

Addendum # 3

Response to Vendor Questions & Revisions to IFB

- Addendum # 3 is to answer all vendor questions submitted and to revise the solicitation document pages 31 , 32, and 35. Please replace the attached solicitation pages with the revised pages attached to this addendum.
- The vendor questions listed below specifically pertain to the solicitation document. The specification questions and answers are listed in the table titled Responses to Requests from Central States Bus.
- The Department is allowing a second round of vendor questions. Vendor questions shall be submitted in writing no later than November 20, 2017 @ 5:00 PM CST.
- **Reminder: The Bid Due Date shall be December 7, 2017 @ 2:00 pm CST. Bids must be submitted to the address below:
Illinois Department of Transportation
ATTN: Megan Seitzinger
2300 S. Dirksen Parkway, Room 302
Springfield, IL 62764

- **Vendor Question 1 IFB Doc:** Page 1-It is stated that this is for a 5-year contract with no option to renew. However, on page 35-3.2 and 3.2.3 states that the State has the right to renew for a total of two (2) years.
- **Answer Question 1 IFB Doc:** The contract term shall be for 5 years with no option to renew. Please see page 1 of the IFB Revisions below for the revised contract page.
- **Vendor Question 2 IFB Doc:** Under A.21, pg 12-13 it makes reference to ATTACHMENT NN. We were not able to find this attachment in the bid document.
- **Answer Question 2 IFB Doc:** The Disadvantaged Business Enterprise Plan is not applicable to this solicitation. Therefore, attachment NN is not included in the solicitation document.
- **Vendor Question 3 IFB Doc:** On page 9, A 8.1 it sets forth what various packets are to contain. There are some instances contradictory in nature.
- **Answer to Question 3 IFB Doc:** Please disregard the packet instructions set forth in sections A.8. and A9. Please submit your bid packets in the following format-
 - **Packet 1:** Contract document pages 24-66
 - **Packet 2:** Section 2 Bid Submittal pages 17-23
 - **Packet 3:** Attachment pages 70-91 (Attachment KK does not apply as there is not DBE goal assigned to this procurement)
- **Vendor Question 4 IFB Doc:** Section B.5 states bidder is properly submitting either Form A, yes or no.
- **Answer Question 4 IFB Doc:** Please disregard B.5. It is not applicable.
- **Vendor Question 5 IFB Doc:** Pricing page has a column for “estimated quantity.” However, there are no quantities inserted. Also, there is a total which includes all options and the base unit.
- **Answer Question 5 IFB Doc:** Please replace the pricing section 31-32 of the IFB with the IFB Revisions below for the revised contract pages. A quantity of eighty (80) has been applied to the base model, options have a quantity of one (1) and the total for the base model with all options has been removed.

IFB Solicitation Replacement Pages

31, 32, and 35

2. PRICING

2.1 FORMAT OF PRICING: Vendor shall submit pricing in the format shown below, based on the terms and conditions set forth in section 1 of this Contract.

- 2.1.1 Rate of Compensation for Supplies and/or Services to be Provided: Stated prices include providing all supplies and/or services specified in compliance with all terms, conditions and requirements as stated in this Contract. The Department reserves the right to make award by the aggregate low total of all items.
- 2.1.2 The quantities listed in the Pricing Table are estimated based on historical need. They are listed for information and to facilitate a comparison of bids. They are not a guarantee of the quantities that will be needed during the contract period, which may be more or less than the estimated.
- 2.1.3 It is the intent of the State to award all optional equipment and encourage bidders to quote their best offer. However, optional equipment pricing deemed not fair and reasonable by the State will not be awarded.
- 2.1.4 Pricing shall be submitted in the following format:

Description of Items To Be Priced	Estimated Quantity	Unit of Measure	Unit Price	Total
Paratransit Super Medium-Duty Vehicles in accordance with technical specifications SMD (2018).	80	Each		
Option A -Seated capacity for 22 forward facing seats and seven wheelchair/mobility aid locations, Section 1.5.1.1.1.	1	Each		
Option B- Seated capacity for 26 forward facing seats and seven wheelchair/mobility aid locations, Section 1.5.1.1.1.	1	Each		
Option C- Seated capacity for 30 forward facing seats and seven wheelchair/mobility aid locations, Section 1.5.1.1.1.	1	Each		
Option D- Gasoline engine, Section 2.2.1.7.	1	Each		
Option E- Air ride rear suspension, Section 2.4.3.1.	1	Each		
Option F- Rubber shear spring rear suspension, Section 2.4.3.1.	1	Each		
Option G- Rear help bumper, Section 2.9.1.	1	Each		
Option H- Non-locking fuel access door, Section 2.10.2.	1	Each		
Option I- OEM radio (AM-FM/cassette, AM-FM/CD or CD/cassette), Section 2.11.8.2.	1	Each		
Option J- Marine plywood floor, Section 3.3.3.2.	1	Each		

Option K- PVC anti-skid smooth floor covering, Section 3.3.3.3.	1	Each		
Option L- Colored floor covering, Section 3.3.3.3.	1	Each		
Option M- PVC anti-skid smooth step covering, Section 3.3.4.2.	1	Each		
Option N- Farebox mounting provisions, Section 3.3.5.12.	1	Each		
Option O- Storage device for walkers, crutches, oxygen tanks, canes or braces, Section 3.3.5.14.	1	Each		
Option P- Under seat seat-belt retractors, Section 3.3.10.1.2.	1	Each		
Option Q- Aftermarket driver's seat, Section 3.3.10.3.4.	1	Each		
Option R- Seat arm rests, Section 3.3.10.4.2.	1	Each		
Option S- Additional wheelchair/mobility aid securement system, Section 3.3.10.6.1.	1	Each		
Option T- Retractable under seat storage of wheelchair/mobility securements, Section 3.3.10.6.1.	1	Each		
Option U- Engine hour meter, Section 3.3.13.6.	1	Each		
Option V- Bacteria killing system, Section 3.3.14.5.	1	Each		
Option W- Inside passenger signal system, Section 3.3.21.	1	Each		
Option X- Public address system, Section 3.3.22.	1	Each		
Option Y- Interior Luggage Rack, Section 3.3.22.8	1	Each		
Option Z- Backup warning system, Section 3.4.1.9.	1	Each		
Option AA- Backup camera system, Section 3.4.1.10	1	Each		
Option BB- Destination and route signs, Section 3.4.4.	1	Each		
Option CC- 1,000 lb. capacity wheelchair/mobility aid lift, Section 3.5.2.2.	1	Each		

2.2 TYPE OF PRICING: The Illinois Office of the Comptroller requires the State to indicate whether the contract value is firm or estimated at the time it is submitted for obligation. The total value of this contract is estimated.

2.3 ESCALATION: Contract prices must remain firm for the first twelve months of the contract. After this period and including potential renewal, the price(s) is subject to the following changes. The Contractor may be allowed to adjust the purchase price of each vehicle in the event of changes in cost attributable to any of the following conditions:

3. TERM AND TERMINATION

3.1 TERM OF THIS CONTRACT: The term of this Contract shall commence upon Execution and terminate five (5) years after execution.

3.1.1 In no event will the total term of the contract, including the initial term, any renewal terms and any extensions, exceed ten (10) years.

3.1.2 Vendor shall not commence billable work in furtherance of the contract prior to final execution of the contract except when permitted pursuant to 30 ILCS 500/20-80.

3.2 RENEWAL: N/A

3.3 TERMINATION FOR CAUSE: The State may terminate this contract, in whole or in part, immediately upon notice to the Vendor if: (a) the State determines that the actions or inactions of the Vendor, its agents, employees or subcontractors have caused, or reasonably could cause, jeopardy to health, safety, or property, or (b) the Vendor has notified the State that it is unable or unwilling to perform the contract.

If Vendor fails to perform to the State's satisfaction any material requirement of this contract, is in violation of a material provision of this contract, or the State determines that the Vendor lacks the financial resources to perform the contract, the State shall provide written notice to the Vendor to cure the problem identified within the period of time specified in the State's written notice. If not cured by that date the State may either: (a) immediately terminate the contract without additional written notice or (b) enforce the terms and conditions of the contract.

For termination due to any of the causes contained in this Section, the State retains its rights to seek any available legal or equitable remedies and damages.

3.4 TERMINATION FOR CONVENIENCE: The State may, for its convenience and with thirty (30) days prior written notice to Vendor, terminate this contract in whole or in part and without payment of any penalty or incurring any further obligation to the Vendor.

Upon submission of invoices and proof of claim, the Vendor shall be entitled to compensation for supplies and services provided in compliance with this contract up to and including the date of termination.

