

# **Arundel Snow Plowing & Ice Control**

**Updated 8/01/07**

# **STATE PROJECT**

## BIDDING INSTRUCTIONS

1. Complete the bid forms with pen and ink.
2. The following are to be completed and returned with the bid:
  - a. A copy of the Notice to Contractors
  - b. Two (2) copies of the completed and signed Bid and Contract forms
3. For security and other reasons, all Bid Packages which are mailed to Maine Department of Transportation, 16 State House Station, Augusta, Maine 04330-0016, shall be provided in double (one envelope inside the other) envelopes. The *Inner Envelope* shall have the following information provided on it:

Bid Enclosed - Do Not Open

Title:

Town:

Date of Bid Opening:

Name of Contractor with mailing address and telephone number:

In Addition to the usual address information, the *Outer Envelope* should have written or typed on it:

Double Envelope: Bid Enclosed

Title:

Town:

Date of Bid Opening:

Name of Contractor:

Hand-carried Bids may be in one envelope, and should be marked with the following information:

Bid Enclosed: Do Not Open

Title:

Town:

Name of Contractor:

4. If a paper Bid is to be sent, Federal Express overnight delivery is suggested as the package is delivered directly to the DOT Headquarters Building in Augusta located at 16 Child Street in Augusta. Other means, such as U.S. Postal's Service Express Mail has proven not to be reliable.

# NOTICE

**The Maine Department of Transportation is attempting to improve the way Bid Amendments/Addendums are handled, and allow for an electronic downloading of bid packages from our website, while continuing to maintain a planholders list.**

**Prospective bidders, subcontractors or suppliers who wish to download a copy of the bid package and receive a courtesy notification of project specific bid amendments, must provide an email address to Diane Barnes or Mike Babb at the MDOT Contracts mailbox at: [MDOT.contracts@maine.gov](mailto:MDOT.contracts@maine.gov). Each bid package will require a separate request.**

**Additionally, interested parties will be responsible for reviewing and retrieving the Bid Amendments from our web site, and acknowledging receipt and incorporating those Bid Amendments in their bids using the Acknowledgement of Bid Amendment Form.**

**The downloading of bid packages from the MDOT website is not the same as providing an electronic bid to the Department. Electronic bids must be submitted via <http://www.BIDX.com>. For information on electronic bidding contact Larry Childs at [Larry.Childs@maine.gov](mailto:Larry.Childs@maine.gov).**

# NOTICE

## Bidders:

Please use the attached “Request for Information” form when faxing questions and comments concerning specific Contracts that have been Advertised for Bid. Include additional numbered pages as required. Questions are to be faxed to the number listed in the Notice to Contractors. This is the only allowable mechanism for answering Project specific questions. Maine DOT will not be bound to any answers to Project specific questions received during the Bidding phase through other processes.



## **Vendor Registration**

Prospective Bidders must register as a vendor with the Department of Administrative & Financial Services if the vendor is awarded a contract. Vendors will not be able to receive payment without first being registered. Vendors/Contractors will find information and register through the following link –

<http://www.maine.gov/purchases/vendorinfo/vss.htm> .

**STATE OF MAINE DEPARTMENT OF TRANSPORTATION  
NOTICE TO CONTRACTORS**

Sealed bids for SNOW PLOWING AND ICE CONTROL on the section of highway listed below will be received by the Maine Department of Transportation at the Reception Desk located in the Maine DOT Building, Child Street, Augusta, Maine until 11:00 a.m., October 3, 2007 and at that time and place publicly opened and read **MDOT provides the option of electronic bidding. We accept electronic bids for those bid packages posted on the bidx.com website. Electronic bids do not have to be accompanied by paper bids. Please note: the Department will accept a facsimile of the bid bond; however, the original bid bond must then be received at the MDOT Contract Section within 72 hours of the bid opening. Until further notice, dual bids (one paper, one electronic) will be accepted, with the paper copy taking precedence.**

Section(s) of Highway

**Section No. R1-1: U.S. Route 1, beginning at the Arundel Kennebunk town line (RLM 26.72) and extending in a northerly direction to the Arundel/Biddeford town line (RLM 31.04) for a total distance of 4.32 centerline miles.**

The initial term of this contract is for three years, beginning November 1 and ending May 1 of each year, beginning on November 1, 2007 and ending on May 1, 2010. The contract term may be extended for up to three additional years on the same terms by mutual agreement as provided by the Contract.

