

*Florida Department of Transportation*  
*District 5*

**DESIGN-BUILD  
REQUEST FOR PROPOSAL  
for  
Central Florida Commuter Rail Transit Phase 2 South**

**Financial Projects Number(s): 423446-9-52-01  
Federal Aid Project Number(s): Not Applicable  
Contract Number: E5W96**



## Table of Contents

<b>I.</b>	<b>Introduction.....</b>	<b>1</b>
A.	Design-Build Responsibility.....	6
B.	Department Responsibility.....	7
<b>II.</b>	<b>Schedule of Events.....</b>	<b>7</b>
<b>III.</b>	<b>Threshold Requirements.....</b>	<b>9</b>
A.	Qualifications.....	9
B.	Joint Venture Firm.....	9
C.	Price Proposal Guarantee.....	9
D.	Pre-Proposal Meeting.....	10
E.	Technical Proposal Page-Turn Meeting.....	10
F.	Question and Answer Session.....	10
G.	Protest Rights.....	11
H.	Non-Responsive Proposals.....	11
I.	Waiver of Irregularities.....	12
J.	Modification or Withdrawal of Technical Proposal.....	12
K.	Department’s Responsibilities.....	13
L.	Design-Build Contract.....	13
<b>IV.</b>	<b>Disadvantaged Business Enterprise (DBE) Program.....</b>	<b>13</b>
A.	DBE Availability Goal Percentage:.....	13
B.	DBE Supportive Services Providers:.....	13
C.	Bidders Opportunity List:.....	14
<b>V.</b>	<b>Project Requirements and Provisions for Work.....</b>	<b>14</b>
A.	Governing Regulations:.....	14
B.	Innovative Aspects:.....	17
C.	Geotechnical Services:.....	20
D.	Department Commitments:.....	20
E.	Environmental Permits:.....	20
F.	Railroad Coordination:.....	22
G.	Survey:.....	23
H.	Verification of Existing Conditions:.....	24
I.	Submittals:.....	24
J.	Contract Duration:.....	26
K.	Project Schedule:.....	26
L.	Key Personnel/Staffing:.....	28
M.	Partner/Teaming Arrangement:.....	28
N.	Meetings and Progress Reporting:.....	28

O.	Public Involvement: .....	29
P.	Quality Management Plan (QMP): .....	31
Q.	Liaison Office: .....	32
R.	Engineers Field Office: .....	32
S.	Schedule of Values: .....	32
T.	Computer Automation: .....	33
U.	Construction Engineering and Inspection: .....	33
V.	Testing: .....	33
W.	Value Added: .....	39
X.	Adjoining Construction Projects: .....	40
Y.	Issue Escalation: .....	40
Z.	Incorporation of Federal Transit Administration (FTA) Terms and Conditions .	41
AA.	No Excuse Bonus, Incentives and Disincentives .....	41
<b>VI.</b>	<b>Design and Construction Criteria .....</b>	<b>41</b>
A.	General: .....	41
B.	Vibration and Settlement Monitoring: .....	41
C.	Geotechnical Services: .....	42
D.	Utility Coordination: .....	45
E.	Railroad and Roadway Plans: .....	50
F.	Geometric Design (Track): .....	51
G.	Design Documentation, Calculations, and Computations: .....	51
H.	Structure Plans: .....	52
I.	Specifications: .....	56
J.	Shop Drawings: .....	56
K.	Sequence of Construction: .....	56
L.	Stormwater Pollution Prevention Plans (SWPPP): .....	59
M.	Temporary Traffic Control Plan: .....	59
N.	Environmental Services/Permits/Mitigation: .....	61
O.	Signing and Pavement Marking Plans: .....	63
P.	Lighting Plans: .....	63
Q.	Fiber Communications Infrastructure Plans: .....	64
R.	Track Work Plans .....	64
S.	Grade Crossing Plans .....	71
T.	Station Plans .....	76
U.	Railroad Signal System Plans .....	77
V.	Positive Train Control Plans .....	77
W.	Vehicle Storage and Light Maintenance Facility Plans .....	77
X.	Fencing Plans .....	78
Y.	Materials to be Provided by the Department .....	79
Z.	Safety and Security Requirements .....	80
AA.	Coordination with Other Contractors in the Corridor .....	81
BB.	Rail Grinding .....	82
CC.	Equipment Manuals and Training .....	83
<b>VII.</b>	<b>Technical Proposal Requirements: .....</b>	<b>84</b>
A.	General: .....	84

B. Submittal Requirements:..... 84

C. Evaluation Criteria:..... 86

D. Final Selection Formula:..... 88

E. Final Selection Process: ..... 89

F. Stipend Awards:..... 89

  

VIII. Bid Proposal Requirements.....**90**

A. Bid Price Proposal: ..... 90

**ATTACHMENTS**

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

- Project Advertisement
- Division I Design-Build Specifications
- Divisions II and III Special Provisions identified by the Department to be used on the Project:
  - Mobilization (SP1010000DB)
  - Landscaping (SP5800000FA)
  - Contractor Quality Control General Requirements (SP1050813DB)
  - Structures Foundations (SP4550000DB)
  - Engineer’s Field Office (SP1090000 - Modified)
- Value Added Developmental Specifications
  - Value Added Bridge Component (DEV475)
- South Florida Water Management District (SFWMD) Permit No. 49-02327-P
- SFWMD Permit No. 49-02300-P (Shingle Creek Bridge)
- SFWMD Permit No. 48-02245-P (Meadow Woods Station)
- SFWMD Permit No. 49-02382-P (Osceola Parkway Station)
- SFWMD Permit No. 49-00477-S (Osceola Parkway Station)
- SFWMD Permit No. 49-00624-S (Kissimmee Station)
- SFWMD Permit No. 49-00624-S (Kissimmee Parking Garage)
- SFWMD Permit No. 49-00094-S-100 (Poinciana Station)
- SFWMD Permit No. 49-00094-S-100 Modification (Poinciana Station)
- United States Army Corps of Engineers (USCOE) Permit SAJ-2014-00352 (IP-AWP) (Pending)
- USCOE Permit SAJ-2013-00986 (IP-AWP) (Shingle Creek Bridge)
- USCOE Permit SAJ-2013-01061 (IP-AWP) (Meadow Woods Station)
- USCOE Permit SAJ-2013-02481 (SP-AWP) (Osceola Pkwy Station)
- Sovereign Submerged Land Easement No. 41648, BOT File No. 490237573
- FEMA Regulated Floodway No-Rise Certification – Orange County West Branch Boggy Creek (MP 800.6) (Pending)
- FEMA Regulated Floodway No-Rise Certification – City of Kissimmee East City Canal (MP 806.9) (Pending)
- FEMA Regulated Floodway No-Rise Certification – Osceola County Shingle Creek (MP 811.3)
- Required Contract Provisions for Federal Transit Administration Federal-Aid Construction Contracts
- Design Criteria – Phase 2 South
- Transportation and Maintenance Operation Plans (TMOP) – Phase 2 South

Central Florida Operations and Management Agreement (CFOMA) and amendments  
Central Florida Commuter Rail Transit (CFCRT) Phase 2 South Station Plans  
Amtrak Operating Agreement  
FCEN Operating Agreement  
CFRC Operating Rules  
CFRC Roadway Worker Protection Safety Plan  
CFRC Safety Transportation & Responsibility (STAR) Manual  
CFRC Timetable No. 2 – latest version  
CFRC General Bulletins – latest versions  
Orange Fence Policy and Communication Procedure  
CFRC Safety and Security Management Plan (SSMP) for Full Funding Grant Agreement (FFGA)  
CFRC System Safety Program Plan (SSPP)  
CFRC Safety and Security Certification Plan (SSCP)  
CFRC System Security Plan (SSP)  
CFRC Safety and Security Emergency Preparedness Plan (SSEPP)  
CFRC Emergency Response Plan - Passenger Train Emergency Preparedness Plan (PTEPP)  
CFRC Maintenance of Way Instructions (MWIs)  
Phase II South Value Engineering (VE) Study Recommendation  
CFRC Continuously Welded Rail Plan  
Joint Use Agreement between the State of Florida Department of Transportation and Orange County  
Joint Use Agreement between the State of Florida Department of Transportation and Osceola County  
Agreements for the Kissimmee East Platform, Osceola Parkway Pond and Conservation easements (Pending)  
Environmental Assessment/Finding of No Significant Impact  
Sketch of property for Engineer's Field Office

Bid Price Proposal Forms:

1. Bid Blank (375-020-17)
2. Design Build Proposal of Proposer (375-020-12)
3. Design Build Bid Proposal Form (700-010-65)
4. Bid or Proposal Bond (375-020-34)
5. DBE Forms (as applicable)

**REFERENCE DOCUMENTS**

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and 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 herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

Central Florida Commuter Rail Transit (CFCRT) Phase 2 South Corridor Plans  
CFCRT Phase 2 South Signal Plans  
CFCRT Phase 2 South CADD files  
Bridge Inspection Reports  
Geotechnical Data  
PD&E Study Environmental Documents  
Survey Data  
Drainage Report and Calculations  
Diagnostic Field Review - August 2009  
Utility Location Data  
Utility Coordination Documents  
Kissimmee Parking Garage Plans  
City of Kissimmee Plans for Oak Street  
City of Kissimmee Plans for Beaumont Street

## **I. Introduction.**

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of the next phase (Phase 2 South) of the Central Florida Commuter Rail Transit system. The design and construction work includes all design, engineering, construction, testing and commissioning as required for approximately 18 miles of commuter rail service between the Sand Lake Road station and the Poinciana station on the existing Central Florida Rail Corridor (CFRC) right-of-way.

It is the Department's intent that all Project construction activities be conducted within the existing Right-of-Way, with the exception of the east platform at the Kissimmee station. The east platform at the Kissimmee station shall be constructed within the area denoted in the agreement with the City of Kissimmee. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional Right-of-Way if the subject acquisition was approved during the Alternative Technical Concept (ATC) process. Any Technical Proposal that requires the acquisition of additional Right-of-Way will not extend the contract duration as set forth in the Request for Proposal under any circumstances. The Department will have sole authority to determine whether the acquisition of additional Right-of-Way on the Project is in the Department's best interest, and the Department reserves the right to reject the acquisition of additional Right-of-Way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right-of-Way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional Right-of-Way and the Design-Build Firm fails to obtain Department approval as part of the ATC process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires additional Right-of-Way approved by the ATC process, the additional Right-of-Way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, Right-of-Way maps and legal descriptions including area in square feet of any proposed additional Right-of-Way parcels in the Technical Proposal. The additional Right-of-Way will be acquired by the Department in accordance with all applicable state and federal laws, specifically including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. This includes completing a SEIR/NEPA evaluation as appropriate. All costs concerning the acquisition of additional Right-of-Way will be borne solely by the Design-Build Firm. These costs include, but are not limited to consultant acquisition, appraisal services, court fees, attorney and any expert fees, property cost, etc. The Department will have sole discretion with respect to the entire acquisition process of the additional Right-of-Way.

If the Design-Build Firm's Technical Proposal requires additional Right-of-Way, the acquisition of any such Right-of-Way shall be at no cost to the Department, and all costs associated with securing and making ready for use such Right-of-Way for the Project shall be borne solely by the Design-Build Firm as a part of the Design-Build Firm's Lump Sum Price Bid. The Department will not advance any funds for any such Right-of-Way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional property, regardless of cause or source.

