



*Florida Department of Transportation
District 5*

**DESIGN/BUILD AND MAINTAIN
REQUEST FOR PROPOSAL**

For

Central Florida Commuter Rail Transit
Civil, Systems, and Track Work
Volusia, Seminole and Orange Counties, Florida

**Financial Projects Number(s): 412994-4-52-01
Federal Aid Project Number(s): TBD
Contract Number: E-5L71**

Table of Contents

I.	Introduction.....	1
A.	Design/Build and Maintain Responsibility	12
B.	Department Responsibility	12
II.	Schedule of Events.	12
III.	Threshold Requirements	13
A.	Qualifications.....	13
B.	Joint Venture Firm	13
C.	Price Proposal Guarantee.....	14
D.	Pre-Bid Meeting.....	14
E.	Question and Answer Session.....	15
F.	Protest Rights.....	15
G.	Non-Responsive Proposals	16
H.	Waiver of Irregularities.....	17
I.	Modification or Withdrawal of Proposal	17
J.	Department's Responsibilities	17
K.	Design/Build and Maintain Contract	18
IV.	Disadvantaged Business Enterprise (DBE) Program.....	20
A.	DBE Availability Goal Percentage:.....	20
B.	Anticipated DBE Participation Statement:	20
C.	Equal Opportunity Reporting System:.....	20
D.	DBE Supportive Services Providers:.....	21
E.	DBE Affirmative Action Plan:	21
F.	Bidders Opportunity List:	21
V.	PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.....	21
A.	Governing Regulations:	21
B.	Innovative Aspects:.....	24
C.	Railway and Roadway Plans:	24
D.	Drainage Plans:	25
E.	Structures Plans:	25
F.	Noise Wall Plans: N/A.....	25
G.	Signing and Marking Plans:.....	25
H.	Traffic Signalization Plans:	25
I.	ITS Plans:.....	26
J.	Landscape Plans: N/A.....	26
K.	Lighting Plans:	26
L.	Geotechnical Services:.....	26

M.	Environmental Permits:	29
N.	Coordination with Railroad Operations:	30
O.	Survey:	32
P.	Verification of Existing Conditions:	32
Q.	Submittals:	32
R.	Contract Duration:	35
S.	Project Schedule:	35
T.	Key Personnel/Staffing:	37
U.	Meetings and Progress Reporting:	37
V.	Public Involvement:	38
W.	Quality Management Plan (QMP):	39
X.	Liaison Office:	41
Y.	Schedule of Values:	41
Z.	Computer Automation:	42
AA.	Construction Engineering and Inspection:	42
BB.	Testing:	42
CC.	Design/Build Firm Warranty:	44
DD.	Adjoining Construction Projects:	44
EE.	Design Clarification, Conflict Resolution, and Issue Escalation:	44
FF.	Construction/Maintenance Clarification, Conflict Resolution, and Issue Escalation:	45
GG.	Incorporation of Federal Transit Administration (FTA) Terms:	45
HH.	No Excuse Bonuses, Incentives, and Disincentives:	46
VI.	Design, Construction and Maintenance Criteria	47
A.	General:	47
B.	Utility Coordination	49
C.	Railroad and Roadway Plans:	50
D.	Geometrics:	52
E.	Design Documentation, Computations and Quantities:	52
F.	Structure Plans:	53
G.	Specifications:	55
H.	Shop Drawings:	56
I.	Sequence of Construction:	56
J.	Stormwater Pollution Prevention Plans (SWPPP)	57
K.	Traffic Control Plan:	57
L.	Environmental Services/Permits/Mitigation:	60
M.	Signing and Pavement Marking Plans:	61
N.	Traffic Signalization Plans:	61
O.	ITS Plans:	61
P.	Lighting Plans:	63
Q.	Track Work Plans:	63
R.	Grade Crossing Plans:	66
S.	Station Platform Plans:	80
T.	Railroad Signal System Plans:	81

U.	Communications System Plans:.....	83
V.	Vehicle Storage and Maintenance Facility and Operations Control Center Plans:	84
W.	Maintenance Services:	86
X.	Materials to be Provided by the Department:	86
Y.	Safety, Security and Availability Requirements:.....	87
VII.	Technical Proposal Requirements.....	87
A.	General:.....	87
B.	Submittal Requirements:.....	88
C.	Evaluation Criteria:.....	92
D.	Final Selection Formula:.....	93
E.	Final Selection Process:	94
VIII.	BID PROPOSAL REQUIREMENTS.....	95
A.	Bid Price Proposal:	95
IX.	ATTACHMENTS	

The following attachments listed in the table of contents are by this reference hereby incorporated into and made a part of this RFP as though fully set forth herein.

- Specifications: Division I General Requirements and Covenants (Updated document provided with Addendum No. 11
- Certifications Requirements for Procurement of Steel, Iron or Manufactured Products
- Required Contract Provisions for Federal Transit Administration Federal-Aid Construction Contracts
- Maintenance of Way Requirements (Updated document provided with Addendum No. 11)
- Safety, Security and Availability Requirements
- Safety and Security Management Plan for the Central Florida Commuter Rail Transit (Updated document provided with Addendum No.11
- Safety and Security Certification Plan for the Central Florida Commuter Rail Transit
- Central Florida Commuter Rail Transit Conveyance Val Maps
- Environmental Resource Permit Application, Requests for Additional Information and Permit (Updated documents provided with Addendum No. 11)
- Design Criteria (Updated document provided with Addendum No. 11)
- Environmental Assessment/Finding Of No Significant Impact (Updated documents provided with Addendum No. 11)
- Transition Agreement (between FDOT and CSX Transportation, Inc.)
- Central Florida Operations and Maintenance Agreement (CFOMA) (between FDOT and CSX Transportation, Inc.)
- Contract of Sale (between FDOT and CSX Transportation, Inc.)
- Agreement between Amtrak and CSX Transportation, Inc.

Agreement between Conrad Yelvington and CSX Transportation, Inc.
Agreement between Florida Central Railroad and CSX Transportation, Inc.
Amtrak Memorandum of Understanding
CSX Contractors Handbook (containing CSX Transportation Roadway Safety Rules)
CSX Transportation Operating Rules
Station Drawings (Updated documents provided with Addendum No. 11
Department of Labor Certification (FL-03-0323 and FL-03-0324)
Dam Safety Plan
Signal Route and Aspect Chart Drawings (dated October 8, 2008)

X. OTHER DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of the RFP, these documents are provided for general information only. They are not being incorporated into and are not being made part of the RFP, the Contract Documents or any other document that is connected or related to this project except as otherwise specifically stated therein. Nothing contained in these documents shall be construed as a representation of any field condition or of any state of facts upon which the Design/Build Firm can rely in performing under the Contract. All information contained in these documents must be verified by a proper factual investigation and no claims for damages, time, or any other impacts may be based on these documents

Geotechnical Data
Drainage Report
Concept Plans
Field Inspection Findings for Track
Field Inspection Findings for Signals
Field Inspection Findings for Bridges
Survey Data (Updated Boundary Surveys provided with Addendum No. 11)
Utility Location Data
Track Geometry Car Readout, 2007
Signal and Track Chart (Updated document provided with Addendum No. 11)
Contamination Data (Phase II and Arsenic Evaluation Only, Phase I available upon request)
(Updated information provided with Addendum No. 11)
CFCRT Photo Log
CFCRT Value Engineering Study Report
Diagnostic Field Review Sheets
Safety Integration Plan
Additional Third Party Agreements
Health and Safety Considerations

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive Proposals from shortlisted Proposers for the design and construction of the Initial Operating Segment (IOS) of a new Central Florida Commuter Rail System. The Design/Build Firm shall also provide railway maintenance services for the existing and newly acquired Central Florida Commuter Rail Corridor for the period from the start of the maintenance services until final acceptance of the project by the Department. The design and construction work includes all design, engineering, construction, testing, and commissioning completed as required for approximately 32 miles of commuter rail service between Ft. Florida Road and Sand Lake Road on the existing CSXT A-Line rail right-of-way. The railway maintenance services includes all right-of-way, track, bridges, structures, signals, communications and highway-rail grade crossing inspection and maintenance for the entire approximately 62-mile corridor from DeLand, Florida to Poinciana Industrial Park in Osceola County, Florida for the period from start of the maintenance services until final acceptance by the Department of this project per Section 5-11 of the Specifications.

The Department has set a maximum bid price of \$156,000,000.00 for this project. Each Design/Build Firm is to develop design approaches with corresponding schedules that maximize the amount of scope in the RFP and that can be designed and built and meets the maintenance services requirements as specified herein without exceeding this maximum bid price. The scope may be modified by a Proposer to meet this maximum bid price. A scope change is defined as physical items actually altered from the RFP and all scope changes shall be shared with the other Design/Build Firms. The competition is on project scope, qualifications, quality, innovation, schedule and costs (not to exceed the maximum bid price). If this maximum bid price is exceeded, the Design/Build Firm Proposal shall be non-responsive.

Any changes to requirements of the RFP by a Design/Build Firm, whether a design variance change or an innovative concept, must be approved by the Department prior to the Information Cut-off Date (see Section II, Schedule of Events). Design variance changes will be shared with other Design/Build Firms upon approval. Innovative concepts, however, will not be shared with other Design/Build Firms. An innovative concept or idea would be a Design/Build Firm's means and methods in constructing the project and not part of approved variance changes to the RFP. For this project, the Department considers the following to be requirements of the project that are not to be changed by the Design/Build Firms and for which no variance will be granted:

- Provide all construction entirely within the limits of the right-of-way owned by the Department or other public rights-of-way,
- Provide the double tracking within the limits specified within this RFP,
- Provide the permitted highway and pedestrian grade crossings as specified within this RFP,
- Provide the traffic signal improvements as specified within this RFP,
- Provide the railroad wayside, rail and grade crossings signal systems as specified within this RFP,
- Provide the communications systems as specified within this RFP,
- Provide the station platforms at the specific locations shown within the Station Drawings within the milestone dates as specified within this RFP,
- Provide the Vehicle Storage and Maintenance Facility and Operations Control Center as outlined in this RFP,
- Meet all Department criteria for maintenance of highway vehicle and rail traffic and traffic restrictions,
- Meet all curfews, lane closures, track closures, and any other disruptions to train or highway vehicle traffic as outlined in this RFP,

- Comply with the terms of all agreements between the Department, CSX Transportation, Conrad Yelvington, Florida Central Railroad, and Amtrak, and
- Provide railway maintenance services as specified within this RFP.

Description of Design and Maintenance Mobilization Phase and Construction and Maintenance Phase

The project includes final design and construction in every detail required for all the track, signal, communications systems, civil, roadway, and structural work required for a fully functional commuter rail system on the approximately 32-mile IOS and railway engineering, inspection and maintenance services for the entire 62-mile corridor. Work includes replacement of approximately 100 feet of the existing wood-trestle railroad bridge at the north approach to the moveable span over the St. Johns River. Also included are the design and construction of a Vehicle Storage and Maintenance Facility and an Operations Control Center located on a property in Rand Yard in Sanford, and partial construction of station platforms for twelve stations, that will be finished under separate concurrent Design/Bid/Build Contracts. The design and maintenance mobilization services phase will be initiated pursuant to a single Notice to Proceed, with any construction work or maintenance services to be initiated under separate and distinct Notice to Proceed(s) thereafter, as may be determined by the Department.

Track Work

The track work includes new track construction adjacent to approximately 18 miles of existing single mainline track in five sections as follows:

- A section from Fort Florida Road to north of the St. Johns River timber trestle bridge,
- A section south of St. Johns River to the existing Rand Yard,
- A section from McCracken Road to north of George Avenue,
- A section from one mile south of SR 434 to north of Sybelia Avenue, and
- A section from the Orlando Amtrak station to the Taft Yard.

Approximately two (2) miles of existing single track across the St. Johns River and through the City of Maitland from north of Sybelia Avenue to north of Denning Drive will remain single track.

Track upgrades will be required at the following locations:

- The existing siding at Longwood,
- The most easterly yard track in Kaley Yard to a third mainline track
- The existing portion of the Sanford siding and Rand Yard track that becomes a mainline track,
- The existing portion of the Taft Yard siding that becomes a mainline track,
- Addition of handthrow universal crossover at the south end of Rand Yard and,
- Replacement or addition of turnouts and crossovers at signal control locations.

Track realignments are required at industry and siding track turnouts, depending on the final design, and at the following locations:

- North of the Lake Mary station to accommodate second track,
- North of Country Club Road,
- North of CR 427 to accommodate second track,

- Prairie Lake Cove to Ballard Street to accommodate second track,
- Merritt Street to Leonard Street
- Existing Winter Park and Orlando Amtrak stations for center platform removal, and
- At the Sand Lake Road station to provide a third track for storage.

Track work is required for the new Vehicle Storage and Maintenance Facility to be located at the existing Rand Yard. Property required for the facility will be acquired by the Department. The Design/Build Firm is responsible for the final design and track configuration required for the new VSMF. A Concept Plan for the track layout and facility concept is included in this RFP. Track work includes all track removal, track upgrades, track realignments, and new track construction required for the new VSMF and its entrances from the mainline. These tracks shall be designed and constructed in accordance with the Design Criteria. Details of the track work are provided in Section VI.Q of this RFP.

Highway and Pedestrian Grade Crossings

Within the IOS there are 96 highway-rail grade crossings, 42 of which are in the new second track construction sections. There are 13 new pedestrian crossings as identified in Section VI.R of this RFP. Work at the crossings may include improvements to roadway surfaces (i.e., new asphalt pavement, milling and resurfacing, etc.), drainage, pedestrian and ADA crossing improvements (sidewalk upgrades, detectable warning surfaces, etc.), vehicular traffic signal modification, upgrades and modifications to crossing/warning devices, potential utility relocations, removal of obstructions, installation of new crossing surface materials (including pre-cast concrete panels at designated locations), and upgrades to track circuits and train detection to constant warning time devices (at designated locations) and event recorders. The minimum required improvements at each crossing location are provided in Section VI.R of this RFP.

Drainage work includes all work required to comply with the permit requirements for water quality and quantity. Stormwater management facilities must be located within the right-of-way owned by the Department and as defined in this RFP.

Railway Signal Systems

The railway signal system work includes the design, fabrication, installation, testing, commissioning and cutover of a new wayside Traffic Control System signal system and installation of new wayside equipment along the 32-mile miles of the IOS, including 14 control points (including 2 control points provided by CSXT at the entry and exit points of the CFCRT Corridor) and upgrades to the existing grade crossing warning system (vehicular and pedestrian).

The CSX Transportation, Inc. Dispatching Services Agreement (Appendix C of the Transition Agreement included as an Attachment to this RFP) does not support any physical signal system changes in the field; however, the Design/Build Firm may request that CSX Transportation, Inc. perform software/database changes during the period prior to the Department's Operations Control Center being in service. The Design/Build Firm shall be responsible for all delays and costs of such changes. The Design/Build Firm shall be aware that a minimum of 90 days of advance notice to CSX Transportation, Inc. and the Department to accommodate any physical signal system changes in the field is required for the existing signal system.

The wayside signal system will be constructed for the approximately 32-mile IOS from Fort Florida Road at MP 761.81 to Sand Lake Road at MP 796.63; however, it will interface with the dispatch system that extends from MP 749.7 to MP 813.82. The wayside signal system will include all new wayside signals, microprocessor-based control points, coded track and electric locks in addition to interfacing with the existing CSX Transportation, Inc. signal system. The wayside signal system shall be a Traffic Control System consisting of bi-directional signaling. Block layout shall support a maximum 79 mph passenger train operation and a maximum 60 mph freight train operation (except where a lower Maximum Authorized Speed is designated). Intermediate signals shall operate on electronic-coded track circuits. Solid-State microprocessor-based systems will be used for new control points and control points shall use typical DC track circuits within the control point. Control points shall use data-radio for communication between the control point and the Operations Control Center. The wayside signal system shall provide protection for all hand throw switches to prevent unauthorized access until expiration of a predetermined time interval.

The grade crossing warning system shall be an upgrade of the existing system consisting of the individual warning devices located at each highway and pedestrian crossing. Upgrades to the crossing warning systems include new houses and crossing warning devices as well as relocating existing warning devices and wiring new equipment into existing houses. The grade crossing signal system shall incorporate constant warning time devices at designated locations. Selected grade crossings will be tied into the interlockings and/or the existing vehicular traffic signals. The grade crossing signal system shall incorporate all highway and pedestrian grade crossings. Details of the grade crossing warning system are provided in Section VI.T of this RFP.

Communications Systems

The communications systems work includes design, fabrication, construction, testing, and commissioning of all communications systems required for train dispatching, operations, and maintenance of the 62-mile CFCRT corridor. This includes a Traffic Control System, an Operations Control Center, and all systems integration, testing, commissioning and startup required for a fully functional commuter rail system in the IOS. Provisions for passenger-information systems (public address system, variable message systems and closed circuit television (CCTV) system) shall be provided for in the Operations Control Center. The installation of the station devices will be completed by a separate Design/Bid/Build Contractor. Details of the communication system requirements are provided in Section VI.U of this RFP.

Structures

Structural work includes the replacement of approximately 100 feet of timber trestle section of the railroad bridge over the St. Johns River. The timber trestle is located north of the existing moveable span. The bridge replacement will require new foundations, substructure and superstructure. Timber is not an acceptable material for the new bridge construction. The Design/Build Firm will be responsible for the design and construction of the appropriate connections to the existing bridge that is to remain. No work will be required on the other bridges located within the rail right-of-way.

Crash walls are required at three (3) locations within the project limits to protect existing structures as described in Section VI.F of this RFP.

Station Platforms

Station platform work includes the design and construction of concrete side platforms at each station, except for the Orlando Health (formerly Orlando Amtrak) station which will have one (1) side platform and one (1) center platform. The platform work will include providing all below grade conduits, raceways, and drainage structures, and all electrical, mechanical, architectural, and canopy column embeds in conformance with the Station Drawings and the Design Criteria included as Attachments to this RFP. The station platforms shall be completed by the milestone dates included in this RFP. There will be separate Design/Bid/Build Contracts, not a part of this project, responsible for the station finishes, including the canopies, lighting, and other appurtenances.

Center platforms will be removed at the Winter Park and Orlando Amtrak stations by the Design/Build Firm.

Vehicle Storage and Maintenance Facility and Operations Control Center

The Design/Build Firm will be required to design and construct maintenance and operations facilities on the property to be owned by the Department located in Rand Yard. The maintenance and operations facilities will include a Vehicle Storage and Maintenance Facility and an Operations Control Center.

The Vehicle Storage and Maintenance Facility will be a secured facility that will include the following elements: storage tracks for commuter rail vehicles and maintenance equipment, maintenance and inspection pit, above ground fueling station, entrance/exit tracks connecting the yard to the mainline, maintenance of way (MOW) storage buildings, and a lay down area.

The Vehicle Storage and Maintenance Facility will also include space for train crew quarters, maintenance crews, and administrative office space. The Operations Control Center will include areas for the train dispatching and a Public Service Coordination Center, security monitoring of the station CCTV, and audio broadcast and text messaging to station public address and variable messaging systems.

The specific space, location and other requirements for the Vehicle Storage and Maintenance Facility and Operations Control Center are identified in Section VI.V of this RFP.

Railway Maintenance Services

The railway maintenance services include inspection and maintenance of all existing mainline track, CFCRT yard track, all CSX turnouts to the clearance point, right-of-way, bridges, wayside signal equipment, communication systems, and highway-rail grade crossings within the approximately 62-mile rail corridor from the Department's issuance of Notice to Proceed as to maintenance services until final acceptance of the project by the Department. All railway maintenance services shall be provided in conformance with FRA, Title 49 Transportation Rules and Regulations. All personnel providing these services shall be trained and qualified under FRA Title 49 requirements and qualified under the CSX Transportation Operating Rules. Railway maintenance services are described in detail in Section VI.W of this RFP and in the Maintenance of Way Attachment to this RFP.

Railway maintenance services shall include required maintenance inspections; required bridge inspections; basic maintenance for signal and communications systems, tracks, bridges; tending of the bridge over the St. Johns River; emergency response (24-hours per day/seven days per week); railroad Roadway Worker Protection services; and annual programmed maintenance. All railway maintenance services are to be provided in conformance with the FRA Track-Safety Standards, Title 49 Part 213, and the American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual for Railway Engineering.

The Design/Build Firm shall provide all Roadway Worker Protection services for the performance of all work. The Design/Build Firm shall develop and implement a Roadway Worker Protection Safety Program in accordance with FRA Title 49 Regulations and compatible with CSX Transportation Operating and Safe Way Rules. The Design/Build Firm personnel providing Roadway Worker Protection services of flagging, watchman/lookout, Employee-in-Charge and Point of Contact positions shall be Roadway Worker Protection certified and qualified on CSX Transportation Operating and Safe Way Rules.

Passenger and freight train dispatching in the corridor will be done under a separate contract by the Department with CSX Transportation, Inc. CSX Transportation, Inc. shall provide the dispatching services with the creation of a Central Florida Dispatcher Desk. The Design/Build Firm shall designate a Rail Corridor Coordinator responsible for communications and coordination with the Central Florida Dispatcher Desk for all construction and maintenance activities. The Design/Build Firm shall provide a Public Service Coordination Center (PSCC) manned 24 hours per day/seven days per week to handle all incidents, accidents and emergencies occurring within the limits of the 62-mile corridor. Coordination with railroad operations is described in detail in Section V.N of this RFP.

Project Milestones

A series of milestones have been identified for this project to ensure timely completion of all components. This is strictly a list of milestones. Incentives and disincentives that apply to select milestones are outlined in Section V.Q of this RFP. The details for some of these milestones can be found in the section identified by the section references provided in the list.

- Construction complete for revenue service by September 30, 2011.
- The Department will provide certain materials to facilitate construction. The Design/Build Firm is responsible for the storage and security of these materials. The materials to be provided by the Department are described in Section VI.X of this RFP.
- Vehicle delivery of 19 commuter rail vehicles is anticipated to start on January 30, 2011. Sufficient storage track must be available in the Vehicle Storage and Maintenance Facility to accommodate up to 19 commuter rail vehicles by January 30, 2011. The Design/Build Firm shall be responsible for the security and storage of these commuter rail vehicles.
- All CFCRT system testing, acceptance and commissioning integration is to be completed 30 days prior to the revenue service milestone on September 30, 2011. Additional details are provided in Section VI.T of this RFP.
- The Department's Successor Operations and Maintenance Contractor will require occupancy of the Operations Control Center by January 30, 2011 or a minimum of two (2) months before the project's first planned interlocking cutover, whichever occurs first. At that time the building and equipment

must be complete, including all punch list items as well as having obtained the Certificate of Occupancy.

- Station Platforms must be completed by the dates listed in Section VI.S of this RFP.
- Railroad grade crossings must comply with the requirements in Section VI.R of this RFP.

Other Project Elements

The Traffic Control Plans for the project shall meet the requirements of the *Plans Preparation Manual*, Department Indices and special requirements included in this RFP in Section VI.K.

This project will include partnering.

The Design/Build Firm shall be responsible for trash pick-up and vegetation control in accordance with the Maintenance of Way Requirements included as an attachment to this RFP commencing at the Notice to Proceed as to maintenance services and continuing through Final Acceptance of the project.

The project involves Incentives/Disincentives associated with the completion of the station platforms, use of Extended Curfews and Daily Curfews and the grade crossing work efforts. The incentives/disincentives are detailed in the Division I Specifications for the project.

The Design/Build Firm shall not start design, maintenance mobilization, construction or maintenance activities within the railroad right-of-way prior to the Department's issuance of a Notice to Proceed as to such activities. The Department will issue a single Notice to Proceed for both design and maintenance mobilization services, and separate Notices to Proceed as to construction work and maintenance services thereafter, as the Department may determine appropriate. It is currently anticipated that the Notice to Proceed as to design and maintenance mobilization services will be issued on or about February 6, 2009. It is currently anticipated that the Notice to Proceed for maintenance services will be issued on or about June 30, 2009 and a Notice to Proceed for construction work will be issued on or about September 30, 2009. Under no circumstances will Notices to Proceed for construction work or maintenance services be issued prior to the Department's formal closing of the acquisition of the CFCRT Corridor from CSX Transportation, Inc. The Design/Build Firm shall have no right whatsoever to any monetary compensation or damages of any nature or kind for delay in the Department's issuance of a Notice to Proceed for either construction work or maintenance services. The Department will consider granting solely a non-compensable time extension only for the period of time the ultimate issuance of the Notice to Proceed for either construction work and/or maintenance services is delayed for the period of September 30, 2009, up to and including January 30, 2010, but only to the extent such delay actually impacts the overall completion of the construction activities. In the event the Department actually issues such Notice to Proceed for construction work and/or maintenance subsequent to January 30, 2010, then solely for the period between January 30, 2010 and the date of actual issuance of the Notice to Proceed for such work or services shall the Design/Build Firm be entitled to any relief, whether time extension, monetary compensation or otherwise, and then any relief shall be solely limited to only the extent provided under the Division I Specifications, Sections 4-3.2 and 5-12, and provided further that the Department shall have no liability whatsoever for any monetary compensation or damages of any nature or kind if a Notice to Proceed for construction work and/or maintenance services is never issued by the Department. Therefore, the Design/Build Firm shall have no claim or cause of action whatsoever against the Department if a Notice to Proceed is not issued for construction work and/or maintenance services.

Although a Notice to Proceed as to construction work and/or maintenance service can be issued after the closing of the acquisition of the CSX Transportation, Inc. railroad right-of-way, there may be additional right-of-way parcels that have not yet been acquired. Construction and/or maintenance activities may not begin on any such parcels until such time as the acquisition is complete. The Department will notify the Design/Build Firm of the right-of-way parcels that have not yet been acquired at the time of the issuance of the Notices to Proceed for construction work or maintenance services and will further notify the Design/Build Firm thereafter when such acquisitions are complete.