3.5 AVAILABILITY OF APPROPRIATION: This contract is contingent upon and subject to the availability of funds. The State, at its sole option, may terminate or suspend this contract, in whole or in part, without penalty or further payment being required, if (1) the Illinois General Assembly or the federal funding source fails to make an appropriation sufficient to pay such obligation, or if funds needed are insufficient for any reason (30 ILCS 500/20-60), (2) the Governor decreases the Department's funding by reserving some or all of the Department's appropriation(s) pursuant to power delegated to the Governor by the Illinois General Assembly, or (3) the Department determines, in its sole discretion or as directed by the Office of the Governor, that a reduction is necessary or advisable based upon actual or projected budgetary considerations. Contractor will be notified in writing of the failure of appropriation or of a reduction or decrease.

Specification Questions & Answers

**Illinois Department of Transportation (IDOT)
IFB REFERENCE NO, 2014-D1-0001
SUPER MEDIUM DUTY PARATRANSIT VEHICLES**

Responses to Requests from Central States Bus

The following questions, comments and request for changes are hereby being submitted. These pertain to Appendix 1, IDOT Technical Specifications section of the IFB document

NUMBER	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
1	Section 1.5.1.1	Seating capacity	<p>1. There are several issues with this section.</p> <p>a) Under "Option C" we are unable to get 30 passengers in the size (length) of bus desired on a Ford F550 chassis the maximum is 28. Request this be amended to 28 passengers.</p> <p>b) With 28 passengers as noted above, this is virtually the same bus as "Option B" only one less set of seats. So it would appear that "option B" could be eliminated entirely resulting in either a 22 passenger or 28 passenger size bus.</p>	<p>In response to this request, IDOT revises Section 1.5.1.1.1, Option B in its entirety to read as follows:</p> <p>OPTION B: Alternative Seated Capacity Configuration No. 2.</p> <p>(a) 26 forward facing seated passengers while complying with the OEM's stated GVWR as defined in Section 1.2.1.8., and hip-to-knee requirements of Section 3.3.10.4.1., plus the driver convertible to,</p> <p>(b) two wheelchair/mobility aid locations and 20 minimum forward facing seated passengers plus driver, convertible to,</p> <p>(c) five wheelchair/mobility aid locations and 12 minimum forward facing seated passengers plus the driver in less than five minutes without using tools convertible to,</p> <p>(d) seven wheelchair/mobility aid locations and minimum of four forward facing seated passengers plus the driver in less than seven minutes without using tools.</p> <p>In response to this request, IDOT revises Section 1.5.1.1.1, Option C in its entirety to read as follows:</p> <p>OPTION C: Alternative Seated Capacity Configuration No. 3.</p>

NUMBER	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
				<p>(a) 28 forward facing seated passengers while complying with the OEM's stated GVWR as defined in Section 1.2.1.8., and hip-to-knee requirements of Section 3.3.10.4.1., plus the driver convertible to,</p> <p>(b) two wheelchair/mobility aid locations and 20 minimum forward facing seated passengers plus driver, convertible to,</p> <p>(c) five wheelchair/mobility aid locations and 10 minimum forward facing seated passengers plus the driver, convertible to,</p> <p>(d) seven wheelchair/mobility aid locations and minimum of four forward facing seated passengers plus the driver in less than seven minutes without using tools.</p> <p>All options shall be priced separately in the bid. Seating plans for each option shall also be submitted with bid as required in Section 1.5.4.2.</p>
2	Section 1.5.2.1.1	Ramp Clearances	Request the following change. Approach, Break-over, Departure angles shall be maximized to enable the vehicle to operate in normal conditions prevailing throughout the State of Illinois. Angles are set by the vehicle and cannot be changed without altering the length and wheel base which then could change the seating capacities.	<p>In response to this request, IDOT revises Section 1.5.2.1.1 in its entirety to read as follows:</p> <p>For base 22-seat configuration: Ramp Clearances. Approach angle shall be no less than 9 degrees. Breakover angle shall be no less than 8 degrees. Departure angle shall be no less than 7 degrees.</p> <p>For more than 22-seat configuration: Ramp Clearances. Approach angle shall be no less than 9 degrees. Breakover angle shall be no less than 8 degrees. Departure angle shall be no less than 6 degrees.</p>

NUMBER	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
3	Section 1.5.5.1	Service Life and Maintenance	Request change of service to 7 year/200,000 miles in lieu of 7 year/250,000 miles. This is in line with the FTA Altoona testing for this type of vehicle. Also there is no Altoona test for a 7 yr/250,000 mile category bus.	In response to this request, IDOT revises Section 1.5.5.1 in its entirety to read as follows: The design life of the paratransit vehicle shall be at least seven years or 200,000 miles, whichever comes first. It shall be capable of operating at least 40,000 miles per year.
4	Section 2.2.1.4	Engine	Request the following Change. The vehicle shall be provided if available from the OEM an OEM automated engine shutdown system. Delete. A non-OEM engine shut down shall be provided if OEM system is not available. The Ford Diesel does not come equipped with a shutdown system at the present time.	In response to this request, IDOT revises Section 2.2.1.4 in its entirety to read as follows: The vehicle shall be equipped with whichever automated engine protection system is provided from the OEM. Details of such system shall be provided with bid submittal as appropriate. Aftermarket engine protection systems shall not be allowed.
5	Section 2.4.3.1	Option E	Spec calls for an OEM chassis supplied air ride rear suspension. Ford does not offer an air ride suspension for the F550 chassis. Request deletion of this option.	In response to this request, IDOT deletes Section 1.1.5-E as an option. In response to this request, IDOT deletes Option E of Section 2.4.3.1.
6	Section 2.8.2.2	Tires	Request the requirement for alignment after completion of the conversion in lieu of balancing.	In response to this request, IDOT revises Section 2.8.2.2 in its entirety to read as follows It is assumed that all wheel mounted tires will be balanced by the chassis OEM. If during the road test the inspector determines an out-of-balance condition exists, all wheel mounted tires shall be electronically spin balanced, on or off the vehicle, to a minimum speed of 65 mph. Prior to delivery, an all-wheel alignment shall be performed and alignment sheet made available as part of the vehicle documentation. Tire pressure shall be stenciled with black paint in letters or decal one-half inch high over each tire on vehicle fender or body.

NUMBER	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
7	Section 2.10.1	Fuel System	Specs call for a single fuel tank capacity of 59 gallons. The Ford F550 chassis only offers a single tank of 40 gallons for both the gas and diesel engines. . The do have an auxiliary tank of 26 gallons but this would be two tanks for a total of 66 gallons. But this is only available on the diesel engine. Request spec be amended to a single 40 gallon minimum or dual tanks of 66 gallon if available. Do not recommend dual tanks.	In response to this request, IDOT revises Section 2.10.1 to replace the words “minimum of 59 gallons in a single tank” with “minimum of 40 gallons in a single tank.” All remaining wording in this section remains unchanged.
8	Section 2.11.8.2	Option I	This option calls for a “standard-equipment OEM radio (AM/FM Cassette, AM-FM/CD or CD/cassette radio). The actual standard-equipment OEM radio is an AM/FM radio and does not have either CD or cassette functions. To get these functions it is an “optional radio”. Request for standard OEM radio be the base option.	In response to this request, IDOT revises Section 2.11.8.2 to replace the first sentence with the following: The vehicle shall be equipped with a standard-equipment OEM radio (AM-FM) mounted in the original OEM front instrument console location. All other sentences in this section remain unchanged.
9	Section 3.2.5.6		Request the time for the water test be changed to 10 minutes. 30 minutes of testing is unnecessary as any leaks will be found quickly.	In response to this request, IDOT revises Section 3.2.5.6 to replace the second sentence with the following: The roof, windows, windshields, and all doors of all Vehicles shall be water tested for a minimum of 15 continuous minutes in order that leaks may be detected and corrected. All other sentences in this section remain unchanged.
10	Section 3.3.3.1	Floor and Floor Covering	Reference is made here to floor being a flat plane except at wheel housings. To meet the floor plan requirement’s these units will require a raised flat floor. Suggest amending specs to require a raised flat floor no interior wheel wells.	In response to this request, IDOT revises the second sentence of Section 3.3.3.1 to read as follows: The floor from the top step riser shall be a continuous flat plane raised floor with no interior protruding wheel housings in the passenger compartment. All other sentences in this section remain unchanged.