The Department will provide to the successful Design-Build Firm an estimate of all costs related to the acquisition and use of the additional Right-of-Way for the project. At the time the Design-Build Firm returns the executed contract to the Department, the Design-Build Firm will provide the Department funds equal to the amount of the Department's estimate along with a Letter of Credit approved by the Department in an amount equal to 100% of the Department's estimate. If additional funds beyond the

Department's estimate are anticipated, the Design-Build Firm shall be solely responsible for all such costs and provide the same to the Department upon ten (10) days written notice from the Department. The Letter of Credit is for the purpose of securing the obligations of the Design-Build Firm with respect to the acquisition and use of additional Right-of-Way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use of the additional Right-of-Way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

Any additional Right-of-Way must be acquired prior to the commencement of any construction on or affecting the subject property. The Design-Build Firm waives any and all rights or claims for information, compensation, or reimbursement of expenses with respect to the Design-Build Firm's payment to the Department for costs associated with the acquisition of the additional Right-of-Way. The additional Right-of-Way cannot be used for any construction activity or other purpose until the Department has issued an applicable parcel clear letter or a Right-of-Way Certification for Construction.

If the Department's attempt to acquire the additional Right-of-Way is unsuccessful, then the Design-Build Firm shall provide a design of the Project within existing Right-of-Way and be required to complete the Project solely for the Lump Sum Price Bid, with no further monetary or time adjustments arising therefrom. Under no circumstances will the Department be liable for any increase in either time or money impacts the Design-Build Firm suffers due to the Design-Build Firm's proposed acquisition of additional Right-of-Way, whether or not the acquisition is successful.

### **Description of Work**

The project includes the final design and construction of the track, communications system, civil, structural and roadway work required for a fully functional commuter rail system extending from the Sand Lake Road station in Orange County to the Poinciana station in Osceola County. The Department is contracting with a separate Design-Build Firm (hereinafter referred to as the Signal Design-Build Firm) for the design and construction of the wayside signal and grade crossing warning systems work required for the same project. The work also includes the design and construction of a Vehicle Storage and Light Maintenance Facility (VSLMF) located adjacent to the Poinciana station in Osceola County. The work includes construction of four (4) commuter rail stations, including parking and bus circulation for the stations at Meadow Woods, Osceola Parkway, Kissimmee, and Poinciana.

### **Track Work**

The track work shall be completed to provide a minimum of Class IV track throughout the limits of the project. All track is currently being maintained at the class required for timetable speeds. The track work includes:

- New track construction adjacent to approximately 11.81 miles of existing single mainline track to provide double track sections;
- In accordance with the Value Engineering Study approximately 1.7 miles of existing single track from approximately MP 806.1 to MP 807.8 shall not be exceeded.
- Track Upgrades to provide FRA Class IV tracks for approximately 3.65 miles; and
- Track realignments at industry siding track turnouts, depending on the final design, estimated to be approximately 2.87 miles.

The track work is specified in Section VI.R of the RFP.



Track work is required at the new Vehicle Storage and Light Maintenance Facility (VSLMF) to be located adjacent to the Poinciana station. The Design-Build Firm is responsible for the final design and construction of the tracks required for the VSLMF. The work includes all track removal, track upgrades, track realignment and new track required for the facility, including its access to/from the mainline track.

All tracks shall be designed in accordance with the Design Criteria, included as an attachment to 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 CFRC right-of-way.

### **Roadway/Pedestrian Grade Crossings**

There are 24 existing roadway and pedestrian crossings within the project limits. There are six (6) new pedestrian crossings as identified in this RFP. There are two (2) crossings that are to be closed and one (1) relocated crossing within the project limits. The work at the crossings may include, but is not limited to, roadway surfaces (i.e., new asphalt pavement, milling and resurfacing, etc.), drainage, pedestrian and ADA crossing improvements (sidewalk construction, detectable warning surfaces, etc.), vehicular traffic signal modifications, potential utility relocations, removal of obstructions, and installation of new crossing surface panels (pre-cast concrete panels).

Drainage work includes all work required to comply with the permit requirements for water quality and quantity. Stormwater management facilities must be located within public rights-of-way.

### **Railway Signal Systems**

The railway signal system, including the grade crossing warning system and the wayside signal system is to be designed and constructed by the Signal Design-Build Firm. The Design-Build Firm is required to coordinate all work with the separate Signal Design-Build Firm performing the grade crossing warning system and wayside signal system work.

### **Communications Systems**

The communications systems work includes the design, fabrication, construction, testing, system integration and commissioning of all communications required within the project limits. Communications systems associated with station platforms for passenger information shall be constructed in accordance with the Station Plans and Specifications included as an attachment to this RFP. Details for the specific requirements and devices are provided in the Station Plans and specification attached to this RFP. The Design-Build Firm is responsible for completing, connecting, testing, and integrating the systems to the Operations Control Center (OCC) located in Sanford, Florida and communicating with the dispatch system located at the OCC.

### **Fiber Infrastructure**

The Design-Build Firm is responsible for the design and construction of the Fiber Infrastructure. The Fiber Infrastructure includes, but is not limited to fiber optic cable, conduit, pull boxes, splices boxes and splices, fiber optic patch panel, splice trays, and splice enclosures.

## **Structures**

The Design-Build Firm is responsible for the design and construction of new bridges and/or replacement bridges within the project limits. The bridges shall be designed in accordance with the Design Criteria included as an attachment to this RFP.

Crash walls shall be provided to protect all existing bridges in accordance with the Governing Regulations and Design Criteria. The Design-Build Firm shall provide the Department with an evaluation of all locations where the railroad runs under a bridge structure to determine the need for a crash wall. At all locations where it is determined by the Department that a crash wall is required, based on the analysis completed by the Design-Build Firm, the Design-Build Firm shall design and construct the crash wall.

## **Stations**

The Design-Build Firm shall construct the four (4) stations included within the Phase 2 South project limits, at Meadow Woods, Osceola Parkway, Kissimmee, and Poinciana, in accordance with the Station Plans and specifications included as an attachment to this RFP. Station work includes the construction of the station platforms, canopies, platform finishes, art-in-transit, platform appurtenances, parking areas, access improvements, drainage, lighting, communication systems for the station platforms and bus access/circulation areas.

## **Vehicle Storage and Light Maintenance Facility**

The Design-Build Firm shall design and construct a Vehicle Storage and Light Maintenance Facility (VSLMF) on the property owned by the Department adjacent to the Poinciana station site. The VSLMF shall be a secured facility that will include storage tracks, entrance/exit connecting the storage facility to the mainline, wayside power and air, and a building to accommodate crews and light maintenance. The VSLMF shall be designed and constructed in accordance with the Design Criteria included as an attachment to 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.Y 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.

- Substantial Completion of construction for system integration and testing
- Construction complete for revenue service
- Construction complete and in service for the new west-side bridge over Shingle Creek
- Taft Yard construction duration
- Railroad grade crossings construction duration

## **Other Project Elements**

The Temporary Traffic Control Plans for the project for all roadway improvements shall meet the special requirements included in this RFP.

The project will include partnering. The Department will facilitate the partnering activities.

Any changes to requirement of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) proposal process, as described herein, prior to the information cut-off date. For this Project, the Department considers the following requirements of the Project that are NOT to be changed by the Design-Build Firm:

- Station elements including the platform finishes, second platform, platform location, canopies, station appurtenances (including, but not limited to, benches, trash receptacles, bike racks, etc.), lighting, landscaping, the number of parking spaces, and the bus loop pavement.
- Interlocal Agreements
- Storage Capacity at the VSLMF
- Concrete crossing panels for signal territory at all grade crossings
- Closing of two (2) roadway grade crossings and relocation of one (1) grade crossing
- Value Engineering Recommendations
- Impacts to Florida Gas Transmission
- Impacts to Kinder Morgan/Central Florida Pipeline facilities
- No increase in the limits of single track to remain

The Design-Build Firm shall not start design or construction 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 Notice to Proceed for design services and a separate Notice to Proceed as to construction work thereafter, as the Department may determine appropriate. It is currently anticipated that the Notice to Proceed as to design services will be issued on or about November 9, 2015. In the event the Department actually issues such Notice to Proceed for design services subsequent to November 9, 2015, the Design-Build Firm shall be entitled to relief solely limited to the extent provided under Sections 4-3.2 and 5-12 of the Division I Specifications. It is currently anticipated that the Notice to Proceed for construction work will be issued on or about January 9, 2016. Under no circumstances will the Notice to Proceed for construction work be issued prior to the Department's receipt of the Full Funding Grant Agreement from the Federal Transit Administration. In the event the Department actually issues such Notice to Proceed for construction work subsequent to January 9, 2016, the Design-Build Firm shall be entitled to relief solely limited to the extent provided under Sections 4-3.2 and 5-12 of the Division I Specifications. Under no circumstances shall the Department have any liability, claim, or cause of action whatsoever for any monetary compensation, damages, or other relief of any nature or kind if the Notice to Proceed for construction work is never issued by the Department as a result of failure of the conditions precedent to issuance of those Notices to Proceed as set forth in this RFP.

Prior to the Notice to Proceed for design services, the Design-Build Firm shall not encroach into the railroad right-of-way. Upon the Notice to Proceed for design services, the Design-Build Firm must meet the requirements for Roadway Worker Protection and CFRC Operating and Safety Rule qualifications when entering into the railroad right-of-way. The only activities permitted within the railroad right-of-way upon Notice to Proceed for Design are conditions assessments, surveying, geotechnical investigations and utility location services, and the performance of such activities. No construction work efforts will be permitted within the railroad right-of-way prior to receipt of the Notice to Proceed for construction services. Upon issuance of the Notice to Proceed for construction services, the Design-Build Firm shall also comply with all FRA mandated training and qualification requirements. The Department shall arrange for one (1) hi-rail/field review for all Design-Build Firms who affirmatively declare to continue to Phase II 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 Department has cleared all encroachments within the right-of-way that are anticipated to be impacted by the proposed improvements. If other encroachments are identified during the Design-Build Firm's design or construction, the Design-Build Firm shall be responsible for mitigation of the encroachment to

include redesign, provide protection for any encroachments, or other means accepted by the Department.

The Design-Build Firm is required to comply with all Operating Rules and On-Track Protection requirements of the CFRC. The Design-Build Firm is required to comply with all of the requirements of the Central Florida Operations and Maintenance Agreement (CFOMA) as amended, the Amtrak Operating Agreement, and the FCEN Operating Agreement, all included as attachments to this RFP.

The Design-Build Firm is required to install fencing at the right-of-way as outlined in this RFP.

The arsenic located within the rail corridor will NOT be handled in accordance with the Division I Specifications for the project. Soil and groundwater remediation for arsenic is not needed for track construction for the Project. Soil that is not transported off the ROW and is used for fill in its immediate vicinity within the ROW will not require soil characterization. Any soil removed from the ROW must be tested, handled and/or disposed of in accordance with the applicable regulations.

#### **A. Design-Build Responsibility**

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, preparation of all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Proposal. The Design-Build Firm shall coordinate all utility relocations.

The Design-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to Project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and the public.

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study.

The Design-Build Firm is responsible for coordinating with the District Environmental Office any engineering information related to Environmental Reevaluations. The Design-Build Firm will not be compensated for any additional costs or time associated with Reevaluation(s) resulting from proposed design changes.