In addition, after acquisition of the CSX Transportation, Inc. railroad right-of-way by the Department, there may be some remaining obstructions or encroachments within the railroad right-of-way acquired by the Department for the project. The Design/Build Firm shall not interfere with the existence, use or operation of any such remaining obstruction or encroachment except for those specifically identified for removal by the Department. The encroachments identified for removal by the Department are limited to the following locations:

Encroachments to be Removed by the Department

County	East/West	Type of Encroachment	Location
Seminole	West	6' Chain Link Fence	MP 767.05
Seminole	East	Concrete Block Structure & Wood Fence	Georgia Ave/MP 777.25
Seminole	East	Outdoor Advertising Sign	MP 779.40
Orange	West	Dumpster Pad	MP 790.45
Orange	East	6' Chain Link Fence	MP 792.54
Orange	East	6' Chain Link fence, concrete wall & pavement	MP 792.73
Orange	East	Concrete Pad	MP 793.42
Orange	East	6' Chain Link Fence, building corners at six locations	MP 794.42
Orange	East	Parking and concrete pad	MP 794.77
Orange	East	6' wood post fence	MP 794.80
Orange	East	White Rock Drive	MP 794.87
Orange	East	Gravel parking	MP 795.00
Orange	East	Concrete pad	MP 795.20
Orange	East	20-foot section of 1 Story Concrete Block Warehouse	MP 795.25
Orange	East	6' Chain Link fence	MP 795.40
Orange	East	Asphalt and Chain Link fence	MP 795.54
Orange	East	Metal building overhang	MP 796.10

It is anticipated these encroachments will be removed by the Department prior to issuance of the respective Notices to Proceed for construction work or maintenance services. If the encroachments are still in place at the time of Notice to Proceed for either construction work or maintenance services for this project and require removal, the work will be included under Extra Work. The cost of removal of the buildings and/or appurtenances shall NOT be included in the lump sum bid price.

Prior to the Notice to Proceed for Design and Maintenance Mobilization Services, the Design/Build Firm shall not encroach into the railroad right-of-way. Upon the Notice to Proceed for Design and Maintenance Mobilization Services, the Design/Build Firm must meet the requirements for railroad Roadway Worker Protection and CSX Operating and Safety Rule qualifications when encroaching into the railroad right-of-way prior to the Department's ownership. The only activities permitted within the railroad right-of-way upon Notice to Proceed for Design and Maintenance Mobilization Services are conditions assessments, surveying, geotechnical investigations and utility location services, and the performance of such activities shall be subject to the concurrence of and the conditions imposed thereon by CSX Transportation, Inc. No construction work efforts will be permitted within the railroad right-of-way prior to receipt of Notices to Proceed for construction work and maintenance services. Upon Department ownership of the railroad right-of-way and issuance of the Notices to Proceed for construction work and maintenance services, the Design/Build Firm shall comply with the Department's requirements for railroad Roadway Worker Protection services and shall comply with other FRA mandated training and qualification requirements. The Department shall arrange for one (1) hi-rail/field review for all shortlisted firms to review the existing conditions of the corridor. The hi-rail trip shall be scheduled with all shortlisted firms attending one trip. A maximum of two (2) individuals from each shortlisted firm may attend the hi-rail trip.

The arsenic located within the rail corridor will NOT be handled in accordance with the Division I Specifications for the project. An arsenic assessment on the soil in the rail corridor was completed and provided in Addendum No. 4 to this RFP. An additional Report titled Health & Safety Considerations for Track ROW Soil Management dated October 2008 is provided with this Addendum 11 that presents an overview of the relevant data collected to date on arsenic in the soil and the potential hazards to construction workers on the Project. These Health and Safety Considerations are provided to assist the Design/Build Firm in development of its Health and Safety Plan. The Arsenic Interval Testing contained in the Summary of Activities Report provided in Addendum 4 indicates that soil and groundwater remediation for arsenic is not needed for track construction in the IOS. Additionally, as long as soil is not transported off the ROW and is used for fill in its immediate vicinity within the ROW, no soil characterization is required. Any soil removed from the ROW must be handled and/or disposed of in accordance with the applicable regulations. In Rand Yard, the Department shall be responsible for the required soil and groundwater remediation. The Design/Build Firm shall include 100 calendar days in their schedule (beginning after the permit is obtained and ending before site construction begins) for the Department to complete clean-up activities.

The wayside and crossing warning signal locations within the project corridor may contain hazardous materials including, but not limited to, lead based paint, asbestos, and batteries. With respect to the wayside and crossing warning signal locations within the corridor, the Design/Build Firm shall be responsible for the removal, salvage, and disposal of any materials encountered in accordance with the Maintenance of Way document included as an attachment to this RFP. Specification 8-4.9 of the Division I Specifications shall NOT be used for these hazardous materials encountered in the wayside and crossing warning signal locations within the corridor.

All construction shall be completed within right-of-way owned by the Department, except for those existing wayside and crossing warning signal houses that are located outside the right-of-way to be acquired. The Department shall obtain rights of entry for these signal house locations prior to issuance of the Notice to Proceed for Railway Maintenance Services and Final Design and Construction Work. The

majority of the corridor will be purchased from CSX Transportation, Inc. There are 18 parcels and 28 highway grade crossing locations that are to be acquired from property owners other than CSX Transportation, Inc. required for construction contained in this RFP. The Design/Build Firm shall not proceed with construction on these 18 parcels until the right-of-way has been certified by the Department. These parcels, along with the anticipated date of right-of-way certification are as follows:

Additional Right-of-Way to be Acquired by the Department

Parcel No.	Description	Location	Right-of-Way Certification Date
1 & 2	6 ft wide triangle area on the east side of right-of-way	South of Plumosa Ave., MP 779.52	Anticipated 6/1/09
3 & 4	Triangular parcel (approximate dimensions 6 ft x 100 ft.) west side of the right-of-way	Williams Street just south of Merritt Street MP 780.14.	Anticipated 6/1/09
5	15-feet by approximately 1850 feet to connect the Rand Yard tertiary access to Narcissus Ave.	East side of Rand Yard	Anticipated 6/1/09
6	10 feet by 380 feet to construct the new second track entering the Longwood station.	East Orange Ave MP 777.46 and East Palmetto Ave. MP 777.52 (platted as Old Orlando Rd)	Anticipated 6/1/09
7	18 feet by 394 feet to construct Longwood Station Platform on the east side of the right-of-way	East side between east Palmetto and East Jessup Avenue, MP 777.63	Anticipated 6/1/09
8	14 feet by approximately 275 feet on the east side of right-of-way	Sanford - MP 765.62	Anticipated 6/1/09
9	13 feet by approximately 647 feet on the east side and 9 to 14 feet by approximately 275 feet and 3 feet by 115 feet on the west side of the right-of-way	Church Street Station, MP 790.44	Anticipated 6/1/09
10	7 feet-6 inches by approximately 300 feet on the east side of the right-of-way	Maitland Station, MP 782.72	Anticipated 6/1/09
11	5 feet by approximately 300 feet on the east side of the right-of-way	Lake Mary Station, MP 773.09	Anticipated 6/1/09
12	10 feet by approximately 350 feet on the east side of the right-of-way	Altamonte Springs Station, MP 780.49	Anticipated 6/1/09
13	10 feet by 18 feet on the east side of the right-of-way	North of Florida Hospital Station, MP 787.80	Anticipated 6/1/09
14	6.5 feet by approximately 200 feet on the west side of the right-of-way	Winter Park Station, MP 785.67	Anticipated 6/1/09
15	5 feet by 20 feet on the northwest side of the right-of-way	Grant Street, MP 792.03	Anticipated 6/1/09
16	On the west side of Old Lake Mary Road and the north side of Airport Road a triangle approximately 125 feet long by 7 feet wide. On the west side of Old Lake Mary Road and the south side of Airport Boulevard a triangle approximately 264 feet long by 22 feet wide	West Airport Boulevard, MP 771.10	Anticipated 6/1/09
17	10 feet by 18 feet on the southwest side of	Columbia Street, MP 791.24	Anticipated 6/1/09

Parcel No.	Description	Location	Right-of-Way Certification Date
	the right-of-way		
18	10 feet by 18 feet on the southwest side of the right-of-way	Kaley Street, MP 791.77	Anticipated 6/1/09

Highway Grade Crossing Title to be Acquired by the Department

Number	MP	Description
1	767.0	Old Dixie Way – closed crossing
2	767.03	18 th Street
3	767.07	Southwest Road
4	767.10	Old 19 th Street – closed crossing
5	767.15	Old 20 th Street – closed crossing
6	767.51	Country Club Road
7	767.61	CR 46A
8	777.29	Georgia Avenue
9	777.46	East Orange Avenue
10	777.52	East Palmetto Avenue
11	777.81	CR 427
12	777.91	SR 434
13	777.39	CR 427
14	779.52	Plumosa Avenue
15	780.14	Merritt Street
16	783.21	Horatio Avenue
17	783.32	Packwood Avenue
18	783.37	North Maitland Avenue
19	789.99	Robinson Street
20	789.48	Colonial Drive
21	789.62	Concord Street
22	789.73	Amelia Street
23	789.86	Livingston Street
24	790.12	Washington Street
25	790.23	Central Avenue
26	790.29	Pine Street
27	790.35	Church Street
28	790.49	South Street
29	791.24	Columbia Street
30	791.50	Miller Street – closed crossing

The Design/Build Firm shall not start construction activities within these parcels prior to the Department certifying the right-of-way. There shall be no right whatsoever to any monetary compensation, time extension or damages for delay of any nature or kind in the Department’s certifying the right-of-way up to and including September 30, 2009. In the event the Department certifies the right-of-way subsequent to September 30, 2009, then solely for the period between September 30, 2009 and the date of actual right-of-way certification, the Design/Build Firm shall solely be entitled to a time extension and then only to the extent provided under the Division I Specifications, Sections 4-3.2 and 5-12.

A. Design/Build and Maintain Responsibility

The Design/Build Firm shall be responsible for survey, geotechnical investigation, design, acquisition of all permits not already or expressly to be acquired by the Department, any required modification of permits acquired by the Department, maintenance of traffic, demolition, and construction on or before the date indicated in their proposal. The Design/Build Firm will coordinate all utility relocations. The Design/Build Firm shall be responsible for all inspection and maintenance of the right-of-way, tracks, structures, signals and communications systems for the 62-mile rail system.

The Design and Construction Criteria (Section VI) sets forth requirements regarding survey, design, construction, and maintenance of both rail and vehicular traffic during construction, requirements relative to project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and environmental permitting agencies, and the public.

The Design/Build Firm shall demonstrate good project management practices while working on this project. These include but are not limited to communication with the Department and others as necessary, management of time and resources, and documentation.

B. Department Responsibility

The Department will provide contract administration, management services, construction engineering inspection services and quality acceptance reviews of all work associated with the development and preparation of the contract plans and construction of the improvements. The Department will provide job specific information and/or functions as outlined in this document.

II. Schedule of Events.

Below is the current schedule of the remaining events that will take place in the selection process. The Department reserves the right to make changes or alterations to the schedule as the Department determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any changes or alterations in the schedule. Unless otherwise notified in writing by the Department, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified as non-responsive.

Date	Event
December 17, 2007	Public Meeting to Shortlist meeting
January 17, 2008	Deadline for submission of written questions prior to the pre-bid meeting
January 24, 2008	Pre-Bid meeting at 10:00 a.m. local time in the District offices at 719 South Woodland Boulevard, DeLand, Florida.
February 22, 2008	Information Cut-off Date for RFP changes.
November 7, 2008	Addendum #11, Revised RFP issued to shortlisted firms
November 12, 2008	Deadline for submission of written questions prior to the Addendum No. 11 review meeting.

Date	Event
November 17, 2008	Meeting with shortlisted firms to review Addendum No. 11 at 1:00 p.m. local time in the Sailfish Conference Room in the Kepler Office Complex.
November 20, 2008	Final deadline for submission of questions and information cut-off date
December 10, 2008	Technical Proposals due in District Office by 12:00 noon local time
January 6, 2009	Question and Answer Session. Times will be assigned during the pre-bid meeting. One hour will be allotted for questions and responses.
January 6, 2009	Input from the Technical Advisors to the Technical Review Committee. District Office by 2:30 p.m. local time
January 15, 2009	Price Proposals due in District Office by 9:30 a.m. local time.
January 15, 2009	Public Meeting announcing of Technical Scores and opening of Price Proposals at 10:00 a.m. local time in the District offices at 719 South Woodland Boulevard, DeLand, Florida
January 26, 2009	Public Meeting of Selection Committee to determine intended Award
January 26, 2009	Posting of the Department's intended decision to Award (will remain posted for 72 hours)
February 2, 2009	Anticipated Award Date
February 27, 2009	Anticipated Execution Date
March 9, 2009	Anticipated Notice to Proceed Date for Design and Maintenance Mobilization Services
June 30, 2009	Anticipated Notice to Proceed Date for Maintenance Services
September 30, 2009	Anticipated Notice to Proceed Date for Construction Work

Proposers shall direct all questions/information to the Department by posting them to the Department's website at the following URL address: <http://www2.dot.state.fl.us/construction/d5/bidquestions.asp>. Responses to questions will be posted to this website. When, in the sole judgment of the Department, responses to questions require revisions and/or addenda, the Contracts Office will issue them as necessary.

III. Threshold Requirements

A. Qualifications

Proposers are required to be pre-qualified in all work types required for the project. The technical qualification requirements of Chapter 14-75, Florida Administrative Code (F.A.C.), and all qualification requirements of Chapter 14-22, F.A.C., based on the applicable category of the project, must be satisfied.

The Proposers shall meet the requirements for railroad construction as noted in the advertisement for this project.

B. Joint Venture Firm

If the Proposer is a joint venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the proposal. The proposal shall clearly identify who

will be responsible for the engineering, quality control, geotechnical and construction portions of the Work.

C. Price Proposal Guarantee

A bid guaranty in an amount of not less than five percent of the total bid amount shall accompany each Proposer's Price Proposal. The guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The bid guaranty of all Proposers' shall be released at such time as the successful Proposer has complied with the condition stated herein, but not prior to that time.

The Design/Build Firm, and any subcontractor who may require access on or to the property during construction, will be required to obtain railroad protective liability insurance with limits of not less than \$2,000,000 combined single limit for bodily injury and/or property damage, per occurrence and an aggregate annual limit of \$6,000,000. The Design/Build Firm, and any such subcontractor, shall include the Central Florida Commuter Rail Commission, Volusia County, Seminole County, Orange County, Osceola County and City of Orlando as additional named insureds on the railroad protective liability insurance and shall provide certificates verifying the existence thereof.

D. Pre-Bid Meeting

Attendance at the pre-bid meeting is mandatory and any shortlisted Proposer who fails to attend will be deemed non-responsive and automatically disqualified from further consideration. All questions of Proposers to be discussed at the pre-bid meeting must be submitted in writing by the deadline stated in the Schedule of Events. The purpose of this meeting is to provide a forum for all concerned parties to discuss the proposed project, answer questions on the design and construction criteria, CPM schedule, method of compensation, instructions for submitting proposals, and other relevant issues. In the event that any discussions or questions at the pre-bid meeting require, in the Department's opinion, official additions, deletions, or clarifications of the RFP, the Design and Construction Criteria, or any other document, the Department will issue a written summary of questions and answers or an addendum to this RFP as the Department determines is appropriate. No oral representations or discussions, that take place at the pre-bid meeting, will be binding on the Department. The Proposers are instructed to direct all questions after the meeting to the Project Manager.

During and after the pre-bid meeting, it is the responsibility of the Project Manager/Contracting Unit to ensure that each Proposer develops their technical proposal with the same information. If a Proposer receives information from the Department relating to the project prior to the Information Cut-off Date, the Department will ensure that all Proposers receive the same information in a timely fashion. The project file will clearly document all communications with any Firm by the Contracting Unit or the Project Manager regarding the design and construction criteria.

E. Question and Answer Session

The Department shall meet with each shortlisted Proposer, formally, for a 60-minute Question and Answer session. The purpose of the Q & A session is for the Technical Review Committee to seek clarification and ask questions, as they relate to the Technical Proposal of the Proposer. The Question and Answer sessions will occur on January 6, 2009 and be part of the Overall Technical Proposal Scoring. The shortlisted Proposers shall be given a minimum of one (1) week after the Question and Answer session to submit their Price Proposal. The Department will terminate the Question and Answer session promptly at the end of the allotted time. The Department may tape record or videotape all or part of the Question and Answer session. The Question and Answer session will not constitute “discussions” or negotiations. Proposers (short listed firms) will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. No additional time will be allowed to research answers.

For the Question and Answer session, the Design/Build Firm will be limited to a maximum of nine (9) staff members (including the firm’s principal and subconsultants). It is highly recommended that the key technical staff members, particularly the Project Manager who will actually provide the services, be included in the Question and Answer session.

F. Protest Rights

Any person who is adversely affected by the specifications contained in this RFP must file a notice of intent to protest in writing within seventy-two hours of the receipt of this RFP. The formal written protest shall be filed within ten days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

Clerk of Agency Proceedings
Department of Transportation
605 Suwannee Street, MS 58, Room 562
Tallahassee, Florida 32399-0458

The formal written protest must state with particularity the facts and law upon which the protest is based and be legible, on 8 ½ x 11-inch white paper and contain the following:

1. Name, address, telephone number, and Department identifying number on the Notice, if known, and name, address and telephone number of a representative, if any; and
2. An explanation of how substantial interest will be affected by the action described in the Request for Proposals; and
3. A statement of when and how the request for Proposals was received; and
4. A statement of all disputed issues of material fact. If there are none, this must be indicated; and
5. A concise statement of the ultimate facts alleged, as well as the rules and statutes, which entitle to relief; and

6. A demand for relief; and
7. Conform to all other requirements set out in Chapter 120, Florida Statutes (F.S.) and Chapter 28-106, F.A.C., including but not limited to Section 120.57, F.S., and Rule 28-106.301, F.A.C., as may be applicable.

A formal hearing will be held if there are disputed issues of material fact. If a formal hearing is held, this matter will be referred to the Division of Administrative Hearings, where witnesses and evidence may be presented and other witnesses may be cross-examined before an administrative law judge. If there are no disputed issues of material fact, an informal hearing will be held, in which case the person filing the protest will have the right to provide the Department with any written documentation or legal arguments which they wish the Department to consider.

Mediation pursuant to Section 120.573, F.S., may be available if agreed to by all parties, and on such terms as may be agreed upon by all parties. The right to administrative hearing is not affected when mediation does not result in a settlement.

Failure to file a protest within the time prescribed in Section 120.57(3), F.S., shall constitute a waiver of proceedings under Chapter 120, F.S.

G. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found to be in nonconformance with the requirements and instructions herein contained. A Proposal may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional Proposals, incomplete Proposals, indefinite or ambiguous Proposals, failure to meet deadlines and improper and/or undated signatures.

Other conditions which may cause rejection of Proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one Proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name (also included for Design/Build projects are those Proposals wherein the same Engineer is identified in more than one Proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Comptroller General's List of Ineligible Design/Build Firms for Federally Financed or Assisted Projects.

Proposals will also be rejected if not delivered or received on or before the date and time specified as the due date for submission.

Proposals will be found non-responsive if any bid submitted by the Design/Build Firm is in excess of the maximum bid price.

H. Waiver of Irregularities

The Department may waive minor informalities or irregularities in Proposals received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Proposers. Minor irregularities are defined as those that will not have an adverse effect on the Department's interest and will not affect the price of the Proposals by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design submittals that are part of a Proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the Proposal rather than rejecting the entire Proposal.
3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.
4. The Proposer who is selected for the project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the Proposal may have been based on a variation from the Design and Construction Criteria.
5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design/Build Firm's means and methods, track and roadway alignments, approach to the project, use of new products, new uses for established products, etc.
6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

I. Modification or Withdrawal of Proposal

Proposers may modify or withdraw previously submitted Proposals at any time prior to the Proposal due date. Requests for modification or withdrawal of a submitted Proposal shall be in writing and shall be signed in the same manner as the Proposal. Upon receipt and acceptance of such a request, the entire Proposal will be returned to the Proposer and not considered unless resubmitted by the due date and time. Proposers may also send a change in sealed envelope to be opened at the same time as the Proposal provided the change is submitted prior to the Proposal due date.

J. Department's Responsibilities

This RFP does not commit the Department to make studies or designs for the preparation of any Proposal, nor to procure or contract for any articles or services. Proposers shall examine the Contract Documents

and the site of the proposed work carefully before submitting a Proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions discovered during the design or construction phase of the project will be given to the Department's Project Manager.

The Department does not guarantee the details pertaining to borings, as shown on any documents supplied by the Department, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated. Each Proposer shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base its bid on its own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Proposer has made an examination as described in this provision.

K. Design/Build and Maintain Contract

The Department will enter into a Lump Sum contract with the successful Design/Build Firm. The Department presently has budgeted and funded in its Work Program sufficient monies to timely issue a Notice to Proceed for the Design and Maintenance Mobilization Services phase. However, as more fully set forth below, while the Department has identified and is presently pursuing a combination of local, state and federal funding sources for the construction work and maintenance services phases of the project, funding for the construction work and maintenance services phases does not currently exist in the Department's budget or approved Work Program. Therefore, while the Department intends to use its best efforts to secure the funding necessary to be able to timely initiate the construction work and maintenance services phases of the project, both the construction work and maintenance services phases of this project are expressly contingent upon whether funding is subsequently obtained or not. Additionally, the construction work and maintenance services phases of this project are expressly contingent upon the Department's formally closing on the pending purchase of the CFCRT Corridor from CSX Transportation, Inc.

In accordance with Section V, the Design/Build Firm will provide a Schedule of Values to the Department for its approval. The total of the Schedule of Values will be the Lump Sum contract amount; however, the Bid Proposal Form will separately breakout the lump sum prices for the Initial Final Design and Maintenance Mobilization Services, Final Design Services and Construction Work, and Railway Maintenance Services.

The Department intends to issue three (3) separate and distinct Notices to Proceed on this project. The Design/Build Firm shall first receive a Notice to Proceed to begin the Initial Final Design and Maintenance Mobilization Services. The Maintenance Mobilization Services are defined in the Maintenance of Way Requirements included as an Attachment to this RFP. Subject to the Department obtaining necessary legislation, funding and acquiring the CFCRT Corridor from CSX Transportation, Inc., the Department intends to issue a second Notice to Proceed to begin Railway Maintenance Services and a third Notice to Proceed to begin the Final Design Services and Construction Work. Pursuant to Section 339.135(6)(a), F.S., the parties hereby acknowledge and agree that this agreement is contingent upon the necessary funds being approved, appropriated, and properly encumbered in each future fiscal year beyond the fiscal year of execution of this Contract, and that as to all subsequent fiscal years this

contract is executory only. In the event that the necessary funds are not approved and budgeted, and funds encumbered in a fiscal year thereafter, no binding agreement shall be deemed hereby formed as to proceeding with construction and maintenance. The effective date of this agreement as to the Initial Final Design Services and Maintenance Mobilization Services will be as otherwise set forth herein, and shall thereafter be subject to the termination terms otherwise set forth herein. The effective date of this agreement as to construction work and maintenance services will be the date the Department issues the Notices to Proceed to begin the respective construction work and maintenance services phases, which Notices to Proceed cannot and will not be issued until and unless the funds necessary for such phase are prior thereto approved and appropriated, and properly encumbered for that fiscal year and the Department has acquired the CFCRT Corridor from CSX Transportation, Inc. Further, the parties hereby agree that the Department's issuance of a Notice to Proceed to begin either the construction work or maintenance services phase shall constitute the act of Department contract acceptance that legally forms a contract between the parties as to that initiated construction work or maintenance services phase only; and further that, until such time as such a Notice to Proceed has actually been issued by the Department as to the construction work and maintenance services phases only, this agreement, shall constitute an irrevocable offer of the Design/Build Firm to enter into a contract for such work or services. Upon the Department having issued such a Notice to Proceed for either construction work or maintenance services, the termination terms otherwise set forth herein shall apply to that construction work or maintenance services phase. Written Department notification to the Design/Build Firm that funds necessary for the construction work or maintenance services phases will not be available in the future shall be deemed to be the Department's rejection of the Design/Build Firm's offer to enter into a binding contract as to that construction work or maintenance services phase otherwise contemplated and set forth herein for this project. In this latter event, the Design/Build Firm shall have no right to any compensation or damages, of any nature or kind, in any way pertaining to or arising out of the Department's rejection of the Design/Build Firm's offer.

The following are conditions precedent to the Department's obligation to perform and may be relied on or waived by the Department, but may not be used by the Design/Build Firm to avoid the Design/Build Firm's obligations to perform in the event that one or more of these conditions are waived by the Department:

(1) The commencement of Initial Final Design and Maintenance Mobilization Services is contingent upon approval from the Federal Transit Administration for final design; (2) Construction, maintenance and acquisition of equipment/rolling stock are contingent upon execution of the all CSX Transportation, Inc. agreements, approval of the Full Funding Grant Agreement from the Federal Transit Administration, and approval of budget, appropriation and release of the then present fiscal year funds by the Florida Legislature and Governor, and receipt of construction funds from the local funding partners in accordance with the agreements; and (3) Purchase of any materials by the Design/Build Firm is conditioned upon approval of the Full Funding Grant Agreement from the Federal Transit Administration and written approval from the Department expressly directing the Design/Build Firm to proceed to do so.

The provisions of Section 339.135(6)(a), F.S., are hereby incorporated as follows: "The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the Comptroller of the Department that such funds are available prior to entering into any such contract or

other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years; and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000.00 and which have a term for a period of more than 1 year.” Further, the Department’s obligation to pay is contingent upon an annual appropriation by the Florida Legislature.