NUMBER	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
11	Section 3.3.4.1		Indicates there shall be no more than “three” interior steps. Depending on how one defines “interior” steps an amendment may be required here. For this type of unit it will be a raised floor and we consider it a four step entry. Ground to first step =1 (this step is on the interior), first to second=2, second to third=3 and third to the passenger floor=4.	In response to this request, IDOT revises the first sentence of Section 3.3.4.1 to read as follows: The passenger door stepwell shall be of heavy-duty construction with no more than four including any platforms leading up to the passenger floor defined as: Step 1- ground to first step, Step 2-first step to second step, Step 3- second step to third step, Step 4- third step to passenger floor. All other sentences in this section remain unchanged.
12	Section 3.3.5.6	“Option N”	This option required fare box mounting provision with a stanchion and mounting brackets. Stanchion can easily be provided. However mounting brackets are part the fare box system and vary from one manufacturer to the other. Since fare box is not part of this option, we request removal of the mounting bracket requirement and only require a stanchion suitable for fare box mounting be shipped loose.	In response to this request, IDOT revises Section 3.3.5.6, Option N in its entirety to read as follows: Farebox Mounting Provisions. The vehicle shall be shipped with a non-mounted stanchion suitable for installation of a transit-style farebox. Design to be reviewed and approved by the Procuring Agency prior to production.
13	Section 3.3.7.3		Request approval to delete the requirement for “metal” instructions plates be installed to wall for emergency window operation. Windows are supplied from window manufacturer with decals attached to the windows with operating instructions clearly noted. Also there is no room between the windows to install these plates. Request approval of instructional signage provided on window by window manufacturer.	In response to this request, IDOT revises the fifth sentence of Section 3.3.7.3 to read as follows: Emergency push-out instructions shall be clearly and permanently marked and mounted as decals affixed to the window glass as supplied by window manufacturers. All other sentences in this section remain unchanged.
14	Section 3.3.10.1	Driver’s Seat	Please clarify is a power seat required?	Power seat not required unless standard OEM issue.
15	Section 3.3.10.3.3	“Option Q”	This option is asking for an optional “air suspension type” aftermarket driver’s seat. There is no “air suspension” type driver’s seat approved or available on the Ford F550 chassis. Request removal of option.	In response to this request, IDOT deletes Section 3.3.10.3.3, Option Q, in its entirety.

NUMBER	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
16	Section 3.3.10.4.1		Please clarify are Mid-High seats or Low-back seats required?	<p>In response to this request, IDOT revises the first sentence of Section 3.3.10.4.1 to read as follows:</p> <p>All seats located within a wheelchair occupancy space shall be cantilevered type foldaway seats conforming to FMVSS 210. Seats not fitted in a wheelchair securement location can fixed style, mid-high back seats.</p> <p>All other sentences in this section remain unchanged.</p>
17	Section 3.3.10.5.1		Please clarify are shoulder belts required for the passenger seats?	<p>In response to this request, IDOT revises the first sentence of Section 3.3.10.5.1 to read as follows:</p> <p>The lap belt shall be so designed incorporating provisions to be easily adjustable, and of sufficient length to accommodate passengers ranging in size from the 5th-percentile female to the 97 ½ - percentile male, and including persons of a very stocky nature and short and tall stature.</p> <p>All other sentences in this section remain unchanged.</p>
18	Section 3.3.10.6.9		Section calls for “A fixed storage container or receiver with top entry shall be provided for each wheelchair/mobility aid securement system to store them when not in use”. Request the second sentence be replaced with the following: A track style storage system shall be provided under the foldaway seats to store the two wheelchair/mobility aid securement systems when not being used. Storage bags will not be allowed.	<p>In response to this request, IDOT revises the second sentence of Section 3.3.10.6.9 to read as follows:</p> <p>A track style storage system shall be provided under the foldaway seats to store the two wheelchair/mobility aid securement systems when not being used.</p> <p>All other sentences in this section remain unchanged.</p>

NUMBER	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
19	Section 3.3.11.1		Request the removal of the “20 diodes per light”. LED lighting has changed and the foot-candle requirement will determine what is required.	<p>In response to this request, IDOT revises the first sentence of Section 3.3.11.1.1 to read as follows:</p> <p>A transit grade LED overhead lighting system with sufficient diodes per light shall be provided in the passenger compartment area to meet the illumination performance requirements of this Section.</p> <p>All other sentences in this section remain unchanged.</p>
20	Section 3.3.14.5	Option V	Request removal of this option as it is not available.	In response to this request, IDOT deletes Section 3.3.14.5, Option V
21	Section 3.4.1.10	Option Z	This section calls for a backup camera system that will allow for “communication between people behind the vehicle and the driver”. There is no such system available. This would require speakers and mics on both ends. Request removal of communication requirement and only require a system with a camera and interior view monitor. Also the requirement of two switchable view inputs is a moot issue as there is only one camera. Request removal of this requirement as well.	<p>In response to this request, IDOT revises the second sentence of Section 3.4.1.10 to read as follows:</p> <p>The system shall include a color LCD monitor with minimum five-inch screen, water-resistant color camera with minimum 120-degree field of view.</p> <p>All other sentences in this section remain unchanged.</p>
22	Section 3.4.4.1		Request that the Roller curtain type be replaced with a LED electronic sign.	<p>In response to this request, IDOT revises Section 3.4.4.1 to read as follows:</p> <p>As an option, destination and route signs shall be installed on the front and boarding side of the vehicle. The signs shall be electronic type with high intensity LEDs with automatic brightness adjustments. Programming of the signs shall be web base programmable with USB port(s).</p> <p>In response to this request, IDOT deletes Section 3.4.4.2</p> <p>All other subsections in this section remain unchanged.</p>

NUMBER	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
23	Section 5.2.2.2		Request road test of vehicles to be between 5 and 10 miles in lieu of 50 miles as specified. 50 miles is unnecessary as issues are found quickly. Additionally, the buses are driven many miles from the manufacturer to the Dealer where any additional issues will be found.	<p>In response to this request, IDOT revises the forth sentence of Section 5.2.2.2 to read as follows:</p> <p>Each vehicle shall be driven for a minimum of 15 miles during the road tests.</p> <p>All other sentences in this section remain unchanged.</p>

**Illinois Department of Transportation (IDOT)
IFB REFERENCE NO, 2014-D1-0001
SUPER MEDIUM DUTY PARATRANSIT VEHICLES**

Responses to Requests from Midwest Transit

The following questions, comments and request for changes are hereby being submitted. These pertain to Appendix 1, IDOT Technical Specifications section of the IFB document.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
1	1	1.1.5-C	Specification call for 30 seated forward capacity	It appears the maximum capacity available on the type of chassis required will be 28. Request this be changed to 28 forward facing in lieu of 30.	In response to this request, IDOT changes the seating capacity in Section 1.1.5-C from 30 to 28.
2	2	1.1.5 - K	PVC anti-skid smooth flooring. Section 3.3.3.3	Request this is removed as option and made the standard floor. IDOT is currently getting this floor on the minivans, LD and MD buses. It saves weight and is more anti slip than the base rubber floor as specified.	In response to this request, IDOT deletes Section 1.1.5-K as an option. (Also see Section 3.3.3.3 below)
3	2	1.1.5 - M	PVS anti-skid smooth step covering. Section 3.3.4.2	This option can be removed. When PVC flooring is required, it is part of the flooring. It is not typically combined with rubber flooring.	In response to this request, IDOT deletes Section 1.1.5-M as an option. (Also see Section 3.3.4.2 below)
4	2	1.1.5 - P	Under seat seat belt retractors, Section 3.3.10.1.2	This item should be specified as standard as and not an option. Reason is that the base belts as specified under this same section, "traveling style retractors" are no longer available. So under seat retractors are the only ones available. Request removing this option and updating specification section.	In response to this request, IDOT deletes Section 1.1.5-P as an option. (Also see Section 3.3.10.1.2 below)
5	2	1.1.5 - V	Bacteria killing system. Section 3.3.14.5	This is not available in bus application. It was originally designed for ambulance application. Request this option be removed.	In response to this request, IDOT deletes Section 1.1.5-V as an option. In response to this request, IDOT deletes Section 3.3.14.5 in its entirety.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
6	2	1.1.5 -Y	Interior luggage rack, Section 3.3.22.8	Per pre-bid discussion it was recommended this option be deleted due to the complexity of trying to price it out because of all the sizes of racks and variances as to layout and seating capacity. IDOT appeared open to. More info below under 3.3.22.8.	In response to this request, IDOT deletes Section 1.1.5-Y as an option. In response to this request, IDOT deletes Section 3.3.22.8 and 3.3.22.9 in their entirety.
7	3	2.1.4.2	Performance data to justify powertrain selected.	Request Altoona test report be accepted as meeting this requirement. Also there are no power train options. There is only one engine and transmission available from chassis manufacturer.	In response to this request, IDOT revises Section 2.1.4.2 in its entirety to read as follows: The Vendor shall supply all performance data as listed in the relevant Altoona Test Report for review by the Procuring Agency prior to production.
8	5	1.2.1.3	SL (Seated Load) of 300 lbs. for each wheelchair location.	Request approval of 200 lbs. for each wheelchair location which is the standard for the industry and what is required by Altoona testing.	In response to this request, IDOT revises Section 1.2.1.3 in its entirety to read as follows: SL. (Seated Load). 150 lbs. for every passenger seating position and for the driver and 200 lbs. for each wheelchair or mobility aid securement location provided.
9	8	1.5.1.1.1	"Option B" seating.	The wheelchair passenger mix is the same for all options A, B and C even though there are differences in the total seated capacity. For seating option B" sub section (b) suggest this be changed to 20 minimum in lieu 18, sub section (c) change to 12 minimum in lieu of 8 and sub section (d) change to minimum of 4 in lieu of no forward facing seats. This best represents the correct wheelchair/passenger mix.	In response to this request, IDOT revises Section 1.5.1.1.1, Option B in its entirety to read as follows: OPTION B: Alternative Seated Capacity Configuration No. 2. (a) 26 forward facing seated passengers while complying with the OEM's stated GVWR as defined in Section 1.2.1.8., and hip-to-knee requirements of Section 3.3.10.4.1., plus the driver convertible to, (b) two wheelchair/mobility aid locations and 20 minimum forward facing seated passengers plus driver, convertible to, (c) five wheelchair/mobility aid locations and 12 minimum forward facing seated passengers plus the driver in less than five minutes without using tools