The Design-Build Firm may propose changes which differ from the approved Project Development & Environment (PD&E) Study. Proposed changes must be coordinated through the Department. If changes are proposed to the configuration, the Design-Build Firm shall be responsible for preparing the necessary analyses and documentation required to satisfy requirements to obtain approval of the Department and , if applicable, FTA. The Design-Build Firm shall provide the required documentation for review and processing. Approved revisions to the configuration may also be required to be included in the Reevaluation of the National Environmental Policy Act (NEPA) document, per Section VI.N (Environmental Services/Permits/Mitigation) of the RFP. The Design-Build Firm will not be compensated for any additional costs or time resulting from proposed changes.

The Design-Build Firm 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 Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Design-Build Firm has made an examination as described in this provision.

The Design-Build Firm shall demonstrate good Project Management practices while working on this Project. These include 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, environmental oversight, and quality acceptance reviews of all work associated with the development and preparation of the contract plans, permits, and construction of the improvements. The Department will provide Project specific information and/or functions as outlined in this document.

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of NEPA Reevaluations. For federal projects, the Department will coordinate and process Reevaluations with FTA.

## **II. Schedule of Events.**

Below is the current schedule of the events that will take place in the procurement 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.

<b>Date</b>	<b>Event</b>
04/15/15	Advertisement
05/05/15	Letters of Interest for Phase I of the procurement process due in District Office by 5:00 pm local time
05/19/15	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 3:00 pm local time
05/22/15	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee 3:00 pm local time
05/26/15	Public Meeting of Selection Committee to review and confirm Letter of Interest scores 8:15 am local time
05/26/15	Notification to Responsive Design-Build Firms of the Letter of Interest scores 2:00 pm local time
05/28/15	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 3:00 pm local time
05/28/15	Shortlist Posting 5:00 pm local time at the District Office at 719 South Woodland Boulevard, DeLand, Florida 32720

06/15/15	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
06/19/15	Mandatory Pre-proposal meeting at 10:00 am local time in the Cypress Conference Room in the District office at 719 South Woodland Boulevard, DeLand, FL 32720. All Utility Agency/Owners that the Department contemplates an adjustment, protection, or relocation is possible are to be invited to the mandatory Pre-Proposal meeting.
06/19/15	Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at 11:00 am local time in the Cypress Conference Room in the District office at 719 South Woodland Boulevard, DeLand, FL 32720
06/25/15	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
06/30/15	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1
07/06/15	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
07/06/15	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2
07/10/15	Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2
07/20/15	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.
07/28/15	Deadline for submittal of Alternative Technical Concept Proposals 4:00 pm local time.
07/28/15	Final deadline for submission of requests for Design Exceptions or Design Variations
08/11/15	District Design Engineer completes review of Alternative Technical Concepts, Design Exceptions, and/or Design Variations and notifies Design-Build Firms
08/25/15	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
09/01/15	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
09/04/15	Technical Proposals due in District Office by 2:30 p.m. local time at the District office at 719 South Woodland Boulevard, DeLand, Florida 32720
09/04/15	Deadline for Design-Build for to “opt out” of Technical Proposal Page Turn meeting.
09/09/15	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
09/29/15	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
10/05/15	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time

10/05/15	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
10/09/15	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
10/13/15	Price Proposals due in District Office by 2:30 pm local time at the District office at 719 South Woodland Boulevard, DeLand, Florida 32720.
10/13/15	Public announcing of Technical Scores and opening of Price Proposals at 2:30 pm local time in the Cypress Conference Room at the District office at 719 South Woodland Boulevard, DeLand, Florida 32720
10/19/15	Public Meeting of Selection Committee to determine intended Award
10/19/15	Posting of the Department's intended decision to Award
11/05/15	Anticipated Award Date
11/20/15	Anticipated Execution Date

### **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 Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the Project, must be satisfied.

#### **B. Joint Venture Firm**

Two or more Firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, F.A.C. Parties to a Joint Venture must submit a Declaration of Joint Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of Letters of Interest.

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, and geotechnical and construction portions of the Work.

#### **C. Price Proposal Guarantee**

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal 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 Price Proposal 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 Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

#### **D. Pre-Proposal Meeting**

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, Design Exceptions, Design Variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FTA will be invited on oversight Projects, in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website: <https://www3b.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal>

#### **E. Technical Proposal Page-Turn Meeting**

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FTA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will record all or part of the page-turn meeting. All recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to eight (8) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

#### **F. Question and Answer Session**

The Department may meet with each Proposer, formally, for a Question and Answer (Q&A) session. FTA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Department to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Department may terminate the Q & A session promptly at the end of the allotted time. The Department shall record all or part of the Q & A session. All recordings will become part of the Contract Documents. The Q & A session will not constitute "discussions" or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. No supplemental materials, handouts, etc. will be allowed to be presented in the Q & A session. No additional time will be allowed to research answers.



Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A session. The questions, answers, and written clarification letter will become part of the Contract Documents and will be considered by the Department as part of the Technical Proposal. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

The Department will provide some (not necessarily all) proposed questions to each Design-Build Firm as it relates to their Technical Proposal approximately 24 hours before the scheduled Q & A session.

### **G. Protest Rights**

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the posting of this Request for Proposals. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, F.A.C., any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within 10 days after the filing of the notice of protest. The formal written protest shall be filed within 10 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  
Tallahassee, Florida 32399-0458

Failure to file a notice of protest or formal written protest within the time prescribed in section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120 Florida Statutes.

### **H. 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.

The Department will not give consideration to tentative or qualified commitments in the proposals. For example, the Department will not give consideration to phrases as “we may” or “we are considering” in the evaluation process for the reason that they do not indicate a firm commitment.

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

### **I. 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, roadway alignments, approach to 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.

### **J. Modification or Withdrawal of Technical Proposal**

Proposers may modify or withdraw previously submitted Technical Proposals at any time prior to the Technical Proposal due date. Requests for modification or withdrawal of a submitted Technical Proposal shall be in writing and shall be signed in the same manner as the Technical Proposal. Upon receipt and acceptance of such a request, the entire Technical 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 Technical Proposal provided the change is submitted prior to the Technical Proposal due date.

**K. Department's Responsibilities**

This Request for Proposal 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.

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.

**L. Design-Build Contract**

The Department will enter into a Lump Sum contract with the successful Design-Build Firm. In accordance with Section V, the Design-Build Firm will provide a schedule of values to the Department for their approval. The total of the Schedule of Values will be the lump sum contract amount.

The terms and conditions of this contract are fixed price and fixed time. 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, race-neutral DBE goal. This means that the State's goal is to spend a portion of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement and on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can 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 overall 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 Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

The Department is reporting to the Federal Transit Administration the planned commitments to use DBE's. This information is being collected through the Department's Equal Opportunity Compliance (EOC) system.

**B. 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 DBE Supportive Services Provider for the State of Florida can be found in the Equal Opportunity website at: <http://www.dot.state.fl.us/equalopportunityoffice/serviceproviders.shtm>

**C. 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.

A Bid Opportunity List should be submitted through the Equal Opportunity Compliance system which is available at the [Equal Opportunity Office Website](#). This information should be returned to the Equal Opportunity Office within 3 days of submission.

**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, FTA, FRA, AASHTO, 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 and adopted by the Department at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), Design Standards and Revised Index Drawings. The Design-Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Design Standards and Revised Index Drawings in effect at the time the bid price proposals are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). 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 (PPM)  
<http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Specifications Package Preparation Procedure  
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/630010005.pdf>
3. Florida Department of Transportation Design Standards  
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
4. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications  
<http://www.dot.state.fl.us/specificationoffice/Default.shtm>
5. Florida Department of Transportation Surveying Procedure  
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf>
6. Florida Department of Transportation EFB User Handbook (Electronic Field Book)

- [http://www.dot.state.fl.us/surveyingandmapping/doc\\_pubs.shtm](http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm)
7. Florida Department of Transportation Drainage Manual  
<http://www.dot.state.fl.us/rddesign/Drainage/ManualsandHandbooks.shtm>
  8. Florida Department of Transportation Soils and Foundations Handbook  
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
  9. Florida Department of Transportation Structures Manual  
<http://www.dot.state.fl.us/structures/DocsandPubs.shtm>
  10. Florida Department of Transportation Current Structures Design Bulletins  
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
  11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual  
<http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm>
  12. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook  
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
  13. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards  
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
  14. Instructions for Design Standards  
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
  15. AASHTO – A Policy on Geometric Design of Highways and Streets  
[https://bookstore.transportation.org/collection\\_detail.aspx?ID=110](https://bookstore.transportation.org/collection_detail.aspx?ID=110)
  16. MUTCD - 2009  
<http://mutcd.fhwa.dot.gov/>
  17. Safe Mobility For Life Program Policy Statement  
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
  18. Traffic Engineering and Operations Safe Mobility for Life Program  
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
  19. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure  
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf>
  20. Florida Department of Transportation Florida Sampling and Testing Methods  
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
  21. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure  
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
  22. Florida Department of Transportation Design Bulletins and Update Memos  
<http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm>
  23. Florida Department of Transportation Utility Accommodation Manual

- <http://www.dot.state.fl.us/specificationsoffice/utilities/UAM.shtm>
24. AASHTO LRFD Bridge Design Specifications  
[https://bookstore.transportation.org/category\\_item.aspx?id=BR](https://bookstore.transportation.org/category_item.aspx?id=BR)
  25. Florida Department of Transportation Flexible Pavement Design Manual  
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
  26. Florida Department of Transportation Rigid Pavement Design Manual  
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
  27. Florida Department of Transportation Pavement Type Selection Manual  
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
  28. Florida Department of Transportation Right-of-Way Manual  
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
  29. Florida Department of Transportation Traffic Engineering Manual  
<http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
  30. Florida Department of Transportation Intelligent Transportation System Guide Book  
[http://www.dot.state.fl.us/TrafficOperations/Doc\\_Library/Doc\\_Library.shtm](http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm)
  31. 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>
  32. AASHTO Guide for the Development of Bicycle Facilities  
[https://bookstore.transportation.org/collection\\_detail.aspx?ID=116](https://bookstore.transportation.org/collection_detail.aspx?ID=116)
  33. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).  
[http://www.fhwa.dot.gov/engineering/hydraulics/library\\_arc.cfm?pub\\_number=17](http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17)
  34. 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/FGB.shtm>
  35. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2  
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
  36. Florida Department of Transportation Driveway Information Guide  
<http://www.dot.state.fl.us/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf>
  37. AASHTO Highway Safety Manual  
<http://www.highwaysafetymanual.org/>
  38. Florida Statutes  
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
  39. AREMA Manual for Railway Engineering – Annual Publication  
<http://www.arema.org/eseries/scriptcontent/index.cfm>
  40. AREMA Communications & Signals Manual of Recommended Practices  
<http://www.arema.org/eseries/striptcontent/index.cfm>

41. Handbook for streambed Erosion Hazard Recognition and Countermeasures for Railroad Embankments & Bridges  
<http://www.arena.org/eseries/striptcontent/index.cfm>
42. Federal Railroad Administration Safety Rules Safety Laws, Title 49, United States Code, Part 2014, Railroad Workplace Safety  
[http://www.access.gpo.gov/uscode/title49/dubtitlev\\_.html](http://www.access.gpo.gov/uscode/title49/dubtitlev_.html)
43. Federal Transit Laws, Title 49, United States Code, Chapter 53  
[http://www.fta.dot.gov/leg\\_reg.html](http://www.fta.dot.gov/leg_reg.html)
44. FTA Master Agreement  
<http://www.fta.dot.gov/documents/15-Master.pdf>
45. Federal Communication Commission Rules and Regulations, Title 47 CFR  
[http://wireless.fcc.gov/indez.htm?job=rules\\_and\\_regulations](http://wireless.fcc.gov/indez.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, roadway alignments, approach to Project, etc.