The terms and conditions of this contract are fixed price and 930 days. The Design/Build Firm’s submitted bid (time and cost) is to be a Lump Sum bid for completing the scope of work detailed in the Request for Proposal.

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall eight point one percent (8.1%) race-neutral DBE goal. This means that the State’s goal is to spend at least 8.1% of the dollars with Certified DBE’s as prime Design/Build Firms or as subcontractors. Race-neutral means that the Department believes that the 8.1% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this project and assigned a DBE availability goal shown on the bid blank/contract front page under “% DBE Availability Goal”. Although not a contract requirement, the Department believes that this DBE percentage can realistically be achieved on this project based on the number of DBE’s associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the 8.1% goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design/Build Firms to actively pursue obtaining bids and quotes from Certified DBE’s.

B. Anticipated DBE Participation Statement:

The Department is reporting the planned commitments to use DBE’s. This information is being collected through the Anticipated DBE Participation Statement. This Statement shall be submitted at or before the Pre-Construction Conference through the Equal Opportunity Reporting System or to the District Contract Compliance Manager/ Resident Compliance Officer who will mail or fax it to the Equal Opportunity Office at (850) 488-3914. Although these statements WILL NOT become a mandatory part of the contract, they will assist the Department in tracking and reporting planned or estimated DBE utilization.

C. Equal Opportunity Reporting System:

The Design/Build Firm is required to report monthly, through the Department’s Equal Opportunity Reporting System on the Internet at, <http://www.dot.state.fl.us/equalopportunityoffice/> actual payments, minority status, and the work type of all subcontractors and suppliers. All DBE payments must be reported whether or not the prime initially planned to utilize the company. Each month the prime must report actual payments to all DBE subcontractors and suppliers. Payments to all non-DBE subcontractors will need to be reported either monthly or at the end of the project. Payments to non-DBE suppliers need

not be reported at all. In order for the race neutral DBE Program to be successful, cooperation is imperative.

D. DBE Supportive Services Providers:

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design/Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the project. The successful Design/Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this project. The current Provider for the State of Florida is serviced by Blackmon Roberts Group and can be reached at (863) 802-1280 in Lakeland or (305) 777-0231 in Coral Gables.

E. DBE Affirmative Action Plan:

A DBE Affirmative Action Plan must be approved and on file with the Equal Opportunity Office prior to award of the contract for each prime Design/Build Firm. Update and resubmit the plan every three years. No Contract will be awarded until the Department approves the plan. The DBE Affirmative Action Plan must be on your company's letterhead, signed by a company official, dated and contain all elements of an effective DBE Affirmative Action Plan. These Plans should be mailed to:

Florida Department of Transportation
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450

Questions concerning the DBE Affirmative Action Plan may be directed to the Equal Opportunity Office by calling (850) 414-4747.

F. Bidders Opportunity List:

The Federal DBE Program requires States to maintain a database of all firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all firms that bid on prime contracts or bid or quote subcontracts on DOT-assisted projects, including both DBE's and Non-DBE's. The Department is now in the process of collecting this data.

On the Bidders Opportunity Form if the answers to numbers 2, 3, 4, or 5 are not known, leave them blank and the Department will complete the information. This information should be returned with the bid package or proposal package or submitted to the Equal Opportunity Office within three days of submission. It can be mailed to the Equal Opportunity Office or faxed to (850) 414-4879.

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

The services performed by the Design/Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, AASHTO, FRA, FTA, AREMA, and additional

requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place on November 7, 2008. It shall be the Design/Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this project. The services will include preparation of all documents necessary to complete the project as described in Section I of this document.

1. Florida Department of Transportation Roadway Plans Preparation Manuals
<http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Design Standards
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
3. Florida Department of Transportation Surveying Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf>
4. Florida Department of Transportation EFB User Guide (Electronic Field Book)
<http://www.dot.state.fl.us/surveyingandmapping/downloads.shtm>
5. Florida Department of Transportation Drainage Manual
<http://www.dot.state.fl.us/rddesign/dr/files/2006Drainage-Manual.pdf>
6. Florida Department of Transportation Soils and Foundations Handbook
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
7. Florida Department of Transportation Structures Manual
<http://www.dot.state.fl.us/structures/manlib.shtm>
8. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook Roadway Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
9. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
10. Florida Department of Transportation Structures Manual including Temporary Design Bulletins
<http://www.dot.state.fl.us/structures/manlib.shtm>
11. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/item_details.aspx?ID=110
12. MUTCD
<http://mutcd.fhwa.dot.gov/>
13. Elders Road User Program
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
<http://www.dot.state.fl.us/trafficoperations/Operations/ElderRdUser.shtm>
14. American Disabilities Act
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf>

15. Florida Highway Landscape Guide
<http://www.dot.state.fl.us/emo/beauty/landscap.pdf>
16. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
17. Florida Department of Transportation Pavement Coring and Evaluation Procedure
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
18. Florida Department of Transportation District Design Guidelines
<http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm>
19. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/rddesign/utilities/UAM.shtm>
20. Florida Department of Transportation Construction Project Administration Manual
<http://www.dot.state.fl.us/construction/Manuals/cpam/CPAMManual.shtm>
21. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
22. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/PavementManagement/pcs/RigidPavementDesignManualJAN2006.pdf>
23. Florida Department of Transportation Pavement Type Section Manual
<http://www.dot.state.fl.us/PavementManagement/pcs/PavementTypeSelectionMarch152008.pdf>
24. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
25. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
26. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
27. Florida Department of Transportation Bicycle Facilities Planning and Design Handbook
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625010050.pdf>
<http://www.dot.state.fl.us/emo/pubs/pdeman/pt2ch14.pdf>
28. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
29. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/2005/2005FloridaGreenbook.pdf>
30. Florida Department of Transportation SunGuide Standards
<http://www.sunguide.org>
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

31. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
32. 2008 AREMA Manual for Railway Engineering – Annual Publication
<http://www.arema.org/eseries/scriptcontent/index.cfm>
33. 2008 AREMA Communications & Signals Manual of Recommended Practices
<http://www.arema.org/eseries/scriptcontent/index.cfm>
34. Handbook for Streambed Erosion Hazard Recognition and Countermeasures for Railroad Embankments & Bridges
<http://www.arema.org/eseries/scriptcontent/index.cfm>
35. Federal Railroad Administration Safety Rules Safety Laws Title 49 United States Code Subtitle V Rail Programs
http://www.access.gpo.gov/uscode/title49/subtitlev_.html
36. Federal Railroad Administration Safety Rules Safety Laws, Title 49, United States Code Part 214, Railroad Workplace Safety
http://www.access.gpo/nara/cfr/waisidx_02/49cfr214_02.html
37. Federal Transit Laws, 49 U.S.C. Chapter 53
http://www.fta.dot.gov/leg_reg.html
38. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
<http://www.fhwa.dot.gov/safetealu/index.htm>
39. FTA Master Agreement
<http://www.fta.dot.gov/documents/15-Master.pdf>
40. Federal Communication Commission Rules and Regulations, Title 47 CFR
http://wireless.fcc.gov/index.htm?job=rules_and_regulations

B. Innovative Aspects:

All innovative aspects shall be identified separately as such in the Technical Proposal.

An innovative aspect does not include revisions to specifications, standards or established Department policies. Innovation should be limited to Design/Build Firm's means and methods, track and roadway alignments, signals, communications, approach to the project, use of new products, new uses for established products, etc.

C. Railway and Roadway Plans:

All railway plans and designs are to be prepared in accordance with the latest standards adopted by FRA, FTA and AREMA, *2008 AREMA Manual for Railway Engineering and 2008 AREMA Communications & Signals Manual of Recommended Practices*. All plans shall be accurate, legible, complete in design, drawn to the appropriate scale, and furnished in reproducible form on material accepted by the Department.

All roadway plans and designs are to be prepared in accordance with the latest standards adopted by AASHTO; Department's Standard Specifications; Department's current memorandums; and the current editions of the Department's *Roadway Plans Preparation Manual*, Department's *Flexible Pavement Design Manual*, Department's *Rigid Pavement Design Manual*, and the Department's *Drainage Manual*. All plans shall be accurate, legible, complete in design, drawn to the appropriate scale, and furnished in reproducible form on material acceptable to the Department.

The Design/Build Firm is required to design and construct the track and signals in conformance with the Design Criteria included as an Attachment to this RFP.

Railway plans include the track work, signal system, communications system, and station platforms.

D. Drainage Plans:

All drainage plans and designs are to be prepared in accordance with current Department's memorandums, Department's *Drainage Manual*, 23 CFR 650, and the requirements in this document.

E. Structures Plans:

All structures plans shall be prepared in accordance with the latest Department's *Structures Manual, 2008 AREMA Railway Engineering Manual* and other Department's standards, policies, procedures, applicable temporary design bulletins and directives from the State and District Structures Design Engineer. This shall be accurate, legible, complete in design, drawn to appropriate scale and furnished in reproducible form on material acceptable to the Department. The timber-trestle bridge replacement plans shall be peer reviewed by a pre-qualified independent firm not involved with the design team prior to submittal to the Department.

F. Noise Wall Plans: N/A

G. Signing and Marking Plans:

All plans are to be prepared in accordance with the latest design standards and practices (Manual on Uniform Traffic Control Devices), Department's Standard Specifications, Indexes, Department's *Plans Preparation Manual*, and shall be accurate, legible, complete in design, drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

H. Traffic Signalization Plans:

All plans are to be prepared in accordance with the latest design standards and practices, Department's Standard Specifications, Indexes, Department's *Plans Preparation Manual*, and shall be accurate, legible, complete in design, drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

I. ITS Plans:

All plans are to be prepared in accordance with the latest design standards and practices, Department's Standard Specifications, Indices, Department's *Plans Preparation Manual*, and shall be accurate, legible, complete in design, drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

J. Landscape Plans: N/A

K. Lighting Plans:

All plans are to be prepared in accordance with the Department's design standards, Department's Standard Specifications, *Roadway Plans Preparation Manual*, and instructions issued by the Department to the Design/Build Firm, and shall be accurate, legible, complete in design and drawn to the scale as directed by the Department, and furnished in reproducible form.

L. Geotechnical Services:

1. General Conditions:

The Design/Build Firm will be responsible for identifying and performing any geotechnical investigation, analysis, and design dictated by the project needs. All geotechnical work necessary shall be performed in accordance with the governing regulations. The Design/Build Firm shall comply with the requirements of the Dam Safety Plan for the DeBary Station (formerly Ft. Florida Road Station) included as an Attachment to this RFP.

The Design/Build Firm shall provide the Department signed and sealed design and construction reports. The reports shall be a record set of all geotechnical information, including relevant support data.

2. Pile Foundations

The Design/Build Firm shall provide Geotechnical Consultant Services in accordance with the Department standards, policies and procedures to perform geotechnical design, foundation construction services and dynamic testing. In addition to the standard policies, the following qualifications are required:

- Production pile lengths and driving criteria shall be developed by the same engineering firm performing the dynamic pile testing under the direct supervision of a Registered Professional Engineer in the State of Florida. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least 5 Department bridge projects, including Department Structures Design Category 2 bridge projects, having driven pile foundations. The Engineer's experience shall include the pile type being proposed in the Technical Proposal. This "responsible charge" experience shall include verifiable and successful static, Osterberg Cell and/or Statnamic load test (as will be utilized on the project) experience, as well as Pile Driving Analyzer (PDA), WEAP computer program and CAPWAP computer program experience. Production pile lengths and driving criteria shall be authorized in a

letter signed and sealed jointly by the Engineer responsible for the dynamic testing and the Geotechnical Foundation Design Engineer of Record.

- The pile foundation installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing CTQP-certified Pile Driving Technicians in the numbers necessary to comply with Department specifications for recording pile driving records. Provide pile-driving logs to Department within 24 hours of completing the driving of each pile. The Geotechnical Foundation Design Engineer of Record shall be responsible for addressing any foundation installation problems with the assistance and concurrence of the Engineer responsible for the dynamic testing.

The Design/Build Firm shall perform a subsurface investigation, analysis and design for all aspects of the project in accordance with Department standards, policies and procedures. Existing subsurface information may be used. Supplemental subsurface investigation and testing will be required to ensure all aspects of the project are covered.

The Design/Build Firm shall be responsible for the following:

1. Selection of pile type.
2. Selection of test pile lengths and locations.
3. Selection of the hammer driving system(s).
4. Handling and driving piles without damage.
5. Performance of the test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Selection of production pile lengths.
7. Development of the driving criteria in accordance with the specifications.
8. Development of a Foundation Plan (FP) for the Installation of Piles.
9. Upon completion of the test pile program, selection of the production pile lengths and driving criteria development, the Department shall be given one copy of the dynamic testing data and engineering analysis. At least five calendar days prior to beginning production pile driving, submit the authorized pile lengths, authorized driving criteria, dynamic testing data and engineering analyses to the Department. Include the following electronic files (on Windows compatible 5-1/4 inch CD ROM or DVD) in the driving criteria submittal: PDA data, CAPWAP data and results, and Wave Equation data and results.
10. Driving piles to the required capacity and minimum penetration depth.
11. Recording the pile driving information and keeping a pile-driving log for each pile driven.
12. Submitting the Foundation Certification Packages: Submit two copies of a certification of pile foundations signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within 1 week of finishing each foundation unit and prior to Pile Verification Testing. A foundation unit is defined as all the piles within one bent or pier for a specific bridge. Each Foundation Certification Package shall contain an original signed and sealed certification letter, and clearly legible copies of all pile driving logs, all supplemental dynamic testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by Department.
13. Within two working days of receipt of the Foundation Certification Package, the Department will examine the certification package and determine whether piles in that foundation unit will be

selected for dynamic testing. For bridge widening, the Department may select a maximum of 10% (minimum of two (2) per bridge) of the total number of piles (rounded up to the nearest whole number) for dynamic load testing. For new bridges, the Department may select a maximum of 10% (minimum 1 per foundation unit) of the production piles (rounded up to the nearest whole number) for dynamic load testing.

14. In the event a foundation unit has more than one design pile load, the Department may select and test one pile for each loading case (these additional tests are not considered part of the 10% maximum).
15. The Department shall provide the dynamic load test equipment (i.e. PDA, etc.) and personnel for the Pile Verification Testing. The Design/Build Firm shall provide the driving equipment and pile driving crew(s) for the Pile Verification Testing and provide support as needed to prepare the piles for testing. The Department shall determine whether Verification Testing shall be accomplished by dynamic load testing during set check, over the shoulder review of the pile driving operation and/or other means acceptable to both the Design/Build Firm and the Department.
16. If the capacity or integrity of any pile is found to be deficient, the Design/Build Firm shall correct the deficiency (i.e. re-drive or replace) and/or modify the design to compensate for the deficient pile capacity. After the Design/Build Firm corrects the deficiency, the pile shall be retested. If the capacity or integrity of a verification pile is found to be deficient, an additional pile (not considered part of the 10% maximum) shall be verified by dynamic testing. This process shall continue until no more pile capacity or integrity deficiencies are detected and all previous deficiencies have been corrected and retested or the design is modified accordingly. Piles shall not be cut-off nor bent/pier caps placed prior to successful completion of the Pile Verification Testing Program for that foundation unit. In case of disagreement of PDA test results, the Department's results will be final and will be used for acceptance.

After the Pile Verification Testing for a foundation unit is performed, the Department will provide the results and, as necessary, provide requirements for additional verification testing within two working days.

The Design/Build Firm shall develop a FP for the installation of piles. Submit the proposed FP to the District Geotechnical Engineer for approval. The FP is intended to establish process control standards and quality assurance for the installation of piles. The Design/Build Firm shall establish a FP to ensure: (1) the operation of the pile driving system(s) during production pile driving compares to the pile driving system(s) during the test pile program, (2) the proper operation and maintenance of the driving system, (3) the replacement of hammer/pile cushions to comply with the Specifications, and (4) a dynamic monitoring program is established for production piles at a pre-determined frequency and after re-working/modifying the pile driving system.

The FP will be used to govern all piling installation. In the event that deviations from the FP are observed, the Department may perform Independent Verification Testing/Review of the Design/Build Firm's equipment, procedures, personnel and pile installation FP at any time during production pile driving. If dynamic testing is performed by the Department, the Department will provide the results within two working days. If, as determined by the Department, pile driving equipment, procedures and/or personnel for the FP is deemed inadequate to consistently provide undamaged driven piling meeting the contract requirements, the Design/Build Firm's FP approval may be withdrawn pending corrective

actions. Production driving shall then cease and not restart until corrective actions have been taken and the FP re-approved.

The use of drilled shafts is not anticipated for this project. If the Design/Build Firm proposes drilled shafts, the Department's specific requirements for drilled shafts will be added to this RFP.

M. Environmental Permits:

1. Storm Water and Surface Water:

Plans shall be prepared in accordance with Chapter 62-25, Regulation of Storm water Discharge, Florida Administrative Code.

2. Permits:

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. The Department has acquired the Environmental Resource permit and is acquiring the ACOE permit for the track work and station platforms. These permits for the track work and station platforms are included as an Attachment to this RFP. The Department is in the process of obtaining a permit for gopher tortoise relocation. All applicable permits for the Vehicle Storage and Maintenance Facility and the Operations Control Center (including the access roads) will be the responsibility of the Design/Build Firm. Individual building permits for the station platforms are not required from the local jurisdictions. Acquisition of any other applicable permits will be the responsibility of the Design/Build Firm. Any modifications to the permits and wetland mitigation the Department is obtaining will be the responsibility of the Design/Build Firm. If the wetland mitigation increases above the mitigation permitted by the Department, the Design/Build Firm shall be responsible for the additional mitigation costs. Preparation of complete permit packages will be the responsibility of the Design/Build Firm. The Design/Build Firm will obtain permits while acting as an authorized representative for the "Department" for permitting purposes only. If any agency rejects or denies the permit application, it is the Design/Build Firm's responsibility to make whatever changes necessary to ensure the permit is approved.

The Design/Build Firm will be required to pay all permit fees except for permits previously obtained by the Department. Any fines levied by permitting agencies shall be the responsibility of the Design/Build Firm.

However, notwithstanding anything above to the contrary, as to environmental permits under this subsection only, upon the Design/Build Firm's preliminary request for extension of Contract Time, pursuant to 8-7.3, being made directly to the District Construction Engineer, the Department reserves unto the District Construction Engineer, in his sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the Design/Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the District Construction Engineer

unless the Design/Build Firm clearly establishes that it has continuously from the beginning of the project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to overcome all impacts. There shall be no right of any kind on behalf of the Design/Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

N. Coordination with Railroad Operations:

The Design/Build Firm shall be responsible for coordinating all design, construction, inspection and maintenance work for right-of-way, track, structures, bridges, signal systems, communications systems and bridge inspection work with all railroad operations on the 62-mile corridor including CSX Transportation, Inc., Conrad Yelvington, Florida Central Railroad, and Amtrak. The Design/Build Firm is responsible for coordinating track outages and all curfews as detailed in Section VI.K of this RFP with all rail operators on the CFCRT corridor in accordance with the agreements between the Department and CSX Transportation, Inc. The requirements of this RFP supercede the requirements of Section 7-11.5.3 of the Division I Specifications for this project.

The Department requires the Design/Build Firm to comply with the Safety and Security Management Plan for the Central Florida Commuter Rail Transit, included as an Attachment to this RFP. The Design/Build Firm is required to coordinate with the Department in the preparation and implementation of a project specific Safety Integration Plan to establish the roles, responsibilities and communication requirements and protocols for all organizations working within the project corridor. Once the Safety Integration Plan is adopted by the Department, the Design/Build Firm must comply with all requirements of said plan including signing an agreement with all plan participants.

The Department has completed contract negotiations and coordination with CSX Transportation, Inc. who will be responsible for dispatching train traffic during the period of this Design/Build and Maintain contract. The dispatching services are outlined in the Transition Agreement between the Department and CSX Transportation, Inc., included as an Attachment to this RFP. Under the Transition Agreement, the CSX Transportation, Inc. shall create a Central Florida Dispatcher Desk, a new dispatch desk for the portion of the CSX Transportation, Inc. A-Line corresponding to the approximately 62-mile CFCRT corridor with a northern limit at MP 749.7 and a southern limit at MP 813.82. All required reimbursement agreements for dispatch by the Central Florida Dispatcher Desk are between CSX Transportation, Inc. and the Department. Copies of the approved agreement(s) are included as Attachments to this RFP. The Design/Build Firm must comply with the terms of these agreements. The Design/Build Firm shall establish a Public Service Coordination Center (PSCC) to handle all incidents, accidents and emergencies for the 62-mile rail corridor as described in the Maintenance of Way document included as an Attachment to this RFP.

CSX Transportation, Inc. shall install a dedicated direct dial-up telephone line for the purpose of permitting CSX Transportation, Inc. supervisors to communicate with the Design/Build Firm regarding track outages, CSX Transportation, Inc. Operating Rule 707 provisions and other construction related coordination for the operations on the CFCRT corridor. The Design/Build Firm shall not use existing CSX Transportation, Inc. radio channels for communications between its personnel and CSX Transportation, Inc. dispatchers at the Central Florida Dispatcher Desk. The Design/Build Firm shall be governed by and subject to CSX Operating and Safe Way Rules and FRA regulations governing work on

the track, operating equipment, and working near equipment being operated, including emergency procedures, as agreed to by the Department. The Design/Build Firm shall designate personnel who are responsible for communications and coordination with the Central Florida Dispatcher Desk for all construction and maintenance activities, for all track occupancy, track outages and for returning track to service. Unless explicitly approved by the Department in advance, the track shall be deemed returned to operational service by the Design/Build Firm only when the track is restored, allows freight and passenger speeds that are equal to or greater than the current operating speeds, and the signal system is operational to allow all trains to proceed on signal indication where currently supported.

The Design/Build Firm shall be responsible for developing and implementing a Railroad Worker Protection Safety Program for the CFCRT system. This program shall be in compliance with the Title 49 CFR 214 Roadway Worker Protection regulations; Title 49, CFR 234 Grade Crossing Signal Safety; other applicable FRA-mandated training requirements; and be compatible with the CSX Transportation, Inc. Operating and Safe Way Rules. This program shall include training, qualification and certification, record keeping, and retraining of all Design/Build Firm employees requiring access to the railroad right-of-way during the Design/Build and Maintain contract time. Title 49 CFR 214, Subpart A established responsibility for compliance with all of Part 214 under 314.5 Responsibility for Compliance. The Design/Build Firm's employees shall not enter the railroad right-of-way without proof of current Roadway Worker Protection Certification and company photo identification.

The Design/Build Firm shall be responsible for providing all required railroad Roadway Worker Protection services, including Employee-in-Charge providing positive protection, Point of Contact, and Watchman/Look-out for the design and construction activities for the 32-mile IOS and the railway maintenance activities for the 62-mile corridor. The Roadway Worker Protection services shall be compliant with the Operating Rules and Safe Way Rules outlined in the agreement between the Department and CSX Transportation, Inc. The Design/Build Firm will be permitted to work behind an orange construction fence while protected under CSX Transportation, Inc. Operating Rule 707 in accordance with the requirements of the Transition Agreement, Appendix E "Central Florida Commuter Rail Transit System Flagging Criteria and Orange Fence Policy", included as an Attachment to this RFP and in accordance with FRA Regulations governing Roadway Worker Protection.

The Department may revoke the orange construction fence policy at any time if all Roadway Worker Protection regulations are not being met or if the Department believes that worker safety is compromised.

The Design/Build Firm shall provide a separate Lump Sum price for all railroad Roadway Worker Protection services (see Section VIII of this RFP for details). The railroad Roadway Worker Protection services shall be provided in accordance with FRA regulations, CSX Transportation Operating Rules, CSX Transportation Safety Rules and this RFP.

The Design/Build Firm shall provide a price per hour for Roadway Worker Protection (flagman) services to meet the needs of third parties required to work within the railroad right-of-way. For bid purposes the Design/Build Firm shall base the price on the need for 1,000 flagman hours. This price shall be included with the Lump Sum price for the adjusted score. The price identified by the Design/Build Firm's response to this RFP shall also be used to calculate a unit price per hour of flagman. This unit price shall be honored by the Design/Build Firm for third party use throughout the length of the contract regardless of the actual flagman hours required.

O. Survey:

The Design/Build Firm shall perform all surveying and mapping services necessary to complete the project. Survey services must also comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code. All field survey data will be furnished to the District Surveyor in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department's Surveying Procedure, Topic Nos. 550-030-101; Right-of-Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 61G17, F.A.C., pursuant to Section 472.027, F.S., and any special instructions from the Department. This survey also must comply with the Department of Environmental Protection Rule, Chapter 18-5, F.A.C., pursuant to Chapter 177, F.S., and the Department of Environmental Protection.

P. Verification of Existing Conditions:

The Design/Build Firm shall be responsible for verification of existing conditions, including research of all existing Department records and other information.

By execution of the contract, the Design/Build Firm specifically acknowledges and agrees that the Design/Build Firm is contracting and being compensated for performing adequate investigations of existing site conditions sufficient to support the design developed by the Design/Build Firm and that any information is being provided by the Department merely to assist the Design/Build Firm in completing adequate site investigations. Notwithstanding any other provision in the contract documents to the contrary, no additional time or money compensation will be paid in the event of any inaccuracies in the preliminary information. Any utility information provided with this RFP is for informational purposes only. The Design/Build Firm shall be responsible for locating all utilities within the corridor.

Q. Submittals:

1. Plans:

The Design/Build Firm shall provide copies of the required documents as listed below for each review.

