms of the contract. If, at any time, the Engineer finds that the monitoring software subscription does not satisfactorily meet the requirements set forth in this contract or is not in operation for the specified time frame, the Contractor will update or renew the GPS monitoring software system at the Contractor's expense. If the Contractor does not update or renew the monitoring software system within a reasonable timeframe, as established by the Engineer, this shall constitute grounds for termination of the contract and the Contractor may be invoiced for a portion of, or all, subscription fees paid for said monitoring software. All software covered by this pay item will remain the property of the Contractor upon the expiration or termination of the contract. Costs associated with the

updating of the monitoring software shall be considered incidental to the operating costs of the equipment.

Measurement and Payment

One payment, at the contract unit bid price for each GPS Monitoring Software Subscription, will be made to the Contractor for each of the three years of this contract. Payments for this item will be made upon satisfactory inspection, and the completion of all scheduled training sessions and dry runs established by the Engineer.

Payments for the GPS Monitoring Software Subscription fee years two and three will be at the same unit price bid for year one.

Pay Item	Pay Unit
Global Positioning System Monitoring Subscription	EA

OUTFITTING FEE-GLOBAL POSITIONING SYSTEM (GPS)

The Outfitting Fee for the GPS units will be paid in one payment to the Contractor in the amount of One Hundred percent (100%) of the unit bid price. This item will be paid only once the first year. Should the contractor be found in default or refuse to extend the contract he will be invoiced for a prorated amount of the GPS Equipment Outfitting Fee.

Payments for these items will be made upon satisfactory inspection and the completion of all scheduled training sessions and dry runs established by the Engineer. The GPS units with monitoring software will be inspected and approved by the Engineer during the scheduled dry run(s). The Engineer will also periodically inspect all equipment provided. If at any time the Engineer finds that the equipment is not satisfactory, or has not been maintained in operating condition, the Contractor will repair or replace the unsatisfactory equipment at the Contractor's cost. If the Contractor does not repair or replace the equipment within a reasonable timeframe, as established by the Engineer, this shall constitute grounds for termination of the contract. The Department will invoice the Contractor for any Outfitting Fees paid for said GPS equipment. All equipment covered by this pay item will remain the property of the Contractor upon the expiration or termination of the contract. Costs associated with the maintenance and repair of the equipment and appurtenances shall be considered incidental to the operating costs of the equipment.

Pay Item	Pay Unit
Outfitting Fee for Global Positioning System (GPS)	EA

EQUIPMENT OUTFITTING FEE FOR THE MULTI-AXLE TRUCK & BRINE TANKS AND GLOBAL POSITIONING SYSTEM (GPS)

Description

An Outfitting Fee for investment costs associated with the purchase and installation of the equipment appurtenances (tanks, etc.) specified herein will be paid to the Contractor.

Measurement and Payment

The unit price bid will be spread over the three (3) year term of the contract. One payment in an amount of **Sixty percent (60%)** of the unit price bid will be made to the Contractor **on the First year and Twenty-five percent (25%) on the Second, and Fifteen percent (15%) the Third year** during the term of this contract for each piece of equipment provided under this contract. If the Contractor rejects the contract renewal or is in default of this contract, any remaining fees shall be forfeited.

Payments for these items will be made upon satisfactory inspection, and the completion of all scheduled training sessions and dry runs established by the Engineer.

The Engineer will also periodically inspect all equipment provided. If, at any time, the Engineer finds that the equipment is not satisfactory, or has not been maintained in operating condition, the Contractor will repair or replace the unsatisfactory equipment at the Contractor's cost. If the Contractor does not repair or replace the equipment within a reasonable timeframe, as established by the Engineer, this shall constitute grounds for termination of the contract and the Contractor may be invoiced for a portion of, or all, outfitting fees paid for said equipment.

All equipment covered by this pay item will remain the property of the Contractor upon the expiration or termination of the contract. Costs associated with the maintenance and repair of the equipment and appurtenances shall be considered incidental to the outfitting fee of the equipment.

Pay Item	Pay Unit
Outfitting Fee for Multi-Axle & Brine Tank Equipment	EA

SERVICE CONTRACT FUEL PRICE ADJUSTMENT:

Revise the *2024 Standard Specification* as follows:

Page 1-82, Article 109-8, replace paragraphs two through six with the following:

Description

This work consists of applying a fuel price adjustment to this service contract for Snow and Ice Pretreatment. The price adjustment will be made to the number of hours invoiced for actual removal of snow or ice from the roadway. This adjustment will not apply to the hours paid for mobilization/demobilization, calibration or dry runs.