For general information regarding Bidding and Contracting procedures, contact **Scott Bickford at (207) 624-3410**. Our webpage at <http://www.state.me.us/mdot/project/design/homepg.htm> contains a copy of the contract information, Plan Holders List, and bid results. For specific information regarding the contract, fax all questions to **Brian Burne at (207)624-3571**. Questions received after 12:00 noon of Monday prior to bid date will not be answered. Bidders shall not contact any other Departmental staff for clarification of Contract provisions, and the Department will not be responsible for any interpretations so obtained. Hearing impaired persons may call the Telecommunication Device for the Deaf at (207) 624-3007.

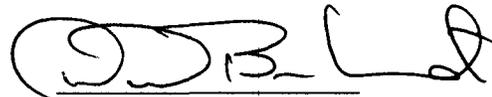
Bid proposal packages are available at <http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php> and may also be obtained at no cost at the MaineDOT building in Augusta, Maine, by telephone at 207-624-3536 between the hours of 8:00 A.M. and 4:30 P.M. or by mail through the Maine Department of Transportation Mailroom, 16 State House Station, Augusta, Maine 04333-0016.

**Each Bid must be made upon blank forms provided by the Department.**

The Department reserves the right to reject any bid.

The Department promotes affirmative action and invites Small Businesses including woman and minority owned enterprises to participate in this activity.

Augusta, Maine  
September 19, 2007



David Bernhardt  
Director, Maintenance and Operations

**SPECIAL PROVISION 102.7.3  
ACKNOWLEDGMENT OF BID AMENDMENTS**

With this form, the Bidder acknowledges its responsibility to check for all Amendments to the Bid Package. For each Project under Advertisement, Amendments are located at <http://www.maine.gov/mdot/comprehensive-list-projects/project-information.php> It is the responsibility of the Bidder to determine if there are Amendments to the Project, to download them, to incorporate them into their Bid Package, and to reference the Amendment number and the date on the form below. The Maine DOT will not post Bid Amendments any later than noon the day before Bid opening without individually notifying all the planholders.

Amendment Number	Date

The Contractor, for itself, its successors and assigns, hereby acknowledges that it has received all of the above referenced Amendments to the Bid Package.

**CONTRACTOR**

\_\_\_\_\_ Date

\_\_\_\_\_ Signature of authorized representative

\_\_\_\_\_ (Name and Title Printed)

## BID FOR SNOW PLOWING & ICE CONTROL

TO: BID for Snowplowing and Ice Control  
MAINE DEPARTMENT OF TRANSPORTATION  
Bureau of Maintenance and Operations  
ATTN.: Highway Maintenance Engineer  
Transportation Building, 16 State House Station  
Augusta, Maine 04333-0016

DATE: \_\_\_\_\_

### BIDDER INFORMATION

Bidder: _____ Bidder Name	_____ Bidder Contact Person
_____ Bidder Street Address or P.O. Box	_____ Bidder Telephone Number
_____ Bidder City, State, ZIP	_____ Bidder Vendor Identification Number

The Bidder is organized under the laws of the State of \_\_\_\_\_ Maine \_\_\_\_\_ Other [check one]  
(State if Other: \_\_\_\_\_) as the following type of business organization.