**1. Alternative Technical Concept (ATC) Proposals**

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. Any deviation from the RFP that the Design-Build Firms seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be submitted to the Department for consideration through the ATC process. Any proposed material or technology not addressed by the RFP is considered an ATC and therefore must be submitted to the Department for consideration through the ATC process. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

The Department will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Department will issue an addendum for all ATC Proposals contained in the list below, the Department will endeavor to maintain confidentiality of the Design-Build Firms specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- Communications systems
- Cast-in-Place concrete Station Platforms
- VSLMF facility elements including building location, yard air, wayside power, and track centerline clearances/pinch points

- Location of universal crossovers
- Location of control points
- Grade Crossing Exceptions (for the roadway elements)

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting, as defined below, and submitted to the Department for review and approval through the ATC process described herein. The Department may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Department approval of the proposed alternates through the ATC process. Department approval of an ATC proposal that is related to the items listed below will NOT result in the issuance of an Addendum to the RFP.

- Changes to No Rise Certifications Changes to the Stormwater Management Concept
- Track grade and alignment
- Fiber Optic location
- Grade Crossing Variations (roadway elements)
- Reduction in the limits of single track to remain

## **2. One-on-One ATC Proposal Discussion Meetings**

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the One-on-One ATC discussion meetings. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Department to identify appropriate personnel to participate in the One-on-One ATC discussion meetings. The purpose of the One-on-One ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

- The Proposal meets the criteria established herein as a qualifying ATC Proposal; therefore an ATC Proposal submission IS required, or
- The Proposal does not meet the criteria established herein as a qualifying ATC proposal since the Proposal is already allowed or contemplated by the original RFP; therefore an ATC Proposal submission is NOT required.

## **3. Submittal of ATC Proposals**

All ATC submittals must be in writing and may be submitted at any time following the Shortlist Posting but shall be submitted prior to the deadline shown in the Schedule of Events of this RFP.

All ATC submittals are required to be on roll plots no larger than 36" or plan sheets and shall be sequentially numbered and include the following information and discussions:



- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
- f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;
- g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP;
- h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;
- i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
- j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

#### **4. Review and Approval of ATC Submittals**

After receipt of the ATC submittal, the District Design Engineer (DDE), or designee, will communicate with the appropriate staff (i.e. District Structures Design Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, as applicable) as necessary, and respond to the Design-Build Firm in writing within 14 calendar days of receipt of the ATC submittal as to whether the ATC is acceptable, not acceptable, or requires additional information. If the DDE, or designee, determines that more information is required for the review of an ATC, questions should be prepared by the DDE, or designee, to request and receive responses from the Design-Build Firm. The review should be completed within 14 calendar days of the receipt of the ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance of the 14 day deadline with an estimated timeframe for completion.

Approved Design Exceptions or Design Variations required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s) or Design Variation(s). Such a change will be approved by FTA, as applicable. Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception and/or Design Variation, the Design-Build Firm will be given the option to withdraw

previously submitted ATC proposals.

The Department reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any errors of the RFP that are identified during the One-on-One ATC meetings, except to the extent that the Department determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

ATC's are accepted by the Department at the Department's discretion and the Department reserves the right to reject any ATC submitted. The Department reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal.

The Project file will clearly document all communications with any Design-Build Firm.

### **5. Incorporation of Approved ATC's into the Technical Proposal**

The Design-Build Firm will have the option to include any Department Approved ATC's in the Technical Proposal. The Proposal Price should reflect any incorporated ATC's. All approved ATC's that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

By submitting a Proposal, the Design-Build Firm agrees, if it is not selected, to disclosure of its work product to the successful Design-Build Firm, only after receipt of the designated stipend (if applicable) or after award of the contract whichever occurs first.

#### **C. Geotechnical Services:**

##### **1. General Conditions:**

The Design-Build Firm shall be responsible for identifying and performing any geotechnical investigation, analysis and design of foundations, foundation construction, foundation load and integrity testing, and inspection dictated by the Project needs in accordance with Department guidelines, procedures and specifications. All geotechnical work necessary shall be performed in accordance with the Governing Regulations. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

#### **D. Department Commitments:**

The Design-Build Firm will be responsible for adhering to the project commitments identified below:

- Station location, layout and appurtenances as agreed to with the local communities.
- Maintain railroad operations in accordance with the CFOMA, Amtrak Operating Agreement and FCEN Agreement, included as attachments to this RFP
- Comply with the terms and conditions of the Joint Use Agreements between the State of Florida Department of Transportation and Orange County and between the State of Florida Department of Transportation and Osceola County, included as attachments to this RFP.

#### **E. Environmental Permits:**

1. **Storm Water and Surface Water:**

Plans shall be prepared in accordance with Chapters 373 and 403 (F.S.) and Chapters 40 and 62 (F.A.C.).

2. **Permits:**

The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. The Design-Build Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Department prior to submittal to the agencies.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, 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. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy (electronic and hard copy) of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Management Office. 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 application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the agencies.

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions.

The Department is responsible for providing mitigation of all wetland impacts identified in the following documents:

- SFWMD Permit No. 49-02327-P (Pending)
- SFWMD Permit No. 49-02300-P
- SFWMD Permit No. 48-02245-P
- SFWMD Permit No. 49-02382-P
- SFWMD Permit No. 49-00477-S
- SFWMD Permit No. 49-00624-S
- SFWMD Permit No. 49-00094-S-100
- SFWMD Permit No. 49-00094-S-100 (Modification)

- USCOE Permit SAJ-2014-00352 (IP-AWP)
- USCOE Permit SAJ-2013-00986 (IP-AWP)
- USCOE Permit SAJ-2013-01061 (IP-AWP)
- USCOE Permit SAJ-2013-02481 (SP-AWP)

If any design modifications by the Design-Build Firm propose to increase the amount of these wetland impacts, the Design-Build Firm shall be responsible for providing the Department information on the amount and type of wetland impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). Prior to submitting a permit modification to a regulatory agency, the Design-Build Firm shall provide the Department a draft of all supporting information. The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the draft permit. The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Department, as well as the time required by the Department to perform its review of the permit package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

Any additional mitigation required due to design modifications proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm and shall be satisfied through the purchase of mitigation bank credits. The Design-Build Firm shall purchase credits directly from a permitted mitigation bank. In the event that permitted mitigation bank credits are unavailable or insufficient to meet the project needs, the Design-Build Firm will be responsible for providing alternative mitigation consistent with the provisions of section 373.4137, Florida Statutes, and acceptable to the permitting agency(ies). The Design-Build Firm shall be solely responsible for all costs associated with permitting activities and shall include all necessary permitting activities in their schedule.

However, notwithstanding anything above to the contrary, 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 their 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.

#### **F. Railroad Coordination:**

The Design-Build Firm shall be responsible for providing all required railroad On-Track/Roadway Worker Protection services, including Employee-in-Charge (EIC) providing positive protection, Point of Contact (POC), and Watchman/Look-out for the design and construction activities within the corridor. The On-Track/Roadway Worker Protection services shall be compliant with the CFRC Roadway Worker Protection Safety Plan, CFRC Operating Rules, CFRC S.T.A.R. Manual and CFRC Orange Fence Policy included as attachments to this RFP.

The Design-Build Firm must comply with the terms of the agreements with the tenant railroads that are included as attachments to this RFP. The Design-Build Firm is responsible for coordinating track outages and work windows with CFRC staff. The requirements of this RFP supersede the requirements of Section 7-11.4 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 CFRC, 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 System Safety Program Plan and System Security Plan to establish the roles, responsibilities and communication requirements and protocols for all organizations working within the project corridor as described in Section VI.Z of this RFP. Once the System Safety Program Plan is accepted 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 Bombardier under contract for dispatching train traffic on the CFRC. The Design-Build Firm shall install a dedicated direct dial-up telephone line for the purpose of permitting CFRC staff to communicate with the Design-Build Firm regarding track outages, CFRC Operating Rule 707 provisions and other construction related coordination for the operations on the CFRC corridor. The Design-Build Firm shall use existing CFRC Dispatcher Channel 097 for communications between its Employee-in-Charge (EIC) and the dispatchers at the OCC. The Design-Build Firm shall be governed by and subject to CFRC Operating 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 CFRC who will coordinate with the dispatchers for all construction activities, for all track occupancy, track outages and for returning track to service. The EIC shall be responsible for establishing and releasing the on-track protection with the dispatchers at the OCC. 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 adopting and implementing a Railroad Worker Protection Safety Program for all work on the CFRC 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; CFRC Roadway Worker Protection Safety Plan; CFRC Operating Rules; CFRC S.T.A.R. Manual and the CFRC Orange Fence Policy. 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 contract time. Title 49 CFR 214, Subpart A established responsibility for compliance with all of Part 214 under 214.5 Responsibility for Compliance. The Design-Build Firm's employees shall not enter the railroad right-of-way without proof of current CFRC Roadway Worker Protection Certification and eRailsafe Shortline photo identification. The Department may revoke the privilege for the Design-Build Firm to operate under the CFRC Orange Fence Policy at any time if the Department believes that worker safety is compromised.

The Design-Build Firm shall coordinate all work windows and requests for 707 working areas (as outlined in the Operating Rules) through the Department as outlined in this RFP.

**G. 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 Chapter 5J-17, F.A.C., pursuant to Section 472.027, F.S. This survey also must comply with Chapter 177, F.S.

The Design-Build Firm will be responsible for all photogrammetric work necessary to interpret measure, digitize and compile, by stereoscopic techniques, the mapping and survey data from the aerial photography, as required for this Project.

#### **H. 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 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 compensation will be paid in the event of any inaccuracies in the preliminary information.

#### **I. Submittals:**

##### **1. Component Submittals:**

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire contract plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the Plans Preparation Manual, components of the contract plans set are track, roadway, signing and pavement marking, signalization, station electronics (CCTV, PAT, ECB, PA/VIM), lighting, landscape, architectural, structural, and corridor fiber infrastructure.

The Design-Build Firm may divide the project into separate areas and submit components for each area; however, sufficient information on adjoining areas must be provided to allow for a complete review. Submittals for bridges are limited to foundation, substructure, and superstructure. For bridges over navigable waterways, submittals are limited to foundation, approach substructure, approach superstructure, main unit substructure, and main unit superstructure. Further dividing the foundation, substructure, or superstructure into Pier 2, Abutment 1, Span 4, etc. will not be accepted.

##### **2. Phase Submittals:**

The Design-Build Firm shall provide the documents for each phase submittal listed below to the Department's Project Manager. The particular phase shall be clearly indicated on the documents. The Department's Project Manager will send the documents to the appropriate office for review and comment. Once all comments requiring a response from the Design-Build Firm have been satisfactorily resolved as determined by the Department, the Department's Project Manager will initial, date and stamp the signed and sealed plans and specifications as "Released for Construction".

