

Missouri  
Department  
of Transportation

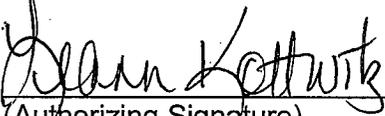


Pete K. Rahn, Director

105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, MO 65102  
(573) 751-2551  
Fax (573) 751-6555  
www.modot.org

**ADDENDUM 002  
REQUEST FOR BID  
Weather Forecasting Services  
RFB NUMBER: 6-070906**

Offerors shall acknowledge receipt of Addendum 002 (TWO) by signing and including it with the original proposal. The due date for receipt of bids has changed by this Addendum. The receipt of bids is September 11, 2007, 10:00 A.M. Accordingly, the following clarifications, questions and answers are believed to be of general interest to all potential Offerors. All other terms and conditions remain unchanged and in full force.

|   |  |
|---|--|
| Name and Title of Signer<br>(Print or type) | Name and Title of Department Authority<br><br>Leann Kottwitz<br>Senior General Services Specialist                   |
| Contractor/Offeror Signature                | Department of Transportation<br> |
| (Signature of person authorized to sign)    | (Authorizing Signature)  |
| Date Signed:                                | Date Signed: September 6, 2007   |

QUESTIONS/CLARIFICATIONS

Question: REF: General Services, Paragraph 2.: Would it be acceptable for the Contractor representative to visit all of the Ten (10) District representatives at a single location, e.g. MoDOT Headquarters or other acceptable central location, where common concerns and issues as well as common solutions can be identified and shared? Issues unique to each District also would be addressed at the same meeting.

Response: There will be more than one district representative at each meeting, maybe as many as 10. This is why we would like for them to go to each district.

Question: REF: Routine Weather Advisory, Paragraph 4, Item 4. Pavement Temperatures. Because pavement temperatures can vary widely depending upon a number of factors. E.g. 1. (Composition: Concrete, Asphalt, Composition and Construction) (Subsoil, Sub-base, Base materials and thicknesses), can you provide some guidance on what the pavement characteristics will be?

Response: We have the full range of pavement characteristics that are mentioned. To quantify them would be rather difficult. We realize that any pavement temperature forecast would be a best possible estimation based on the limited data that the forecaster has.

Question: Same REF: Does MoDOT has in place a network of RWIS (Road Weather Information System) pavement sensor systems?

Response: We do not have any RWIS information to share. MoDOT had about 15 RWIS sites that were put in over time. We did not have a maintenance plan to keep them operating, and thus, only a few, if that many, remain operational.

Question: Same REF: If so, will MoDOT provide the vendor with access to this data?

Response: Not Available

Question: Same REF: If so, how many RWIS sites will be utilized as forecasting sites? Where are they located?

Response: None Available

Question: I am attaching a sample copy of the pavement temperature forecast we currently use with other clients. (See Sample Copy Attached) Can you tell me if this will work to satisfy Item #4 (4. Pavement temperatures, high and low, and forecasted time below freezing)?

Response: The example provided of the pavement temperature forecast appears to be for a specific location. What we were getting last year, and probably what we should have clarified in the specs, is a general temperature range and more specifically, a forecasted range of time when the pavement temperatures are expected to go below freezing. Since we don't have a complete RWIS system to provide pavement information to the forecasters, their forecasts will have to be a best possible forecast for roads in each district, using whatever formulas or methods they have for predicting pavement temperatures.

Question: If my bid is over \$25,000 I must mail in my bid sheet, I cannot fax my bid sheet?

Response: All bid sheets must be sealed and mailed to the address provided on the solicitation document.