- |  |  |                                       |
|--|--|---------------------------------------|
| <input type="checkbox"/> individual                | <input type="checkbox"/> corporation   | <input type="checkbox"/> partnership  |
| <input type="checkbox"/> limited liability company | <input type="checkbox"/> joint venture | <input type="checkbox"/> other: _____ |

### OFFER

The Bidder hereby offers to remove the snow and control ice using an anti-icing approach and perform all other work indicated in the Contract for Snow Removal (hereinafter "Contract") for the entire term of the Contract and in compliance with all the terms, conditions, and representations of the same on the entire section (s) of highway listed below:

**Section No. R1-1: U.S. Route 1, beginning at the Arundel Kennebunk town line (RLM 26.72) and extending in a northerly direction to the Arundel/Biddeford town line (RLM 31.04) for a total distance of 4.32 centerline miles.**

The Bidder offers to do this work, for the initial year of the contract, for the Base Lump Sum price of:

\_\_\_\_\_ dollars (\$ \_\_\_\_\_),  
(lump sum price in words) (lump sum price in numerals)

This price is the total price for the entire highway section, for the first season of the Contract. Each additional season will be at a rate equal to the Base Lump Sum price, plus an annual escalation factor as specified in the Contract.

The Bidder further offers and agrees that the equipment described below will be available for this work, plus any additional equipment that may be necessary to perform this contract in an efficient and workmanlike manner. Mandatory equipment includes plows equipped with wings and material application equipment that does not require personnel in the body.

How Many	Make	Year	Size (Tons)	Serial Number	Make of Plow	Year Mfg.	Type ("V" or Blade)	Width	Height	Type of Sander	Length of Wings
Remarks concerning above equipment:											

**Sand and Salt Storage:**

The sand and salt used in the course of performing the work required by the Contract is proposed to be stored at the following location:

Town: \_\_\_\_\_

Street address: \_\_\_\_\_

This location  IS  IS NOT a site that is presently approved by the Maine D.E.P.

This location  HAS  DOES NOT HAVE indoor storage for all sand and salt materials.

By signing below, the Bidder (1) represents that the Bidder has examined the “Contract for Snow Plowing & Ice Control”, all documents referenced in said Contract, and the section of highway referenced above such that the Bidder has sufficient knowledge to properly price the work, (2) represents that the Bidder has given the Department notice of any errors or ambiguities related to the documents or the work that have been discovered by the Bidder, and (3) agrees to all provisions governing requirements and procedures applicable before execution of the Contract.

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Authorized Signature of Bidder

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[Name & Title of Person Signing - Printed or Typed]

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Vendor Identification Number

# CONTRACT FOR SNOW PLOWING & ICE CONTROL

Contract made this \_\_\_\_\_ day of \_\_\_\_\_ 2007 by and between the State of Maine, DEPARTMENT OF TRANSPORTATION (“Department”), and \_\_\_\_\_ of \_\_\_\_\_ (“Contractor”).

In consideration of the mutual covenants set forth in this Contract, Appendix A – Salt Application Rates and Appendix B – Material Usage Report , the parties agree as follows.

**1. The Work.** Contractor agrees to remove the snow (whether accumulating from snowfall or drifting), control ice, and perform all other work indicated in this Contract in compliance with all the terms, conditions, and representations of the same on the sections of highway listed below (hereinafter “the Work”).

**Section No. R1-1: U.S. Route 1, beginning at the Arundel Kennebunk town line (RLM 26.72) and extending in a northerly direction to the Arundel/Biddeford town line (RLM 31.04) for a total distance of 4.32 centerline miles.**

**2. Term of Contract.** The initial term of the contract is for three (3) years, from November 1 to May 1 of each year (hereinafter “Winter Season”), beginning on **November 1, 2007 and ending on May 1, 2010**. The parties may mutually agree to extend this Contract for up to three additional years on an annual basis and under all of the terms of this Contract. The Contractor must notify the Department in writing by August 1st if the Contractor would prefer to extend the Contract for the upcoming Winter Season.

**3. Bonds and Insurance.** The Contractor shall provide bonds (if required) and insurance certificates conforming to this Contract by October 1 of each year. Each Winter Season’s initial payment will be contingent upon the Department having this information on file.