- One track alignment plan showing the approximately 32 miles of the IOS with new track, existing track, and track upgrades. This shall be submitted and approved before track sections are submitted.
- Track work plans can be submitted in sections for new track sections. The five sections of new track to be installed are as follows:
 - A section from Fort Florida Road to north of the St. Johns River timber trestle bridge,
 - A section south of St. Johns River to the existing Rand Yard,
 - A section from McCracken Road to north of George Avenue,
 - A section from a mile south of SR 434 to north of Sybelia Avenue, and
 - A section from the Orlando Amtrak station to the Taft Yard.
- Plans for upgrade of existing track can be submitted separate from new track sections.
- Signal system plans can be submitted in signal blocks, where a block is between two consecutive

control points and shall include any intermediate signal locations (automatic signals, electric locks and highway grade crossings).

- Communications system plans shall be submitted for all communications elements, including but not limited to the traffic control system, the train dispatch center communications, Operations Control Center to station communications, and Operations Control Center communication devices.
- Highway railroad grade crossings (including the highway grade crossing warning system) shall be submitted for each crossing. These submittals must include the highway Maintenance of Traffic (MOT) plans. The Design/Build Firm is responsible for developing the sequence of construction that complies with the closure of either adjacent or nearby grade crossings as identified in Section VI.R of this RFP.
- Vehicle Storage and Maintenance Facility plans shall be submitted showing all elements in relation to each other for the entire site development, including but not limited to the tracks, yard storage areas, maintenance areas, parking lots, storage buildings, and the Operations Control Center as well as the final design for all individual elements.
- Plans for the concrete station platforms shall be submitted for each station showing all utility and drainage structures, canopy foundations, platform embeds, location of the platform and the distance from the platform to the center of the adjacent rail.
- Plans for the replacement of the wood trestle bridge at the north approach to the St. Johns River moveable bridge shall be submitted in accordance with the Department's bridge submittals specified herein.
- Testing reports for the wayside signal systems and highway grade crossing warning signal systems shall be submitted in accordance with the Tests section of the Construction and Installation Standards for the signals in the Design Criteria.
- Plans for communications system shall be submitted in accordance with Communications section of the Design Criteria.
- A staging and sequence of operations for the bridge replacement for the timber trestle bridge on the north end of the St. Johns River shall be submitted to the Department for review and acceptance in accordance with the Structures section of the Design Criteria.

Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component submitted for review.

Initial Component Plans

25 sets of 11" X 17" track plans
17 sets of 11" X 17" structure plans
17 sets of 11" X 17" wayside and highway grade crossing warning signal system plans and test report forms
17 sets of 11" X 17" communication systems plans
17 sets of 11" X 17" each component set
25 sets of 11" X 17" roadway plans (highway grade crossings)
17 sets of 11" X 17" ITS plans
12 copies of Final Geotechnical Report
14 copies of Final Bridge Hydraulic Report
12 sets of documentation - railroad

12 set of documentation - structures
12 sets of documentation – track, train control systems, communications systems, and other component plans
12 sets of documentation – roadway
14 copy of Technical Special Provisions
Bridge Load Rating
Independent Peer reviewer’s comments and comment responses

Final Component Plans

1 original 11” X 17” signed and sealed set to be stamped “Released for Construction”
25 sets of 11” X 17” copies of the signed and sealed set
12 sets of final documentation
1 signed and sealed copy of Specifications Package
2 sets of electronic copies of Technical Special Provisions on CD
Independent Peer Reviewer’s signed and sealed cover letter that all comments have been addressed and a specific list of any unresolved issues.

Construction Plans

The following are to be provided to the Department for acceptance and stamping “Released for Construction”
1 set of 11” X 17” of signed and sealed plans
1 set of Final Design Documentation
Final Schedule of Values
1 set of signed and sealed Specifications Package
1 sets of electronic copies of signed and sealed Technical Special Provisions on CD
Signed and Sealed Bridge Load Rating

As-Built Plans:

The Design/Build Firm shall submit as-built plans per the Department's Procedures. The Design/Build Firm shall furnish to the Department, upon project completion, the following:

1 set of 11” X 17” signed and sealed as-built plans
17 sets of 11 ”X 17” copies of the signed and sealed as-built plans
1 signed and sealed copy of the as-built Bridge Load Rating
12 sets of final documentation (if different from final component submittal)
12 sets of final CADD files on CD in MicroStation and .pdf formats

The Design/Build Firm's Professional Engineer in responsible charge of the project’s design shall professionally endorse (signed and sealed and certified) the record prints, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual.

As-built plans must be submitted prior to final acceptance of the project.

R. Contract Duration:

The original contract time for this contract will be 930 days, and contract time shall begin upon issuance of the Notice to Proceed for the Initial Final Design and Maintenance Mobilization Services.

S. Project Schedule:

The Design/Build Firm shall submit a project schedule, in accordance with Subarticle 8-3.2 (Design/Build Division I Specifications), to establish contract duration as part of the Technical Proposal. The proposed schedule should allow 10 working days for Department review of design submittals. The minimum number of activities shall be those listed in the payout schedule and those listed below:

- Anticipated Award Date
- Notice to Proceed Date
- Curfews
- Design Submittals
- Maintenance Mobilization
- Maintenance of Way Services Plan
- Design Survey
- Design Reviews by the Department
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Long lead item procurements
- Construction Commencement Date
- Maintenance Commencement Date
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Bridge Replacement Foundation Design
- Bridge Replacement Foundation Construction
- Bridge Replacement Substructure Design
- Bridge Replacement Substructure Construction
- Bridge Replacement Superstructure Design
- Bridge Replacement Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Maintenance of Traffic Design

- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Earthwork Design
- Track Work Design
- Track Work Construction
- Station Platform Design
- Station Platform Milestones
- Station Platform Construction
- Wayside Signal System Design
- Wayside Signal System Manufacturing
- Wayside Signal System Delivery
- Wayside Signal System Construction
- Wayside Signal System Testing
- Radio Coverage Plot
- Communications Systems Design
- Communication Systems Installations
- Communication Systems Testing
- Grade Crossing Warning System Design
- Grade Crossing Warning System Manufacturing
- Grade Crossing Warning System Delivery
- Grade Crossing Closures
- Grade Crossing Warning System Construction
- Grade Crossing Roadway and Drainage Design
- Grade Crossing Roadway and Drainage Construction.
- System Integration Testing
- Wayside Signal System signal house fabrication, deliver and installations
- Wayside Signal System Cut Over and Tapeload
- Wayside Signal System Commissioning
- Vehicle Storage and Maintenance Facility and Operations Control Center Design
- Vehicle Storage and Maintenance Facility Milestones
- Vehicle Storage and Maintenance Facility and Operations Control Center Construction
- Operations Control Center Communications Testing
- Additional Construction Milestones as determined by the Design/Build Firm
- Utility Coordination and Relocations
- Final Completion Date for All Work
- Revenue Service Date

The Design/Build Firm's schedule should allow for a ten (10) working day review time for the Department's review of the component submittals except for the timber-trestle bridge replacement. The review of the timber-trestle bridge replacement requires Central Office involvement and the schedule shall allow 20 working days for these reviews. The review period commences upon the Department's receipt of the valid submittal or re-submittal and terminates upon the transmittal of the submittal back to the Design/Build Firm. The Department's review is not meant to be a complete and detailed review and does not relieve the Design/Build Firm from its sole responsibility for such submittal or resubmittal.

Final signed and sealed plans will be delivered to the Department's Project Manager a minimum of five (5) working days prior to construction of that component. The Department's Project Manager will send a copy of the final signed and sealed plans to the appropriate office for review and stamping "Released for Construction". Only signed and sealed plans that are stamped "Released for Construction" are valid and all work that the Design/Build Firm performs in advance of the Department's release of Plans will be at the Design/Build Firm's risk.

T. Key Personnel/Staffing:

The Design/Build Firm's work shall be performed and directed by key personnel identified in the Technical Proposal by the Design/Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design/Build Firm shall have available a professional staff that meets the minimum training and experience set forth in Florida Statute Chapter 455.

U. Meetings and Progress Reporting:

The Design/Build Firm shall anticipate periodic meetings with Department personnel and other agencies as required for resolution of design, construction, and/or maintenance issues. These meetings may include:

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings

During design, the Design/Build Firm shall meet with the Department's Project Manager on a monthly basis and provide a month look ahead of the activities to be completed during the upcoming month.

During construction, the Design/Build Firm shall meet with the Department's Project Manager on a weekly basis and provide a two-week look ahead for activities to be performed during the coming weeks.

During the maintenance period, the Design/Build Firm shall meet with the Department's Project Manager or his designee on a weekly basis to review the status of the maintenance activities and provide a two-week look ahead for the activities to be performed during the coming weeks.

The Design/Build Firm shall attend the monthly Work Plan Coordination meeting with the Department and CSX Transportation, Inc. in accordance with the requirements of the Transition Agreement.

The Design/Build Firm shall, on a monthly basis, provide written progress reports that describe the items of concern and the work performed on each task.

V. Public Involvement:

1. General:

Public Involvement is an important aspect of the project. Public Involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the project. The Department will carry out an exhaustive Public Involvement Campaign and a marketing effort. The Design/Build Firm will continue to be part of the Public Involvement effort but on a limited basis as described below.

2. Community Awareness:

The Design/Build Firm will review and comment on a Community Awareness Program provided by the Department for the project.

3. Public Meetings:

The Design/Build Firm shall provide all support necessary for the Department to hold various public meetings, which may include:

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings
- MPO Transportation Technical Committee Meetings
- MPO Meetings
- Public Information Meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups, Operation Lifesaver training, and individuals)

The Design/Build Firm shall include attendance at up to 12 meetings for the term of the contract to support the Public Involvement program.

For any of the above type meetings the Design/Build Firm shall provide all technical assistance, data and information necessary for the Department to produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed project will create. This includes workshops, information meetings, and public hearings.

The Design/Build Firm shall, on an as-needed basis, attend the meetings with an appropriate number of his personnel to assist the Department's Project Representative/Public Involvement Consultant (PIC). The Design/Build Firm shall forward all requests for group meetings to the Department. The Design/Build Firm shall inform the Department of any meetings with individuals that occur without prior notice.

4. **Public Workshops, Information Meetings:**

The Design/Build Firm shall provide all the support services listed in No. 3 above.

All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the Department.

The Department will be responsible for the legal/display advertisements for design concept acceptance. The Department will be responsible for preparing and mailing (includes postage) for all letters announcing workshops and information meetings.

5. **Public Involvement Data:**

The Design/Build Firm is responsible for the following:

- Coordinating with the Department.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the Department.
- Providing required expertise (staff members) to assist the Department on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments, CFCRT Commission and other agencies.

The collection of public input occurs throughout the life of the project and requires maintaining files, newspaper clippings, letters, and especially direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the Department for their use and records.

In addition to collecting public input data, the Design/Build Firm may be asked by the Department to prepare responses to any public inquiries as a result of the Public Involvement process. The Department shall review all responses prior to mailing.

W. Quality Management Plan (QMP):

1. **Design:**

The Design/Build Firm shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications, geotechnical and other services furnished by the Design/Build Firm under this contract.

The Design/Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design/Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design/Build Firm, as part of their normal operation or it may be one specifically designed for this project. The

Design/Build Firm shall submit a QMP within 15 working days of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

The Design/Build Firm shall, without additional compensation, correct all errors or deficiencies in the surveys, designs, drawings, specifications and/or other services.

No fabrication, casting, or construction will occur until all related design review and shop drawing review comments are resolved.

2. **Construction:**

The Design/Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Department Specifications for all elements of the project which describes their Quality Control procedures to verify, check, and maintain control of all construction processes and materials.

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design/Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design/Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the "Access Instruction for LIMS" for more information on how to gain access to the Department's databases: <http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/guidelines/contractor/limsaccess.pdf>

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS) and the Design Criteria (included as an Attachment to this RFP), 21 working days prior to commencement of Construction. Update the Job Guide Schedule and submit it to the Engineer prior to each monthly progress estimate. The Department may not authorize payment of any progress estimate not accompanied by an up-to-date Job Guide Schedule. Maintain the Job Guide Schedule throughout the project including the quantity placed since the previous submittal, and total to date quantity and any additional materials placed. Do not commence work activities that require testing until the Job Guide Schedule has been reviewed and accepted by the Engineer. At final acceptance, submit a final Job Guide Schedule that includes all materials used on the project in the same format as the monthly reports.

The Department shall maintain the right to inspect construction activities and request any documentation from the Design/Build Firm to ensure quality products and services are being provided in accordance with the Department's Materials Acceptance Program.

3. Maintenance:

The Design/Build Firm shall be responsible for the professional quality, technical accuracy and coordination of all maintenance services furnished by the Design/Build Firm under this contract.

The Design/Build Firm shall provide a Maintenance Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all inspection activities, testing programs, maintenance activities, and documentation of maintenance requirements prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design/Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design/Build Firm, as part of their normal operation or it may be one specifically designed for this project. The Design/Build Firm shall submit a QMP within 30 working days of the written Notice to Proceed. The responsible professional that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

The Design/Build Firm shall, without additional compensation, correct all deficiencies in the maintenance activities, and documentation.

X. Liaison Office:

The Department and the Design/Build Firm will each designate a Liaison Office and a Project Manager who shall be the representative of their respective organizations for the project.

The Design/Build Firm shall provide, furnish and maintain a minimum 2,100 square foot on-site Engineer's Field Office for exclusive use by the Department in accordance with Section 109 of the Specifications. The Design/Build Firm shall prepare, sign and seal a Modified Special Provision for the Engineer's Field Office based on the cumulative requirement of the 1,500 square foot area and 600 square foot area mentioned in Section 109. If the Design/Build Firm sets an on-site field office, the Engineer's Field Office shall be located in the same fenced/enclosed area as the Design/Build Firm's field office.

The Modified Special Provision shall also replace the following verbiage in the first paragraph of Section 109-2.3 Occupancy and Maintenance:

"109-2.3 Occupancy and Maintenance: Provide a field office for Department use, beginning 10 working days before construction begins and remaining for 30 days after final acceptance, unless the Department requests removal earlier. Do not begin work before the field office is available for Department use".

The Modified Special Provision shall also remove Section 109-3 Compensation as the field office is included in the Lump Sum price.

Y. Schedule of Values:

The Design/Build Firm will be responsible for invoicing the Department based on current invoicing policy and procedure. Invoicing will be based on the completion or percentage of completion of major,

well-defined tasks as defined in the Schedule of Values. Final payment will be made upon final acceptance by the Department of the Design/Build and Maintain project. Tracking DBE participation will be required under normal procedures according to the CPAM. The Design/Build Firm must submit the Schedule of Values to the Department for approval. No invoices shall be submitted prior to Department approval of the Schedule of Values.

The Design/Build Firm shall submit a preliminary listing of categories for the Schedule of Values with the Technical Proposal. No price information shall be provided in the Technical Proposal.

Upon receipt of the invoice, the Department's Project Manager will make judgment on whether or not work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished. In addition, the Department reserves the right to withhold payment of invoices based on the Design/Build Firm's failure to meet any submittal, reporting, or other requirements of this contract.

Z. Computer Automation:

The project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department of Transportation policies and procedures. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are available in MicroStation V8 format in the FDOT CADD Software suite. However, it is the responsibility of the Design/Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design/Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design/Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in MicroStation format, as described in the above referenced document.

The archived submittal shall also include either a TIMS database file, CADD Index file (generated from RDMENU) or documentation that shall contain the project history, file descriptions of all (and only) project files, reference file cross references, and plotting criteria a (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

AA. Construction Engineering and Inspection:

The Department is responsible for providing Construction Engineering and Inspection (CEI) and Quality Assurance Engineering, which are for the Department's sole benefit. The Design/Build Firm shall be responsible for Quality Control for all elements of the project in accordance with the specifications.

The Design/Build Firm is subject to the Department's Independent Assurance (IA) Procedures.

BB. Testing:

The Department or its representative will perform verification and resolution testing services in accordance with the latest Specifications. On all Federal Aid Projects, the Department or its representative

shall perform verification sampling and testing on site as well as off site locations such as pre-stress plants, batch plants, structural steel and weld plants, fabrication plants, etc. The Design/Build Firm shall also comply with testing requirements in the Design Criteria included as an Attachment to this RFP.

The Design/Build Firm shall submit an Inspection and Testing Plan for review and acceptance by the Department that contains a list of all tests to be performed and the procedures for performing the tests. The list shall provide the test name, identify the specific element of the Design Criteria (included as an Attachment to this RFP) requiring the test, and identify who is responsible for each type of test.

The Inspection and Testing Plan shall provide the following information for each identified test/inspection:

- Schedule of test/inspection
- Identification of independent test labs to be used
- Specialized equipment and/or personnel training or qualifications required.

The Inspection and Testing Plan shall be updated throughout the project duration as required.

The Design/Build Firm's inspection and testing procedures shall be accepted by the Department prior to initiating any test/inspection and shall include the test requirements, acceptance criteria and test conditions. Procedures shall, at a minimum, include:

- Identify the characteristics to be inspected, examined and tested at each activity point
- Specify inspection and testing procedures and acceptance criteria
- Include inspection checklists
- Identify hold points as described below.

The inspection or test procedures shall include items such as who is responsible; how, when and where all tests are to be performed; what materials, equipment, and documentation are to be used; and how it is controlled. These procedures may be documented in the Quality Management Plan.

The Design/Build Firm shall use competent inspection personnel and shall not depend exclusively on inspections performed by persons performing or directly supervising the work being inspected. Inspection personnel shall not report directly to the immediate foreman or supervisor responsible for constructing or installing the work being inspected. Inspection personnel shall be given the necessary authority and independence to perform their roles.

Personnel performing inspections and tests shall possess a demonstrated competence in the specific area of interest and have an adequate understanding of the requirements. Written guidelines shall be established by the Design/Build Firm and accepted by the Department for the education, experience, and technical qualifications for such personnel.

A listing of hold points shall be established by the Design/Build Firm and accepted by the Department as part of the Inspection and Testing Plan. Hold points are pre-determined inspection points for the work in progress which may become inaccessible as the work progresses. The Design/Build Firm shall "hold" until the verification of the testing and inspection is complete. In-process inspection activities shall be planned and performed to ensure the quality of the finished work. Any non-conforming conditions shall be documented and corrected prior to proceeding.

The Design/Build Firm shall demonstrate the acceptability of the construction activities with objective evidence through suitable inspections and testing records. Inspection and testing records shall be prepared, reviewed, maintained and safely stored by the Design/Build Firm. The Department may request to examine these records at any time.

The Design/Build Firm shall distinguish between inspected and uninspected items by using suitable control devices. Inspection and test status identification of structures, systems or components shall be maintained and controlled from initial receipt through installation to operation of the completed item.

CC. Design/Build Firm Warranty:

The Design/Build Firm may provide a Contractor Guaranteed/Value Added, in accordance with Section 5-14 of the Specifications, for any products or features the Design/Build Firm desires. Further, the Department's Contractor Guaranteed/Value Added Sections 338, 355, 475, 611, 645, and 725 shall also be included in the specifications for this project verbatim. The Design/Build Firm shall develop the Contractor Guaranteed/Value Added criteria, measurable standards, and remedial work plans in the Design/Build Firm's Technical Proposal.

The Design/Build Firm shall develop a warranty for the project and fully define the proposed warranty program in the Design/Build Firm's Technical Proposal. The minimum warranties required are outlined in the Design Criteria, included as an Attachment to this RFP.

DD. Adjoining Construction Projects:

The Design/Build Firm shall be responsible for coordinating construction activities with other construction projects that are impacted by or impact this project. This includes projects under the jurisdiction of local governments, the Department, or other regional and state agencies. Seminole County is constructing improvements to CR 15 that will impact the highway grade crossing.

EE. Design Clarification, Conflict Resolution, and Issue Escalation:

The Department has established the issue escalation process for design questions and conflict resolution that the Design/Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Development, and finally to the District Secretary. Each level shall have a maximum of three working days to answer, resolve or address the issue. This three day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three working days. The Design/Build Firm shall provide any available supporting documentation.

The Design/Build Firm shall provide a similar issue escalation process for his organization with personnel of similar levels of responsibility.

The District Secretary will have the final authority on design decisions.

FF. Construction/Maintenance Clarification, Conflict Resolution, and Issue Escalation:

In the event that construction or maintenance problems occur, the resolution of those problems will be processed in one of the following two ways unless revised by a Partnering agreement:

- If the resolution does not change the original intent of the Technical Proposal/RFP, then the Design/Build Firm Engineer of Record (EOR) will be responsible for developing the design solution to the construction or maintenance problem and the District Resident Engineer will be responsible for review and response within 10 working days. The District Resident Engineer will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below.
- If the resolution does alter the original intent of the Technical Proposal/RFP then the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten working days. The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FTA approval.
- The Department has established the issue escalation process for construction and maintenance questions and conflict resolution that the Design/Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Operations, and finally to the District Secretary. Each level shall have a maximum of three working days to answer, resolve or address the issue. This three day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three working days. The Design/Build Firm shall provide any available supporting documentation.

The Design/Build Firm shall provide a similar chain of command for his organization with personnel of similar levels of responsibility.

Should an impasse develop, the Dispute Review Board shall assist in the resolution of disputes and claims arising out of the work on the Contract.

GG. Incorporation of Federal Transit Administration (FTA) Terms:

The Design/Build Firm shall be required to comply with the contract provisions for FTA contracts using Federal Aid. These required contract provisions are included as an Attachment to this RFP.

The Project will receive financial assistance from the FTA. The Design/Build Firm shall be responsible for compliance with and implementation of applicable requirements of certifications issued by the United States Department of Labor (DOL) pursuant to 49. U.S.C.A. 5333(b) as to the Department's grants of financial assistance as to the Project. A copy of the DOL certification issued as to the preliminary engineering phase of the Project (FL-03-0323) is included as an Attachment to this RFP. The Department will provide the Design/Build Firm copies of any additional certifications issued by DOL as to FTA grants for the Project.

HH. No Excuse Bonuses, Incentives, and Disincentives:

This project involves a combination of No Excuse Bonuses, Incentives, and Disincentives pertaining to the completion of the full project for revenue service, completion of the station platforms, completion of the Operations Control Center, and completion of critical highway grade crossing improvements. The No Excuse Bonuses, Incentives, and Disincentives are described in detail in the Division I Specifications for the project. The following summarizes the elements that are included in the No Excuse Bonuses, Incentives, and Disincentives for the project.

Project Completion

The project includes a milestone of September 30, 2011 for the completion of all construction, testing, commissioning, completed signal system cutover and start of revenue service. Revenue service is defined as the track system, signal system, communications system, platforms, and the Operations Control Center are complete and functional to allow for commuter rail service to be run with 15 minute headways. The Design/Build Firm shall not be responsible for the delivery of the vehicles. This milestone involves both a No-Excuse Bonus and a Disincentive as defined in Section 8-13.1 of the Division I Specifications for this project.

Station Platforms

The project includes three (3) separate No-Excuse Bonuses and Disincentives for station platform completions as defined in the Specifications for this project. The station platform completion shall be defined as all construction of the concrete station platforms for all of the stations within each group. The stations included in each group and their associated milestones are listed below. The station platform construction complete includes completion of all below-grade conduits and drainage structures; all electrical, utilities, mechanical, and architectural embeds; canopy column foundations; and installation of the platform tactile edge paver. The Design/Build Firm shall clear all equipment, material, and debris from the station areas by the milestone date.

Group 1: DeBary (formerly Fort Florida), Sanford, Lake Mary, and Altamonte Springs - Milestone Date of April 30, 2010.

Group 2: Maitland, Winter Park, Florida Hospital and Sand Lake – Milestone Date of July 30, 2010.

Group 3: Longwood, LYNX Central, Church, and Orlando Health (formerly Orlando Amtrak) – Milestone Date of October 30, 2010.

The No Excuse Bonuses and Disincentives are detailed in Section 8-13.1 of the Division I Specifications for this project.

Operations Control Center

This project includes a No Excuse Bonus and Disincentive for the Operations Control Center as defined in Section 8-13.1 of the Division I Specifications for this project. The Operations Control Center must be complete by January 30, 2011.

Grade Crossings

The project includes an Incentive/Disincentive for the construction sequencing that minimizes the roadway closure time and impacts to highway traffic at the selected grade crossings. Each grade crossing can be closed for up to a maximum of 54 hours, during the time period from 9:00 p.m. on Friday to 3:00 a.m. on the following Monday. This project includes an Incentive/Disincentive for the following highway grade crossings: CR 46A/25th Street, Airport Boulevard, Lake Mary Boulevard, Country Club Road, CR 427 (MP 776.12), CR 427 (MP 779.39), SR 436, Kaley Avenue, Michigan Street, and Oakridge Road as defined in Section 8-13.2 of the Division I Specifications for this project.

Extended Curfew Hours

The project includes an Incentive/Disincentive for the Design/Build Firm to remain within the Extended Curfew Hours as bid, and as detailed in Section 8-13.3 of the Division I Specifications for this project.

Rail Recovery

The project includes Recovery of Damages Suffered by Third Parties associated with the Daily Curfews. The Design/Build Firm shall be subject to a damage recovery/user cost for each 15 minute period, or portion thereof, where the tracks are not open to traffic at the end of the Daily Curfew. See Section 8-12 of the Division I Specifications for this project.

Storage Tracks

The storage tracks for the storage of up to 19 commuter rail vehicles must be complete by January 30, 2011. If not complete by the times stated herein, the Design/Build Firm shall be responsible for any costs incurred by the Department for any delay to the delivery or storage of the vehicles elsewhere.

VI. Design, Construction and Maintenance Criteria.

A. General:

The Design/Build Firm shall be responsible for detailed plan checking as outlined in the *Plans Preparation Manual*, and as described in this RFP. This includes a checklist of the items listed in the

Plans Preparation Manual for each completed phase submittal. Bridge submittals may be broken into foundation, substructure, superstructure, approach spans, and main channel spans. Roadway submittals may be broken down into grading, drainage, walls, ITS, signing & pavement marking, signalization, and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout, and concept plans as provided in the Technical Proposal.