Materials

The Base Index Price for Ultra-Lo Sulfur Diesel, to be used to determine all adjustments for this contract, will be the Average Terminal Price per Gallon on **July 1, 2026, (\$3.3565 per gallon)**.

Construction Methods

At the end of each storm event, the Department will calculate a Fuel Price Adjustment, using the Current Average Terminal Price and the Base Index Price (as specified in the Contract). The Contractor will invoice the Department for the actual hours of operation, as recorded and approved on the fully

operated time sheet for each truck, plus or minus, an additional number of hours to compensate for the fuel price adjustment

Measurement and Payment

The Fuel Price Adjustment will be calculated using the following formula.

$$S = (A-B)(QF)/E$$

Where: S = Fuel Price Adjustment (Hours)
B = Base Index Price (\$/Gallon)
A = Current Average Terminal Price (\$/Gallon)
Q = Total Approved Number of Operating Hours (Hours) F = Average Fuel Consumption Rate (5 Gallons/Hour)
E = Specified Equipment Operating Rate (\$/Hour)

BASIS OF PAYMENT:

(2/18/22)(Rev 3/25/25)

DIV 7

The quantities contained herein are estimated only and the quantity to be paid for shall be the actual quantities which were used on the project. All work items, other than those listed on the Bid Form contained in the Contract Proposal, necessary to complete this work will be considered incidental in nature and no further compensation will be given.

The Contractor will submit a request for payment on an interval approved by the Engineer. Compensation for all pay items shall be in accordance with the Standard Specifications. The amount of the payment will be based on the work accomplished and accepted on the last day of the approved pay period.

Requests for payment can be made by submitting an **original** invoice and an **original Subcontractor Payment Information form (DBE-IS)**, which includes all subcontractor payments. The form shall be completely and legibly filled out with all appropriate information supplied and shall be signed by an authorized representative of the Contractor

The invoice for work performed shall contain the following:

- 1) Company Name and Address
- 2) DUE UPON REQUEST
- 3) REMIT TO address (place REMIT TO above the address)

The invoice shall also be subdivided by worksite location and include at each location of work:

- 1) Contract and WBS number
- 2) Unique location identifier given by the Project Inspector or Engineer. This identifier is the Work Order Number assigned by the Engineer or Project Inspector.
- 3) General location of work site
- 4) Dates worked at location, including the start and end dates
- 5) Line Code for contract pay item
- 6) Quantity of line items, including Unit of Measurement, per the contract
- 7) Sub-total cost at each location of work

RESUBMITTALS: If an invoice has been sent in for correction, the original invoice number must be shown. Do not renumber the invoice. Label the invoice as a resubmittal.

If the request for payment is made by Contractor's Invoice, the Invoice shall be submitted to **Austyn W. Howell, Orange County Maintenance Engineer by mail at the following address:**

**MR. AUSTYN W. HOWELL
ORANGE COUNTY MAINTENANCE ENGINEER
2122 CLARENCE WALTERS ROAD
HILLSBOROUGH, NC 27278**

FAXED INVOICES WILL NOT BE PROCESSED

All invoice items and unit costs shall correspond to contract pay items. In the event of error or discrepancy in items or unit costs, the Department may return the invoice to the contractor for correction. When the Engineer has determined the quantities submitted for payment by the Contractor are correct, the invoice will be processed for payment. Invoices must be "electronically scanned" and the image is transmitted to the Purchasing Unit to verify payment. To avoid confusion and delay of payments, the invoice should be positively identified and associated with the Purchase Order by including the Purchase Order Number, an invoice sequence number and the invoice date on the Invoice.