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
					<p>convertible to,</p> <p>(d) seven wheelchair/mobility aid locations and minimum of four forward facing seated passengers plus the driver in less than seven minutes without using tools.</p>
10	9	1.5.1.1.1	"Option C" seating.	<p>First 30 seated passengers are not possible in the chassis specified. So request this be changed to 28 passengers. Also for the same reasoning as "B" above but with the following mix ratio should be changed and specified as follows. Option C subsection (b) should be 20 minimum in lieu of 18, sub section (c) should be 10 minimum in lieu of 8 and sub section (d) should be 4 in lieu of none.</p>	<p>In response to this request, IDOT revises Section 1.5.1.1.1, Option C in its entirety to read as follows:</p> <p>OPTION C: Alternative Seated Capacity Configuration No. 3.</p> <p>(a) 28 forward facing seated passengers while complying with the OEM's stated GVWR as defined in Section 1.2.1.8., and hip-to-knee requirements of Section 3.3.10.4.1., plus the driver convertible to,</p> <p>(b) two wheelchair/mobility aid locations and 20 minimum forward facing seated passengers plus driver, convertible to,</p> <p>(c) five wheelchair/mobility aid locations and 10 minimum forward facing seated passengers plus the driver, convertible to,</p> <p>(d) seven wheelchair/mobility aid locations and minimum of four forward facing seated passengers plus the driver in less than seven minutes without using tools.</p> <p>All options shall be priced separately in the bid. Seating plans for each option shall also be submitted with bid as required in Section 1.5.4.2.</p>