Before construction activities can begin for a specific component, signed and sealed design plans and calculations supporting the design for that component must be reviewed and accepted by the Department. Component submittals shall be complete submittals along with all the supporting information necessary for review. The work must represent logical work activities and must show impacts on subsequent work on this project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the Design/Build Firm's risk. Upon review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the reviewer. Any construction initiated by the Design/Build Firm prior to receiving signed and sealed plans stamped "Released for Construction" shall be at the sole risk of the Design/Build Firm.

Prior to submittal to the Department, the timber-trestle bridge replacement shall have a peer review analysis by an independent engineering firm not involved with the design team, prequalified in accordance with Chapter 14-75, to assure the submittal is in compliance with all Department requirements. The independent peer review engineer's comments shall be included with each plan submittal package and the resolution of each comment shall be noted. The independent peer review engineer shall sign and seal a cover letter stating that all comments have been addressed. Any unresolved issues will be specifically listed in the cover letter.

All design and construction documents shall be prepared using the English system.

Concept Plans are being provided to Proposers together with this RFP. These concept plans provide the Design/Build Firm with a depiction of one approach that is generally consistent with the Department's intent for this project; however, the Department makes no representation, guarantee, or warranty of any nature whatsoever that these concept plans comply with the requirements of this RFP or any other requirements. In addition, nothing in the concept plans shall be construed as a representation of any field condition or of any state of facts upon which a design can be based or the project constructed without proper factual investigation and the proper application of independent engineering judgment. The Design/Build Firm shall be fully and independently responsible for the design and construction of the project in accordance with the applicable requirements regardless of the content of the concept plans. The concept plans are provided for general information only and do not form a part of the design criteria or any other document that is connected or related to this project. Any reference on the concept plans to specific bid item numbers, pay items or other payment options are incidental to the information provided and are not applicable to this Lump Sum project.

The Concept Plans depicting the one approach that is generally consistent with the Department's intent should be used as stated above except for the following list of items which must be designed and constructed exactly as they are in the concept plans.

- Block Layout/Control Point locations to provide 15 minute headways in addition to accommodating Amtrak passenger and all freight operations per the requirements outlined in the Design Criteria included as an attachment to this RFP;
- Highway Grade Crossing locations (vehicular and pedestrian); and
- Degree of Curve and speed for existing alignment;

B. Utility Coordination

The Design/Build Firm shall insure FDOT standards, policies, procedures, and design criteria are followed concerning utility coordination. The FDOT standards, policies, procedures, and design criteria are contained in the current adopted Design Standards, Standard Specifications for Road and Bridge Construction, Rule 14-46.001 (Utility Accommodation Manual), Utility User's Guide, and any Supplemental Specification, Provision, or Agreement attached to this RFP.

Preliminary review of Utility Compensable Property Interest has indicated that the following Utility Owners may be eligible for reimbursement, should relocation be required. It is the responsibility of the Design/Build Firm to verify these, along with any other Utility Compensable Property Interests, and should relocation be required, include these costs in its Lump Sum price.

- Level 3
- Verizon
- Progress Energy Florida Inc.

The Design/Build Firm may employ more than one individual or utility engineering consultant to provide utility coordination and engineering design expertise. However, the Design/Build Firm shall employ and identify a single dedicated person responsible for managing all utility coordination and design activities. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design/Build Firm's proposal. The Utility Coordination Manager shall be required to satisfactorily demonstrate to the Department's Project Manager having the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and District utility coordination practices.
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design/Build Firm's Utility Coordination Manager shall be responsible for, but not limited to, the following:

1. Ensuring that Utility Coordination and design is conducted in accordance with the Department's standards, policies, procedures, and design criteria.
2. Assisting the engineer of record in identifying all the existing utilities and coordinating any new installations.
3. Scheduling utility meetings, keeping and distribution of minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrixes and changes to affected utility owners and making sure this information is properly coordinated.

5. Identifying and coordinating the completion of any Department or utility owner agreement that is required for reimbursement, or accommodation of the utility facilities associated with the Design/Build and Maintain project.
6. Assisting the Engineer of Record and the contractor with resolving utility conflicts.
7. Review of all Utility Work Schedules.
8. Handling reimbursable issues inclusive of betterment and salvage determination.
9. Obtaining and maintaining Sunshine State One Call Design to Dig Tickets.
10. QA Review of construction plans prior to construction activities for completeness.
11. Acquisition/procurement of any required easements when stated in RFP and as required by design
12. Periodic project updates to the district utility office as needed.

C. Railroad and Roadway Plans:

General:

The Design/Build Firm shall prepare the Railroad and Roadway Plans Packages. This work effort includes the track design, roadway design and drainage analysis needed to prepare a complete set of Track Plans, Roadway Plans, Traffic Control Plans, Environmental Permits and other necessary documents.

Design Analysis:

The Design/Build Firm shall develop and submit a signed and sealed Typical Section Package for the rail components and a Drainage Analysis Report for review and concurrence by the Department. Any deviation from the Department's design criteria will require a design variation and any deviation from AASHTO or AREMA will require a design exception. If a Design/Build Firm requests a variance or exception during the Technical Proposal phase, it must be discussed during the pre-bid meeting or a minimum of one week prior to the information cut-off date. All such variances and exceptions must be approved or disapproved prior to the information cut-off date and such variances and exceptions will be disclosed to all the Design/Build Firms. Variations and exceptions apply to both the highway and the rail components of this project. All requests for variations and exceptions after the Technical Proposal phase are at the sole risk of the Design/Build Firm.

These packages shall include the following:

1. Typical Section Package:

- Transmittal letter
- Location Map
- Rail Typical Section(s)
 1. Subballast and Ballast depths
 2. Centerline to Centerline of track
 3. Drainage
 4. Slope requirements
- Clearance Diagrams

Typical sections are required for one-, two- and three-track arrangements, for a tangent section, for a superelevated section, for a station section, for a yard section, and any other special conditions deemed appropriate by the Design/Build Firm.

2. **Pavement Design:**

The Design/Build Firm shall match the existing pavement composition/structure as the minimum pavement for all roadway construction associated with the highway grade crossings as well as any other roadway construction within the project. Any deviation from the existing pavement composition/structure shall be at the sole risk of the Design/Build Firm. Pavement composition/structure must be documented by the Design/Build Firm in the submittals to the Department.

3. **Drainage Analysis:**

The Design/Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Chapter 14-86, F.A.C.; Federal Aid Policy Guide, 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the District Environmental Management section and Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager.

The exact number of drainage basins, outfalls and water management facilities (retention/detention areas, weirs, etc.) will be the Design/Build Firm's responsibility.

The objective is to obtain approved stormwater treatment/attenuation design. This service shall include, but is not limited to the following:

- Perform design and generate construction plans documenting the permitted systems function to criteria.
- The Design/Build Firm shall check all existing cross drains to determine capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures.
- The Design/Build Firm will consider optional culvert materials in accordance with the Department's Drainage Manual Criteria.

Prior to proceeding with the Drainage Design, the Design/Build Firm shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design/Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is **mandatory** and is to occur 15 working days prior to any submittals containing drainage components.

The Design/Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report. It shall be a record set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data.

There are 27 existing culvert locations, some with multiple culverts, associated with the railroad alignment. These culverts may require extension or replacement. The Design/Build Firm is responsible for determining, in consultation with the District Drainage Engineer, the District Structures Maintenance Engineer and the District Structures Design Engineer which culverts can be extended and which require replacement.

D. Geometrics:

The Design/Build Firm shall design the roadway and railroad geometrics for the project using the design standards that are most appropriate with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this RFP.

The Design/Build Firm shall design the rail alignment, traffic control system, signal system, and other elements shall be designed in accordance with the Design Criteria included as an Attachment to this RFP, AREMA Guidelines, FRA standards, and other applicable standards to accommodate 79 mph passenger train service and 60 mph freight train service, except in those areas as noted. The train speed restrictions that are acceptable within the design are included in the Block Layout/Control Point information in the Design Criteria included as an Attachment to this RFP and in the Concept Plans.

The design elements shall include, but not be limited to, the horizontal and vertical alignments, track centerline to centerline separation, superelevation, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches.

E. Design Documentation, Computations and Quantities:

The Design/Build Firm shall submit to the Department design notes and computations to document the design conclusions reached during the development of the construction plans.

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Department. At the project completion, a final set of design notes and computations, signed by the Design/Build Firm, shall be submitted with the record set of plans and tracings.

The design notes and calculations shall include, but not be limited to the following data:

1. Design standards used for the project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits
5. Pavement structure/composition for grade crossings
6. Radio Coverage Plot

F. Structure Plans:

1. Bridge Design Analysis:

- a. The Design/Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design/Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.
- c. The Design/Build Firm shall “Load Rate” all bridges in accordance with AREMA Guidelines. The bridge load rating shall be submitted to the Department for review with the 90% superstructure submittal. A final, signed and sealed copy of the Bridge Load Rating shall be submitted to the Department.
- d. The Design/Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- e. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks systems, etc.) to ensure compliance with the contract plan requirements and intent.

2. Criteria

The Design/Build Firm shall incorporate the following into the design of this facility:

- a. All plans and designs are to be prepared in accordance with AREMA Manual of Railroad Engineering Bridge Design Guidelines, Design Criteria, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.
- b. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design/Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design/Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be

signed and sealed by the Structural Engineer in responsible charge of the wall design.

- c. For bridges over navigable waterways, establish the required pier strengths using the AREMA criteria.
- d. Provide concrete cover as per the Structures Design Guidelines in accordance with the structures environmental classification.
- e. Materials shall be as per the Specifications and Design Criteria.
- f. Structural Steel bridges shall be ASTM A709 Gr 36, Gr 50, or Gr 50w. The toughness shall be T2 for non-fracture critical members or F2 for fracture critical members. Thickness of flange plates shall not exceed three (3) inches. Bridges with steel deck, deck plates and slide plates shall be ASTM A709 Gr50WT2 steel. All exposed surfaces of the deck and side plates not protected by waterproofing shall be painted.
- g. Concrete bridges shall be air entrained and use Portland cement meeting the requirements of ASTM-C150 Type I or IA. Substructure concrete shall be designed with a 28-day compressive strength meeting or exceeding 4,000 psi. Superstructure concrete shall be designed with a 28-day compressive strength meeting or exceeding 5,000 psi.
- h. Railroad bridges shall be designed for all loads specified in Chapters 8 and 15 of the AREMA specifications. The following live loads shall be used:
 - Concrete design: Cooper E-80 loading with full diesel impact and the AREMA Alternate Load, whichever produces the greatest stresses.
 - Steel Design (non-composite): Cooper E-80 loading with full diesel impact and AREMA Alternate Load, whichever produces the greatest stresses.
 - Steel Design (Composite): Cooper E-80 loading with full diesel impact and AREMA Alternate Load, whichever produces the greatest stresses. The steel beams shall be designed to carry a minimum Cooper E-65 with full diesel impact on the con-composite steel section acting alone.
- i. When computing the structure's dead load, include an allowance for the weight of an additional six (6) inches of future track surfacing ballast.
- j. The fender system for the moveable bridge over the St. Johns River Bridge shall be inspected to determine any needed repairs or rehabilitation.

The project involves the replacement of the approximately 100-foot existing timber trestle bridge located north of the existing moveable bridge over the St. Johns River and crash walls to protect existing bridges and other structures. The bridge replacement will require new foundations, substructure and superstructure. The existing foundations, substructure and superstructure are to be removed. Timber is not an acceptable material for the substructure or superstructure. The new bridge must include the

required details for framing the new bridge into the existing structures. A peer review will be required for the replacement of the wood trestle bridge on the north end of the St. Johns River.

Retaining walls subject to highway loadings shall be designed in accordance with Department standards. Retaining walls subject to railway loadings shall be designed in accordance with AREMA Guidelines.

Crash walls will be required throughout the project limits to protect existing structures. At a minimum the following three (3) locations require crash walls: the east side at MP 765.91 (SR 46), both the east and west sides at MP 782.44 (Maitland Boulevard), and the west side at MP 790.73 (SR 408). The crash walls shall be designed in accordance with the Department standards and AREMA guidelines, Chapter 8.

The side of the wall facing the tracks shall be located to allow for a clear walkway on both sides of a stationary train. Where the vertical distance between the top of the wall and the ground elevation adjacent to the wall exceeds three (3) feet, walls shall be topped with a concrete cap with embedded six-foot chain link fence.

G. Specifications:

The Design/Build Firm shall use the Division I Specifications included as an Attachment to this RFP. As part of its Technical Proposal, the Design/Build Firm shall use the Florida Department of Transportation Standard Specifications for Road and Bridge Construction and the implemented modifications for only Divisions II and III contained in the Specifications Workbook for the bid period from January 1, 2008 through June 30, 2008. The Design/Build Firm shall identify, on a marked up copy of the applicable Specifications Workbook, all Division II and III Special Provisions, Developmental Specifications and Supplemental Specifications which will apply to the work in the proposal. Department Specifications may not be modified or revised. The Design/Build Firm shall also include all Technical Special Provisions, which will apply to the work in the proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications.

Before construction activities can begin, the Design/Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the project, containing all applicable Division II and III Special Provisions, Developmental Specifications and Supplement Specifications from the applicable Specifications Workbook, posted on the Department's website at the following URL address: <http://www2.dot.state.fl.us/specificationspackage/>. The signed and sealed Specifications Package shall also include individually signed and sealed Technical Special Provisions for any and all work not addressed by Department Specifications. Any Technical Special Provisions included in the signed and sealed Construction Specifications Package which had not been included in the proposal phase, may require a contract cost modification as a condition of approval.

The Design/Build Firm must account for a 10 working day review time in its schedule. Upon review by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the reviewer.

Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package, subject to the same process for submittal, review, and,

release for construction, as described above, for the original Construction Specifications Package. Construction work affected by Supplemental Specifications Packages shall not begin until stamped "Released for Construction" Supplemental Specification Package is obtained.

H. Shop Drawings:

The Design/Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be submitted to the Department and shall bear the stamp and signature of the Design/Build Firm's Contractor and the Engineer of Record (EOR) and signed and sealed by the Specialty Engineer. The Department shall review the Shop Drawing(s) to evaluate compliance with project requirements and provide any findings to the Design/Build Firm. The Departments procedural review of shop drawings is to assure that the Design/Build Firm and the EOR have both accepted and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Departments review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department will stamp "Released for Construction" or "Released for Construction as noted" and initialed and dated by the reviewer.

It is anticipated that the Design/Build Firm shall submit shop drawings and product submittals for the various signal system and communication system components for this project. Product submittals do not have to be signed and sealed by the Engineer of Record but shall bear the stamp and signature of the Design/Build Firm and the signature of the Engineer of Record.

Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component submitted for review.

I. Sequence of Construction:

The Design/Build Firm shall construct the work in a logical manner and with the following objectives as guides:

1. Maintain or improve, to the maximum extent possible, the quality of existing rail and vehicle traffic operations, both in terms of flow rate and safety, throughout the duration of the project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access right-of-way where direct access is not permitted.
4. Proper coordination with adjacent construction projects and maintaining agencies.

The Design/Build Firm must develop a sequence of construction for a maximum of 96 highway and 13 pedestrian grade crossings. The grade crossing requirements are outlined in Section VI.R of this RFP. One multi-use trail crossing is required for the grade crossing at Monroe Avenue.

The Design/Build Firm shall prepare a site specific Work Plan documenting the method to install, test and cut over the new wayside signal and highway grade crossing systems. At no time shall the safety and security of the existing system be compromised. This site specific Work Plan shall be submitted to the

Department for acceptance. The Work Plan requirements are outlined in the Design Criteria included as an Attachment to this RFP.

J. Stormwater Pollution Prevention Plans (SWPPP)

The Design/Build Firm shall prepare an erosion control plan that complies with the Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design/Build Firm shall refer to the Plans Preparation Manual for information in regard to the SWPPP and Florida Department of Environmental Protection (FDEP) Rule 62-25 for requirements on the erosion control plan. Detailed limits of the erosion control items will be necessary but may be shown on the roadway plans sheets. This plan shall be submitted along with the Design/Build Firm's Certification at least 15 working days prior to beginning construction activities.

K. Traffic Control Plan:

1. Traffic Control Analysis:

The Design/Build Firm shall design a safe and effective Traffic Control Plan to move vehicular and train traffic during all phases of construction. The areas shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

The traffic control plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

The Traffic Control Plan shall be prepared by a certified designer who has completed the Department's training course, and in accordance with the Department's Design Standards and the Roadway Plans Preparation Manual.

2. Traffic Control Plans:

The Design/Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable for highway elements. Should these standards be inadequate, a detailed traffic control plan shall be developed. The Design/Build Firm shall prepare plan sheets, notes, and details to include the following: typical section sheet(s), general notes and construction sequence sheet(s), typical detail sheet(s), traffic control plan sheet(s).

The Design/Build Firm shall prepare additional plan sheets such as cross sections, profiles, drainage structures, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Traffic Control Plan.

Separate traffic control plans shall be developed for maintaining rail traffic during the construction period.

3. **Traffic Control Restrictions:**

The Design/Build Firm shall develop a sequence of construction for the rail elements that establishes reasonable curfews as permitted by the Department. The Design/Build Firm shall make every reasonable effort to minimize interference with the operations and activities of the railroads operating on the CFCRT corridor.

The Design/Build Firm shall establish reasonable Curfews to facilitate and accommodate construction in accordance with the Transition Agreement (included as an Attachment to this RFP) and must comply with the following requirements:

- Curfew shall mean a time period scheduled in advance when trains are not permitted to operate on an identified section of track, permitting inspection, maintenance, or construction work on the track, signals, bridges and other structures. Curfews may be either a Daily Curfew or an Extended Curfew. Daily and Extended Curfews are defined in the Transition Agreement included as an Attachment to this RFP.
- A Daily Curfew will provide a continuous four (4) to six (6) hour work period within the daylight time period on all weekdays and on weekends. The Daily Curfew shall be between the hours of 7:00 a.m. and 1:00 p.m. The Daily Curfews shall permit the passage of Amtrak passenger trains.
- Up to 25 Extended Curfews shall be permitted during the duration of the Design/Build Firm's contract. An Extended Curfew can range from 12 hours to 54 hours in duration. Each Extended curfew shall occur between the hours of 9:00 p.m. on Friday and 3:00 a.m. on the following Monday.
- Signal suspensions shall mean a time period scheduled in advance when the signal system shall be suspended, signal aspects displayed do not authorize train movements and trains will be permitted to operate on the track with all movements governed by the authority of an Employee-in-Charge.
- The Design/Build Firm must provide a minimum of 60-day notice for all Extended Curfews and Signal suspensions. During Extended Curfews, Amtrak will use a bus bridge to service passengers through the corridor and Amtrak service need not be accommodated. The Design/Build Firm is not responsible for the costs associated with the bus bridge. The notice of Extended Curfew shall include:
 - Identification of the section of track that is to be out of service,
 - Description of the work to be completed,
 - Explanation of why the work required an Extended Curfew,
 - The duration of the Extended Curfew, and
 - The date and time the Extended Curfew will commence.
- All Curfews, signal suspensions and Operating Rule 707 work zones shall be reviewed and confirmed during the construction meetings which occur weekly per Section V.U of this RFP.
- If mutual agreement between the Department, the Design/Build Firm, CSX Transportation, Conrad Yelvington, Florida Central Railroad, and Amtrak is not reached on an Extended Curfew schedule, then the terms of the Central Florida Operations and Maintenance Agreement shall apply.

Weekend curfews for the segments of the proposed improvements north of the Rand Yard (north of MP 765) shall only be permitted during the months of February and September to accommodate Amtrak Auto Train.

The Design/Build Firm must comply with the Daily and Extended Curfew hours. Extension of work outside of the Daily and Extended Curfews will result in damages. These damages shall be assessed in 15-minute increments starting at the end of the curfew/work block. The damages are included in the specifications for this project.

There shall be no more than three (3) Operating Rule 707 work zones within the 32-mile IOS at any one time. The maximum length of an Operating Rule 707 work zone is seven (7) miles using an Employee-in-Charge and multiple Points-of-Contact.

The Design/Build Firm shall be solely responsible for any “Delay of Train” damages imposed in accordance with the terms of the Transition Agreement included as an Attachment to this RFP. Invoices for such damages received by the Department will be forwarded to the Design/Build Firm for payment. If the Design/Build Firm fails to pay such damages, the Department may deduct said damages from payments made to the Design/Build Firm.

There will be NO HIGHWAY LANE CLOSURES ALLOWED between the hours cited in the table below. A lane may only be closed during active work periods. Rolling barricades will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District 5 Public Information Officer, Steve Homan at 386-943-5479. The Design/Build Firm shall develop the project to be able to provide for all lanes of traffic to be open in the event of an emergency or if the lane closure causes a driver delay greater than 20 minutes. Section VI.R of this RFP has a list of adjacent or nearby grade crossing closures which warrant restrictions relative to adjacent closures.

Lane Closure Restrictions on Crossings of Railroad

Street Name	From Time	To Time	Street Name	From Time	To Time
Fort Florida Road	No Known Restrictions		Lyman Avenue	Coordinate with Locals	
Barwick Road	No Known Restrictions		New York Avenue	Coordinate with Locals	
Florida Power & Light Drive	Coordinate with FPL		Fairbanks Avenue	6:00 am	10:00 pm
Monroe Road	6:00 am	7:00 pm	Pennsylvania Avenue	6:00 am	10:00 pm
McCraken Road	6:00 am	7:00 pm	Holt Avenue	Coordinate with Locals	
Eighteenth Street	6:00 am	7:00 pm	Minnesota Avenue	Coordinate with Locals	
Southwest Road	6:00 am	7:00 pm	South Denning Drive	Coordinate with Locals	
Country Club Road	6:00 am	7:00 pm	South Orlando Avenue	6:00 am	9:00 pm
CR 46A / West 25 th Street	6:00 am	7:00 pm	Westchester Avenue	Coordinate with Locals	
West Airport Boulevard	6:00 am	7:00 pm	Wilkinson Street	Coordinate with Locals	
Egrets Landing Drive	6:00 am	7:00 pm	King Street	Coordinate with Locals	
Pedigo Point	6:00 am	7:00 pm	Rollins Street	Coordinate with Locals	
North Palmetto St	6:00 am	7:00 pm	Princeton Street	7:00 am	7:00 pm
Lake Mary Boulevard	6:00 am	7:00 pm	Virginia Drive	Coordinate with Locals	
South Country Club Road	6:00 am	7:00 pm	Alden Road	Coordinate with Locals	
CR 427	7:00 am	8:00 pm	Highland Avenue	Coordinate with Locals	
Georgia Avenue	6:00 am	7:00 pm	North Magnolia Avenue	4:00 pm	7:00 pm
East Orange Avenue	6:00 am	7:00 pm	Orange Avenue	6:00 am	9:00 am
East Palmetto Avenue	6:00 am	7:00 pm	Marks Street	Coordinate with Locals	
Church Avenue	6:00 am	7:00 pm	West Colonial Drive	6:00 am	8:00 pm

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

Street Name	From Time	To Time	Street Name	From Time	To Time
CR 427	6:00 am	10:00 pm	West Concord Street	Coordinate with Locals	
SR 434	6:00 am	10:00 pm	West Amelia Street	Coordinate with Locals	
North Street	6:00 am	7:00 pm	West Livingston Street	Coordinate with Locals	
CR 427	7:00 am	9:00 pm	East Robinson Street	7:00 am	9:00 am
				5:00 pm	6:00 pm
Plumosa Avenue	6:00 am	7:00 pm	West Jefferson Street	Coordinate with Locals	
Merritt Street	6:00 am	7:00 pm	West Washington Street	Coordinate with Locals	
Leonard Street	6:00 am	7:00 pm	West Central Boulevard	Coordinate with Locals	
SR 436 /Altamonte Drive	6:00 am	10:00 pm	West Pine Street	Coordinate with Locals	
Prairie Lake Cove	6:00 am	7:00 pm	West Church Street	Coordinate with Locals	
Ballard Street	6:00 am	7:00 pm	West South Street	Coordinate with Locals	
Spring Lake/O'Brien Road	6:00 am	7:00 pm	South Garland Avenue	Coordinate with Locals	
Greenwood Drive – Ramp Maitland Blvd EB to 17/92 NB	Coordinate with Locals		West America Street	Coordinate with Locals	
Sybelia Avenue	Coordinate with Locals		Ernestine Street	Coordinate with Locals	
George Avenue	Coordinate with Locals		Gore Street	Coordinate with Locals	
Horatio Street	Coordinate with Locals		West Columbia Street	Coordinate with Locals	
East Packwood Avenue	Coordinate with Locals		West Kaley Street	7:00 am	7:00 pm
East Maitland Avenue	Coordinate with Locals		West Grant Street	Coordinate with Locals	
West Ventris Avenue	Coordinate with Locals		West Michigan Street	7:00 am	7:00 pm
Palmetto Avenue	Coordinate with Locals		West Pineloch Avenue	Coordinate with Locals	
Lake Avenue	Coordinate with Locals		Drennen Road	Coordinate with Locals	
North Denning Drive	Coordinate with Locals		Kelsey Road	Coordinate with Locals	
Webster Avenue	Coordinate with Locals		West Holden Avenue	Coordinate with Locals	
Pennsylvania Avenue	Coordinate with Locals		Jamaica Lane	Coordinate with Locals	
North New York Avenue	Coordinate with Locals		Stratemeyer Road	Coordinate with Locals	
West Canton Avenue	Coordinate with Locals		Mary Jess Road	Coordinate with Locals	
Pedestrian Crossing	Coordinate with Locals		Oakridge Road	Coordinate with Locals	
Pedestrian Crossing	Coordinate with Locals		Fairlane Avenue	Coordinate with Locals	
West Morse Boulevard	Coordinate with Locals		East Lancaster Avenue	Coordinate with Locals	
Pedestrian Crossing	Coordinate with Locals		Glenrose Avenue	Coordinate with Locals	
West New England Avenue	Coordinate with Locals				

The Design/Build Firm shall be responsible for coordinating the lane closures for the grade crossings with the Extended Curfews. Each grade crossing shall be permitted to be closed for one weekend when the second mainline track is under construction. When the crossing is the only means of access to a development, then a temporary access shall be provided by the Design/Build Firm. The adjacent crossing restrictions contained in Section VI. R of this RFP apply to the closures.