### **90% Phase Submittal**

- 3 copies of 11" X 17" plans
- 3 copies of signed and sealed geotechnical report
- 3 copies of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
- 3 copies of signed and sealed Bridge Hydraulic Report
- 3 copies of design documentation
- 1 copy of Technical Special Provisions
- 1 copy of the Final Design Conformance Checklists
- 1 copy of the Hazard Analysis
- Bridge Load Rating Calculations
- Completed Bridge Load Rating Summary Detail Sheet
- Load Rating Summary Form
- Independent Peer reviewer's comments and comment responses
- 2 CD's containing the above information in .pdf format

### **Final Submittal**

- 1 sets of signed and sealed 11" X 17" plans
- 3 copies of signed and sealed 11" X 17"
- 1 sets of signed and sealed design documentation
- 3 copies of signed and sealed design documentation
- 1 copies of Settlement and Vibration Monitoring Plan (SVMP)
- 3 sets of final documentation
- 1 fully executed version of the Design Conformance Checklists
- 1 signed and sealed copy of the Bridge Load Rating Summary Detail Sheet
- 1 signed and sealed copy of the Load Rating Summary Form
- 1 signed and sealed copy of Construction Specifications Package and Supplemental Specifications Package
- 3 copies of signed and sealed copy of Construction Specifications Package and Supplemental Specifications Package
- 2 sets of signed and sealed Technical Special Provisions
- Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.
- 2 CD's containing the above information in .pdf format

### **3. Requirements to Begin Construction:**

The Design-Build Firm may choose to begin construction prior to completion of the Phase Submittals and the Department stamping the plans and specifications Released for Construction except for bridge construction. To begin construction the Design-Build Firm shall submit signed and sealed plans for the specific activity; submit a signed and sealed Construction Specifications Package or Supplemental Specifications Package; obtain regulatory permits as required for the specific activity; obtain utility agreements and permits, if applicable; and provide five (5) days notice before starting the specific activity. The plans to begin construction may be in any format including report with details, 8 1/2" X 11" sheets, or 11" X 17" sheets, and only the information needed by the Design-Build Firm to construct the specific activity needs to be shown. Beginning construction prior to the Department stamping the plans and specifications Released for Construction does not reduce or eliminate the Phase Submittal

requirements.

**As-Built Set:**

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (sign, seal, and certify) the As-Built Plans, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual. It is the responsibility of the Design-Build Firm to provide as-built plans and as-built certifications signed and sealed, and note any deviations from what was originally permitted in accordance with state and federal permits for the Department's review and approval.

The Design-Build Firm shall complete the As-Built Plans as the Project is being constructed. All changes made subsequent to the "Released for Construction" Plans shall be signed/sealed by the EOR. The As-Built Plans shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The As-Built Plans shall be submitted prior to Project completion for Department review and acceptance as a condition precedent to the Department's issuance of Final Acceptance. The Design-Build Firm shall submit the As-Built Plans no later than 30 days after the completion of the safety certification of the Project.

The Department shall review, certify, and accept the As-Built Plans prior to issuing Final Acceptance of the project in order to complete the As-Built Plans.

The Department shall certify the As-Built Plans per Chapter 5.12 of the Construction Project Administration Manual (TOPIC No. 700-000-000).

The Design-Build Firm shall furnish to the Department, upon Project completion, the following:

- 1 set of 11" X 17" signed and sealed plans
- 3 sets of 11 "X 17" copies of the signed and sealed plans
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's including all final design documentation and CADD files

**J. Contract Duration:**

The Department has established a Contract Duration of 680 calendar days for the subject Project.

**K. Project Schedule:**

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm's Schedule shall allow for up to fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category 2 structures submittals. The review of Category 2 structures submittals requires Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

The Department will perform the review of Foundation Construction submittals in accordance with Section 455.



The following Special Events have been identified in accordance with Specification 8-6.4:

Osceola Fall Art Festival  
Lake Toho Special Events

The minimum number of activities included in the Schedule shall be those listed in the Schedule of Values and those listed below:

- Anticipated Award Date
- Design Submittals
- Shop Drawing Submittals
- Design Survey
- Submittal Reviews by the Department
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Long Lead Item procurements
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Design Conformance Checklists
- Hazard Analysis
- Construction Conformance Checklists
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Track Work Design
- Track Work Construction
- Wayside Signals Design – by Signal Design-Build Firm
- Wayside Signals Construction – by Signal Design-Build Firm
- Station Platform Construction
- Station Parking Area Construction
- Station Electronic Test Submittals
- Station Electronic Tests
- Fiber Communication Infrastructure Design

- Fiber Communication Infrastructure Construction
- Fiber Communication Infrastructure Tests
- Grade Crossing Roadway and Drainage Design
- Grade Crossing Roadway and Drainage Construction
- Grade Crossing Warning System Design – by Signal Design-Build Firm
- Grade Crossing Warning System Construction – by Signal Design-Build Firm
- Vehicle Storage and Light Maintenance Facility Design
- Vehicle Storage and Light Maintenance Facility Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Utility Coordination and Relocations
- System Integration and Testing
- Equipment and System Training and Manual Submittals
- Equipment and System Training
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work
- Revenue Service Date

**L. Key Personnel/Staffing:**

The Design-Build Firm's work shall be performed and directed by key personnel identified in the Letter of Interest and/or Technical Proposal by the Design-Build Firm. In the event a change in key personnel is requested, the Design-Build Firm shall submit the qualifications of the proposed key personnel and include the reason for the proposed change. Any changes in the indicated personnel shall be subject to review and approval by the District Construction Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in key personnel are comparable to the key personnel identified in the Letter of Interest and/or Technical Proposal. The Design-Build Firm shall have available professional staff meeting the minimum training and experience set forth in Florida Statute Chapter 455.

**M. Partner/Teaming Arrangement:**

Partner/Teaming Arrangements of the Design-Build Firm (i.e., Prime Contractor or Lead Design Firm) cannot be changed after submittal of the Letter of Interest without written consent of the Department. In the event a change in the Partner/Teaming Arrangement is requested, the Design-Build Firm shall submit the reason for the proposed change. Any changes in the Partner/Teaming Arrangement shall be subject to review and approval by the Department's Chief Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in Partner/Teaming Arrangements are comparable to the Partner/Teaming Arrangements identified in the Letter of Interest and/or Technical Proposal.

**N. Meetings and Progress Reporting:**

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

- Department technical issue resolution
- Local government agency coordination
- Maintenance of Traffic Workshop
- Pavement Design Meeting
- Permit agency coordination
- Scoping Meetings
- System Integration Meetings
- Coordination meetings with:
  - Signal Design-Build Firm
  - Operations and Maintenance Contractor
  - Signal Maintenance Contractor
  - CSXT and Amtrak
- Safety and Security Certification Committee

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

The Design-Build Firm shall meet with the Department's Project Manager at least thirty (30) calendar days before beginning system integration activities. The purpose of these meetings shall be to verify the Design-Build Firm's communications and signalization integration plans by reviewing site survey information, proposed splicing diagrams, IP addressing schemes, troubleshooting issues, and other design issues. In addition, at these meetings the Design-Build Firm shall identify any concerns regarding the Integration and provide detailed information on how such concerns will be addressed and/or minimized.

The Design-Build Firm shall provide all documentation required to support system integration meetings, including detailed functional narrative text, system and subsystem drawings and schematics. Also included shall be the documentation to demonstrate all elements of the proposed design which includes, but is not limited to: technical, functional, and operational requirements; communications; equipment; fiber termination; patch panels; performance criteria; and details relating to interfaces to other existing communication subsystems.

System Integration Meetings will be held on mutually agreeable dates.

All action items resulting from the System Integration Meeting shall be satisfactorily addressed by the Design-Build Firm and reviewed and approved by the Department.

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.

**O. 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. A Public Involvement Consultant (PIC) has been hired by the Department to carry out an

exhaustive Public Involvement Program. 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 PIC for the Project.

**3. Public Meetings:**

The Design-Build Firm shall provide all support necessary for the PIC 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 and individuals)

The Design-Build Firm shall include attendance at two meetings per month 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 PIC 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 personnel to assist the Department's Project Representative/PIC. The Design-Build Firm shall forward all requests for group meetings to the PIC. The Design-Build Firm shall inform the PIC 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 PIC.

The Department will be responsible for the legal/display advertisements for design concept acceptance. The PIC 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 Public Involvement Consultant.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the PIC.
- Providing required expertise (staff members) to assist the PIC 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, the Urban Design Guidelines Committee, 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 PIC for their use and records.

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

**P. 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 fifteen (15) working days following issuance 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.

**2. Construction:**

The Design-Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Standard Specifications which describes their Quality Control procedures to verify, check, and maintain control of key 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 State Materials Office website for instructions on gaining access to the Department's databases: <http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtm>

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Department database in accordance with Section 105 of Standard Specifications.

The Department shall maintain its rights 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.

**Q. Liaison Office:**

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

**R. Engineers Field Office:**

The Design-Build Firm will provide a minimum 3,000 square foot Engineers Field Office in accordance with Modified Special Provision 109 (SP1090000 - Modified) included as an attachment to this RFP. The Department has identified land at the intersection of Michigan Avenue and Garden Street in Kissimmee. The property includes property owned by FDEP and leased by FDOT and a portion of the Kissimmee Work Release Camp (WRC). Boundaries for the property allowed for use are depicted in an attachment to this RFP.

The Kissimmee WRC requires the following restrictions for the property and its occupants:

- No Alcohol
- No Drugs
- No Fire Arms
- Driveway access limited to Michigan Ave.
- Fencing around the entire perimeter and locks on gates
- Installation of lights for the area

[Upon project completion, the FDOT and WRC property must be restored to its original or better condition.](#)

**S. Schedule of Values:**

The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the Construction Project Administration Manual. The Design-Build Firm must submit the schedule of values to the Department for approval. No estimates requesting payment shall be submitted prior to Department approval of the schedule of values.

The project funding includes federal funds from the Federal Transit Administration (FTA). The Schedule of Values shall also include a cost breakdown based on the Standard Cost Categories (SCC) for Capital

Projects as required by FTA. The Department may also require other special categories for the schedule of values.

Upon receipt of the estimate requesting payment, 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.

**T. 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 policies and procedures. The Department supports MicroStation and GEOPAK as its standard graphics and roadway design platform as well as Autodesk's AutoCAD Civil 3D as an alternate platform. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are in the FDOT CADD Software Suite. Furnish As-Built documents for all building related components of the project in AutoCAD format. It is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm will be required to furnish the Project's CADD files after the plans have been Released for Construction. 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 Intergraph / Micro station format.

As part of the As-Built Set deliverables, field conditions shall be incorporated into MicroStation and/or AutoCAD design files. Use the cloud revision utility as well as an "AB" revision triangle to denote field conditions on plan sheets.

**U. Construction Engineering and Inspection:**

The Department is responsible for providing Construction Engineering and Inspection (CEI) and Quality Assurance Engineering.

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

**V. Testing:**

The Department or its representative will perform verification and resolution sampling and testing activities at both on site, as well as, off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc. in accordance with the latest Specifications.

The Design-Build Firm shall develop a comprehensive system test plan to demonstrate compliance with contract requirements. The verification plan shall include the following components:

1. FTA Design and Construction Conformal Checklist
2. Test Procedures

The Design-Build Firm shall submit the verification plan components for review and acceptance by the Department, incorporate all of the Department's comments, execute the plan, and document the results.

The Design and Construction Conformal Checklists are tables to be developed by the Design-Build Firms to demonstrate that all the design, equipment, component, material, and functionality required in the contract documents are met. The Design and Construction Conformal Checklist format shall be the same as shown on the FTA Handbook for Transit Safety and Security Certification (Final Report November 2002), page 25, Figure 13, title "Sample Design and Construction Conformance Checklist with Direction".

The Design and Construction Conformal Checklist Plan shall include a listing of hold points. 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.