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
11	9	1.5.2.1.1	Specifications call for breakover angle of no less than 9 degrees and departure angle of no less than 8.5 degrees	For the base floor plan and floor plan option "A" we request approval of breakover angle of 8 degrees and departure angle of 7 degrees. For large buses option floor plans "B" and "C" we request approval of breakover angle of 8 degrees and departure angle of 6 degrees. Due to chassis design and exhaust restrictions as well as body lengths, the angles requested are the best that can be achieved on the chassis available.	In response to this request, IDOT revises Section 1.5.2.1.1 in its entirety to read as follows: For base 22-seat configuration: Ramp Clearances. Approach angle shall be no less than 9 degrees. Breakover angle shall be no less than 8 degrees. Departure angle shall be no less than 7 degrees. For more than 22-seat configuration: Ramp Clearances. Approach angle shall be no less than 9 degrees. Breakover angle shall be no less than 8 degrees. Departure angle shall be no less than 6 degrees.
12	9	1.5.1.1.9	Specifications call for 76" minimum interior head room	Request approval of 75" minimum interior head room.	In response to this request, IDOT revises Section 1.5.1.1.9 in its entirety to read as follows: Interior Headroom: 75 inches, minimum
13	10	1.5.4.2	Floor plans "Set 4" option C 30 passenger	Same as #1 and #9 above. Request change to 28 passenger in lieu of 30 passenger as 30 is not obtainable.	In response to this request, IDOT revises Section 1.5.4.2, Set 4 in its entirety to read as follows: Set 4: Option C Vehicle Configuration with 28 seats and seven wheelchair/mobility aid locations.
14	13	2.1.4.2	Required performance data.	Request Altoona test report be accepted as meeting this requirement. Also there are no power train options. There is only one engine and transmission available from chassis manufacturer. Same as #6 above.	In response to this request, IDOT revises Section 2.1.4.2 in its entirety to read as follows: The Vendor shall supply all performance data as listed in the relevant Altoona Test Report for review by the Procuring Agency prior to production.
15	13	2.1.6.1	States access to engine compartment shall be provided by an inside locking release.	Request approval of OEM supplied hood release which is located in the drivers compartment but is not a locking release.	In response to this request, IDOT revises the last sentence of Section 2.1.6.1 to read as follows: Access to the engine compartment for inspection and service shall be provided by whichever hood/compartment release device supplied by the OEM as standard.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
					All other sentences in this section remain unchanged.
16	14	2.2.1.4	Specifications call for an OEM automated engine shut down system activated by either engine coolant over temperature or low oil pressure.	OEM for diesel engine does not offer any type of engine shutdown or derate system. It does have a high temperature gauge and light as well as low or high oil level gauge and light. Request that IDOT accept the systems the OEM has in place and eliminate the need to install aftermarket systems. As we are not aware of any aftermarket systems.	In response to this request, IDOT revises Section 2.2.1.4 in its entirety to read as follows: The vehicle shall be equipped with whichever automated engine protection system is provided from the OEM. Details of such system shall be provided with bid submittal as appropriate. Aftermarket engine protection systems shall not be allowed.
17	14	2.2.1.5	Specifications state fast idle system is to operate only when the transmission selector is in park or neutral position and the emergency brake is engage.	Fast idle system is design to activate without engaging the emergency brake. It is design to self-monitor the electrical draw and when it drops to a preset point, it will automatically activate and only when the transmission is in the park position. Request removal of requirement of emergency brake being set.	In response to this request, IDOT revises Section 2.2.1.5 in its entirety to read as follows: The vehicle shall be equipped with an engine fast idle control to be used primarily during stand-by periods. The engine fast idle control shall increase engine idle speed automatically to about 1,200 RPM. The fast idle selector shall be operative only when the transmission selector is in the park or neutral position. The control switch shall be interlocked so as to return the engine to normal idle RPM, automatically, when the service brake pedal is depressed.
18	14	2.2.1.5	Specifications state fast idle system to return to normal RPM , automatically when the transmission is put in gear.	Request change to return to normal idle speed when the service brake is depressed in lieu of when transmission is put in gear. This is how the fast idle system is designed to work.	See 2.2.1.5 above
19	15	2.2.2.3	Specification require a light and/or buzzer in driver area to alert driver of low coolant level	Not aware of a warning light and/or buzzer that indicates low coolant level that is available from the OEM chassis manufacturer or as aftermarket. OEM does provide a coolant temperate gauge. Request removal of this requirement.	In response to this request, IDOT revises Section 2.2.2.3 to delete the last two sentences and replace them with the following: A low coolant level indicator shall be provided only if available from the OEM.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
					All other sentences in this section remain unchanged.
20	18	2.4.3.1	Option E: Specifications call for OEM rear air suspension system	There is no OEM rear air suspension system available for the chassis used for this procurement. Only aftermarket and we do not recommend. Request removal of this option.	In response to this request, IDOT deletes Section 1.1.5-E as an option. In response to this request, IDOT deletes Option E of Section 2.4.3.1.
21	18	2.6.1	Specifications call for steering and suspension system be fitted with grease fittings.	The OEM chassis manufacturer does supply grease fitting for the systems they deem necessary. Request approval of grease fittings as supplied and located by the OEM chassis manufacturer.	In response to this request, IDOT revises Section 2.6.1 in its entirety to read as follows: All elements of steering and suspension systems requiring scheduled lubrication shall be provided with grease fittings as provided by the OEM.
22	19	2.9.1 G	Section calls for impact test of rubberized help bumper by using a yard tug.	Request acceptance of the use of an "impact sled" in lieu of "yard tug."	In response to this request, IDOT revises Section 2.9.1, Option G, to replace the term "yard tug" with "impact sled." All other wording in this section remains unchanged.
23	20	2.10.1	Specifications call for a minimum 59 gallon single fuel tank capacity.	Request a single fuel tank of 40 gallon capacity in lieu of 59 as specified be accepted The OEM chassis manufacturer does not offer anything lager than a single 40 gallon tank We can get an aux. tank at 26.5 gallons (provides total of 66.5 gallons dual tanks) that is mid ship but we do not recommend.	In response to this request, IDOT revises Section 2.10.1 to replace the words "minimum of 59 gallons in a single tank" with "minimum of 40 gallons in a single tank." All other wording in this section remains unchanged.
24	23	2.11.5.5	Specifications call for Non-OEM installed wiring to be color function and number coded.	Request that all non OEM wiring to be color, function and/or number coded.	In response to this request, IDOT revises Section 2.11.5.5 to replace the first sentence with the following: At a minimum, non-OEM insulated wiring shall be permanently color coded and function coded at 6-inch intervals (approximately) with no duplication of coding between functions.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
					All other sentences in this section remain unchanged.
25	23	2.11.5.6	Specifications call for all-weather, waterproof connectors to be used at the main body circuit breaker/fuse panel	The body circuit breaker/fuse panel is located on the inside of the bus above the driver's door. There is no need for weather/waterproof connectors to be used in this area. We do use a combination of molex quick disconnects and mechanical fasteners for hi-amp circuits. Request requirement of all weather/waterproof connectors at circuit/fuse panel be removed.	In response to this request, IDOT revises Section 2.11.5.6 to replace the second sentence with the following: Any non-OEM electrical connector added by the Vendor at the engine, transmission, or engine compartment; at any device exposed to weather; or at the main circuit breaker/fuse panel (unless that panel is inside the vehicle and above floor level) shall be an all-weather, waterproof environmental connector with minimum temperature rating of 257 degrees F. All other sentences in this section remain unchanged.
26	24	2.11.5.10	Specifications call for spare fuses to be contained in a fuse block with holder with one spare fuse of each amperage.	Request approval to delete requirement of fuse block with one each of every spare fuse amp used. IDOT has removed this in previous contracts and does not want issues with driver's trying to repair units or inserting wrong fuses.	In response to this request, IDOT revises Section 2.11.5.10 to delete the fifth sentence. (No requirement for spare fuses and holder)
27	25	2.11.8.2	Option I - calls for an OEM radio Am/FM/cassette, AM/FM/CD or CD/Cassette	Request this be modified to require an OEM AM/FM radio. First there are no am/fm/cassette radios anymore. The only option is for an AM/FM/CD radio but this requires an upgrade package that contains a lot of features not needed by IDOT and drives up the cost significantly.	In response to this request, IDOT revises Section 2.11.8.2 to replace the first sentence with the following: The vehicle shall be equipped with a standard-equipment OEM radio (AM-FM) mounted in the original OEM front instrument console location. All other sentences in this section remain unchanged.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
28	27	3.2.4.2	Specifications call for anti-corrosion treatment of body frame structure/assembly with a mil spec Zinc chromate or zinc phosphate prime paint	Request approval to use water based anti-corrosion prime paint that is a qualified Mil Spec material. Also Zinc chromate or Zinc phosphate prime paint is a carcinogen which is environmentally unsafe and not allowed for use in some states.	In response to this request, IDOT revises Section 3.2.4.2 to replace the fourth sentence with the following: Zinc chromate, zinc phosphate, or a comparable water-based anti corrosion prime paint with mil spec rating shall be applied to both aluminum and steel. All other sentences in this section remain unchanged.
29	29	3.2.5.6	Specifications request all vehicles be water tested for a minimum of 30 continuous minutes.	30 minute water test is excessive and not widely offered by manufacturers. Request approval of 15 minute water test which is more reasonable. A 15 minute test is sufficient time to detect any apparent leaks.	In response to this request, IDOT revises Section 3.2.5.6 to replace the second sentence with the following: The roof, windows, windshields, and all doors of all Vehicles shall be water tested for a minimum of 15 continuous minutes in order that leaks may be detected and corrected. All other sentences in this section remain unchanged.
30	31	3.2.9.1	This section specifies various types of heavy duty transit rub rails what will be accepted.	In addition to those specified, we request approval of an all-aluminum rub rail that is color coded to the vehicle. This is the same rub rail as currently used and accepted by IDOT on the LD and MD buses.	In response to this request, IDOT revises Section 3.2.9.1 to replace the last sentence with the following: As an alternative, an extruded aluminum section with an elastomeric rubrail insert or an aluminum rub rail that is color coded to the vehicle may be provided. All other sentences in this section remain unchanged.
31	31	3.2.10.1	This section describes drivers running board	We suggest and recommend that this be modified to require that driver's running board be a minimum of 12" deep and be self-draining diamond star pattern.	In response to this request, IDOT revises Section 3.2.10.1 to replace the first sentence with the following:

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
					For those vehicles with a driver's door, a 12 inch deep running board made of painted steel, stainless steel or aluminum with raised diamond star pattern shall be installed below the door to aid the driver in entering and exiting from the vehicle.
32	32	3.3.1.1	Section indicates 76" floor to ceiling distance	Request approval of 75" minimum	In response to this request, IDOT revises Section 3.3.1.1 in its entirety to read as follows: Headroom above the aisle and at the centerline of the left side aisle seats shall have a finished vehicle clear floor to ceiling headliner minimum distance of 75 inches. Headroom may be reduced at the rear air conditioning unit, if applicable, to no less than 64 inches within 18 inches of the rear wall. If the headroom is reduced, the air conditioning unit must be padded to protect the passengers and an ADA compliant sign and warning markers installed to alert passengers to the reduction in headroom.
33	32	3.3.1.1	This section makes note of allowable reduced rear head room for the rear air conditioning evaporator	Due to the size of the air conditioning required, the rear evaporator needs to be a larger size. This will result in a lower head clearance at front of evaporator. We request height be reduced to 64". It will be padded and have appropriate signage.	See 3.3.1.1 above
34	32	3.3.3.1	Section states that floor to be continuous flat plane except at the wheel housings.	Due to the floor configurations that IDOT request, the only way to correctly build these is with a raised flat floor in the passenger compartment. Request that the words "except at the wheel housings" be removed and replaced with "raised floor with no interior protruding wheel housings in the passenger compartment.	In response to this request, IDOT revises the second sentence of Section 3.3.3.1 to read as follows: The floor from the top step riser shall be a continuous flat plane raised floor with no interior protruding wheel housings in the passenger compartment. All other sentences in this section remain unchanged.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
35	33	3.3.3.3	This section spells out the older type rubber flooring consisting of 1/8" thick smooth under seats and 3/16" thick ribbed aisle.	Request removal of the old RCA type floor that adds unnecessary weight and that is not as slip resistant as the PVC type flooring. and go to black smooth PVC type floor covering that IDOT currently uses on other buses as the base floor covering. PVC/silicone carbide material with seams heat sealed to prevent water penetration. This would eliminate option "K" and option "L" would be option to go to a gray color.	In response to this request, IDOT revises Section 3.3.3.3 in its entirety to read as follows: 3.3.3.3. The Entire floor surface including threshold and aisle shall be covered with 2.2 mm smooth PVC/silicone material incorporating anti-skid surface properties with seams heat sealed to prevent water penetration.
36	34	3.3.4.1	Section calls for stepwell that is constructed of molded fiberglass, or one piece powder coated stainless steel.	Request approval galvanized stepwell that is corrosion resistant. This was previously approved and used by IDOT on other bus contracts.	In response to this request, IDOT revises the second sentence of Section 3.3.4.1 to read as follows: The stepwell shall be of modular design, one piece molded fiberglass, or one piece fabricated powder coated stainless steel or one piece fabricated galvanized steel to resist corrosion. All other sentences in this section remain unchanged.
37	34	3.3.4.2	This section calls for 3/16" ribbed step coverings.	With change as suggested under 3.3.3.3 above this section should be changed to read 2.2mm smooth in lieu of 3/16th ribbed. Option "M" can be eliminated.	In response to this request, Option "M" shall be eliminated. In response to this request, IDOT revises the first sentence of Section 3.3.4.2 to read as follows: Steps shall be covered with 2.2 mm smooth PVC/silicone material incorporating anti-skid surface properties in composition, appearance, and coloring as the interior floor covering. All other sentences in this section remain unchanged.
38	34	3.3.4.4	Section calls for thermostatically controlled step well heater system	Request stepwell heater that is switch activated (not automatic) with a timer to automatically shut off. This is currently being used on other IDOT buses.	In response to this request, IDOT revises the first sentence of Section 3.3.4.4 to read as follows: A switch activated electric grid stepwell system heater with timed automatic shut off shall be