**4. Payment.** The Department agrees to pay the Contractor the “Base Lump Sum” payment of \_\_\_\_\_ (\$ \_\_\_\_\_), each season, for all work conforming to the terms of this Contract. For each additional year of the Contract, beyond the initial Contract year, a 2% escalation factor shall also be added to the Base Lump Sum. Each Winter Season’s total payment shall be made in six installments as specified below:

- 15% of the total price on December 1
- 15% of the total price on January 1
- 30% of the total price on February 1
- 20% of the total price on March 1
- 10% of the total price on April 1
- 10% of the total price on May 1

**5. Department's Representative.** The Department's representative shall be the Region Manager, or designee, of the MaineDOT Region Office having jurisdiction over the contract area. For this contract, the Region Manager may be contacted at the following:

MaineDOT Southern Region  
Pleasant Hill Road, P.O. Box 358  
Scarborough, ME 04070-0358  
(207) 885-7000

**6. Work Standards**

(a) The Contractor shall commence plowing and material application operations no later than when snow on the pavement has reached a depth of one-half inch if the snow is wet and one inch if dry. Operations will continue until the highways are cleared of snow to the outside shoulders. During severe storms or drifting, plows will be operated so as to maintain two-way traffic. Immediately after the extreme conditions have subsided snow will be removed to the outside of the shoulders of the highways. Contractor's equipment must be located within a 10-mile radius of the project. Contractor personnel must have cell phones or radio equipped vehicles so that messages of urgency can reach the plowing or sanding vehicles within a half hour period.

(b) The Contractor shall use appropriate methods and practices of plowing and material application to ensure continuity of operations with adjacent plow routes that may be addressed by municipal forces, state forces, or other contractors. Such methods shall also assure that the speed of the plows is low enough to assure efficient plowing and material use and that appropriate care is taken to minimize the potential for damage to personal property adjacent to the highway (such as mailboxes).

(c) The Contractor shall pay particular attention to the commuter hours that exist Monday through Friday during the morning hours from 4 a.m. through 8 a.m. and during the evening commuter hours from 4 p.m. through 7 p.m. These hours will require a higher level of service in the form of shorter plowing cycle times and additional material usage. Conversely, between the hours of 10 p.m. and 4 a.m., longer cycle times and less material usage is normal; however, the Contractor shall maintain a presence on the route to assure that conditions remain acceptable.

(d) The Contractor shall schedule work such that the highway shall be returned to bare pavement within 24 hours following the end of the storm precipitation. During the day following the end of each storm, the Contractor shall also assure that all snow banks are pushed back to sufficiently allow snow storage for subsequent storms.

**7. Equipment Requirements.** The Contractor must furnish the equipment listed in its "Bid For Snow Removal & Ice Control Contract", plus such additional equipment that may be necessary to perform this contract in an efficient and effective manner. At the start of each season and as required throughout, the Department shall have the full authority to accept or reject any and all equipment that is used to perform the Work.

**8. Sand & Salt Requirements.**

(a) The Contractor agrees to provide sufficient sand and salt for operations required by this contract. The Department estimates that, if an anti-icing approach is used with properly

calibrated equipment, approximately 40 cubic yards of sand (mixed with 2 tons of salt), plus another 115 tons of straight salt will be necessary for this contract.

(b) Maximum gradation of sand shall be ½ inch, and all sand will be screened to that size prior to use on the highway.

(c) The Contractor must mix between 90-110 pounds of salt with each cubic yard of sand before the sand is stockpiled.

(d) Trucks must be equipped with either tailgate or hopper sanders, which are capable of calibrating the amount of sand and/or salt spread per mile to ensure consistent application and to avoid the use of excessive quantities. The Contractor agrees to comply with the directions of the Department's Representative concerning the application of pure salt. In most cases, the use of pure salt in an anti-icing strategy will be in accordance with the application rates specified in Appendix A, attached hereto.

(e) Contractor agrees to pay particular attention to the sanding of railroad crossings, hills, curves and intersections, and to apply extra sand and salt to such locations when necessary. Plow blades shall be raised sufficiently at railroad crossings to prevent damages to the rail tracks. Any residue of snow on the tracks shall be removed by hand if necessary.