Design and Construction Conformal Checklist tables shall list all contract requirements and the method of verification: Design, Submittal, Measurement, Visual Inspection or Testing Method. For any given requirement, it may require multiple verification methods to show compliance. Testing methods shall include but is not limited to System Staging Test (SST), Field Acceptance Test (FAT), Sub-System Acceptance Test (S-SAT), System Acceptance Test (SAT), and Operation Test.

The Design and Construction Conformal Checklist is to be used as a tool to cross-reference each planned test to a specific contract requirement. The Design-Build Firm shall use this Design and Construction Conformal Checklist to indicate the specific functional requirements as verified. This shall provide a mechanism to ensure that all contract requirements have been successfully verified. The Design and Construction Conformal Checklist shall be submitted with the 90% and Final design plans submittals, and shall be updated and resubmitted with each related submittal such as shop drawings, inspections, tests procedures, and test results successfully completed.

Each Test Procedures shall include but is not limited to the following sections:

1. Test Name, Date, time, and location of test.
2. Test objective.
3. Test description.
4. Test prerequisites.
5. Test duration.
6. Personnel required to perform the test.
7. List of equipment and testing tools required to complete the test.
8. Step-by-step test procedure to show compliance with each requirement in the Contract Documents. Include each action required to be performed by tester.
9. Pass criteria, which must be quantifiable and measurable.
10. Result documentation forms.
11. Signature area for Design-Build Firm and Department representatives.
12. Test tool certificate of calibration with calibration date.
13. Tester name and tester certification document as outlined in this section.

The Design-Build Firm shall not begin testing until the Department provides acceptance of the Test Procedures.

Neither witnessing of the test by the Department, nor the waiving of the right to do so, will relieve the Design-Build Firm of the responsibility to comply with the contract documents. Such actions by the



Department or the acceptance of any test results by the Department will not be deemed acceptance of the equipment or system tested until the project's Final Acceptance. Contract time shall not be extended for time loss or delays related to testing. The cost of testing shall be considered as included in the unit cost for the item tested; no separate payment will be made for testing.

All test equipment utilized shall have the latest calibration certification in accordance with the test set manufacturer's recommendations.

Failure of any item to conform to the requirements of any test shall be counted as a defect, and the equipment under test shall be subject to test failure as determined by the Department. The Design-Build Firm may offer previously failed equipment for retest provided all areas of non-compliance have been corrected and retested, and evidence thereof is submitted and acceptable to the Department.

All software required for diagnosing malfunctions of hardware and software/firmware shall be supplied by the Design-Build Firm and accepted by the Department. A copy of all diagnostic software shall be submitted to the Department and Lee County with full documentation.

Any testing that could affect current SunRail operation shall be coordinated with the Engineer a minimum of thirty (30) days prior to the expected schedule test. In addition, all tests that could affect current SunRail operations shall be performed on weekends between Friday 12:00 AM and Sunday 12:00 AM.

All testing shall be performed by qualified individuals. All equipment testing shall be performed either by an equipment manufacturer's technician or by a technician trained and certified by the equipment manufacturer being tested. The training certification shall clearly show that the training received qualifies the individual to configure and install the equipment under test.

In addition to the verification requirements under this section, other sections may contain verification requirements.

Testing of the devices, equipment, material, and system shall include the following in the order below:

### **System Staging Test (SST)**

The intent of the SST is to test all of the new equipment functionality, interfaces, configurations, and compatibility between the new and the existing SunRail systems. The SST will also provide an opportunity for the Department to review and comment on the layout of the equipment, components, and wiring inside the cabinets. The SST shall be successfully completed and approved in writing by the Engineer prior to any equipment installation out in the field.

The SST shall include one utility yard cabinet, one platform cabinet, one PAT, one ECB, one PA speaker, one noise detector, one VMS, and one CCTV. The Design-Build Firm shall provide equipment to test all of the Remote Processing Unit (RPU) inputs and outputs, as well as any additional equipment to demonstrate that the propose equipment is compatible with the existing systems.

Cabinets used for the SST shall include all of the equipment, components, and internal wiring required for the final installation. All equipment placements, wiring layout, and wiring support shall be as proposed by Design-Build Firm. The Department will review the layout and provide written comments on any required changes. The Design-Build Firm shall review the changes and verify that the changes do not affect the equipment performance and provide a written response agreeing to the changes. In the event that the changes affect equipment performance, the Design-Build Firm shall coordinate with the

Department for a resolution.

The PAT, ECB, VMS, CCTV, and cabinets shall be interconnected using short runs of temporary cable. The utility yard cabinet shall be connected to the existing SunRail system to demonstrate that the new equipment is compatible with the existing system. The Department will perform all of the configuration changes to the existing SunRail servers and network switches as necessary to accommodate the SST test. All physical work to connect the utility yard cabinet to the existing system shall be performed by the Design-Build Firm. Design-Build Firm shall develop a proposal describing how SST will be setup and connected to the existing SunRail system for review and approval by the Department. The SST proposal shall be submitted on a separate cover along with the 90% Phase and Final plans submittals. The Design-Build Firm shall address all of the comments provided by the Department.

The Design-Build Firm shall start coordination of the work with the Department at a minimum of sixty (60) days prior to any expected SST work to be performed by the Department. All SST work and tests shall be performed on weekends between Friday 12:00 AM and Sunday 12:00 AM.

### **Field Acceptance Test (FAT)**

The FAT shall be performed at each location where equipment is installed. The intent of the FAT is to verify that equipment has been installed per contract plans, manufacturer's recommendation, and operational at a local level. The Design-Build Firm shall notify the Engineer fourteen (14) days in advance of any FAT test. In addition to FDOT Standard Specification's FAT requirements, the FAT shall include the following:

1. Inspection Form
2. Equipment Configuration Form
3. FAT Procedure

The Inspection Form shall be formatted as a checklist. The checklist shall include but is not limited to the following items:

1. Verify that all electrical connections and safety devices are per plans and NEC.
2. Verify that grounding test has been performed successfully.
3. Verify that all equipment is installed per plans and contract documents.
4. Verify that all equipment connections are per plans and contract documents
5. Verify that all equipment can be reach, and removed in a safe matter for maintenance.
6. Verify that all cabling is routed and secured to the side of the racks.

The Equipment Configuration Form shall include all equipment configuration values and settings. This form shall be used for all equipment requiring field configuration.

The FAT Procedure shall test all Stand-Alone (non-network) functional operations of the equipment and ancillary components. This test shall be performed at all locations where the equipment manufacturer's software can demonstrate its operation.

### **Sub-System Acceptance Test (S-SAT)**

The S-SAT shall demonstrate that all equipment furnished, adjusted, or modified by the Design-Build Firm has been installed properly, is fully functional, and meets the project requirements. The S-SAT shall be performed from the Utility Yard cabinet by utilizing the Ethernet network, and vendor software. S-

SAT shall commence after successful completion of all FAT. The Design-Build Firm shall notify the Engineer fourteen (14) days in advance of any FAT.

### **System Acceptance Test (SAT)**

The SAT shall demonstrate that all equipment furnished, adjusted, or modified by the Design-Build Firm has been installed properly and meets the project requirements. The SAT shall be performed utilizing the project field equipment and communications system. The SAT shall demonstrate full control of the field devices from the OCC over the Ethernet Network. Subsystem Test shall commence after successful completion of all S-SAT. The Design-Build Firm shall notify the Engineer fourteen (14) days in advance of any FAT.

### **Operational Test**

The Operational Test shall commence upon successful completion of all Subsystem Test. The Operational Test shall include all project subsystems integrated into the existing SunRail system and operable from the OCC. The Operational Test shall be performed for a period of thirty (30) consecutive calendar days without failure of any subsystem, device, or ancillary component.

The Design-Build Firm shall notify the Department in writing of the scheduled date of the Operational Test fourteen (14) calendar days prior to the commencement of the test. The Operational Test shall not be performed without prior written approval from the Department.

In the event of a subsystem, equipment, device, or ancillary component failure, with the exception of consumable items such as fuses, the Operational Test shall be shut down for the purposes of testing and correcting identified deficiencies (System Shutdown). System Shutdown is defined as any condition, which results in the project, any subsystem, equipment, or ancillary component to cease operation, fails or enter an error state due to the work performed by the Design-Build Firm.

After the identified deficiency has been corrected and verified that the corrective measure meets the contract requirements, the Operational Test shall be restarted from the point at which the failure occurred.

If the total number of System Shutdowns exceeds three (3) times due to the same system, equipment, or ancillary component, the Design-Build Firm shall:

- Remove and replace the subsystem, equipment, or ancillary component with a new and unused unit as per contract requirements;
- Perform all applicable Stand-Alone and Subsystem Tests, as deemed necessary by the Department and;
- Upon written approval from the Department, restart the Operational Test for a new thirty (30) consecutive calendar day period.

The Operational Test steps described herein shall be repeated as many times as deemed necessary by the Department to satisfy the contract requirements. The Design-Build Firm shall not be granted time extensions to perform the Operational Test due to any failures as described herein. The Design-Build Firm shall correct all failures during the Operational Test at no additional cost to the Department.

### **Final Acceptance**

Upon the Design-Build Firm's successful completion of the Operational Test and after all the required

submittals, testing, training, documentation, warranty, and contract requirements have been met and accepted by the Department as specified in the contract documents, the Department shall grant written notice of Final Acceptance.

### **System Integration and System Integration Test Management Plan**

The Design-Build Firm shall prepare a System Integration Test Management Plan (SITMP) for the project. The SITMP provides the CFRC the proposed project management approach to System Integration Testing. The Design-Build Firm will need to develop additional procedures to provide more details on test planning, execution, and reporting.

The SITMP management approach provides an overview of:

- Program Testing Requirements
- System Integration Testing Process including:
  - Overview
  - Test Planning
  - Test Execution and Reporting
  - Training and Coordination during SIT
- Pre-Revenue Phase
- System Safety and Security Certification
- System Integration Testing Organization

The CFCRT Project SITMP takes into account how the testing program affects the public, other rail operators, and other stakeholders. For example, when the system integration test will affect traffic, cause the closure of crossings, or involve first responders, the project will arrange to conduct public outreach, as appropriate.

System integration testing in the context of the SITMP program describes the testing of interfaces and overarching functionality between and among the following contracts.

- Design-Build Firm:
  - Civil roadbed, station platforms and VSLMF site work, and grade crossing civil
  - Mainline and yard track, special track work, bridges
  - Fiber Infrastructure
  - Supervisory control system
- Signal Design-Build Firm
  - Wayside signal system
  - Grade Crossing Warning system
- PTC Contractor
- Passenger Locomotives, Coaches and Cab Cars
- Ticket Vending Machine (TVM)/Fare Collection Contractor
- O&M Contractor
- Signal Maintenance Contractor
- Third Parties/Oversight Agencies

Interfaces within one contract (intra-contract) are within the scope of the corresponding contract, are subject to contract acceptance testing and not discussed in this system integration document. Interfaces with third parties (e.g. Amtrak, CSXT, and FCEN) are considered intra-contract interfaces. Interfaces between the O&M Contractor, Oversight Agencies (FTA, FRA, DHS/TSA) and the other contractors are considered operational interfaces and are addressed as part of the Rail Activation Plan (RAP) for the pre-revenue phase.