L. Environmental Services/Permits/Mitigation:

The Design/Build Firm will be responsible for preparing designs and proposing construction methods that are permissible. The Design/Build Firm will be responsible for any required permit fees except for fees for permits previously obtained by the Department. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. The Design/Build Firm shall be responsible for the mitigation costs for any increase in wetland impacts above the impacts permitted by

the Department. Delays due to incomplete permit packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided in Section V.M.2, will be solely the responsibility of the Design/Build Firm, and will not be considered sufficient reason for any time extension nor monetary compensation whatsoever.

The Department shall obtain an Off-Site Conservation Gopher Tortoise Relocation Permit. Information on the locations and numbers of gopher tortoise burrows previously discovered in the project area can be found in Appendix C of the Endangered Species Biological Assessment included in the Other Documents with this RFP. The Design/Build Firm shall be responsible for obtaining any extension(s) of the permit necessary to comply with the permit and associated gopher tortoise regulations. It is the intent that the gopher tortoises and burrow commensals currently located within the construction limits in the corridor be relocated to an existing approved recipient site in Central Florida as specified in the permit. Based upon the Endangered Species Biological Assessment surveys, approximately 76 burrows are located within the construction limits defined in the Environmental Resource Permit. The Design/Build Firm will need a Florida Fish and Wildlife Conservation Commission (FWC) approved Authorized Agent to supervise the survey and relocation activities. The Design/Build Firm shall be responsible for completing the 100 percent gopher tortoise survey of the construction limits (to be completed not more than 30 days prior to the start of construction), the installation of the silt fence along the construction limits, the gopher tortoise burrow excavations, tortoise relocations (to be completed prior to initiating construction) and all applicable permit conditions. The Department shall be responsible for the payment of fees to the approved recipient site.

M. Signing and Pavement Marking Plans:

The Design/Build Firm shall prepare signing and pavement marking plans for all roadway work associated with the grade crossings in accordance with Department criteria.

In addition to the roadway signing associated with the grade crossings, the Design/Build Firm shall provide signing for the railroad. The railroad signing shall be designed and installed in accordance with the Design Criteria included as an Attachment to this RFP.

N. Traffic Signalization Plans:

The Design/Build Firm shall prepare traffic signalization plans for all signalized intersections associated with the grade crossings in accordance with Department criteria. No new traffic signal installations are anticipated as part of this project. Signalization plans will typically involve, but not be limited to, relocation/reconstruction of any element of the existing signal installation, existing interconnect relocation/reconstruction and pre-emption modifications.

O. ITS Plans:

The Design/Build Firm shall prepare plans for the installation of a minimum 96SM buried strand fiber optic line within Department owned right-of-way that extends throughout the limits of the IOS from north of Ft. Florida Road to south of Sand Lake Road. This fiber optic line will be used for communications between the stations and the Operations Control Center for the communications systems for all components (Public Address system, dynamic message signing, CCTV, SCADA system, ticket vending,

passenger assistance telephone, ticket validators, and ATM/debit/credit card installations) except the Emergency Call Boxes. The Emergency Call Boxes shall be connected via telephone to the local jurisdictions responding to 911 emergencies. The fiber optic line installation shall be co-located in the same trench (in separate conduits) in those areas where the existing fiber optic line owned by Verizon is to be relocated (approximately 18 miles). Outside of the areas where the Verizon fiber optic line is to be relocated (approximately 14 miles), the Design/Build Firm shall design and install a minimum 96SM strand fiber optic line connected to the line in the relocation areas. The fiber optic line shall include all connections within the Operations Control Center and a minimum of 500 feet of slack fiber for future connections at each of the station platform locations, at the RPUs and other locations required to provide the complete communications system to the Operations Control Center. Refer to Section VI.U of this RFP for communications system requirements. Pull boxes shall be installed to ensure conduit bends are less than an accumulated 180 degrees of turns (sum of the degrees of all turns between pull boxes) between accessible pull box locations. The connections at the station platforms will be completed by others under a separate contract. The Design/Build Firm shall provide a total of four (4) conduits, one for the fiber optic line and three (3) spare conduits. All fiber optic lines shall be designed and installed in accordance with the Department's SunGuide standards, Specification 783, and the Design Criteria included as an Attachment to this RFP.

With this fiber optic line installation, the Design/Build Firm shall provide a complete fiber optic backbone connection for the communications system. All connections to station platforms, RPUs and other elements required to provide the complete communications system shall be provided. A minimum of 500 feet of slack fiber for future connections at these locations shall be included.

The Design/Build Firm shall also connect the RPUs for the radio base stations located beyond the limits of the IOS to existing fiber optic lines either owned by the Department or for which the Department has an operating agreement with the local jurisdiction owning the fiber optic line.

The Design/Build Firm shall design and install a minimum 96SM buried strand fiber optic line from the Operations Control Center building to the existing FDOT hub located at the interchange of I-4 and US 17-92. The fiber at the hub end of the fiber optic line shall end in a new splice box located within 20 feet of the existing hub cabinet, including a minimum of 100 feet of slack fiber for the future connection. The connection to the hub will be completed by others under a separate contract. The fiber at the Operations Control Center end of the fiber optic line shall provide a minimum of 200 feet of slack fiber in a splice box located outside the Operations Control Center immediately adjacent to the electrical/communications room, enter the building and provide a minimum of an additional 200 feet of slack fiber inside the room where the server is to be located. The Design/Build Firm shall provide a minimum of five (5) conduits into the Operations Control Center including all pull strings. Pull boxes must be installed to ensure conduit bends are less than 180 degrees of turns between accessible pull box locations.

The fiber optic line shall be connected to an existing fiber optic line near each end of the IOS. The connection to the FDOT hub at I-4 and US 17-92 shall serve as the north connection. The south connection shall be in the southeast quadrant of the intersection of the CSX railroad tracks and Sand Lake Road. The Design/Build Firm shall provide a minimum of 200 feet of slack fiber in a splice box located within 20 feet of a new Type 334 Cabinet (see Department Specification 785). The exact location of the Type 334 Cabinet shall be coordinated with the Department. The Design/Build Firm shall be responsible for the installation of the cabinet. The connection to the cabinet shall be completed by others under a

separate contract.

To optimize the state's investment and overall value in shared enterprise communications services, the Department is required, by statute, to utilize Suncom services provided by the Department of Management Services for all communications services with the exception of computerized traffic systems and control devices which are used solely for the purpose of motor vehicle traffic control and surveillance. The Department has approached the Department of Management Services to determine if the communications provisions contained herein should be considered for use through the Suncom offering. Should such services be required to be obtained through Suncom, the department will be required to issue change orders to reflect a change in scope regarding the communications provisions noted in this RFP.

P. Lighting Plans:

The Design/Build Firm shall prepare lighting plans in accordance with Department criteria for the Vehicle Storage and Maintenance Facility and the Operations Control Center. Any lighting impacted by construction at the highway or pedestrian grade crossings shall be relocated or replace and meet current criteria.

Q. Track Work Plans:

The Design/Build Firm shall prepare plans for all track work associated with new track and upgrades of the existing track work within the project limits. The track work plans shall include the required track materials, turnouts and crossovers required to operate the existing freight movements at 60 mph and the passenger service for Amtrak and CFCRT at 79 mph operating speeds. The Design/Build Firm shall design and construct track to exceed Class IV Track Safety Standards and in accordance with AREMA Guidelines and the Design Criteria included as an Attachment to this RFP.

The new second track shall be designed and constructed adjacent to the existing track for the following sections:

New Second Track Sections

Section	Description	Begin MP	End MP
1	Fort Florida Road to north of the St. Johns River timber trestle bridge	761.81	763.06
2	South of the St. Johns River to the existing Rand Yard	763.20	763.83
3	McCracken Road to north of George Avenue (includes MP equation where MP 768 is approximately equal to MP 771)	766.70	777.73
4	Approximately one (1) mile south of SR 434 to 500 feet north of Sybelia Avenue	779.18	782.84
5	Orlando Amtrak station to Taft Yard	791.81	796.14

The existing single track sections that are to remain as single track sections after construction is complete are as follows:

Existing Single Track Sections to Remain as Single Track Sections

Section	Description	Begin MP	End MP
1	From north of the St. Johns River timber trestle bridge to south of the St. Johns River concrete trestle bridge	763.06	763.20
2	From approximately 500 feet north of Sybelia Avenue to approximately 385 feet north of Denning Drive	782.84	784.65

Track upgrades will be required at the following locations:

Track upgrades to FRA Class IV tracks

Section	Description	Begin MP	End MP
1	The existing siding in Longwood	777.73	779.18
2	The easterly track in the Kaley Yard to a third mainline track	791.06	791.95
3	The existing portion of the Taft Yard siding that becomes a mainline track	796.14	796.63
4	The existing portion of the Sanford siding and Rand yard track that becomes a mainline track	763.83	766.78

Track upgrades at crossovers and turnouts will be required at the following locations:

Interlocking Locations

Interlocking	Milepost	Positioning
CP 763 – St. Johns Bridge 2 – 1 – 2 tracks	763.1	Fixed
CP 764 – Single Crossover and VSMF Entrance	764.5	Fixed
CP 765 – Single Crossover and VSMF Entrance	765.3	Fixed
CP 766 – Single Crossover & Auto Train Entrance	765.9	Fixed
CP 775 – Universal Crossover for maintenance	774.8	non-fixed
CP 779 – Universal Crossover for siding access	779.1	Fixed
CP 783 – Begin/End of double track	782.8	Fixed
CP 784 – Begin/End of double track	784.7	Fixed
CP 787 – Universal Crossover for maintenance	787	non-fixed
CP 788 – Florida Hospital Hold Signal	787.9	Fixed
CP 791 – Kaley Yard/ORMC 2 – 3 tracks	791.1	Fixed
CP 792 – Kaley Yard/ORMC 3 – 2 tracks	791.9	Fixed
CP 793 – Universal Crossover for side tracks	793.1	Fixed
CP 796 – Universal Crossover for access to storage track	796.3	Fixed

The Design/Build Firm shall be responsible for the design and construction of all interlockings, including all track, signal and communication elements, including all materials. The bid proposal as outlined in Section VIII of this RFP addresses the two (2) non-fixed interlockings.

The Design/Build Firm shall be responsible for the design and construction of a handthrow universal crossover between the CFCRT Mainline Track 1 and the existing Rand Yard Track 3 at approximately M.P. 765.42.

The Design/Build Firm shall design and construct or remove the turnouts in accordance with the Design Criteria. Electric locks are required at all turnouts from the main track and, at a minimum, as listed in the following table.

Handthrow Switch/Electric Lock Locations

Track Drawing No.	Mile Post	Description
T-3	762.27	Industry Track
T-9	763.86	Turnout to Rand Yard
T-15	765.36	New North HT Crossover to Rand Yard
T-15	765.51	New South HT Crossover to Rand Yard
T-22	767.33	Industry Track
T-55	778.98	Industry Track
T-97	790.10	FCEN Switch
T-103	791.80	Industry Track
T-103	791.81	Industry Track
T-105	792.28	Industry Track
T-107	792.95	Relocate to New Track
T-108	793.02	Turnout to Pineloch Yard (CP 793)
T-109	793.32	Industry Track
T-109	793.41	Industry Track
T-117	795.30	Industry Track
T-119	796.10	Turnout to Yard
T-120	796.19	Industry Track
T-120	796.27	Industry Track

Center platforms will be removed at the Winter Park and Orlando Amtrak stations. Appropriate track realignments are included in the platform removal.

Track realignments are required at the following locations:

Track Realignment Locations

Section	Description	Begin MP	End MP
1	North of Lake Mary Station to accommodate construction of new second track within the right-of-way	772.49	772.77
2	North of Country Club Road	773.14	775.52
3	North of CR 427 to accommodate construction of new second track within the right-of-way	775.02	775.24
4	Prairie Lake Cove to Ballard Street to accommodate construction of new second track within the right-of-way	780.80	781.23
5	Merritt Street south to Leonard Street	780.04	780.30
6	Existing Amtrak station in Winter Park for center platform removal	785.37	785.90
7	Kaley Yard and Orlando Amtrak for center platform removal	791.21	791.67
8	At the Sand Lake Road station to provide a third track for storage of commuter rail vehicles during off-peak hours	796.51	796.51

Track work is required for the new VSMF on the property acquired by the Department in the existing CSXT Rand Yard. The Design/Build Firm is responsible for the final track design. A proposed concept is included in Concept Plans provided with this RFP. The Track Work shall be

in conformance with the requirements of this RFP. The Track Work includes all track removal, track realignment, track upgrades, and new track construction required for all functions of the Vehicle Storage and Maintenance Facility and for the entrances and exits from the Facility onto the mainline track.

The north entrance to the VSMF Yard is through new Control Point at MP 764 from the mainline. A segment of the Boulevard Track, north of the control point, can be removed to create a pond and parking area. The south entrance to the VSMF Yard is through the new control point at MP 765 from the mainline. A segment of the Boulevard track south of the control point can be removed in order to construct a handthrown universal crossover into the CSXT/Conrad Yelvington Yard and the CFCRT Sanford Station Platforms.

The Design/Build Firm shall not cause extended interruption (greater than 36 hours) to freight services for businesses using sidetracks or perform work without prior coordination with the businesses at the following locations:

- MP 792.43
- MP 792.95 (Southern Warehousing)

R. Grade Crossing Plans:

The Design/Build Firm shall prepare plans for all roadway work associated with the grade crossings in accordance with Department criteria and this RFP. The grade crossing work efforts include, but are not limited to, the design of the crossing surface, the maintenance of traffic during construction, existing drainage system modifications, existing traffic signal modifications (including pre-emption or interconnect), grade crossing control systems and warning equipment (gates, flashers, etc.), signage and pavement markings and other elements of the MUTCD. The improvements required at the 96 grade crossings are outlined in the table below. The Design/Build Firm is responsible for developing the sequence of construction that complies with the closure of either adjacent or nearby grade crossings as indicated in the list below:

- Fort Florida Road and Barwick Road – Cannot be closed at the same time
- East Orange Avenue and Palmetto Avenue – Cannot be closed at the same time.
- East Orange Avenue, Palmetto Avenue and Church Avenue – Two of the three must remain open.
- CR 427 / N. Ronald Reagan Boulevard and SR 434 – Cannot be closed at the same time.
- Plumosa Drive and CR 427 / Dixie Highway – Cannot be closed at the same time.
- Ballard Street and O'Brien Road – Cannot be closed at the same time.
- Sybelia Avenue and Horatio Avenue – Cannot be closed at the same time.
- George Avenue and Horatio Avenue – Cannot be closed at the same time.
- Ventris Avenue, Palmetto Avenue and Lake Avenue – Two of the three must remain open.
- Pennsylvania Avenue and New York Avenue – Should be treated as one intersection.
- New York Avenue/Pennsylvania Avenue and Webster Avenue – Cannot be closed at the same time.
- Canton Avenue and Morse Boulevard – Cannot be closed at the same time.
- New England Avenue and Lyman Avenue – Cannot be closed at the same time.
- New York Avenue and Fairbanks Avenue – Cannot be closed at the same time.

- Fairbanks, Pennsylvania Avenue and Holt Avenue – Should be constructed at the same time.
- Holt Avenue and Minnesota Avenue – Cannot be closed at the same time.
- Westchester Avenue and Wilkinson Street / Groveland – Cannot be closed at the same time.
- King Street, East Rollins Avenue and Princeton Avenue – Two of the three must remain open.
- Virginia Drive and Alden Road – Cannot be closed at the same time.
- Highland Avenue and Magnolia Avenue – Cannot be closed at the same time.
- Amelia Street, Livingston Street and Robinson Street – Two of the three must remain open.
- W Jefferson Street, Washington Street and Central Boulevard – Two of the three must remain open.
- Church Street and South Street – Cannot be closed at the same time.
- America Street and Ernestine Street – Cannot be closed at the same time.
- Kaley Street, Grand Street and Michigan Street – Two of the three must remain open.
- Oakridge Road and Fairlane Avenue – Cannot be closed at the same time.

The Department has provided a Diagnostic Field Review (performed in July 2008) for each modified grade crossing as an “Other Document” with this RFP. The following table lists the required improvements to be provided at each crossing and which crossings will require the improvements. The required improvements were prioritized based on the following criteria:

- Public safety
- The addition of a second track
- The proximity to a new interlocking
- The proximity to a station
- Level of anticipated pedestrian traffic
- Side streets in the immediate vicinity of the crossing, and
- MUTCD requirements

The Design/Build Firm shall include, at a minimum, all of the required improvements listed in the table. The actual design of the individual crossings shall be developed by the Design/Build Firm using FRA Standards, FDOT Grade Crossing Standards, the Diagnostic Field Review and public safety. The bid proposal as outlined in Section VIII of this RFP shall address the three priority levels.

Highway Grade Crossing Improvement Requirements

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
N/A	621324S	761.81	Fort Florida Rd.	DBM to verify adequate warning time provided	Not performed at this crossing		Outside of IOS - Work to be determined by design to provide adequate warning time.
1	621325Y	762.60	Barwick Rd.	New house to be installed.	2 new FL&G in NE and SW quadrants to be installed 10' from edge of traveled roadway	Add new second track Add new RR warning signs and pavement markings Add new crossing surface	
1	621326F	762.84	Florida Power & Light Drive		Not performed at this crossing	Add new second track. Add new crossing surface.	Private Crossing

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	621328U	763.83	I4 Ramp / Monroe Rd		Not performed at this crossing due to pending improvements		Seminole County and CSXT have funded this crossing for improvement prior to CFCRT project. Preemption.
1		765.62	Sanford Station Ped Walk	New house to be installed. FL pedestrian flashers to be installed for 2 pedestrian walkways. 4 new FL&G for pedestrian crossing on yard track.	New location - Diagnostics not performed		Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
3	622055F	766.52	McCracken Rd.		No changes identified.		
1	622056M	767.03	18th St.	New house to be installed in NW quadrant	1 new FL&G in the SW quadrant to be installed 10' from edge of traveled roadway. 1 new PED in NW quadrant. Gate in NE quadrant to be relocated	Add new second track Add new RR warning signs and pavement markings Continue sidewalk Add new crossing surface	Available ROW
1	622057U	767.07	Southwest Rd.	New House to be installed in the SE quadrant	1 new PED in NW quadrant. Gate in SW quadrant to be relocated	Add new second track Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface	Available ROW
1	622059H	767.51	Country Club Rd.	New House to be installed	Cantilever in SW quadrant to be relocated to 11'2" from edge of traveled roadway. 1 new FL&G in the SW quadrant	Add new second track Add new RR warning signs and pavement markings. Add new crossing surface	
1	622060C	767.67	CR 46A / W. 25th St.	New House to be installed	Gate and Cantilever in SW quadrant to be replaced with a G/C Combination 12' from centerline of track. Replace 8" flasher on Cantilever in the NE quadrant with 1 way 12" flasher	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface. Drainage inlet adjustment	G/C Combination required due to Storm Drainage located in SW quadrant.
1	622061J	771.10	W. Airport Blvd.		Replace gate in the SW Quadrant with gate/cantilever combination. Relocate Pedestrian gate in the NW Quadrant.	Add new second track. Install curb. Replace sidewalks. Drainage inlet adjustment	Work with Seminole County to possibly install traffic signals on cantilever. Preemption.

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	915133 W	771.59	Egrets Landing (Bellair Grove Rd.)		Existing gate and cantilever in the SW quadrant to be relocated 2 new PED in the NW and SE quadrants	Add new second track. Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface. Drainage inlet adjustment	
1	622063X	772.33	Pedigo Pt.	New House to be installed	2 new FL&G in the NE and SW quadrants	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface	Private Crossing
1	622064E	773.08	N. Palmetto St.	New House to be installed in the NE quadrant. Constant Warning Time Units to be installed.	1 new FL&G in the NE quadrant with 1 set sidelights. 1 new FL&G in the SW quadrant with 2 sets of sidelights. 1 new PED in the SE quadrant.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface	2 new FL for Pedestrian Crosswalk at Lake Mary Station controlled from Palmetto. (Determined by Design)
2		773.12	Lake Mary Ped Crossing	New house to be installed. FL pedestrian flashers to be installed	New location - Diagnostics not performed		Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
1	622065L	773.35	Lake Mary Blvd.	New House to be installed in the NE quadrant. New 6x6 house to be installed in the SW quadrant. Constant Warning Time Units to be installed.	2 new PED to be installed in NW and SE quadrants. Existing gates in the SW quadrant to be relocated. Existing gate in the NE quadrant and front lights are to be added to the existing backlights. 2 new FL&G to be installed in the median opposite the existing road gates. Cantilevers are to be removed.	Add new second track. Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface. Drainage inlet adjustment	
1	622066T	773.58	S. Country Club Rd.	New House to be installed. Constant Warning Time Units to be installed.	Relocate ped gate in SW quadrant. Relocate gate in SW quadrant 10' from edge of travel lane. Replace 8" flashers on both pedestrian gates w/ 2-way 12" Flashers	Add new second track Add new RR warning signs and pavement markings. Add new crossing surface	
1	622067A	776.12	CR 427 / N. Ronald Reagan Blvd.	New House to be installed	2 new PED in the NW and SE quadrants. Gate and Cantilever in NE quadrant to be relocated. East median gate to be relocated.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface. Drainage inlet adjustment	Preemption

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	622068G	777.29	Georgia Ave.	New House to be installed in the NW quadrant	1 new FL&G in the SW quadrant with 1 way sidelights. 1 new FL&G in the NE quadrant.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface	
1	622069N	777.46	E. Orange Ave.	New House to be installed in the NW quadrant. Constant Warning Time Units to be installed.	1 new FL&G in the SW quadrant to be installed 10' from edge of travel lane. 1 new FL&G in the NE quadrant with 1 way sidelights to be installed 10' from edge of travel lane.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface.	
1	622070H	777.52	E. Palmetto Ave.	New House to be installed in the NW quadrant. Constant Warning Time Units to be installed.	2 new FL&G in the SW and NE quadrant with 1 set sidelights on each.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface	
1		777.63	Longwood Ped Crossing	New house to be installed. FL pedestrian flashers to be installed	New location - Diagnostics not performed		Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
1	622071P	777.68	Church Ave.	New House to be installed in the NW quadrant. Constant Warning Time Units to be installed.	1 new FL&G in the SW quadrant. 1 new FL&G in the NE quadrant with 1 set sidelights. 1 new PED in the NW quadrant. Cantilevers are to be removed.	Add new second track. Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface.	
2	622072 W	777.81	CR 427		2 new PED in the NW and SE quadrants.		Preemption.
1	622073D	777.91	SR 434	New House to be installed in NW quadrant. Constant Warning Time Units to be installed.	3 new PED in NW, SW and SE quadrants.		Preemption.
2	622074K	779.01	North St.	New House to be installed in NW quadrant, combined with Control Point house or installed separately	2 new FL&G in the NE and SW quadrants		New house will be north end of CP 779. House can be sized for both crossing and control point.
1	622075S	779.39	CR 427 / N. Ronald Reagan Blvd.	New House to be installed in the NW quadrant or existing house can remain.	2 new PED in the NW and SE quadrants. Relocate existing Gate and Cantilever in NE quadrant.	Add new second track Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface. Drainage inlet adjustment	South end of CP 779. Can be combined with new crossing house or a separate CP house can be installed. (Determined by design) Preemption.

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	622076Y	779.52	Plumosa Ave.	New House to be installed	2 new FL&G in the NE and SW quadrants to be installed 10' from edge of travel lane. Cantilever is to be removed.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface. Drainage inlet adjustment	
1	622077F	780.14	Merritt St.	New House to be installed	1 new PED in NW quadrant. 2 new FL&G in NE and SW quadrants to be installed 10' from edge of travel lane. Relocate existing cantilevers	Add new second track. Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface. Drainage inlet adjustment	
1	622078M	780.36	Leonard St.	New House to be installed. Constant Warning Time Units to be installed.	2 new FL&G in the SW and NE quadrant with 2 way sidelights in NE Quad, 1 for each direction of travel on Station St. Both FL&G's to be installed 12' 3" from edge of travel lane and 12' from centerline of track.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface.	
1		780.51	Altamonte Springs Ped Crossing	New house to be installed. FL pedestrian flashers to be installed for 2 pedestrian crosswalks	New location - Diagnostics not performed		Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
1	622080N	780.55	SR 436 / Altamonte Dr.		Relocate Gate and Cantilever in SW quadrant. Relocate West median gate. Relocate ped gate in NW quadrant	Add new second track. Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface. Drainage inlet adjustment	Preemption.
1	643806D	780.96	Prairie Lake Cove	New House to be installed in SW quadrant	1 new FL&G in NE quadrant. 1 new FL&G in SW quadrant with 2 way sidelights.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface	
1	622081V	781.24	Ballard St.	New House to be installed in SW quadrant	Relocate gate in NE quadrant and install 12" lights. Install 12" lights on SW gate and add to SW gate 1 way sidelights	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface	
1	622082C	781.58	Spring Lake/ O'Brien Rd.	New House to be installed in SW quadrant	Relocate gate in NE quadrant. 1 new PED in SE quadrant. Replace 8" flashers on gates in NE and SW quadrants w/ 2-way 12" Flashers	Add new second track. Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface	

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	621581P	782.48	Greenwood Drive		Relocate gate and cantilever in the NE Quadrant	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface.	
1		782.72	Maitland Ped Crossing	New house to be installed. FL pedestrian flashers to be installed for 2 pedestrian crosswalks	New location - Diagnostics not performed		Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
1	622084R	782.93	Sybelia Ave.		Add Preemption with new Stoplights at 17-92. Replace 8" flashers on gates in NE and SW quadrants w/ 2-way 12" Flashers	Add new RR warning signs and pavement markings. Add new crossing surface	
3	622085X	783.09	George Ave.		Replace 8" flashers on gates in NE and SW quadrants w/ 2-way 12" Flashers		
3	622086E	783.21	Horatio St.	New House to be installed in SE quadrant	1 new PED in NW quadrant to be installed 12' from centerline of track. 1 new PED in SE quadrant to be installed 15' from centerline of track.		Preemption
2	622144X	783.32	E. Packwood Ave.	New house to be installed in SE quadrant	Relocate cantilever in the NE quadrant. 1 new FL&G in NE quadrant. Convert existing gate in NE quadrant to pedestrian gate. 1 new PED in NW quadrant. Add sidelights to cantilever in SW quadrant.		
2	622145E	783.37	E. Maitland Ave.	Can be combined in same house with Packwood Ave.	1 new PED in SE quadrant.		
3	622146L	783.46	W. Ventris Ave.		Replace 8" flashers on gates in NE and SW quadrants w/ 2-way 12" Flashers		
3	622147T	783.66	Palmetto Ave.		No changes identified.		
3	622148A	783.84	Lake Ave.		No Diagnostic performed - Schedule diagnostics when construction complete		Road is currently under construction. No changes anticipated.