(f) The Contractor agrees to specify the intended location of the sand/salt stockpile that will be used in the course of fulfilling this Contract. Prior to September 1 of each subsequent year that the contract is effective, the Contractor must also specify whether the location of any sand/salt stockpiles will change. The Contractor further agrees that all sand/salt stockpiles must be in compliance with all local, state, and federal rules, regulations, and statutes. Specific attention is directed to the Maine DEP's rules for the siting and operation of sand/salt stockpiles ( <http://www.state.me.us/dep/blwq/docstand/sandsalt/index.htm> ). If the contractor does not have the ability to use an existing approved site for a sand/salt stockpile, it must be stated in the submittal and the Department will discuss potential options with the apparent low bidder. If the bidder is ultimately unsuccessful in obtaining a suitable location for a sand/salt stockpile, this shall be grounds for dismissal of the bid. The Contractor agrees to indemnify the Department for any liability, claims, demands, causes of action or damages incurred as a result of the use of, or stockpiling of sand and salt.

(g) Stockpiles of sand will be so located as to permit minimum travel time to critical areas and deadheading for reloading. The maximum distance between sand/salt stockpiles shall be twenty (20) miles.

(h) Contractor agrees to have all sand/salt stockpiles established by October 15 of each year that this contract is in effect.

(i) The Contractor shall, at the end of each storm event, report the total material quantities used in performing the Work to the Department's designated representative. Such quantities shall also be maintained in a season log, Appendix B that indicates the types of materials used by the corresponding dates of the storm events that occurred throughout each winter season. This seasonal log must be submitted to the following address prior to final payment at the end of each Winter Season: *MaineDOT, Highway Maintenance Engineer, 16 State House Station, Augusta, ME 04333*

**9. Subcontracting.** The Contractor may not subcontract or otherwise transfer any interest in this Contract without prior written approval by the Department. Any work performed by a Subcontractor before approval is at the Contractor's sole risk. All subcontracts of the Contractor, and all lower tier subcontracts, must contain or reference all applicable provisions of the Contract. The Contractor must promptly pay all legitimate subcontractor and supplier claims. The contractor agrees that the Department may retain and deduct monies otherwise due the Contractor in an amount necessary to such claims.

**10. Property Damage.** Contractor agrees to reimburse the Department for the replacement of guardrail, guardrail posts, signs, sign post or guard posts damaged by the Contractor if resulting from the Contractor's negligence as determined by the Department's Representative.

**11. Liability Insurance.** The Contractor shall provide signed, valid, and enforceable certificate(s) of insurance complying with this Section. All insurance must be procured from insurance companies licensed or approved to do business in the State of Maine. The Contractor shall pay all premiums and take all other actions necessary to keep required insurances in effect for the duration of the Contract obligations, excluding warranty obligations.

Workers' Compensation For all Work performed by the Contractor and any subcontractor, the Contractor and each subcontractor shall carry Workers' Compensation Insurance or shall qualify as a self-insurer with the State of Maine Workers' Compensation Board in accordance with the requirements of the laws of the State of Maine.

Commercial General Liability With respect to all Work performed by the Contractor and any subcontractors, the Contractor and any subcontractors shall carry commercial general liability insurance in an amount not less than \$100,000.00 per occurrence and \$400,000.00 in the Aggregate. The coverage must include products, completed operations, and Contractual liability coverages, and Insurance Services Office (ISO) form #CG25031185 or equivalent. The Contractual liability insurance shall cover the Contractor's obligations to indemnify the Department as provided in this Contract.

Automobile Liability The Contractor shall carry Automobile Liability Insurance covering the operation of all motor vehicles including any that are rented, leased, borrowed, or otherwise used in connection with the Project. The minimum limit of liability under this Section shall be \$300,000.00 per occurrence.

#### Administrative & General Provisions

A. Additional Insured Each policy with the exception of Workers' Compensation and Professional Liability insurance shall name the Department of Transportation as an additional insured.

This insurance section and the purchase of insurance by the Contractor shall not be interpreted as a waiver of any immunity provided by law including that provided by the Maine Tort Claims Act, 14 M.R.S.A. §8101, et. seq.