The objectives of the SITMP document are to:

- Provide a framework for contract acceptance, system integration, start-up, and pre-revenue testing as well as system and security certification by:
  - Identifying the overall testing requirements
  - Describing the testing organization, and roles and responsibilities of each party
  - Defining the testing deliverables and related process activities
  - Providing standard templates to be used
- Describe the types of tests to be performed for:
  - Verification of inter-contract interfaces
  - Testing of end-to-end system functionality
  - Training and integration of personnel, equipment and procedures
  - Certification of safety and security relevant items
  - Performance of Emergency Drills

The Design-Build Firm shall provide a summary of all tests required to be performed during system integration test. As part of the SIT process, the following deliverables will be created:

- Master List of Tests: Provides a structured overview of all tests to be performed. The structure shall follow a system breakdown structure. All system interfaces would be previously identified and tested in the SITP. Emergency drills will be using functions already certified during SITP.
- Test Descriptions: Provide details for each test in a standardized form, including test names, references to the test procedures, contracts involved, test objectives, test requirements, test descriptions, test prerequisites, success/failure criteria, resource needs and time required to perform the tests.
- Test Schedule: A test schedule will be developed based on time required and prerequisites identified in the descriptions.
- Emergency Drills: As a component of SITMP, emergency drills will be performed to certify all elements function together as needed for safe/secure operations.

The SITMP will remain a living document until all the SI tests have been conducted. The final submission of SITMP will have a record of all integration tests that were completed as part of the project.

SITMP will remain a living document until all the SI tests have been conducted. The final submission of SITMP will have a record of all integration tests that were completed as part of the project and shall include the test execution and reporting, including results. The SITMP will include the completed step-by-step test procedures, test data sheets, test reports and any revisions to the schedules for all completed tests. Together all segments of the SITMP will document all integration testing activities undertaken from a planning standpoint as well as an execution and documentation standpoint. These segments or volumes will be submitted to the SSCC and FDOT for safety and security certification compliance.

**W. Value Added:**

The Design-Build Firm may provide Value Added Project Features, in accordance with Article 5-14 of the Specifications for the following features:

- Roadway features
- Roadway drainage systems,
- Bearings
- Expansion joints
- Approach slabs

- Superstructure
- Substructure
- Structure drainage systems
- Paint systems
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

The Design-Build Firm shall develop the Value Added criteria, measurable standards, and remedial work plans in the Design-Build Firm's Technical Proposal for features proposed by the Design-Build Firm.

**X. 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.

**Y. Issue Escalation:**

In the event issues arise during prosecution of the work, the resolution of those issues will be processed as described below unless revised by a project specific Partnering Agreement:

The escalation process begins with the Construction Project Manager. All issues are to be directed to the Construction Project Manager. If the issue cannot be resolved by the Construction Project Manager in coordination with the Resident Engineer and Design Project Manager as applicable, the Construction Project Manager shall forward the issue to the District Construction Engineer who will coordinate with the District Design Engineer, as applicable. Each level shall have a maximum of five (5) calendar days (excluding weekends and Department observed holidays) to answer, resolve, or address the issue. The Design-Build Firm shall provide all supporting documentation relative to the issue being escalated. The five (5) calendar day period (excluding weekends and Department observed holidays) begins when each level in the issue escalation process has received all required supporting documentation necessary to arrive at an informed and complete decision. The five (5) calendar day period (excluding weekends and Department observed holidays) is a response time and does not infer resolution. Questions asked by the Department may be expressed verbally and followed up in writing within one (1) calendar day (excluding weekends and Department observed holidays). Responses provided by the Design-Build Firm may be expressed verbally and followed up in writing within one (1) working day. Once a response is received from the District Construction Engineer, the Construction Project Manager will respond to the Design-Build Firm in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays).

The Design-Build Firm shall provide a similar issue escalation process for their 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.

## **Z. Incorporation of Federal Transit Administration (FTA) Terms and Conditions**

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.

### **AA. No Excuse Bonus, Incentives and Disincentives**

This project involves a combination of No Excuse Bonuses, Incentives, and Disincentives pertaining to the completion of construction for system integration and testing, completion of the full project for revenue service, and completion of critical roadway grade crossing improvements. The No Excuse Bonuses, Incentives, and Disincentives are described in detail in the Division I Specifications for the project.

## **VI. Design and Construction Criteria.**

### **A. General:**

All design and construction work completed under the Contract shall be in accordance with the United States Standard Measures.

### **B. Vibration and Settlement Monitoring:**

The Department has identified vibration sensitive sites along the Project corridor. The Design-Build Firm shall be responsible for the identification of and coordination with vibration sensitive sites impacted by the Work for the duration of the construction period. The Department has identified the following bridge sites that will require vibration and settlement monitoring:

- Bridge at MP A800.6 (Station 42261+80)
- Bridge at MP A811.3 (Station 42822+10)

The Design-Build Firm is responsible for evaluating the need for, design of, and the provision of any necessary precautionary features to protect existing structures from damage, including, at a minimum, selecting construction methods and procedures that will prevent damage. The Design-Build Firm shall submit for Department acceptance a Settlement and Vibration Monitoring Plan (SVMP) as part of the 90% plans submittal and update the SVMP throughout the Construction Period. The Design-Build Firm is responsible for establishing maximum settlement and vibration thresholds equivalent to or lower than the Department Specification requirements for all construction activities, including vibratory compaction operations and excavations.

Submittals for Settlement and Vibration Monitoring Plan (SVMP) shall include the following as a minimum:

- Identify any existing structures in addition to those identified that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels. The maximum vibration levels stated for existing structures shall not be exceeded.
- Identify any existing structures in addition to those identified that will be monitored for settlement during the construction period.
- Establish the maximum settlement levels for the existing structures that must not be exceeded. The maximum settlement level stated shall not be exceeded.
- Identify any existing structures in addition to those identified that require pre-construction and post-construction surveys.

The Department will perform the review of Vibration and Settlement submittals in accordance with Department Specifications.

### **C. Geotechnical Services:**

#### **Driven Pile Foundations for Bridges and Major Structures**

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 42261+80 to Station 42263+05 (BL of Survey) / MP A800.59 to MP A800.61, (minimum 1 test)
- Station 42822+00 to Station 42825+60 (BL of Survey) / MP A811.26 to MP A811.33, (minimum 1 test)

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

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Preparing and submitting a Pile Installation Plan for the Department's acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.



10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. Providing safe access, and cooperating with the Department in verification of the piles, both during construction and after submittal of the certification package.

### **Drilled Shaft Foundations for Bridges and Miscellaneous Structures**

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 42261+80 to Station 42263+05 (BL of Survey) / MP A800.59 to MP A800.61, ( minimum 1 test)
- Station 42822+00 to Station 42825+60 (BL of Survey) / MP A811.26 to MP A811.33, (minimum 1 test)

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

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier.
3. Determining the locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the Department at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.
9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge

- foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity testing on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
  14. Submitting Foundation Certification Packages in accordance with the specifications.
  15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

### **Spread Footings Foundations**

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

1. Evaluating geotechnical conditions and designing the spread footing.
2. Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels, in accordance with the specifications.
3. Inspecting and documenting the spread footing construction.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.

### **Auger Cast Piles for Sound Barrier Walls**

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

1. Evaluating geotechnical conditions and designing the foundations, including diameter and lengths.
2. Constructing all auger cast piles to the required tip elevation and socket requirements, in accordance with the specifications.
3. Preparing and submitting a Auger Cast Pile Installation Plan for the Department's acceptance.
4. Inspecting and documenting the auger cast pile installation.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the auger cast piles, both during construction and after submittal of the certification package.

### **Specialty Geotechnical Services Requirements**

Specialty geotechnical work is any alternative geotechnical work not covered by Department Specifications and requires the development of a Technical Special Provision (TSP). Any TSP for geotechnical work shall include the following:

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work,
- A field testing and instrumentation program to verify design assumptions and performance,
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet , requirements,
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Department's independent verification.
- A certification process

After construction of the specialty geotechnical work, the Design-Build Firm shall submit a certification package for Department's review. The certification package shall include the results of all the field testing, instrumentation and lab testing performed and a signed and sealed letter by the GFDEOR certifying that the specialty geotechnical work meets the requirements. The Department may issue comments and request additional verification testing.

**D. Utility Coordination:**

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design-Build Firm's proposal. The Design-Build Firm shall notify the Department in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have 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 utility coordination practices,
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design-Build Firm's Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations
3. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build firm's plans.
4. Scheduling and attending utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build Project.
7. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review, all Utility Agreements.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate "*Sunshine State One Call of Florida*" tickets.
10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The following Utility Agency/Owners (UA/O's) have been identified by the Department as having facilities within the Project corridor which Department contemplates an adjustment, protection, or

relocation is possible Also provided below is a determination made by the Department as to the eligibility of reimbursement for each UA/O identified herein along with an identification of whether the UA/O or the Design-Build Firm will be responsible for performing the utility work

[1] – Not reimbursable; [2] – Reimbursable

### Mainline

**Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation**

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>
CenturyLink (f.k.a. Embarq Florida)	BT @ (3) Locations [1]		
ComCast Communications	Adjustment on buried FOC line @ Ped Gate [1]	\$1,500	
Duke Energy Florida, Inc. Distribution	Light Poles [2]	\$4,000	\$4,000
Duke Energy Florida, Inc. Distribution	Misc overhead adjustments [1]	\$10,000	
Duke Energy Florida, Inc. Distribution	BE @ SR 417 (1) [1]	\$20,000	
TECO Peoples Gas	Crossings replacements (4) [1]	\$130,598	
Verizon Business (f.k.a. MCI)	[2]		

**Table B - Summary of UAO having facilities within the Proposed Project Limits**

<u>UAO</u>	<u>Contact Information</u>	
AT&T Corp	Greg Jacobson	813-342-0512
AT&T Florida (Distribution)	Alan Reynolds	407-351-8180
Bright House Networks, LLC	Marvin Usry	407-448-5506
CenturyLink (f.k.a. Embarq Florida)	Wade Rich	407-814-5383
ComCast Communications	Scott Osebold	352-315-8527
Crown Castle (f.k.a. NextG Networks)	Jason Frye	724-416-2028
Duke Energy of Florida, Inc. Distribution	Robb Brown	352-459-4671
Duke Energy of Florida Inc. Transmission	Jennifer Williams	813-909-1210
Florida Gas Transmission	Joseph Sanchez	407-838-7171
FPL Fibernet	Danny Haskett	305-552-2931
Kinder Morgan/Central Florida Pipeline Corp	Bryant Moore	770-751-4273
Kissimmee Utility Authority	Ken Davis	407-933-7777 x 1210
Level 3 Communications	Richard Simonton	407-754-0106
Orange County Utilities Water/Wastewater	Jose Hernandez	407-254-9718
Orlando Orange County Expressway Authority	Joseph Berenis	407-316-3800
Orlando Telephone Company	Bill Lean	727-235-4362

<b>UAO</b>	<b>Contact Information</b>	
dba Summit Broadband		
Osceola County Traffic	Matt Wilson	407-742-0588
OUC Water	Steve Grubbs	407-649-4418
Sprint, Inc.	Mark Coldwell	321-287-9942
Taft Water Assoc.	Alan Dominy	407-855-8712
TECO Peoples Gas	Bruce Stout	407-420-2678
TOHO Water Authority	Robert Pelham	407-944-5132
Tower Cloud, Inc.	Jonathan Ray	813-417-2184
Verizon Business	John McNeil	863-965-6438

**Meadow Woods Station**

**Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation**

<b><u>UA/O</u></b>	<b><u>Utility Relocation Type</u></b>	<b><u>Cost Estimate</u></b>	<b><u>Lump Sum Bid</u></b>
Bright House Networks, LLC	Possible adjustment to vault, retire in place line on station site. [1]	\$1,000	
Duke Energy Florida, Inc. Distribution	BE @ Landstar, Splice Box [2]	\$35,000	\$35,000
Duke Energy Florida, Inc. Distribution	Street Light (1) [2]	\$1,000	\$1,000
Duke Energy Florida, Inc. Distribution	BE @ Fairway Woods [2]	\$25,000	\$25,000
Kinder Morgan/Central Florida Pipeline	10" Pipeline [1]		
Orlando Utilities Commission (Water)	Proposed 12"DIP WM, adjustment of a 12"DIP WM at proposed storm water pipe [1]	\$141,000	

- Kinder Morgan/Central Florida Pipeline – Prior to construction, relocation being done on their 16" pipeline at the proposed pond, \$1,386,483 cost already covered to be paid for by FDOT.