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	622150B	784.73	N. Denning Dr.	New House to be installed can be combined with CP house.	Relocate Gate in the SW quadrant to 15' from centerline of tracks and 10' from edge of travel lane. Install 1 way sidelights to gate in NE quadrant.		
2	622151H	785.08	Webster Ave.		No changes identified.		Preemption.
2	622152P	785.08	Pennsylvania Ave.		2 new PED in NE and NW quadrants.		
1	622153 W	785.41	N. New York Ave.	New House to be installed in SE quadrant Constant Warning Time Units to be installed.	Relocate gates in the SW and NE quadrants 15' from centerline of track. 2 new CANT in the SW and NE quadrants. 2 new PED in the NW and SE quadrants.	Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface	
1	622154D	785.45	W. Canton Ave.	Can be combined in same house with N. New York St. Constant Warning Time Units to be installed.	2 new FL&G and CANT in the SW and NE quadrants with gate tip 10' from centerline of track and 2' behind sidewalk 2 new PED in the NW and SE quadrants.	Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface	
1		785.61	Winter Park Ped Walk	Can be controlled from Morse Blvd. or new house can be installed. FL pedestrian flashers to be installed.	New location - Diagnostics not performed	Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface	Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
1	622157Y	785.64	W. Morse Blvd.	New House to be installed in SE quadrant. Constant Warning Time Units to be installed.	2 new FL&G in the SW and NE quadrants 15' from centerline of track and 2' behind sidewalk. 2 new PED in the NW and SE quadrants. Remove median flasher.	Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface	Median flasher foundation has survey marker that needs to remain.
1		785.67	Winter Park Ped Walk	Can be controlled from Morse Blvd. or new house can be installed. FL pedestrian flashers to be installed.	New location - Diagnostics not performed	Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface	Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
1	622161N	785.77	W. New England Ave.	Constant Warning Time Units to be installed.		Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface. Drainage inlet adjustment	FDOT active crossing project. Constant Warning Time Units may be installed prior to project.

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
2	622163C	785.86	New York Ave.	New House to be installed	Relocated gate in the SW quadrant of New York Ave.	Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface.	Confirm changes with City of Winter Park
2	622162V	785.86	W. Lyman Ave.	To be combined with New York Ave.			
3	622164J	786.06	W. Fairbanks Ave.		No changes identified	Continue sidewalk	Preemption.
1	622165R	786.17	S. Pennsylvania Ave.	New House to be installed	1 new PED in SE quadrant.		Signal location can be combined with Crossing house
1	622166X	786.17	Holt Ave.				Combined with Pennsylvania
3	622167E	786.42	Minnesota Ave.		2 new PED in the NW and SE quadrants. Relocate existing gate in NE quadrant to be parallel to tracks		
1	622168L	786.56	S. Denning Dr.		Relocate gate in SW quadrant. Install 1 way sidelights on gate in NE quadrant.		
1	622169T	786.90	S. Orlando Ave.	New house to be installed in the SE quadrant Can be combined with Control Point house or installed separately	With raised median to be installed by FDOT. 1 new FL&G in the NE quadrant. 2 new FL&G median gates 2 new PED in NW and SE quadrants.	Continue sidewalk	FDOT proposes to install a raised median on Orlando Ave. FDOT funded new FL&G/Cant combination to be installed in SW quadrant. Preemption.
2	622170M	787.07	Westchester Ave.	New house to be installed in the NE quadrant. Can be combined with Control Point house or installed separately.	1 new FL&G in NE quadrant with 1 way sidelights 12' from centerline track. Relocate gate in SW quadrant. Add 1 way sidelights to gate in SW quadrant. 1 new PED in the NW quadrant.	Continue sidewalk	
2	622171U	787.45	Wilkinson St.	New house to be installed	2 new PED in the NW and SE quadrants 12' from centerline of track. 1 new PED in NE quadrant 15' from centerline of track. Replace 8" flashers on gates in NE and SW quadrants w/ 2-way 12" Flashers	Continue sidewalk Replace existing crossing surface	
2	643815C	787.62	King St.	New house to be installed	1 new PED in SE quadrant. Install 1 way sidelights to gate in NE quadrant		

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	622172B	787.80	Rollins St.	New House to be installed in the NE quadrant to be combined with Control Point house for Florida Hospital Holding Signals CP 788. Constant Warning Time Units to be installed.	Relocate Cant in the SW quadrant 15' from centerline of track. 1 new FL&G in SW quadrant. Replace 8" flashers on cant in SW quadrant with 2-way 12" Flashers. 2 new PED in NW and SE quadrants 12' from centerline of track 1 new FL&G in NE quadrant 15' from centerline of track.	Continue sidewalk	New house to be installed approx. 200' north of crossing on Florida Hospital ROW. House to be powder coated white house.
1			Florida Hospital Ped Walk	New House to be installed. FL pedestrian flashers to be installed.	New location - Diagnostics not performed		
1	622173H	787.99	E. Princeton St.		3 new PED in NW, NE and SE quadrants.	Continue sidewalk	Preemption
1	622174P	788.50	W. Virginia Dr.	New House to be installed	2 new PED in the NW and SE quadrants. 1 new FL&G and CANT in the NE quadrant	Continue sidewalk	Preemption
1	622175 W	788.68	Alden Rd.		1 new FL&G in NE quadrant to be installed 15' from centerline of track. Remove existing cantilever in NE quadrant. 1 new FL&G in SW quadrant - use existing foundation.		
2	622176D	788.74	N. Highland Ave.		2 new FL&G in NE and SW quadrants to be installed 15' from centerline of track and 10' from edge of travel lane.		Preemption.
2	622178S	788.97	N. Magnolia Ave.		2 new PED in NW and SW quadrants		FDOT has funded Preemption.
2	622179Y	789.14	Orange Ave.	New house to be installed	3 new PED in NW, NE and SE quadrants Reuse gate in SW quadrant for pedestrian gate in SW quadrant	FDOT to extend curb and gutter in SW quadrant	FDOT has provided funding to CSXT for replacement of Cantilever and gate in northeast quadrant. Preemption
2	622180T	789.22	Marks St.		1 new FL&G in NE quadrant using existing foundation		
2	622181A	789.48	W. Colonial Dr.	New house to be installed in the SE quadrant	3 new PED in the NW, SW, SE quadrants		Preemption.

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
3	622182G	789.62	W. Concord St.		No changes identified		
1	622183N	789.73	W. Amelia St.	New house to be installed in the NE quadrant. Constant Warning Time Units to be installed.	2 new FL&G and CANT in the SW and NE quadrants 15' from centerline of track. 2 new PED in the NW and SE quadrants.	Add new RR warning signs and pavement markings	
1		789.81	Lynx Station Ped Walk	New House may be installed . FL pedestrian flashers to be installed.	New location - Diagnostics not performed		Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
1	622185C	789.86	W. Livingston St.	New house to be installed in the NW quadrant. Constant Warning Time Units to be installed. Lynx Station Ped Walk can be combined with crossing house.	4 new PED, 1 in each quadrant	Add new crossing surface. New crossing surface both tracks Concrete crossing panels.	
3	622186J	789.99	E. Robinson St.		1 new PED in NW quadrant 12' from centerline of track. 1 new PED in SE quadrant 15' from centerline of track.		
3	622187R	790.06	W. Jefferson St.		No changes identified		
2	622188X	790.12	W. Washington St.	New 6x8 house to be installed ion NE or NW quadrant	2 new PED in the SW, SE quadrants to be installed 12' from centerline of track.		Limited available ROW - Work with the City of Orlando for possible house location.
2	622189E	790.23	W. Central Blvd.	New House to be installed in the NE Quadrant, and coordinate with The City of Orlando to install in parking garage structure. Constant Warning Time Units to be installed.	1 new Flasher with bell in the NW Quadrant. 1 new Flasher in the SW Quadrant. 1 new PED in SE quadrant		Flashers to be installed between tracks and parallel walkway 10' from centerline of track
2	622190Y	790.29	W. Pine St.	New House to be installed in the NE Quadrant Constant Warning Time Units to be installed.	1 new Flasher with bell in the NW Quadrant 1 new Flasher in the SW Quadrant. 1 new PED in SE quadrant		Flashers to be installed between tracks and parallel walkway 10' from centerline of track. Work with The City of Orlando for installation of new house with new Fire Station in the NE Quadrant. Include additional 4" conduit under tracks for Fire Department fiber optic cable. City of Orlando to convert 1-way street to 2-way street in 2010. Coordinate with CSXT.

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	622191F	790.35	W. Church St.	Constant Warning Time Units and crossing controller to be installed in existing case. Replace batteries.	2 new Flasher with bell in the NW Quadrant. 1 new Flasher in the SW Quadrant. 1 new PED in SE quadrant.	New crossing surface at pedestrian crossings.	Work with The City of Orlando for flasher units and masts on Central, Pine and Church Streets as they are in Historic District
1			Church St. Ped Walk	New House may be installed. FL pedestrian flashers to be installed.	New location - Diagnostics not performed.		
1	622192M	790.49	W. South St.		2 new PED in the NW and SE quadrants to be installed 12' from centerline of track.		Preemption.
3	622194B	790.59	S. Garland Ave.				I-4 Construction crossing - FDOT to close crossing. Remove Existing warning system
3	622196P	790.82	W. America St.		No changes identified		
3	622198D	790.93	Ernestine St.		No changes identified		
1	622300G	791.02	Gore St.	New house to be installed for crossing by CSX / New house for CP may be necessary at this crossing	Install curbs to protect existing gates and cantilevers.	Install curbs	FDOT has provided CSXT with funding for constant warning time crossing improvements at this crossing. CSX plans to complete their improvements prior to Notice to Proceed for Construction.
1	622301N	791.24	W. Columbia St.	New House to be installed in the SW quadrant on CSXT property. House can be combined with CP house.	1 new FL&G in the SW quadrant with 1 way sidelight. 1 new FL&G in the NE quadrant. 1 new PED in the SE quadrant	Add new third track. Continue sidewalk. New crossing surface at pedestrian crossings.	FDOT has provided CSXT with funding for constant warning time crossing improvements at this crossing. CSX plans to complete their improvements prior to Notice to Proceed for Construction.
1		791.28	Columbia CFCRT Ped Walk	FL pedestrian flashers to be installed.	New location - Diagnostics not performed	Add new third track.	Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
1		791.31	Orlando Amtrak Ped Walk	New House to be installed. FL pedestrian flashers to be installed.	New location - Diagnostics not performed	Add new third track.	Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.
1		791.34	Orlando Amtrak Ped Walk	FL pedestrian flashers to be installed.	New location - Diagnostics not performed	Add new third track.	Pedestrian crossing mileposts are approximate. The Design/Build Firm is to determine the exact milepost within the station areas.

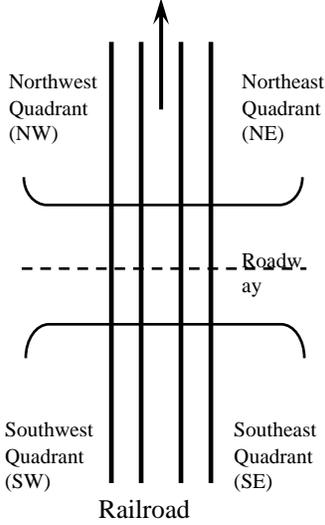
Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	622304J	791.77	W. Kaley St.	New house to be installed in the SW quadrant on CSXT property. Can be combined with CP house .	Relocate gate and cant in the NE quadrant to 15' from centerline of track and 10' from edge of travel lane.	Add new third track. Add new RR warning signs and pavement markings. Add new crossing surface.	
1	622306X	792.03	W. Grant St.	New house to be installed in the SW quadrant to be combined with CP house.	Relocate gate in NE quadrant.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface	FDOT to purchase property in the SW quadrant. Verify ownership prior to installation.
1	622307E	792.29	W. Michigan St.	New House to be installed	2 new PED in the NW and SE quadrants	Add new second track. Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface on both tracks. Concrete crossing panels to be installed	FDOT active crossing project. Assume relocate 2 gates on the east side of the crossing.
1	622308L	792.54	W. Pineloch Ave..	New House to be installed	Relocate gate in NE quadrant and add 12" 2 way flasher to gate mast, installed 12' 3" from edge of travel and 15' from centerline of track. Remove cantilever in NE quadrant	Add new second track. Add new RR warning signs and pavement markings.	
1	622309T	792.98	Drennen Rd.	New house to be installed. May be combined with CP house.	Relocate gate in NE quadrant	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface	
1	622310M	793.31	Kelsey Rd.		FDOT to close crossing	Add new second track.	FDOT to close this crossing. Crossing is blocked - No access to cross railroad.
1	622311U	793.57	W. Holden Ave.	New house to be installed in the SE quadrant.	Relocate gates in NE and SW quadrants 2 new PED in SW and SE quadrants	Add new second track Add new RR warning signs and pavement markings Add new crossing surface	
1	622312B	794.07	Jamaica Ln.		Relocate FL&G in NE quadrant.	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface.	FDOT has provided funding to CSXT for installation of crossing warning system at this crossing. Assume relocate FL&G in NE quadrant
1	622313H	794.31	Stratemeyer Rd.	New house to be installed in the SW quadrant	Relocate gate in NE quadrant	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface	

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
1	622314P	794.53	Mary Jess Rd.	New House to be installed	Relocate gate in the NE quadrant and install 2 way 12" flashers on gate mast. Install 2 way 12" flashers on gate in SW quadrant.	Add new second track Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface both tracks. Remove sidetrack from crossing. Drainage inlet adjustment	Preemption. Remove side track and install house on SW quadrant
1	622315 W	794.98	E. Oak Ridge Rd.	New House to be installed in the NW quadrant	Relocate gate and cantilever in the NE quadrant. 4 new PED - 1 in each quadrant	Add new second track. Continue sidewalk. Add new crossing surface both tracks. Concrete crossing panels to be installed.	Preemption
1	622316D	795.05	Fairlane Ave.	New House to be installed in the SW quadrant	1 new FL&G in the NE quadrant	Add new second track. Add new RR warning signs and pavement markings. Add new crossing surface.	
1	622317K	795.57	E. Lancaster Rd.	New house to be installed in the SE quadrant	Relocate gates in the NE and SW quadrant 2 CANT to be installed in the NE and SW quadrants. 1 new PED in the SW quadrant	Add new second track. Add new RR warning signs and pavement markings. Continue sidewalk. Add new crossing surface. Drainage inlet adjustment	Preemption
1	622318S	795.87	Glen Rose Ave.			Add new second track Add new RR warning signs and pavement markings. Add new crossing surface.	Orange County to install curb and gutter with new road construction. FDOT has provided funding to CSXT for installation of crossing warning system at this crossing. Assume relocate FL&G in NE quadrant.
1			Sand Lake Station Ped Walk	New House to be installed - 6x6 house acceptable. FL pedestrian flashers to be installed for 2 pedestrian crosswalks	New location - Diagnostics not performed	Add new second track	

Request for Proposal
Central Florida Commuter Rail Transit.
Civil, Systems and Track Work

<i>Priority</i>	<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Required Changes</i>	<i>Diagnostic Requirements</i>	<i>Civil Requirements</i>	<i>Additional Information</i>
<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">North to Jacksonville</div> 				<p>This table provides a detailed description of changes and upgrades required at each highway-rail grade crossing as identified in the FDOT Diagnostic Review performed in July 2008.</p> <p>Locations at the crossings in this table are identified by quadrant with each quadrant designation shown in the drawing to the left.</p> <p>New equipment required is identified by abbreviation as described in the Design Criteria. Equipment identified as new equipment to be installed shall include the removal of the existing equipment where such new equipment is a replacement of existing equipment.</p> <p>Priority: Priority designations refer to the necessity of changes or upgrades. Priority 1 crossing improvements are required. Priority 2 and 3 crossing improvements are identified and may be removed from the project scope as described in Section VIII.</p> <p>Required Changes: Changes necessary due to project restrictions such as ROW property restrictions, identified project requirements, etc.</p> <p>Diagnostic Requirements: Changes identified by the Diagnostic Review Team required to improve safety at the grade crossing.</p> <p>Civil Requirements: Changes identified for addition of second track and improvements to the roadway, crossing surface, sidewalk or drainage improvements</p> <p>Additional Information: Provides an explanation of required changes or additional information regarding the grade crossing.</p> <p>All equipment shall be installed in accordance with Design Criteria, FDOT, and MUTCD specifications, except where noted in this Table.</p>			

In response to a City of Orlando request, the Design/Build Firm shall install pedestrian crossing warning equipment that is consistent with the historic nature of the downtown Orlando development at Church Street, Pine Street and Central Boulevard. The Design/Build Firm may re-use the warning equipment (flashing lights) removed from the highway rail grade crossings at Sybelia Avenue, O'Brien Road, Ballard Street and George Avenue to meet this request and steel masts and bases removed from any crossing with new gates installed. Any re-used equipment shall be serviced and repainted to provide a maintainable warning system.

As the grade crossing warning system construction is complete, the Design/Build Firm shall provide in the signal house a hard copy of the "Released for Construction" plans for the grade crossing warning installation. Once the As-Built plans are completed, the Design/Build Firm shall replace the "Released for Construction" plans with the As-Built Plans in each signal house.

The Design/Build Firm shall be responsible for providing plan sheets depicting the existing conditions for each signal house installation. These plan sheets shall be maintained in the signal house. Electronic files of these plan sheets shall be provided to the Department in MicroStation format.

S. Station Platform Plans:

The Design/Build Firm shall prepare final plans for the station platforms in conformance with the applicable federal, state and local codes as well as the Design Criteria and the Station Drawings included

as Attachments to this RFP. Individual building permits from local jurisdictions for station platforms are not required. The Design/Build Firm shall obtain any required permits for the station platforms. The Design/Build Firm shall be responsible for the design and construction of the access ramps as depicted on the Station Drawings. A typical platform shall be a concrete pad 300 feet in length and 14 feet in width; however, specific dimensions of the platforms are location dependant as shown in the Station Drawings included as an Attachment to this RFP. Station platform construction to be completed by the Design/Build Firm shall include the foundations and stub-out for the canopy columns; conduit for the utilities, lighting, communications systems (Public Address system, digital messaging, CCTV, and SCADA systems) and Ticket Vending equipment; piping embeds and stub-outs for hose bibs and drinking fountains; and tactile edge pavers. The structural loadings for the canopy foundations are included in the Design Criteria. The specific embed locations are shown in the Station Drawings. Due to input from the local jurisdictions, there may be minor modifications to the locations of the foundations, conduits and the embeds. The Design/Build Firm shall confirm the foundation, conduit and embed locations for each station with the Department prior to submittal of the initial plans. The Department will coordinate any major modifications to the station platforms with the Design/Build Firm. The canopies, lighting, ticketing systems, communications systems and other appurtenances are NOT a part of this contract. These elements will be installed under separate Design/Bid/Build Contracts to be awarded to others.

To facilitate the completion of the stations by others, the Design/Build Firm is required to complete all platform work construction by the dates cited below. Platform work complete shall be defined as all construction of the concrete station platforms within the groups listed below completed to the satisfaction of the Department and ready for the Design/Bid/Build Contractor to begin work to finish station platforms. Station platform construction completion includes completion of all below-grade conduits, raceways, and drainage structures, and all utility, communication, mechanical, architectural, canopy column embeds and tactile edge pavers as required by this RFP as well as station site clean-up and demobilization by the Design/Build Firm at the station site.

Completion dates for the station platforms are by groups as cited below:

Group 1: DeBary (formerly Fort Florida), Sanford, Lake Mary, and Altamonte Springs - Milestone Date of April 30, 2010

Group 2: Maitland, Winter Park, Florida Hospital, and Sand Lake – Milestone Date of July 30, 2010

Group 3: Longwood, LYNX Central, Church, and Orlando Health (formerly Orlando Amtrak) – Milestone Date of October 30, 2010

T. Railroad Signal System Plans:

The Design/Build Firm shall prepare plans for the railroad signal system in accordance with the Design Criteria and the Signal Route and Aspect Chart Drawings included as Attachments to this RFP. The signal system shall be a Traffic Control System (TCS) consisting of bi-directional, 4-Aspect Wayside signaling using the signal aspects provided in the Design Criteria included as an Attachment to this RFP. Block layout shall support 79 mph passenger train and 60 mph freight train operations (except where a lower Maximum Authorized Speed is designated and documented in the Design Criteria included as an

Attachment to this RFP). Intermediate signals shall operate on electronic-coded track circuits. Solid-State microprocessor-based systems will be used for new control points and control points shall use typical DC track circuits in the control point. Control points shall use data-radio for CP to Operations Control Center communication. The wayside signal system shall provide protection for all hand throw switches to prevent unauthorized access until expiration of a pre-determined time interval. The Traffic Control System shall be compliant with all applicable FRA regulations.

The wayside signal system shall control train movements between from MP 749.7 to MP 813.82 and from the Operations Control Center. The design and construction of the wayside signal system shall meet the requirements outlined in the Design Criteria, an Attachment to this RFP.

The Design/Build Firm must design and construct the block design for the train signaling system to provide a practical CFCRT following move headway of 7.5 minutes to support Amtrak trains running between consecutive same direction CFCRT trains. Practical headway shall reflect the simulated theoretical headway plus a 25 percent margin to account for train variability, temporary speed restrictions, dispatching delays and other factors. The theoretical headway shall therefore be designed for 6.0 minutes.

The work to be performed shall include the design, furnishing, installation and testing of a complete railroad wayside signal system and highway/rail crossing systems compatible with the existing CSX Transportation, Inc. signal and warning systems. This work includes but is not limited to:

- Detailed signal circuit design drawings,
- Furnish and install highway/rail grade crossing warning systems,
- Furnish and install all required signal cable,
- Furnish and install insulated joints required to support proposed track circuit installation,
- Furnish and install rail signal bonds to support track circuit installation,
- Furnish and install highway/rail grade crossing event recorders,
- Furnish and install remote diagnostic monitoring system,
- Furnish and install required power and communication drops, and
- Furnish and install wayside signal system.

The Design/Build Firm shall install all wayside signal equipment and houses with the right-of-way owned by the Department and located for each individual signal location to provide ease of access to maintenance personnel, efficiency of circuit design and to minimize cable runs and cable line loss. House locations shall be determined by the Design/Build Firm with the exception of the following house locations, which are required due to right-of-way limitations:

- Florida Hospital/Rollins Street - CP 788 – House to be installed north of Rollins Street adjacent to the white wall located on the east side of the existing track. A three-foot space shall remain between the house and the wall for access to the wall for maintenance purposes. Rollins Street crossing and CP 788 control point circuits shall be combined in this house. This house shall be a white powder-coated house and shall meet all other requirements for Control Point houses as defined in the Design Criteria.
- Grant Street – CP 792 – House to be installed in the southwest quadrant of the intersection of the tracks and Grant Street within the right-of-way being acquired by the Department. Grant Street crossing and CP 792 control point circuits shall be combined in this house.
- Columbia Avenue – House is to be placed on CSX Transportation, Inc. property maintaining all required clearances and providing and not obstructing the existing access road.

- Kaley Avenue – House is to be placed on CSX Transportation, Inc. property maintaining all required clearances.

As the signal construction is complete, the Design/Build Firm shall provide in the signal house a hard copy of the “Released for Construction” plans for the signal installation. Once the As-Built plans are completed, the Design/Build Firm shall replace the “Released for Construction” plans with the As-Built Plans in each signal house.

The Design/Build Firm shall be responsible for providing the spare parts for all new signal equipment in accordance with the Design Criteria.