**12. Performance and Payment Bonds.** The performance and payment bonds are required if the annual payment amount of this Contract is greater than, or becomes greater than (through annual adjustments), \$100,000. If required, said bonds must be in the amount of 100% of the contract price and must be procured from a company that is (1) organized and operating in the United States licensed or approved to do business in the State of Maine by the State of Maine Department of Business Regulation, Bureau of Insurance and (2) listed on the latest Federal Department of The Treasury listing for "Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies". The bonds must be payable to the "Treasurer - State of Maine" and must be on the Department's forms (or exact copies thereof) or must not contain any significant variations from said forms as determined in the sole discretion of the Department. By issuing, executing, or becoming potentially obligated under a bond, the surety agrees to be bound by all of the terms of the Contract documents, including those related to the Department's self-help remedy provided in Contract.

**13. Governing Law.** This Contract shall be governed in all respects by federal and state laws, statutes, and regulations. The Contractor shall comply with all applicable federal, State, and local laws governing safety, health, and sanitation including all applicable laws and regulations of OSHA. The Contractor shall provide all safeguards, safety devices, and protective Equipment and take all other action that is necessary to continuously and effectively protect the safety and health of all persons from hazards related to the Work.

**14. Indemnification.** The Contractor hereby indemnifies, defends and holds harmless the Department and its officers, directors, employees, agents and consultants from and against all claims, actions, torts, costs, losses, and damages for bodily injury (including sickness, disease or death) and/or tangible property damage arising out of or resulting from the performance of the Work by the Contractor, and its subcontractors, sub-consultants, engineers, suppliers, any individuals or entities directly or indirectly employed by any of them or anyone for whose acts any of them may be liable. Damages covered by the preceding sentence include, but are not limited to; all dispute resolution costs including court costs, attorneys fees, and the fees of engineers, arbitrators, and other professionals related to dispute defense and preparation.

**15. Termination.** (a) Notwithstanding any other provision of this Contract, the Contractor and/or the Surety shall be in default and the Department, in its sole discretion may terminate this Contract, if the Contractor and/or the Surety: (i) fails to begin the work as required by the Contract; (ii) fails to perform the work with sufficient workers and equipment or materials to meet the terms of the Contract; (iii) discontinues the prosecution of the work; (iv) fails to resume work which has been discontinued within a reasonable time after notice to do so; (v) subcontracts any of the work without the approval of the Department; (vi) becomes insolvent, files for bankruptcy, allows any final judgment to stand against him unsatisfied for a period of ten days, or makes an assignment for the benefit of creditors without authorization by the Department; or (vii) fails to perform the Work in substantial conformity with any material provision of the Contract as determined by the Department; (viii) fails to perform the Work in a satisfactory manner as determined solely by the Department.

The Department may remedy such noncompliance with Departmental or contracted forces and terminate the Contract and/or deduct the cost thereof from payments otherwise due the Contractor.

Notice of termination, and the reasons for such, shall be provided in writing by certified mail or personal delivery to the Contractor. In emergency situations, notice may be provided verbally with written notice mailed or delivered as soon thereafter as practicable.

At its sole option, the Department, in the event that circumstances allow, may provide the Contractor with an opportunity to cure any of the above deficiencies without waiving its right to terminate.

(b) The Department may terminate this Contract for convenience for any reason that is in the best interest of the Department. Such reason may include non-appropriation of funds by the Maine legislature. Terminations caused without the fault or and for reasons beyond the control of the Contractor shall be considered terminations for convenience. The Department will notify the Contractor of such terminations by sending a Notice of Termination for Convenience.

In case of a termination for convenience, all work completed as of the date of termination will be paid by prorating by date all remaining amounts payable under this Contract. Contractor agrees it will have no claim for any other amounts including consequential damages, lost profits, or lost opportunity costs.

## **16. General Provisions**

(a) Incorporation by Reference. The advertised "Notice to Contractors", the "Bidding & Contracting Requirements for Contracts For Snow Plowing & Ice Control", all addenda signed by the Department, and the Contractor's "Bid For Snow Plowing & Ice Removal Contract" are hereby incorporated herein by reference and made a part of this Contract.

(b) Definition. The word "compact" is defined by 23 M.R.S.A. § 1001.