ITEMIZED PROPOSAL FOR CONTRACT NO. MG00516

CONTRACT NO.: MG00516
WBS ELEMENT NO.: 20S.1068, 20S.1068N, 20S.2068
COUNTY: ORANGE COUNTY
ROUTES: BARE PAVEMENT ROUTES
DESCRIPTION: SEVEN FULLY OPERATED TRUCKS FOR SNOW AND ICE
PRETREATMENT (SALT BRINE) OPERATIONS

ITEM NO.	SECT.	DESCRIPTION	QNTY	UNIT	UNIT PRICE	AMOUNT BID
1	SP	HOURLY TRAINING CONTRACTOR'S FORCES	90	HR	\$ 26.61	\$ 2,394.90
2	SP	MULTI-AXLE & BRINE TANK EQUIPMENT OPERATION 1600/3000 GAL	300	HR	\$ 148.30	\$ 160,050.00
3	SP	PICKUP TRUCK WITH SUPERVISOR	290	HR	\$ 66.95	\$ 19,415.50
4	SP	SHADOW TRUCK WITH ARROW BOARD	7	EA	\$ 108.95	\$ 762.65
5	SP	OUTFITTING FEE FOR GLOBAL POSITIONING SYSTEM (GPS)	8	EA		
6	SP	OUTFITTING FEE FOR MULTI- AXLE & BRINE TANK EQUIPMENT	7	EA		
7	SP	GLOBAL POSITIONING SYSTEM MONITORING SUBSCRIPTION	8	EA		

TOTAL BID AMOUNT _____

Contractor: _____

Address: _____

Phone: _____ Federal ID: _____

Contractor License Number (If Available): _____

Authorized Agent: _____ Title: _____

Signature: _____ Date: _____

ITEM #2 BRINE APPLICATION SYSTEM - NURSE TANK		
Nurse tank shall be delivered complete ready to slide into a dump body mounted on a tandem axle truck and operate with only minor hook-up required. The model bid and furnished shall be a standard production model as referenced in descriptive literature.		
TANK		
SPEC. NUMBER	SPECIFICATION	VENDOR RESPONSE
1	Tank shall be a single molded polyethylene.	☐ YES ☐ NO
2	Tank shall have a capacity of 1,600 gallons.	☐ YES ☐ NO
3	Tanks shall be UV stabilized and shall have a gravity rating of 1.9.	☐ YES ☐ NO
4	Tank shall be a low-profile elliptical leg design with maximum overall dimensions not to exceed 57-inch H x 78-inch W x 139-inch L.	☐ YES ☐ NO
5	Tank shall have a minimum 16-inch threaded vented access.	☐ YES ☐ NO
6	Tank shall include a 2-inch minimum Banjo-style outlet and all associated plumbing, constructed entirely from materials rated to withstand corrosive de-icing agents.	☐ YES ☐ NO
7	Tank shall have a minimum of four (4) hot dipped galvanized tie down bands	☐ YES ☐ NO
8	Tank shall have gallon capacity markings molded into surface visible on the rear.	☐ YES ☐ NO
9	Tank shall be equipped with an internal ball baffle system to mitigate liquid surge and eliminate fluid sloshing during transport.	☐ YES ☐ NO
10	Tanks shall include 20 ft. of 2-inch Stainless Steel wire reinforced hose along with two (2) 2-inch female cam lock by 2-inch hose barb connection fittings, and two (2) 2-inch hose clamps. This will be used to connect nurse tank to trailer tank.	☐ YES ☐ NO
FRAME		
SPEC. NUMBER	SPECIFICATION	VENDOR RESPONSE
11	Nurse tank shall be installed on a support frame engineered to secure the tank and all components throughout loading, unloading, operation within the dump body, and storage.	☐ YES ☐ NO
12	Frame shall have a maximum width of 82-inches.	☐ YES ☐ NO
13	Frame shall a maximum height of 68-inches	☐ YES ☐ NO
14	Frame length shall be between 180-inches to 183-inches.	_____ length inches
15	Frame shall attach to the dump body at the rear using the dump body tailgate latches.	☐ YES ☐ NO