# Sample copy of the Pavement Temperature Forecast.

| PAVEMENT TEMPERATURE FORECAST   |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
|---|-----|---------|-----|-----|-----|-----|-----|------|------|-----|-----|---------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|-----|
| ISSUED:   |     | 1:24 ON |     |     |     |     |     |      |      |     |     | 01/11/06            |     |     |     |     |     |     |     |      |      |     |     |     |     |
| PAVEMENT TEMPERATURE (deg F) FOR I-290 Des Plaines River bridge                       |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| MURRAY AND TRETTEL, INC / WEATHER COMMAND   |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| CURRENT AIR TEMP: 37  |     |         |     |     |     |     |     |      |      |     |     | X = AIR TEMPERATURE |     |     |     |     |     |     |     |      |      |     |     |     |     |
| HR>   | 3PM | 4PM     | 5PM | 6PM | 7PM | 8PM | 9PM | 10PM | 11PM | MID | 1AM | 2AM                 | 3AM | 4AM | 5AM | 6AM | 7AM | 8AM | 9AM | 10AM | 11AM | 12N | 1PM | 2PM | <HR |
| 45  |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     | 44   | 51   | 55  | 57  | 54  | 45  |
| 43  |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     | 43  |
| 41  |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     | 41  |
| 39  | X   |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     | 39  |
| 37  | 38  | X       |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     | 37  |
| 35  |     |         | X   |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     | X   |     | 35  |
| 33  |     |         |     | 35  | 35  |     |     |      |      |     |     |                     |     |     |     |     |     |     | 35  |      |      | X   |     |     | 33  |
| 31  |     |         |     |     | 34  |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     | 31  |
| 29  |     |         |     |     |     | 33  | 33  |      |      |     |     |                     |     |     |     |     |     |     |     |      |      | X   |     |     | 29  |
| 27  |     |         |     |     |     |     | X   | 32   | 32   |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     | 27  |
| 25  |     |         |     |     |     |     |     |      | X    | 31  | 31  |                     |     |     |     |     |     |     |     |      |      |     |     |     | 25  |
| HR>   | 3PM | 4PM     | 5PM | 6PM | 7PM | 8PM | 9PM | 10PM | 11PM | MID | 1AM | 2AM                 | 3AM | 4AM | 5AM | 6AM | 7AM | 8AM | 9AM | 10AM | 11AM | 12N | 1PM | 2PM | <HR |
| PAVEMENT CONDITION (C)(UNTREATED) & ACCUMULATION (A)                                  |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| (DR=Dry, DP=Dmp, W = Wet, SL=Slush, S = Snow, F = Frost, DS = Drifting Snow, I = Icy) |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| C   | DR  | DR      | DR  | SL  | SL  | SL  | SL  | SL   | DP   | DP  | DR  | DR                  | DR  | DR  | DR  | DR  | DR  | DR  | DR  | DR   | DR   | DR  | DR  | DR  | C   |
| A   |     |         |     | .1  | .2  | .2  | .1  | .1   | .1   |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     | A   |
| PROBABILITY (%) & TYPE OF PRECIPITATION (T)   |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| ( L = Drizzle, R = Rain, IP = Sleet, Z = Freezing Precip, S = Snow, T=Thunder,        |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| (-- = very Light, - = Light, + = Heavy, no sign=moderate )                            |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| %   | 90  | 90      | 90  | 80  | 70  | 70  | 60  | 40   | 30   | 20  | 20  | 10                  | 10  | 5   | 5   | 5   | 5   | 5   | 5   | 0    | 0    | 0   | 0   | 0   | %   |
| T   | R-  | R-      | RS  | S-  | S-  | S-  | S-  | S-   | S-   | N   | N   | N                   | N   | N   | N   | N   | N   | N   | N   | N    | N    | N   | N   | N   | T   |
| PERCENT SUNSHINE  |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| %   | 7   | 7       | 7   | --  | --  | --  | --  | --   | --   | --  | --  | --                  | --  | --  | --  | --  | --  | 100 | 100 | 100  | 100  | 100 | 100 | 100 | %   |
| WIND DIRECTION (WD)/SPEED (SPD) IN MPH  |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| WD  | NE  | NE      | NE  | NE  | NE  | N   | N   | N    | N    | N   | N   | NW                  | NW  | NW  | NW  | NW  | NW  | NW  | NW  | NW   | NW   | NW  | NW  | NW  | WD  |
| mph   | 14  | 14      | 13  | 13  | 12  | 12  | 10  | 10   | 10   | 10  | 10  | 10                  | 10  | 10  | 10  | 10  | 10  | 10  | 12  | 13   | 14   | 15  | 15  | 15  | mph |
| AIR TEMPERATURE (TT) AND WIND CHILL FACTOR (WCF)                                      |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| TT  | 39  | 38      | 36  | 35  | 34  | 33  | 32  | 32   | 31   | 31  | 30  | 30                  | 29  | 28  | 27  | 26  | 25  | 25  | 27  | 30   | 33   | 35  | 36  | 37  | TT  |
| WCF   | 31  | 30      | 27  | 26  | 25  | 24  | 23  | 24   | 22   | 22  | 21  | 21                  | 20  | 19  | 18  | 16  | 15  | 15  | 16  | 20   | 23   | 25  | 27  | 28  | WCF |
| HR>   | 3PM | 4PM     | 5PM | 6PM | 7PM | 8PM | 9PM | 10PM | 11PM | MID | 1AM | 2AM                 | 3AM | 4AM | 5AM | 6AM | 7AM | 8AM | 9AM | 10AM | 11AM | 12N | 1PM | 2PM | <HR |
| NORTH COOK COUNTY, DISTRICTS 1 & 2...GENERAL FORECAST DISCUSSION.                     |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| RAIN WILL CHANGE TO SNOW EARLY THIS EVENING AND SOME SLUSH                            |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| WILL START TO BUILDUP ON BRIDGE DECK. AS TEMPERATURES OF PAVEMENT                     |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| DROPS BELOW FREEZING, UNTREATED SURFACES WILL ICE OVER. CLEARING                      |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |
| AND MUCH DRIER LATER TONIGHT AND TOMORROW.  |     |         |     |     |     |     |     |      |      |     |     |                     |     |     |     |     |     |     |     |      |      |     |     |     |     |