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
					<p>provided to prevent the accumulation of snow, ice, and slush in the front entrance stepwell area.</p> <p>All other sentences in this section remain unchanged.</p>
39	35	3.3.5.2	Section calls for padded handrails with a cross-sectional diameter of between 1 1/4 inches and 1 1/2 inches.	Request padded handrail diameter be changed to 2 1/16 inch in lieu of 1 1/2 inches to 1 7/8 inches. This is typical size of padded hand rails.	<p>In response to this request, IDOT revises the third sentence of Section 3.3.5.2 to read as follows:</p> <p>Non-padded handrails shall have a cross-sectional diameter between 1-1/4 inches and 1-1/2 inches, padded handrails shall have a cross-sectional diameter of 2-1/6 inches, or shall provide an equivalent grasping surface, and have eased edges with corner radii of not less than 1/8 inch.</p> <p>All other sentences in this section remain unchanged.</p>
40	35	3.3.5.3	Section calls for modesty panels where provided shall be padded on the side facing passengers and covered with same type and color of material that covers the passenger seats.	Request approval that modesty panels be covered with vinyl material that harmonizes with interior color in lieu of same type and material that covers the seats. This is how other IDOT buses are built.	<p>In response to this request, IDOT revises the last sentence of Section 3.3.5.3 to read as follows:</p> <p>Where modesty panels are provided, they shall be padded on the side facing the passengers and covered with vinyl material that harmonizes with interior color.</p> <p>All other sentences in this section remain unchanged.</p>
41	36	3.3.6.1.2	Section calls for door hinges and pivot points to be maintenance free	Request approval of passenger door hinges that are glass filled self-lubricating and maintenance free. Currently used on IDOT buses.	<p>In response to this request, IDOT revises the first sentence of Section 3.3.6.1.2 to read as follows:</p> <p>All non-OEM door hinges added by the Vendor shall be gas filled, self-lubricating maintenance-free, or shall have bushings or bearings which are permanently lubricated or equipped with zerk type fittings for lubrication.</p> <p>All other sentences in this section remain unchanged.</p>

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42	37	3.3.6.3.2	Section calls for red "EXIT" signs to be provided on the interior of the vehicle at each emergency window location.	Request approval for signage that states "Emergency Exit" in lieu of "Exit" as specified in the specifications. Also suggest that same signage be installed on the exterior as well. Current IDOT buses have exterior signage but current specs do not apparently require them.	In response to this request, IDOT revises the seventh sentence of Section 3.3.6.3.2 to read as follows: Red "EMERGENCY EXIT" signs shall be provided on the interior and exterior side of each emergency exit window and at the rear emergency exit door. All other sentences in this section remain unchanged.
43	39	3.3.7.1	Section calls for single sliding window section that is 6 inches high and 10 inches wide.	Request approval of one sliding window with opening of 7"H x 7.75"W in lieu of 6"H x 10"W. This is the same size as currently used and approved by IDOT in other vehicles. See attached picture.	In response to this request, IDOT revises the second sentence of Section 3.3.7.1 to read as follows: The slider section shall be either no less than 6 inches high and 10 inches wide, or no less than 7 inches high and 7.75 inches wide. All other sentences in this section remain unchanged.
44	40	3.3.7.3	Section calls for emergency push out window instructions to be permanently marked on metal plates.	Request removal of emergency window instruction on metal plates and replaced with permanently marked/mounted decals on window glass as supplied by window manufacturers. No window manufacturer we are aware of use metal plates.	In response to this request, IDOT revises the fifth sentence of Section 3.3.7.3 to read as follows: Emergency push-out instructions shall be clearly and permanently marked and mounted as decals affixed to the window glass as supplied by window manufacturers. All other sentences in this section remain unchanged.
45	40	3.3.7.3	This is same as 3.3.6.3.2	Change same as 3.3.6.3.2 above.	See 3.3.6.3.2 above
46	40	3.3.7.6	This section makes reference to AS-Z-26-IA safety code for safety glass.	Request removal of this section as it is unknown what AS-Z-26-IA is or how it applies to buses. Standards motor vehicles must follow are those established by Federal Motor Vehicle Safety Standards (FMVSS). This would already be covered by 3.3.7.4.	In response to this request, IDOT deletes Section 3.3.7.6 in its entirety.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
47	41	3.3.9.3	Section states upper trim panels and interior ceiling panel shall be white.	Request approval of upper trim or ceiling panels that are either white or light grey in color. This will match what it says for colors in this section for lower panels below windows.	In response to this request, IDOT revises Section 3.3.9.3 in its entirety to read as follows: Interior lower side panels below the windows shall be either white or a medium to light gray. Upper trim panels and interior ceiling panel shall be either white or a medium to light gray.
48	41	3.3.9.6	This section is not in the specifications See note to right.	In previous bids in this section of the bid, there was a requirement for a large nose cone storage compartment. Do not see anything in this bid calling for this feature.. Suggest it be added here.	In response to this request, IDOT adds a new Section 3.3.9.6 to read as follows: A storage compartment shall be fitted inside the bus above the windshield area running as wide as possible. Access to the compartment shall be through a top-hinged door fitted with hold-open device(s) and latch.
49	42	3.3.10.1.2	This section calls for seat belts that are "traveling style retractors".	Request approval for removal of traveling style retractors as they are no longer available and simply require under seat retractor seat belts shall be provided. . This would also eliminate the need for "OPTION P."	In response to this request, IDOT revises the first sentence of Section 3.3.10.1.2 to read as follows: All passenger seats shall be equipped with certified seat belts with retractors hidden under the seat for all seated positions. In response to this request, IDOT deletes Option P of this Section. All other sentences in this section remain unchanged.
50	42	3.3.10.1.4	Section states fold a way seats when in a stored position shall extend a maximum of 11.5" from wall.	Request maximum distance of 12" in lieu of 11.5" from wall when seat is stowed.	In response to this request, IDOT revises the fourth sentence of Section 3.3.10.1.4 to read as follows: Seat assembly when in the stored position shall extend a maximum of 12 inches from the wall measured at the floor. All other sentences in this section remain unchanged.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
51	43	3.3.10.3.2	Section states driver seat belt/retractor shall be fastened to the seat support framing	Request first sentence in this section be removed as the seat belt/retractor are not fastened to the seat frame but is attached to the "B" pillar" behind the driver's entrance door.	In response to this request, IDOT revises the first sentence of Section 3.3.10.3.2 to read as follows: Seat belt/retractors shall be fastened in such a way as to allow the seat to be adjusted by the driver without resetting the seat belt. All other sentences in this section remain unchanged.
52	43	3.3.10.3.3	Option Q- is calling for a self contained air suspension seat.	Option "Q". There is no air ride seat designed or approved for use with the Ford F550 chassis seat base. Request deletion of this option.	In response to this request, IDOT deletes Section 3.3.10.3.3, Option Q, in its entirety.
53	43	3.3.10.4.1	Section states that all passenger seats shall be cantilevered type.	Due to the various floor plan configurations required, there are some configurations that do not require that all seat be fold a way type. Suggest this be modified to state that "all seats located within a wheelchair occupancy space shall be cantilevered type foldaways. For seats that will not be in a wheelchair securement location, they can be a fixed style mid high back seat."	In response to this request, IDOT revises the first sentence of Section 3.3.10.4.1 to read as follows: All seats located within a wheelchair occupancy space shall be cantilevered type foldaway seats conforming to FMVSS 210. Seats not fitted in a wheelchair securement location can fixed style, mid-high back seats. All other sentences in this section remain unchanged.
54	44	3.3.10.4.2	Section states seat color shall; be light grey in color.	Freedman has changed seat colors. Level 4 Repel no longer available in light grey . It is a darker grey color. Please change to accept seat coverings in a dark grey color.	In response to this request, IDOT revises the first sentence, second paragraph of Section 3.3.10.4.2 to read as follows: Seat upholstery color shall be a grey color to harmonize with the interior color scheme of the vehicle, and shall be of sufficient contrast to that of the floor to provide for depth perception by visually impaired passengers. All other sentences in this section remain unchanged.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
55	44	3.3.10.4.2	Section states "Seat bottoms and backs shall be matching color and pattern."	This is not possible as the cushions and backs are different materials per IDOTS requirements. Request this sentence be removed.	In response to this request, IDOT deletes the second sentence, second paragraph of Section 3.3.10.4.2. All other sentences in this section remain unchanged.
56	44	3.3.10.4.4	Section calls of molded yellow vinyl padded grab rails	Request approval of self-skinning molded foam in lieu of "integrally molded vinyl" grab handles.	In response to this request, IDOT revises the first sentence of Section 3.3.10.4.4 to read as follows: Integrally molded yellow vinyl padded or self-skinning molded foam grab handles shall be provided individually on each seat back or across the top of the back of all forward facing seating positions, except the rearmost position. All other sentences in this section remain unchanged.
57	44	3.3.10.5.1	Section calls for 24 inch belt extenders.	24" belt extensions are no longer available. Request this be changed to 12" extenders as these are the only size available.	In response to this request, IDOT revises the second sentence of Section 3.3.10.5.1 to read as follows: Two (2) 12 inch extension belts shall be provided to accommodate passengers requiring additional belt length. All other sentences in this section remain unchanged.
58	47	3.3.11.1.1	Section calls for minimum of 20 diodes per light.	Please accept 15 diode lights in lieu of 20 diode lights. Lights will meet the illumination criteria as specified and are the same as ones currently used in other IDOT vehicles.	In response to this request, IDOT revises the first sentence of Section 3.3.11.1.1 to read as follows: A transit grade LED overhead lighting system with sufficient diodes per light shall be provided in the passenger compartment area to meet the illumination performance requirements of this Section. All other sentences in this section remain unchanged.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
59	48	3.3.11.1.2	Section states that lenses shall be sealed but easily opened for cleaning and service.	The LED light fixtures are sealed but cannot be opened. They are not a serviceable type light. Request the words "but shall be easily opened for cleaning and servicing of fixture components" be removed.	In response to this request, IDOT revises the sixth sentence of Section 3.3.11.1.2 to read as follows: The fixtures and lenses shall be sealed to prevent entrance and accumulation of dust and insects. All other sentences in this section remain unchanged.
60	48	3.3.11.1.2	Specifications call for interior lights to operate through a separate driver controlled dash switch only when engine switch is in the "ON" or "Accessories" position	Request approval of interior light to illuminate with engine switch in the "ON" position and door is opened or with engine switch "ON" driver controlled switch "ON" with doors closed. Nothing is tied to accessories position of the ignition. This design function is the same as IDOT currently has on their buses.	In response to this request, IDOT revises the seventh sentence of Section 3.3.11.1.2 to read as follows: Interior lighting shall be operable through a separate driver-controlled, dash panel-mounted switch. Lights shall illuminate through that switch under the following conditions: 1) with engine switch in the "ON" position and door opened; or 2) with engine switch in the "ON" position and door closed. All other sentences in this section remain unchanged.
61	48	3.3.11.2.1	Specifications call for stepwell and curb lights to activate only when the ignition is in the "On" or "Accessories" position and with door opened	Request approval for stepwell lights to illuminate only when ignition switch is in the "ON" position, driver's controlled stepwell light switch is activated and door is open. This is the way current IDOT buses work and has been approved by IDOT.	In response to this request, IDOT revises the first sentence, second paragraph of Section 3.3.11.2.1 to read as follows: The stepwell and curb light(s) shall activate only when the ignition switch is in the "ON" position, driver's controlled stepwell light switch is activated and the front entrance door is open. All other sentences in this section remain unchanged.
62	49	3.3.12.3	Section (b) has engine shut down control	Please remove (b) as a shutdown system is not available See 2.2.1.4 above	In response to this request, IDOT deletes part (b) Engine shutdown system control from Section 3.3.12.3

