

Missouri Department of Transportation  
Roberta L. Broecker, Interim Director

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**ADDENDUM 003  
Stripers  
Request for Bid 3-150520TV**

Bidders should acknowledge receipt of Addendum 003 (THREE) by **signing and including it** with the original bid. The due date for receipt of bids was extended to **May 27, 2015 @ 2:00pm** by Addendum 002. Accordingly, the following clarifications are believed to be of general interest to all potential bidders. All other terms and conditions remain unchanged and in full force.

Name and Title of Signer (Print or type)	Name and Title of Department Authority Name: Tom Veasman Title: Sr. General Services Specialist
Contractor/Bidder Signature  (Signature of person authorized to sign)	Department of Transportation   (Authorizing Signature)
Date Signed:	Date Signed: May 18, 2015

Vendor Question: Can your provide more information pertaining to the language on Page 17, Paragraph 3 of ENCLOSED CAB as it relates to the steel safety bar?

As described on Page 17, Par. 3 of the ENCLOSED CAB Specification:

There shall be a steel safety bar that protrudes out from the side of the rear cab behind the operator's window during striping operations to protect the operator in the event of a side swipe condition. The steel safety bar shall be of a folding or sliding design with a manual locking mechanism to lock it into position during striping operations. It shall be easily folded or slid out of position when the striper is not actively striping.

MoDOT Answer: We do not have any trucks with this safety device installed at this time; the truck ordered off of this bid will be the first to have this safety device. It is intended to offer a layer of protection to crew members whose heads are in the bubble during striping operations. Essentially, adding a layer of added protecting from impacts from truck mirrors which the Plexiglas bubble cannot offer. We wrote the spec to be relatively open to their design; it simply has to resist an impact from the rear, fit within the width limits of the cab during deadhead and extend or fold out to a distance out from the cab side equal to, or slightly greater, than the bubble window. The quick sketch illustrates the basic idea of a loop bar or box tubing that would lock into place in both the extended and retracted positions, accomplish manually by the operator. I would suspect a telescoping concept would be the easiest to construct, but we are not restricting the concepts. See attached pictures.