16	Frame shall have on each side at the front of frame a minimum 4-inch diameter by 2-inch wide wheel with grease fitting.	☐ YES ☐ NO
17	Frame shall have self-folding front legs that pivot rearward during loading, equipped with swiveling pads to adapt to uneven terrain.	☐ YES ☐ NO
18	Rear legs of the frame shall have a vertical height adjustment to accommodate loading from various truck bed heights and to maintain road clearance when in use.	☐ YES ☐ NO
19	Frame shall include fully enclosed fork pocket openings accessible from the rear for safe and efficient transportation when using a forklift.	☐ YES ☐ NO
20	Entire frame, fork pockets, and legs shall be hot dipped galvanized.	☐ YES ☐ NO
21	Frame fasteners shall be constructed from 304 stainless steel.	☐ YES ☐ NO
ITEM #3 BRINE APPLICATION SYSTEM - TANDEM TRUCK		
Tandem Truck shall be delivered complete ready to slide into a dump body mounted on a tandem axle truck and operate with only minor hook-up required. The model bid and furnished shall be a standard production model as referenced in descriptive literature.		
TANK		
SPEC. NUMBER	SPECIFICATION	VENDOR RESPONSE
1	Tank shall be a single molded polyethylene.	☐ YES ☐ NO
2	Tank shall have a capacity of 1,600 gallons.	☐ YES ☐ NO
3	Tanks shall be UV stabilized and shall have a gravity rating of 1.9.	☐ YES ☐ NO
4	Tank shall be a low-profile elliptical leg design with maximum overall dimensions not to exceed 57-inch H x 78-inch W x 139-inch L.	☐ YES ☐ NO
5	Tank shall have a minimum 16-inch threaded vented access.	☐ YES ☐ NO
6	Tank shall include a 2-inch minimum Banjo-style outlet and all associated plumbing, constructed entirely from materials rated to withstand corrosive de-icing agents.	☐ YES ☐ NO
7	Tank shall have a minimum of four (4) hot dipped galvanized tie down bands.	☐ YES ☐ NO
8	Tank shall have gallon capacity markings molded into surface visible on the rear.	☐ YES ☐ NO
9	Tank shall be equipped with an internal ball baffle system to mitigate liquid surge and eliminate fluid sloshing during transport.	☐ YES ☐ NO

PUMP & PLUMBING		
SPEC. NUMBER	SPECIFICATION	VENDOR RESPONSE
10	Pump system shall include a centrifugal product pump driven by a direct coupled hydraulic motor capable of producing the required flow and pressure for dispensing 40 gallons per lane mile at 60 miles per hour whether for a single, two or three lane highway. The pump shall allow for variances in higher and lower capacities. For example, 60 gallons per lane mile at 40 miles per hour.	☐ YES ☐ NO
11	Pump shall have a minimum of 2-inch inlet, a 2-inch outlet, a cast iron impeller, a 416-grade stainless steel shaft, a ceramic mechanical seal, and threaded drain ports with plugs.	☐ YES ☐ NO
12	Pumps hydraulic motor shall have ports of ½-inch NPT pressure, ¾-inch NPT return; power shall be provided through the existing truck hydraulic system.	☐ YES ☐ NO
13	Plumbing components, mounts, fasteners, and clamps shall be stainless steel engineered to resist de-ice and anti-ice solutions. All rubber hoses shall have stainless steel T-bolt clamp.	☐ YES ☐ NO
14	Plumbing connections shall have Banjo manifold fittings and standard ports that shall be 2-inch flange connectors.	☐ YES ☐ NO
15	Plumbing system shall allow self-loading and unloading via the product pump or dispensing system, with a dedicated return to send unused product back to the storage tank.	☐ YES ☐ NO
16	Plumbing system shall include a minimum 2-inch quick fill port with (Banjo) ball valve shut off.	☐ YES ☐ NO
17	Plumbing discharge shall include a Y-strainer installed before the flowmeter and a 200-PSI pressure gauge at the end of the valve manifold.	☐ YES ☐ NO
18	Plumbing quick couple connections shall have integral cam locks and tethered dust caps/plugs.	☐ YES ☐ NO
19	Plumbing hoses shall be wire-reinforced EPDM rubber.	☐ YES ☐ NO
20	Pumping system shall include a 120 GPM poly flow meter (Tee Jet model 1113331) with 2-inch standard port flanges. The flow meter sensor and turbine must be removable without the use of tools. In addition, LED operating status lights need to be included for operation and troubleshooting.	☐ YES ☐ NO
SPRAY BOOM & NOZZLES		
SPEC. NUMBER	SPECIFICATION	VENDOR RESPONSE
21	Spray boom and nozzles shall be designed for simultaneous left, center, and right lane coverage, equipped with 1.5-inch schedule 80 PVC piping across all spray bars.	☐ YES ☐ NO
22	Spray boom and nozzle assembly shall utilize TeeJet Technologies straight-stream brass nozzles equipped with quick-change tips, positioned in 16-degree swivel mounts secured to the spray boom with a dual-clip mechanism.	☐ YES ☐ NO