U. Communications System Plans:

The Design/Build Firm shall be responsible for the design, engineering, documentation, fabrication, procurement, software implementation, testing, training, delivery, project schedule, installation, start-up, and warranty of all communications systems and subsystems and components of the Central Traffic Control system, interfaces to systems, communications equipment, and field interface equipment specified in the Design Criteria and required for a fully functional IOS. The Design/Build Firm's obligations shall include, but not be limited to, the requirements outlined in the Design Criteria included as an Attachment to this RFP and the responsibilities in the following list:

1. System engineering, design, analysis, software development and software customization.
2. All hardware necessary to satisfy the requirements.
3. All software necessary to satisfy the requirements, including operating system, database, communication, and application software.
4. Project management, including project scheduling, periodic project meetings, design review meetings, required technical meetings, conference calls, and periodic project reports documenting progress during the contract period.
5. Provision of final design details for the actual equipment being supplied for this project. This information shall include all information required for the proper layout and installation of the Operations Control Center. This information shall include but not be limited to equipment dimensions, power requirements, equipment heat loads, locations, and types of required electrical outlets and weight of equipment.
6. Development of a field implementation plan covering installation, test, startup, and cutover from CSX Dufford Control Center operations to the Operations Control Center and the new Trouble Desk/Customer Service/Safety and Security (SCADA) communications equipment and field interface equipment.
7. Processors, workstations, all user interfaces and other peripheral equipment, related hardware, and the interconnection of all equipment supplied by the Design/Build Firm at the Operations Control Center, and the communications and field interface equipment located at the Operations Control Center and field locations.
8. Interfacing with existing and field equipment provided by the Design/Build Firm.

9. Integration of all hardware and software provided by the Design/Build Firm into a complete functioning system.
10. Factory Acceptance Testing (FAT) of all functional capabilities of the hardware and software provided by the Design/Build Firm.
11. Shipment and delivery of all equipment provided by the Design/Build Firm.
12. Installation of all equipment provided by the Design/Build Firm.
13. Startup and field testing of all equipment and functions provided by the Design/Build Firm, including communications interfaces.
14. Installation of fiber optic communications network within the Department owned right-of-way in accordance with the Design Criteria included as an attachment to this RFP.

Prior to revenue service the Design/Build Firm shall provide ten (10) hardcopy and one (1) electronic .PDF format copy operational procedures manuals for the manipulation sequence of controls as specified in the communications section of the Design Criteria.

The Design/Build Firm shall be responsible for providing the spare parts for all new communications equipment in accordance with the Design Criteria.

V. Vehicle Storage and Maintenance Facility and Operations Control Center Plans:

The Design/Build Firm shall design and construct a Vehicle Storage and Maintenance Facility (VSMF) for the CFCRT system in accordance with the applicable federal, state and local regulations and the requirements specified in the Design Criteria included as an Attachment to this RFP. This facility shall be located on the property being acquired by the Department in Rand Yard. The Design/Build Firm shall be responsible for obtaining the permits for the VSMF and Operations Control Center site. The VSMF shall be constructed within a secured fenced-in area with a gated entrance with secured yard storage, yard tracks, structure(s) and employee parking lot(s) that provide for the following rail operations:

- Vehicle storage track for 19 commuter rail vehicles for the initial IOS service.
- Maintenance track with a Service Inspection Shop, including an inspection pit with associated elevated walkways for inspection and maintenance of the undercarriage of three car consists including locomotive, coaches and cab cars.
- Maintenance of Way Storage and shop area for staging and support of track, structures, and right of way maintenance activities.
- The fueling area shall include purpose-built track drip/containment pads with a retention system of sufficient length to simultaneously accommodate two locomotive/two coach consists for fueling and lubrication top-up.
- Wayside Signal Equipment secured storage area and shop for staging of signal and communications maintenance activities.
- Yard Storage area for outside storage of railroad materials.
- Maintenance crew quarters with lockers, showers and sanitary facilities.
- Administration offices for CFCRT operations and maintenance management and staff with conference rooms, lunchroom, and bathroom facilities.
- An Operations Control Center that will dispatch train movements for the CFCRT Corridor from MP 749.7 to MP 813.82. The Operations Control Center shall accommodate all communication

functions required for operation of all trains using the CFCRT Corridor and shall be the central point of contact for passenger assistance, maintenance, security, and incident response. The Operations Control Center shall be equipped with:

- Two (2) dispatcher workstations,
- One work station for the PSCC,
- A maintenance trouble desk workstation,
- A supervisor workstation,
- Customer Service/Safety and Security workstation,
- Technician workstation,
- CCTV monitor banks,
- A separate equipment room with technician workstation,
- A server room with a raised floor to accommodate the fiber optic connection to the FDOT Traffic Operations, and
- Space for two racks on the raised floor for fiber optic connection to FDOT Traffic Operations.

The completion of the Operations Control Center and the Vehicle Storage and Maintenance Facility has an Incentive/Disincentive tied to a milestone completion date. The Operations Control Center milestone completion date is January 30, 2011. Construction complete for the Operations Control Center is defined as the building must be complete, including all punch list items as well as having obtained the Certificate of Occupancy. The Vehicle Storage and Maintenance Facility milestone date for the storage tracks complete for storing 19 commuter rail vehicles by January 30, 2011.

The Design/Build Firm shall construct a primary access roadway to/from the north end of the proposed Vehicle Storage and Maintenance Facility. This paved access roadway shall be designed and constructed within the right-of-way purchased from CSX Transportation, Inc. and connect to Monroe Road in general conformance with the Concept Plans. The primary access roadway shall include a security gate restricting access to the Vehicle Storage and Maintenance Facility. The security gate shall be controlled with an electronic key card device, provide an intercom with a connection to the customer service desk at the Operations Control Center, and provide a remote control of the gate from the customer service desk in the Operations Control Center. The key card entry shall be incorporated into the security fencing for the Vehicle Storage and Maintenance Facility. The Design/Build Firm shall design and construct a secondary restricted access roadway (graded and paved) providing access at the south end of the Rand Yard on the west side from Rand Yard Road in general conformance with the location shown in the Concept Plans. This secondary restricted access roadway shall include a Type B fence and gate with a padlock and chain to control access. The track crossing will be a private crossing for CFCRT operations only with crossbucks. No additional grade crossing warning devices shall be required. The tertiary access (graded and gravel) to the vehicle Storage and Maintenance Facility shall be provided by extending the existing Narcissus Avenue northward to the proposed Vehicle Storage and Maintenance Facility located on the east side of the south end of Rand Yard. This tertiary access shall include a Type B gate and fencing with a padlock and chain. The tertiary access roadway track crossing will be a private crossing for CFCRT operations only with crossbucks. No additional grade crossing warning devices shall be required.

W. Maintenance Services:

The Design/Build Firm shall be responsible for providing railway maintenance services for the approximately 62-mile corridor from the Maintenance Commencement date until Final Acceptance in accordance with the Maintenance of Way Requirements included as an Attachment to this RFP. At Notice to Proceed for Initial Final Design and Maintenance Mobilization Services, the Design/Build Firm shall begin Maintenance Mobilization services as outlined in the Maintenance of Way Requirements included as an Attachment to this RFP. Within 30 days after Notice to Proceed for Initial Final Design and Maintenance Mobilization Services, the Design/Build Firm shall perform a Conditions Assessment during an Initial Joint Audit in accordance with the Maintenance of Way requirements. This Conditions Assessment will be the baseline for the maintenance plan required by the Maintenance of Way Requirements. The Design/Build Firm shall prepare a Maintenance of Way Service Plan for review and acceptance by the Department within 60 days of Notice to Proceed for Initial Final Design and Maintenance Mobilization Services as outlined in the Maintenance of Way Requirements included as an Attachment to this RFP.

The railway maintenance services include maintenance of all existing mainline track, CFCRT yard track, all CSX turnouts to the clearance point, right-of-way, bridges, signal wayside equipment, communication systems, and highway-rail grade crossings within the approximately 62 mile CFCRT corridor. Maintenance services shall include track, signal and communications maintenance inspections; 24/7 emergency response; required bridge inspections and maintenance; and annual programmed maintenance.

All maintenance services are to be provided in conformance with FRAs Track-Safety Standards, Title 49 Part 213, and AREMA *Manual for Railway Engineering*. Track shall generally be maintained to FRA Class IV Track Safety Standards for mainline track and FRA Class II Track Safety Standards for yard tracks. In performing the Railway Maintenance Services, the Design/Build Firm must comply with the agreements included as Attachments to this RFP.

The Design/Build Firm shall be responsible for providing all railroad Roadway Worker Protection services for maintenance work.

The Design/Build Firm shall be responsible for providing bridge tender services for the existing moveable bridge over the St. Johns River. The scope of services for the bridge tender is included in the Maintenance of Way Requirements included as an Attachment to this RFP.

The Design/Build Firm shall coordinate with the Department and the Department's Successor Operations and Maintenance Contractor to turn over the maintenance at the end of the construction.

All track outage requests for maintenance shall be included in the Daily Curfews or in the Extended Curfews requested by the Design/Build Firm. Extended Curfews for maintenance shall be included in the maximum of 25 Extended Curfews permitted for this project.

X. Materials to be Provided by the Department:

To facilitate the construction of the project, the Department is procuring various items for the Design/Build Firm. These materials will be provided at no cost to the Design/Build Firm and shall not be included in the Lump Sum price submitted. The dates for delivery of the items will be coordinated with

the Design/Build Firm. The Design/Build Firm shall be responsible for receiving, storing and securing the items within the project area until they are needed in construction. The delivery amounts are:

- 25,000 Hardwood Timber Track Ties
- 10 miles of 115 pound control cooled R.E. Rail
- 19 commuter rail vehicles
- 250 switch locks and 200 keys
- 2,000 signal locks and 200 keys
- 200 MOW locks and 50 keys
- 200 Structures/Electrical locks and 50 keys
- 270 crossing identification signs
- 90 No Trespassing signs

Y. Safety, Security and Availability Requirements:

The Design/Build Firm shall comply with the Safety, Security and Availability Requirements included as an Attachment to this RFP. The Attachment specifies the requirements for the Design/Build Firm develop and implement a Safety, Security and Availability Program Plan. The Safety, Security and Availability Program Plan shall address the system safety, security, reliability and maintainability engineering. Availability shall be defined by reliability and maintainability. The Safety, Security and Availability requirements shall apply to all systems, subsystems and assemblies, software, hardware, and firmware provided under this Design/Build and Maintain project and all interfaces of the CFCRT system. The requirements apply to the Design/Build Firm, including all suppliers and subcontractors, during all phases of the work including final design, manufacture, construction, installation, testing, in-service support/maintenance, warranty, retrofits, and field modifications.

The Safety, Security and Availability Requirements included in the Attachment to this RFP shall be implemented on systems, subsystems, assemblies and interfaces contained in these contract documents for the CFCRT project, to the extent covered under the Design/Build Firm's scope and all their interfaces and intercommunications among Design/Build Firm's items amongst themselves, interfaces with other CFCRT system elements and subsystems, and with the operating environment. Transit system element interfaces shall include but not be limited to commuter rail vehicles, freight cars, locomotives, Amtrak trains, automotive vehicles, pedestrians, passengers, employees, the general public, stations, station amenities, track, grade crossings, facilities, systems, power and the environment in which the CFCRT system operates. Interface requirements shall encompass facilities, structures, systems, equipment, hardware, software, firmware, internet, wired and wireless communications, radio airwaves and spectrum, man/machine interfaces, operations, maintenance, training, rules and procedures.

VII. Technical Proposal Requirements.

A. General:

Each shortlisted Design/Build Firm being considered for this project is required to submit a Technical Proposal. The proposal shall include sufficient information to enable the Department to evaluate the capability of the Design/Build Firm to provide the desired services. The data shall be significant to the

project and shall be innovative, when appropriate, and practical. Discussions of past performances on other projects shall be minimized except as they relate to the proposed work.

B. Submittal Requirements:

The Technical Proposal shall be bound with tabs labeled Section 1 through Section 9, with the information, paper size and page limitation requirements as listed below:

A copy of the “Written Technical Proposal” must also be submitted in .pdf electronic format on a CD. The .pdf format shall include bookmarks for the various sections and subsections. Minimum font size of ten (10). All design documentation shall be included in the submittal. Multiple CDs may be required and shall be appropriately labeled. The submittal of DVDs in lieu of CDs is NOT acceptable to the Department.

Submit one (1) original, four (4) hard copies, and 16 CD’s of the Technical Proposal to:

Ms. Chela Wood
Professional Services Unit
Florida Department of Transportation, District 5
719 South Woodland Boulevard
DeLand, Florida 32720

Section 1: Written Technical Proposal

- Paper size: 8½” x 11”, additional larger charts and graphs may be provided if folded neatly to 8½” x 11”
- Maximum allowed pages: 25

The minimum information to be included:

- **Approach and Understanding of the Project:**

The Design/Build Firm shall present a comprehensive plan for completing the specified work. The plan should address all significant design and construction issues and constraints and should demonstrate efficient use of manpower, materials, equipment, construction schemes, and techniques for completing the project. The use of curfews and how the construction sequencing will comply with the closure requirements for the highway grade crossings must be addressed. The plan shall also discuss the maintenance requirements and proposed maintenance plan for the full 62-mile CFCRT corridor. The plan shall include the implementation and cutover of the signal and communications systems addressing any impact to the existing passenger and freight operations.

- **Staffing Plan:**

The Design/Build Firm shall submit a staffing plan, which clearly illustrates the key elements of the organizational structure, proposed to accomplish the management, technical, construction and administrative services required. Project management and key personnel within each area of required services shall be identified and past experience of each, as it relates to this project, shall be discussed. In addition to the key design and construction staff, key personnel includes the proposed staffing for signal

systems, communication systems, and maintenance and these staff members must be identified in the Technical Proposal. The Department must approve any changes to the Project Management and Key Personnel. Other items to be included in the discussion of the staffing plan are:

1. Man-loading requirements (both quality and quantity) for all technical services.
2. Man-loading capabilities of all team firms.
3. Man-loading availability for the project.

- **Responsible Office:**

Design/Build Firms being considered for this project may have more than one office location. The office assigned responsibility for the work shall be identified in the Technical Proposal. If different elements of the work will be done at different locations, those locations shall be listed.

- **Other Appropriate Data:**

Other data demonstrating the ability of the Design/Build Firm to provide the desired services may be included in the Technical Proposal.

- **Coordination:**

During the performance of the services, coordination must be maintained with the Department and/or other agencies. A suggested method for assuring proper coordination shall be addressed in the Technical Proposal.

- A summary of innovative aspects: Details can be explained in Section Four (4) below.
- A summary of Design/Build Firm's warranties: The Design/Build Firm will summarize the Design/Build Firm's warranties that are being proposed. Details of criteria will be provided in Section six (6) below.
- A summary of Quality Management: The actual plan will be provided in Section five (5) below.
- A summary of the project schedule: The full schedule will be provided in Section three (3) below.

Section 2: Resumes of Key Project Personnel

- Paper size: 8½" x 11"
- Maximum allowed pages: Each Résumé is limited to one (1) page per person.
- The minimum information to be included: experience directly relevant to this project.

Section 3: Proposed Schedule

- Paper size: 8½" x 11" or larger if folded neatly to 8½" x 11"
- Maximum allowed pages: 6
- Provide a preliminary breakdown for the Schedule of Value categories (**NO** price information to be included in the Technical Proposal)

- Provide an electronic Primavera Schedule. The minimum information to be included in the summary CPM schedule of anticipated major milestones and their associated phasing as follows:
 - Anticipated Award Date
 - Design Schedule by component
 - Design Reviews by the DEPARTMENT
 - Geotechnical Investigations
 - Permitting
 - Start of Construction
 - Construction Milestones by component
 - Construction Phasing and curfew requirements for rail
 - Construction Phasing and MOT requirements for highway grade crossings
 - Milestones as outlined in this RFP
 - Utility Relocations
 - Structure Completion Date
 - Final Completion Date for all Work

Section 4: Innovative Aspects

- Paper size: 8½" x 11"
- Maximum allowed pages: 3
- Any supportive information associated with the innovative aspects being proposed.

Section 5: Quality Management Plan

- Paper size: 8½" x 11"
- Maximum allowed pages: 4
- The minimum information to be included shall be in accordance with Section V.W of this RFP.

Section 6: Design/Build Firm Warranties

- Paper size: 8½" x 11"
- Maximum allowed pages: 4
- The minimum information to be included shall be in accordance with Section V.CC of this RFP.

Section 7: Design Support Documents

- Paper size: 8½" x 11"
- The minimum information to be included is as follows:
 - All design calculations
 - In accordance with Section VI.E of this RFP.

Section 8: Preliminary Plans

- Paper size: 11" x 17"

The minimum information to be included in the preliminary design requirements is as follows:

Railway and Roadway

- Project Limits
- Rail and Roadway Horizontal Alignment
- Pier and abutment location
- Major topographic features
- Proposed Rail and Roadway Vertical Profile(s)
- Survey controls and bench marks
- Stationing along Horizontal Alignment
- Connections to Existing Roadways at Grade Crossings
- Utility provisions
- Maintenance of traffic provisions (rail and highway)
- Curfew use
- Traffic Control System
- Communications System
- Railway Signal System
- Grade Crossing Improvements, including control devices
- Operations Control Center Facility
- Vehicle Storage and Maintenance Facility
- Station Platforms
- Preliminary Specifications Package
- Technical Special Provisions

Structures

- General Notes
- Plan and elevation
- Begin and end bridge stations
- Proposed Foundation Types and Location
- Proposed Foundation Testing requirements
- Span lengths
- Minimum vertical and horizontal clearances
- Location of expansion and fixed bearings
- Scour analysis
- Basic material properties (concrete strengths, classifications)
- Typical pier(s) and abutment details
- Cross section of proposed superstructure showing type, size and locations of structural elements
- Proposed means and methods of construction
- Proposed method of removal of the existing structure and approaches and final disposition
- Technical special provisions
- Variations and documentation

Section 9: Specifications

- Paper size: CD only
- The minimum information to be included shall be in accordance with Section VI.G of this RFP.

C. Evaluation Criteria:

The Technical Review Committee shall evaluate the written Technical Proposal by each Design/Build team. The Design/Build Firm should not discuss or reveal elements of the price proposal in the written proposals. A technical score for each firm will be based on the following criteria:

<u>Item</u>	<u>Value</u>
1. Schedule	15
2. Maintenance of Traffic – Rail	15
3. Maintenance of Traffic – Vehicles/Grade Crossings	15
4. System Design (wayside signal, traffic control and Operations Control Center)	15
5. Construction Methods	15
6. Warranties	5
7. Quality Management Plan	10
8. Maintenance Services	10
Maximum Score	100

The following is a description of each of the above referenced items:

1. **Schedule (15 points)**

Credit will be given for a comprehensive and logical schedule that minimizes contract duration. Proper attention should be provided to the project's critical path elements. The sequencing of the highway and pedestrian grade crossings while meeting RFP requirements must be addressed. The number and duration of curfews will be evaluated.

2. **Maintenance of Traffic - Rail (15 points)**

Credit will be given for a Maintenance of Rail Traffic scheme that minimizes disruption of rail traffic. This shall include, but not be limited to, minimizing of the number of curfews, minimizing the number of curfew hours, and anticipated slow orders.

3. **Maintenance of Traffic – Vehicles/Grade Crossings (15 points)**

Credit will be given for a Maintenance of Vehicle Traffic scheme that minimizes disruption of roadway traffic. This shall include, but not be limited to, minimization of lane closures, lane widths, visual obstructions, and drastic reductions in speed limits. This shall include compliance with consecutive grade crossing closures and lane closure restrictions.

4. **System Design (wayside signal, traffic control and Operations Control Center) (15 points)**

Credit will be given for the system designs for the wayside signals, grade crossing warning system, communications systems, and the hardware and software associated with the Operations Control Center. The design, testing and implementation of the proposed system shall be addressed in detail.

5. **Construction Methods (15 points)**

Credit will be given for construction methods that minimize impacts to freight rail traffic, passenger rail traffic, the motoring public and the environment; reduces costs; provides for worker safety; and minimizes contract duration. Credit will be given for exceeding minimum material requirements to enhance durability of rail, signal, structural, and communication components.

6. **Warranties (5 points)**

Credit will be given for the extent of the Design/Build Firm's proposed warranty for the complete railway system including the track work, grade crossing surfaces, wayside signal system, grade crossing warning system, and communications system.

7. **Quality Management Plan (10 points)**

Credit will be given for a timely, complete and comprehensive quality management plan, which incorporates effective peer reviews and includes all phases of the project.

8. **Maintenance Services (10 points)**

Credit will be given for the proposed maintenance program during construction. The following elements should be considered: regularly scheduled inspections, routine maintenance, emergency response program, and capital maintenance plan.

D. Final Selection Formula:

The Selection Committee shall publicly open the sealed bid Proposals and calculate an adjusted score using the following formula:

$$\frac{BPP + (PCH * TVC)}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal

PCH = Proposed Number of Curfew Hours

TVC = Time Value Costs (\$7,000 per hour*)

TS = Technical Score

**This figure is used only in the calculation for the adjusted score.*

The PCH is the number of hours that are programmed for the Extended Curfews. The Extended Curfews can occur between 9:00 p.m. on Friday and extend to 3:00 a.m. on the following Monday. The maximum

PCH permitted by the Department are 1100 hours. The Daily Curfews are not used in the calculation. Third party requests for flagging services are not included in the calculation.

The Design/Build Firm selected will be that firm whose adjusted score is lowest.

The Department reserves the right to consider any Proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. Also, if PCH is greater than Maximum Allowable Curfew Hours (1100 hours) the Proposal will be considered non-responsive.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed bids. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee for each Proposer and each Proposer's average Technical Score. Following announcement of the Technical Scores, the sealed bid Proposals will be opened and the adjusted scores calculated. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all Proposals. If the Selection Committee decides not to reject all Proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

Firms will receive partial compensation for their Proposal, if the Proposal is determined to be responsive by the Technical Review Committee. The amount of partial compensation will be \$100,000.00, and in no way is intended to compensate Design/Build Firms for the total cost of preparing the Technical and Price Proposal. The Department reserves the right to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a shortlisted Proposer to be eligible for Proposal compensation, the short-listed firm must execute with original signatures and have delivered to the Department no later than January 24, 2008, four (4) originals of the Contractual Services Agreement, subtitled Design/Build Proposal Payment Format (see Attachments). The Design/Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the agreement will be returned to the Design/Build Firm.

Failure of a shortlisted Proposer to execute and timely return the agreement shall constitute a release to the Department by the shortlisted firm for Proposal compensation and the Department shall have no further obligation to compensate the shortlisted firm for its efforts in preparing its Proposal.

The shortlisted Design/Build Firms that are not selected are to submit an invoice for payment of services on a lump sum basis after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical and Price Proposals in response to the Department's RFP for the subject project." Compensation is intended to be on a pass/fail basis (i.e., responsive or non-responsive). If the written Technical Proposal is deemed to be non-responsive by the Technical Review Committee, then no compensation shall be made. If the written

Technical Proposal is deemed to be responsive by the Technical Review Committee but the maximum bid price is exceeded, the Design/Build Firm should receive the Stipend Amount.

VIII. BID PROPOSAL REQUIREMENTS.

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Proposal form attached hereto and shall include one Lump Sum price for the Initial Final Design and Maintenance Mobilization Services, one Lump Sum price for Final Design Services and Construction Work, one Lump Sum price for Railway Maintenance Services, and one Lump Sum price for Roadway Worker Protection Services. These are Lump Sum prices within which the Proposer will complete the project. The Lump Sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design/Build Firms quality plan, construction of that portion of the project, and all other work necessary to fully and timely complete that portion of the project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the project will be full, complete, and final compensation for the work required to complete that portion of the project.

For the purpose of bidding, the Department has established a maximum bid price. This amount is not the Department's official cost estimate for the work but is the maximum bid constraint established for this contract. Submission of a Price Proposal under the maximum bid price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable Price Proposal amount.

During preparation of the Price Proposal, if concerns regarding the Department's maximum bid price arise, submit a letter of budget concern by **December 1, 2008** to Frank O'Dea, FDOT District Construction Engineer, 719 South Woodland Boulevard, MS 3-506, DeLand, FL 32720 or by e-mail to frank.odea@dot.state.fl.us or by fax to Frank O'Dea at (386) 943-5716. The Department will review the letter of budget concern and determine its next course of action. This process is established to provide the opportunity for the Design/Build Firm to express budget constraint issues prior to submission of a Price Proposal.

The Price Proposal shall include a Lump Sum price for providing 1,000 hours of railroad Roadway Worker Protection Services for third party requests. The hourly rate used to develop the Lump Sum price shall be used by the Design/Build Firm for reimbursement by Third Parties.

The Price Proposal shall include a Lump Sum price for the clean-up of Rand Yard by the Design/Build Firm. The price shall not be included in the maximum bid price, but shall be used in the calculation of the adjusted score as shown on the Bid Proposal form. The clean-up of the Rand Yard site shall be an option that the Department may choose to exercise.

Federal Transit Administration has required the Department to identify items that can be eliminated from the project to contain costs. To meet this requirement, the Department has identified four (4) elements that may be removed from the project. These elements are:

- Reduction for Removal of Interlocking CP 775

- Reduction for Removal of Interlocking CP 787
- Reduction for Removal of Grade Crossing Priority 3
- Reduction for Removal of Grade Crossing Priority 2

The Design/Build Firm shall indicate on the Bid Proposal form the Lump Sum price for the deletion of these individual elements from the project. The Priority 3 and Priority 2 grade crossings are indicated in Section VI.R of this RFP. The “Subtotal Lump Sum Price” “Total Price” in numbers and the “Total Price Written Out” shall NOT include these reductions in work.

The Price Proposal shall be hand delivered in a separate sealed package to the following:

Ms. Chela Wood
Professional Services Unit
Florida Department of Transportation, District 5
719 South Woodland Boulevard
DeLand, FL 32720

The package shall indicate clearly that it is the Price Proposal and shall identify clearly the Proposer’s name, and project description. The Price Proposal shall be secured and unopened until the date specified for opening of Price Proposals. If the Design/Build Firm’s price proposal is greater than the maximum bid price in this RFP, then the Bid Price Proposal form shall have only the words “price is greater than the maximum bid price” on the form.