(c) Nondiscrimination. The Contractor agrees to comply with the nondiscrimination and affirmative action provisions at 5 M.R.S.A. § 784 (2), which are hereby incorporated by reference.

(d) Funding. This Contract, including any extensions thereof, is made subject to available budgetary appropriations and shall not create any obligation on behalf of the Department in excess of such appropriations.

**17. Severability.** The invalidity or unenforceability of any particular provision or part thereof of this Contract shall not affect the remainder of said provision or any other provisions, and this Contract shall be construed in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

**18. Purchase of Salt.** The salt for the contract can be ordered through the MaineDOT Region Office and the cost will be deducted from the Contractor's regular contract payments at a rate equal to the Department's per ton cost as specified in the salt contract that is in effect at that time. Presently, the current salt price is approximately **\$52.63 per ton**. Actual price will vary annually and will be known at the start of each season.

By signing below, the undersigned represent that they are duly authorized to sign this Contract and hereby agree for said parties to all the terms of this Contract as of the date last signed below.

Date: \_\_\_\_\_

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
MaineDOT Witness  
Operations

\_\_\_\_\_  
By: David B. Bernhardt, Director  
Bureau of Maintenance &

Date: \_\_\_\_\_

CONTRACTOR

\_\_\_\_\_  
Contractor Witness

\_\_\_\_\_  
[Signature]

By: \_\_\_\_\_  
[Name and Title Printed]

\_\_\_\_\_  
(Address)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Appendix A**  
**SALT APPLICATION RATES (PER LANE MILE )**  
**\*\*\*Double these rates for centerline application\*\*\***

Current Pavement Temperature Range (°F)	Anticipated Pavement Temp. Change (Higher or Lower)	Precipitation Type/ Severity	Application Rate (Pounds Per Lane Mile)	Recommended Treatment	Comments
Above 32	Higher	4,6,8 - Light	None	Initial application, reapply as needed	Use Pre-wet System
	Lower	4,6,8 - Moderate to Heavy	50 to 100		
25 to 32	Higher	5,6,7,8 - Light	100 to 150	Initial application, plow/reapply as needed	Pre-wet @ 6 gals per ton
	Higher	5,6,7,8 - Moderate to Heavy	100 to 150	Initial application, plow/reapply as needed	Pre-wet @ 6 gals per ton
	Lower	5,6,7,8 - Light	100 to 200	Initial application, plow/reapply as needed	Pre-wet @ 6 gals per ton
	Lower	5,6,7,8 - Moderate to Heavy	100 to 200	Initial application, plow/reapply as needed	Pre-wet @ 6 gals per ton
20 to 25	Higher	6,7,8 - Light	150 to 250	Initial application, plow/reapply as needed	Pre-wet @ 8 gals per ton
	Higher	6,7,8 - Moderate to Heavy	150 to 250	Initial application, plow/reapply as needed	Pre-wet @ 8 gals per ton
	Lower	6,7,8 - Light	200 to 300	Initial application, plow/reapply as needed	Pre-wet @ 8 gals per ton
	Lower	6,7,8 - Moderate to Heavy	200 to 300	Initial application, plow/reapply as needed	Pre-wet @ 8 gals per ton
15 to 20	Higher	6,7 - Light	250 to 350	Initial application, plow/reapply as needed	Pre-wet @ 10 gals per ton
	Higher	6,7 - Moderate to Heavy	250 to 350	Initial application, plow/reapply as needed	Pre-wet @ 10 gals per ton
	Lower	6,7 - Light	* 350 to 400	Initial application, plow/reapply as needed	Pre-wet @ 10 gals per ton
	Lower	6,7 - Moderate to Heavy	* 350 to 400	Initial application, plow/reapply as needed	Pre-wet @ 10 gals per ton
15 or Below			Apply sand if necessary, plow as needed	Monitor pavement temperature. Switch to salt if rising above 15° F	

\* If snow is blowing off roadway and no hard pack exists, do not apply.

Weather Conditions: (4) = Rain (5) = Freezing Rain (6) = Sleet (7) = Dry Snow (8) = Wet Snow