23	Spray boom shall have an inline check valve to prevent siphoning or dripping.	☐ YES ☐ NO
24	Center spray boom shall have (10) equally spaced nozzles.	☐ YES ☐ NO
25	Side lane spray boom shall have (6) nozzles each.	☐ YES ☐ NO
26	Each spray boom shall be independently controlled by electric on/off valves (2-inch) that are designed for de-icing or anti-icing solution and can be separated for maintenance or repair. (The electrical valves shall be a TeeJet model 115594-25CP05 w/R6 boards) three valve manifold system.	☐ YES ☐ NO
27	Electrical connections for the spray boom valves, flowmeter, shall be made via Deutsch connectors without modifications.	☐ YES ☐ NO
28	Spray boom assembly shall be adjustable for optimal coverage.	☐ YES ☐ NO
SYSTEM CONTROLS		
SPEC. NUMBER	SPECIFICATION	VENDOR RESPONSE
29	Application system controls shall integrate seamlessly with the existing in-cab FORCE America 5100ex ground speed-based controller, wiring harness, and valve sections. All hoses and wiring shall be run to the tongue of trailer ready to hook up to truck for use.	☐ YES ☐ NO
CONTROLLER		
SPEC. NUMBER	SPECIFICATION	VENDOR RESPONSE
30	If the application truck does not have an existing spreader controller and hydraulic section capable of ground speed based Anti-Ice application, the sprayer shall include a FORCE America 5100ex controller with all necessary harnesses and connections for 3-lane Anti-Icing control.	☐ YES ☐ NO
31	Controller shall operate a 12-volt PWM hydraulic flow control valve installed on the plumbing deck near the pump. Valve shall be FORCE America F13190A1	☐ YES ☐ NO
FRAME		
SPEC. NUMBER	SPECIFICATION	VENDOR RESPONSE
32	Frame shall be engineered to support and secure the tank and all components throughout loading, unloading, operation within the dump body, and storage.	☐ YES ☐ NO
33	Frame shall have a maximum width of 82-inches.	☐ YES ☐ NO
34	Frame shall a maximum height of 68-inches	☐ YES ☐ NO

35	Frame length shall be between 180-inches to 183-inches.	_____ length inches
36	Frame shall attach to the dump body at the rear using the dump body tailgate latches.	☐ YES ☐ NO
37	Frame rear leg assembly shall be separate from spray boom assembly.	☐ YES ☐ NO
38	Frame shall have on each side at the front of frame a minimum 4-inch diameter by 2-inch-wide wheel with grease fitting.	☐ YES ☐ NO
39	Frame shall have self-folding front legs that pivot rearward during loading, equipped with swiveling pads to adapt to uneven terrain.	☐ YES ☐ NO
40	Frame shall have rear legs with a vertical height adjustment to accommodate loading from various truck bed heights and to maintain road clearance when in use.	☐ YES ☐ NO
41	Frame shall include fully enclosed fork pocket openings accessible from the rear for safe and efficient transportation when using a forklift.	☐ YES ☐ NO
42	Entire frame, fork pockets, and legs shall be hot dipped galvanized.	☐ YES ☐ NO
43	Frame fasteners shall be constructed from 304 stainless steel.	☐ YES ☐ NO

MANDATORY PRE-BID ATTENDANCE ROSTER

Date: 8/10/2026Time: 1:00 PM

PLEASE PRINT

MG00512 - NINE FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN ALAMANCE COUNTY		
MG00514 - TEN FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN EASTERN GUILFORD COUNTY		
MG00515 - TEN FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN WESTERN GUILFORD COUNTY		
MG00516 - SEVEN FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN ORANGE COUNTY		
MG00517 - SIX FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN ROCKINGHAM COUNTY		
Name <u>David Royerson</u>	Company <u>Precision Lawn Care & Landscaping</u>	Time In/Time Out
Position <u>president</u>		<u>12:50</u>
Email Address <u>Precisionnc@outlook.com</u>	Phone Number	<u>1:35</u>
Name <u>Manuel Borja</u>	Company <u>Precision Lawn Care and Landscaping</u>	Time In/Time Out
Position <u>Supervisor</u>		<u>12:50</u>
Email Address	Phone Number	<u>1:35</u>
Name <u>JOE WALKER MOORE</u>	Company <u>Precision Lawn Care and Landscaping</u>	Time In/Time Out
Position <u>N/A</u>		<u>12:50</u>
Email Address	Phone Number	<u>1:35</u>
Name <u>Randy Fields</u>	Company <u>Hilco Transport</u>	Time In/Time Out
Position		<u>12:50</u>
Email Address	Phone Number	<u>1:35</u>
Name <u>Shane Loughten</u> Jennifer Sour	Company <u>Lovin Contracting</u>	Time In/Time Out
Position <u>Supervisor</u>		<u>12:56</u>
Email Address <u>bradenlovin1973@gmail.com</u>	Phone Number <u>828-735-0700</u>	<u>1:35</u>
Name <u>Jennifer Sour</u>	Company <u>NCDOT</u>	Time In/Time Out
Position		<u>12:56</u>
Email Address	Phone Number	<u>1:35</u>