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
					All other portions of this section remain unchanged. (Also see 2.2.1.4 above)
63	50	3.3.13.4	Section (e) addresses shut down control again	Please remove (e) as shut down system is not available Same request as 3.3.12.3 above.	In response to this request, IDOT deletes part (e) Engine shutdown system from Section 3.3.13.4 All other portions of this section remain unchanged. (Also see 3.3.12.3 above)
64	50	3.3.13.5	Section addresses buzzer system to alert driver of keys left in ignition or parking or headlights left on	Request adding the following words to the end of first sentence "and when driver door is opened". Opening the driver's door is what activates the buzzers.	In response to this request, IDOT revises the first sentence of Section 3.3.13.5 to read as follows: The vehicle shall also be equipped with: <ol style="list-style-type: none"> 1) an audible buzzer tone indicating key left in ignition switch when engine is not running and driver door is opened, and 2) an audible bell tone indicating parking lights or headlights left on when key is removed from ignition switch and driver door is opened. All other sentences in this section remain unchanged.
65	51	3.3.14.1.2	This section references a fuel fired auxiliary heater	Request that requirement of fuel fired heater only be applicable to the diesel engine and not the gas engine. Please modify to indicate it only applies to diesel engine.	In response to this request, IDOT revises the second sentence of Section 3.3.14.1.2 to read as follows: Vehicles fitted with a diesel engine shall also be equipped with a fuel-fired auxiliary hot water (coolant) heating system with a minimum 17,000 BTU/hr. rating and an in-line heater booster pump, automatically activated by the heater switch to improve heating. All other sentences in this section remain unchanged.
66	51	3.3.14.1.2	Specifications call for rear heaters to be located under the seats	Request approval for heaters that are either floor and/or wall mounted. Based on various floor plans and seat types	In response to this request, IDOT revises the second sentence, second paragraph of Section 3.3.14.1.2 to read as follows:

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				there may not be space for just floor heaters.	Two high-capacity rear hot water heaters, with a combined output of 70,000 BTU/hr. minimum, shall be located at the rear area of the vehicle under the passenger seats and/or wall mounted as long as they do not restrict passenger movement. All other sentences in this section remain unchanged.
67	52	3.3.14.1.3	Specifications state the rear air conditioning system can use the OEM compressor	Suggest that this is modified to require an engine driven dual compressor system with the OEM dash air conditioning on the OEM chassis compressor and the second compressor for the rear air conditioning system	In response to this request, IDOT revises the second paragraph of Section 3.3.14.1.3 to read as follows: The vehicle shall be equipped with a dual air conditioning system consisting of independently controlled and operated high-output rear-located air conditioning system in addition to the OEM dash air conditioning system. The system shall have two compressors where the OEM chassis compressor is used for the front dashboard area, and the second compressor is used for the rear air conditioning system. Each air conditioning system shall be separately operable from the driver's seat position, subject to approval by the Procuring Agency prior to production. All other sentences in this section remain unchanged.
68	53	3.3.14.3.4	Specifications call for refrigeration and heater supply lines that enter the passenger compartment to be aluminum or steel etc.	Request approval refrigeration and heater supply lines entering passenger compartment that are flexible in lieu of aluminum or steel which are rigid lines. Due to flex in bus chassis and body, lines must be flexible.	In response to this request, IDOT revises the last sentence of the first paragraph of Section 3.3.14.3.4 to read as follows: All refrigeration and heater supply lines that enter the passenger compartment must be properly secured and protected to prevent chaffing, harmonizes with the interior, and prevent injury to passengers in the event of a line failure. All other sentences in this section remain unchanged.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
69	54	3.3.14.5	Option V: Calls for air purification system.	Request removal of this option as there is nothing available like this for bus application.	In response to this request, IDOT deletes Section 3.3.14.5, Option V
70	54	3.3.16.1	Specifications call for sun visors for both the driver's side of the windshield and side window.	The way written it appears there are two separate visors required. Request approval of one OEM visor that swivels and can be used for windshield or side window.	In response to this request, IDOT revises the first sentence of Section 3.3.16.1 to read as follows: A pivoting and adjustable (OEM if applicable) sun visor shall be provided to shield the driver's side of the windshield and side window. All other sentences in this section remain unchanged.
71	56	3.3.21.2	Option W: This option calls for a passenger signal system that includes an activation system that is provided at each wheelchair position.	There needs to be a separate option for wheelchair position signal system. There are numerous floor plans and wheelchair location configurations. So it is hard to determine how many may be needed. So an separate option for "Price per wheelchair location" makes more sense.	In response to this request, IDOT revises "All options shall be priced separately in the bid" at the end of Section 3.3.21.2 to read as follows: This option, like the others shall be priced separately in the bid. In this case, however, there shall two option prices provided: <ol style="list-style-type: none"> 1) One option price that reflects the Inside Signal System without activation systems for any of the wheelchair positions, and 2) A separately option price for <u>each</u> wheelchair position activation system. All other sentences in this section remain unchanged.
72	56	3.3.22.5	States that power switch for the PA system shall be located on the dash.	Request approval of power switch for PA that is either mounted on the dash or the PA power box.	In response to this request, IDOT revises the first sentence of Section 3.3.22.5 to read as follows: Power switch shall be mounted on instrument panel or the PA box accessible to driver while seated. All other sentences in this section remain unchanged.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
73	57	3.3.22.8	Option Y: This section calls for interior luggage rack as well as documentation at bid time detailing location, installation and dimensions	It was discussed at Pre-bid that this option should be removed. It is too complicated to try and price out or document. There are numerous sizes available with different types of features as well as numerous locations where they could installed. It also will change the seating capacity based on location and size desired. Suggest that for any agency that may want a rack, that the details and pricing be worked on a one on one basis with the operating agency and delete this option from the bid.	In response to this request, IDOT deletes Section 3.3.22.8, Option Y
74	57	3.4.1.3	Specifications call for side signal lamps to be approximately 48 inches above ground.	We request that this be changed to approximately 32 inch minimum from ground.	In response to this request, IDOT revises the first sentence of Section 3.4.1.3 to read as follows: One (1) side signal lamp shall be installed on each side, either immediately behind entrance door and driver's window or forward of the rear wheel wells, in compliance with all federal and state requirements. All other sentences in this section remain unchanged.
75	58	3.4.1.10	Option AA: Requires a back up camera with a 130-degree field of view	Request camera with a 120-degree field of view in lieu of 130-degree.	In response to this request, IDOT revises the second sentence of Section 3.4.1.10 to read as follows: The system shall include a color LCD monitor with minimum five-inch screen, water-resistant color camera with minimum 120-degree field of view. All other sentences in this section remain unchanged.

NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
76	59	3.4.4.1 [3.4.3.1]	This section describes the IDOT FTA lettering to go on both sides of the buses	This is the old style lettering. IDOT has designed a new CVP decal that is located in one location on the back of the vehicles. Suggest this section be changed to reflect the new type decal and location.	In response to this request, IDOT revises Section 3.4.3.1 to read as follows: All exterior decals shall be black or white, depending upon location, elastomeric, pigmented film, die-cut, pre-spaced, with pressure sensitive adhesive. In addition to those markings specified elsewhere in these technical specifications, the decal (shown separately below) shall be provided on both sides of the vehicle. Final layout, size and location are subject to Procuring Agency approval prior to production.
77	59	3.4.4.1	Option BB: This section calls for roller type destination signs option	We recommend changing this to an electronic destination sign in lieu of the out dated roller type signs. Roller signs are not widely used any more and have some ordering restrictions that can create issues. We suggest the following specifications verbiage: "As an option, destination and route signs shall be installed on the front and boarding side of the vehicles.. The signs shall be electronic type that have high intensity LED's with automatic brightness adjustments. Programming of the signs shall be web base programmable with USB port(s) and meet ADA-compliant fonts".	In response to this request, IDOT revises Section 3.4.4.1 to read as follows: As an option, destination and route signs shall be installed on the front and boarding side of the vehicle. The signs shall be electronic type with high intensity LEDs with automatic brightness adjustments. Programming of the signs shall be web base programmable with USB port(s). In response to this request, IDOT deletes Section 3.4.4.2 All other subsections in this section remain unchanged.
78	63	4.1.17	This section sets forth various manuals required that are to be supplied with each vehicle as well as the RMC	Some of the manuals described in this section are not available and others are not typical to supply. Request this section be modified to state the following. "These manuals are to be supplied with each vehicle as well as one set to each RMC location. 1. OEM chassis operators manual;	In response to this request, IDOT revises Section 4.1.17 to read as follows: The Vendor shall provide the following manuals with each vehicle as well as one set to each RMC location. 1. OEM chassis operators manual; 2. Wheelchair lift operators and maintenance manual. 3. Body manufacturers operators, service, and as

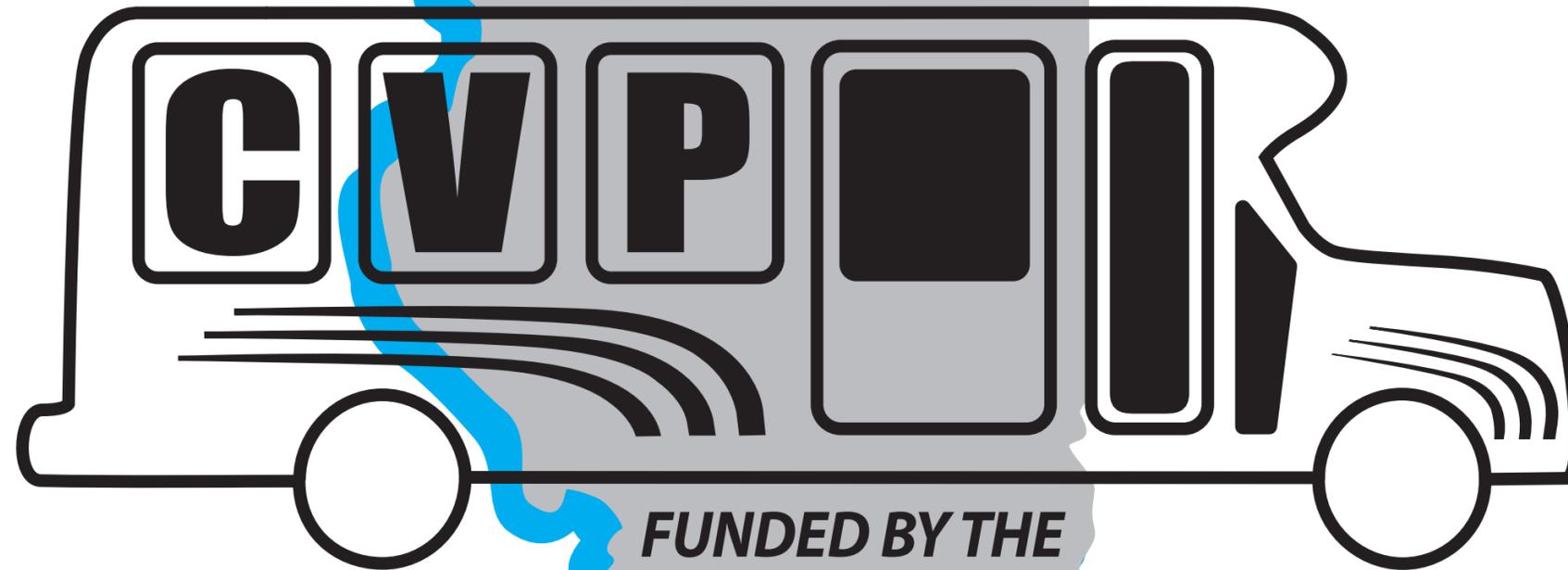
NUMBER	PAGE	SECTION	SPECIFICATION	REQUEST	IDOT RESPONSE
				<p>2. Wheelchair lift operators and maintenance manual.</p> <p>3. Body manufacturers operators, service, and as built parts and electrical manuals. Manuals can be either paper or electronic versions"</p> <p>OEM chassis parts manuals as specified are no longer available. There are OEM service manuals and electrical manuals available but they have a price and in many cases agencies getting these units have no use for them as they do not do service. In past <i>these</i> OEM chassis manuals have not been required or supplied.</p>	<p>built parts and electrical manuals.</p> <p>Manuals can be either paper or electronic version. All technical documentation including wiring schematics provided shall be based on the exact vehicles and equipment exactly as built for the Procuring Agency. Technical documentation that depicts vehicles and equipment not representative of those delivered to the Procuring Agency is not acceptable. Information on items such as voltage regulator, governors, engine tune-up data, and other pertinent data shall be furnished to allow time to prepare service and inspection forms for initial vehicle inspection upon delivery.</p>

**Illinois Department of Transportation (IDOT)
IFB REFERENCE NO, 2014-D1-0001
SUPER MEDIUM DUTY PARATRANSIT VEHICLES**

Additional Changes to Specification

Section 2.11.4.3 shall be deleted from the specification (there shall not be a requirement for a manual main electrical power disconnect switch).

**THIS VEHICLE WAS PURCHASED WITH FUNDS THROUGH THE
ILLINOIS CONSOLIDATED VEHICLE PROCUREMENT PROGRAM**



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