MANDATORY PRE-BID ATTENDANCE ROSTER

Date: 8/10/2026Time: 1:00 PM

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MG00512 - NINE FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN ALAMANCE COUNTY

MG00514 - TEN FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN EASTERN GUILFORD COUNTY

MG00515 - TEN FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN WESTERN GUILFORD COUNTY

MG00516 - SEVEN FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN ORANGE COUNTY

MG00517 - SIX FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN ROCKINGHAM COUNTY

Name	Mark Brackshire	Company	Hilo	Time In/Time Out
Postion	VP Operations			12:50
Email Address	Mbrackshire@hilo.com	Phone Number		1:35
Name	Justin Church	Company	ELC GROUP LLC	Time In/Time Out
Postion	President ELC GROUP LLC			12:50
Email Address	ELCGROUP.LLC.NC@gmail.com	Phone Number	336-214-7195	1:35
Name	Jimmy Melton	Company	Dirie Luma Inc, Inc	Time In/Time Out
Postion	Pres			12:50
Email Address	Jmelton@DIRIELUMA.COM	Phone Number	(704) 718-1414	1:35
Name	Thomas Laws	Company	Triangle grading & Paving	Time In/Time Out
Postion	Sales Dev.			12:50
Email Address	SBASS@Tgandp.com	Phone Number	336-749-6838	1:35
Name	Abdou Salami Yaya	Company	NC DOT	Time In/Time Out
Postion	Assistant Div 7 Engineer			12:50
Email Address		Phone Number	336 487 0075	1:35
Name	Derek Dixon	Company	NC DOT	Time In/Time Out
Postion				12:50
Email Address		Phone Number		1:35

MANDATORY PRE-BID ATTENDANCE ROSTER

Date: 8/10/2026Time: 1:00 PM

PLEASE PRINT

MG00512 - NINE FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN ALAMANCE COUNTY		
MG00514 - TEN FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN EASTERN GUILFORD COUNTY		
MG00515 - TEN FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN WESTERN GUILFORD COUNTY		
MG00516 - SEVEN FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN ORANGE COUNTY		
MG00517 - SIX FULLY OPERATED TRUCKS FOR SNOW AND ICE PRETREATMENT (SALT BRINE) OPERATION IN ROCKINGHAM COUNTY		
Name <u>E.L. MELVIN</u>	Company <u>TURF-BUILDERS, INC</u>	Time In/Time Out
Postion <u>PRESIDENT</u>		<u>12:45</u>
Email Address <u>TURFBUILDERS2@gmail</u>	Phone Number <u>336-215-3771</u>	<u>1:35</u>
Name <u>Rob Wallace</u>	Company <u>Dixie Lawn Service</u>	Time In/Time Out
Postion <u>Supervisor</u>		<u>12:50</u>
Email Address <u>RWallace@Dixielawn.com</u>	Phone Number <u>704 685 4127</u>	<u>1:35</u>
Name <u>Chris Taylor</u>	Company <u>Dixie Lawn Service</u>	Time In/Time Out
Postion <u>Supervisor</u>	<u>704 259-6125</u>	<u>12:50</u>
Email Address <u>C Taylor dixielawn@gmail.com</u>	Phone Number <u>336-504-0312</u>	<u>1:35</u>
Name <u>Mac Motlenny</u>	Company <u>Dixie lawn service Inc</u>	Time In/Time Out
Postion <u>Supervisor</u>	<u>704 289 6125</u>	<u>12:50</u>
Email Address <u>mac@dixielawn.com</u>	Phone Number <u>704 718 6666</u>	<u>1:35</u>
Name <u>Austyn Howell</u>	Company <u>NC DOT</u>	Time In/Time Out
Postion		<u>12:50</u>
Email Address	Phone Number	<u>1:35</u>
Name	Company	Time In/Time Out
Postion		
Email Address	Phone Number	