**Table B - Summary of UAO having facilities within the Proposed Project Limits**

<b>UAO</b>	<b>Contact Information</b>	
AT&T (Distribution)	Alan Reynolds	407-351-8180
Bright House Networks, LLC	Marvin Usry	407-532-8509
ComCast Communications	Scott Oseold	352-315-8527
Duke Energy Florida, Inc. Distribution	Robb Brown	352-459-4671
Duke Energy Florida, Inc. Transmission	Jennifer Williams	813-909-1210
Kinder Morgan/Central Florida Pipeline	Bryant Moore	770-751-4273
Level 3 Communications	Richard Simonton	407-754-0106
Orlando Utilities Commission (Water)	John Perrin	407-434-2564
Tower Cloud, Inc.	Jonathan Ray	813-417-2184
Verizon Business (f.k.a. MCI)	John McNeil	863-965-6438

**Osceola Parkway Station**

**Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation**

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>
None	N/A	\$0.00	

**Table B - Summary of UAO having facilities within the Proposed Project Limits**

<u>UAO</u>	<u>Contact Information</u>	
Bright House Networks, LLC	Marvin Usry	407-532-8509
CenturyLink (f.k.a. Embarq Florida)	Wade Rich	407-814-5383
Florida Gas Transmission	Joseph Sanchez	407-838-7171
Kinder Morgan/Central Florida Pipeline Corp.	Bryant Moore	770-751-4273
Kissimmee Utility Authority	Ken Davis	407-933-7777 x 1210
Level 3 Communications	Richard Simonton	407-754-0106
Verizon Business	John McNeil	863-965-6438

**Kissimmee Station**

**Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation**

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>
None	N/A	\$0.00	

**Table B - Summary of UAO having facilities within the Proposed Project Limits**

<u>UAO</u>	<u>Contact Information</u>	
AT&T Florida (Distribution)	Alan Reynolds	407-351-8180
Bright House Networks, LLC	Marvin Usry	407-532-8509
CenturyLink (f.k.a. Embarq Florida)	Wade Rich	407-814-5383
Florida Gas Transmission	Joseph Sanchez	407-838-7171
Kinder Morgan/Central Florida Pipeline Corp.	Bryant Moore	770-751-4273
Kissimmee Utility Authority	Ken Davis	407-933-7777
Level 3 Communications	Richard Simonton	407-754-0106
Sprint, Inc.	Mark Caldwell	321-287-9942
TOHO Water Authority	Robert Pelham	407-944-5132
Verizon Business (f.k.a. MCI)	John McNeil	863-965-6438

**Poinciana Station**

**Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation**

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>
None	N/A	\$0.00	

**Table B - Summary of UAO having facilities within the Proposed Project Limits**

<u>UAO</u>	<u>Contact Information</u>	
Bright House Networks, LLC	Marvin Usry	407-532-8509

<b>UAO</b>	<b>Contact Information</b>	
CenturyLink (f.k.a. Embarq Florida)	Wade Rich	407-814-5383
ComCast Communications	Scott Osebold	352-315-8527
Duke Energy Florida, Inc. Distribution	Robb Brown	352-459-4671
Kinder Morgan/Central Florida Pipeline Corp	Bryant Moore	770-751-4273
Kissimmee Utility Authority	Ken Davis	407-933-7777
Level 3 Communications	Richard Simonton	407-754-0106
Osceola County Traffic	Matt Wilson	407-742-0588
TECO Peoples Gas	Bruce Stout	407-420-2678
TOHO Water Authority	Robert Pelham	407-944-5132
Verizon Business (f.k.a. MCI)	John McNeil	863-965-6438

The Design-Build Firm may request the utility to be relocated to accommodate changes from the conceptual plans; however, these relocations require the Department's approval and the Department will not pay the Utility Agency/Owner (UA/O) or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.

For a reimbursable utility relocation where the UA/O desires the work to be done by their contractor, the UA/O will perform the work in accordance with the utility work schedule and permit, and bill the Department directly.

**DEVIATION FROM THE CONCEPTUAL UTILITY RELOCATION PLAN:** If the Design-Build Firm chooses to deviate from the conceptual plans and the scope of the impact to a utility, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the increase in the scope of the impact to a utility. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the scope of the impact to a utility. The agreement shall also address the Design-Build Firm's obligation to compensate the utility owner for the additional costs above the costs which would have been incurred without the Design-Build Firm's increase in the scope of the impact to a utility. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in scope of the impact to a utility, or be liable for any time delays caused by a change in scope of the impact to a utility.

Kinder Morgan/Central Florida Pipeline is currently relocating their facilities based on the concept plans. The Design-Build Firm shall be responsible for any changes to the design resulting in additional impacts to Kinder Morgan/Central Florida Pipeline and shall be solely responsible for any cost and time impacts incurred by Kinder Morgan/Central Florida Pipeline for any additional adjustment, protection, and/or relocation to their facilities. .

The relocation agreements, plans, work schedules and permit application are to be forwarded to the Department for review by the District Utility Office (DUO) and Department's Construction Manager. The DUO and Department's Construction Manager only review the documents and are not to sign them. Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the Online System Permitting (OSP) system.

**E. Railroad and Roadway Plans:**

**General:**

The Design-Build Firm shall prepare the Railroad and Roadway Plans Package. This work effort includes the railroad and roadway design and drainage analysis needed to prepare a complete set of Railroad 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 concurrency by the Department.

The Design-Build Firm shall use a Pavement Design that matches existing pavement design at each roadway grade crossing. .

Any deviation from the Department's design criteria will require a Design Variation and any deviation from AASHTO or AREMA criteria will require a Design Exception. All such Design Variations and Design Exceptions must be approved through the ATC process.

These packages shall include the following:

**1. 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; Florida Administrative Code, chapter 14-86; 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: the drainage system shall include the track bed and station areas throughout the project limits. All drainage shall be accommodated within right-of-way currently owned by the Department. The drainage design shall take into account the historic drainage patterns as well as existing drainage facilities.

Perform design and generate construction plans documenting the permitted systems function to criteria.

The Design-Build Firm shall verify that all existing cross drains, ditches and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains, ditches or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP. If any existing cross



drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs shall be made to provide a functioning, permittable drainage system.

The Design-Build Firm will consider optional culvert materials in accordance with the Department's Drainage Manual Criteria. The culverts under the railroad shall meet all AREMA requirements as outlined in Section VI.H of this RFP.

The Design-Build Firm shall construct the drainage systems for the four (4) stations included within the Phase 2 South project limits, at Meadow Woods, Osceola Parkway, Kissimmee, and Poinciana, in accordance with the Station Plans and specifications included as an attachment to this RFP. The Design-Build Firm shall design and construct the drainage system for the rail corridor. The Design-Build Firm shall accommodate any outfalls from the 4 Stations into the rail corridor drainage system.

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 fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed final record comprehensive Drainage Design Report in electronic and PDF format. It shall be an As-Built Plan of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data.

#### **F. Geometric Design (Track):**

The Design-Build Firm shall prepare the geometric design for the roadway and railroad elements of the project using the Department's standards and 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 services, except in those areas noted, with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this document. The CFRC maximum authorized speeds that are acceptable for the design are included in the attachments to this RFP. The Design-Build Firm shall comply with the operating speeds in the Quarterly General bulletins and the bulletins current at the time the RFP is provided to the Design-Build Firm.

The roadway design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design-Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO, AREMA and/or Department standards.

#### **G. Design Documentation, Calculations, and Computations:**

The Design-Build Firm shall submit to the Department design documentation, notes, calculations, 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 As-Built Plans and tracings.

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

1. Design Standards and criteria 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

**H. 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 submit Normal and Maximum Bridge Load Ratings for all new bridges in accordance with AREMA Guidelines (Chapters 8 and 15). The bridge load ratings shall be submitted to the Department for review with the 90% bridge design submittal. A final, signed and sealed copy of the Bridge Load Ratings based on as-constructed plans shall be submitted to the Department prior to the bridge entering into service and in advance of railroad operations. The rating method to be used shall be as directed by the Department. The Bridge Load Ratings shall be signed and sealed by a Professional Engineer licensed in the State of Florida.
- d. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- e. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.
- f. 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, falsework 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 the Governing Regulations of Section V.A and the Design Criteria included as an attachment to this RFP.
- b. Critical Temporary Retaining Walls: Whenever the construction of a 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 MathCad program furnished by the Department if no specific pier strength is listed in the Design and Criteria Package. The MathCad program furnished by the Department allows for the proposed bridge geometry to be input by the Engineer. Other parameters such as water traffic, waterway characteristics, etc. may not be changed. This assures that all Design-Build Firms are designing on the same assumptions other than the specific bridge layout that each is proposing.
- d. Structural Steel shall be ASTM A709 Gr 50. The toughness shall be T1 for non-fracture critical elements and F1 for fracture critical members. Thickness of flange plates shall not exceed three (3) inches. Steel deck, deck plates and side plates shall be ASTM A709 GR50 steel. All exposed surfaces of the deck and side plates not protected by waterproofing shall be painted.
- e. Concrete bridges shall be air entrained and use Portland cement meeting the requirements of ASTM-C150 Type I or Type IA. Substructure concrete shall be FDOT Class IV designed with a 28-day compressive strength meeting or exceeding 5,500 psi. Superstructure concrete shall be FDOT Class VI designed with a 28-day compressive strength meeting or exceeding 6,000 psi with minimum release strength of 5,000 psi.
- f. Railroad bridges shall be designed for all loads specified in Chapters 8 and 15 of the AREMA Manual of Railroad Engineering Bridge Design Guidelines. The following live loads shall be used.
  - Concrete design – Cooper E-80 loading with full diesel impact and the AREMA Alternative 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 stressed. The steel beams shall be designed to carry a minimum Cooper E-65 with full diesel impact on the non-composite steel section acting alone.
- g. When computing the structure's dead load, include an allowance for the weight of an additional six (6) inches of future track surfacing ballast.
- h. Fender systems shall be used on any navigable waterways.

Bridges required in the corridor are listed in the table below.

#### Bridge Design and Construction

No.	MP A-Line	Existing	Replace Existing with Bridge [ft]	Replace Existing with Culvert [ft]	New Bridge - 2 <sup>nd</sup> Track [ft]
1	800.6	Precast spans	N/A	N/A	110
2	803.9	BDPT	N/A	80	N/A (see note 1)
3	805.9	Concrete spans	N/A	33	N/A (see note 1)
4	809.7	Concrete Spans	N/A	N/A	N/A
5	811.3	BDPT	360	N/A	360
6	813.1	BD on steel I-beams and piles	N/A	20	N/A (see note 1)
		Sub-Total	493	133	470

Notes:

1. The hydraulic analyses indicated it is possible to replace the existing timber trestle at MP 803.9, the concrete span at MP 805.9 and the timber deck beam span at MP 813.1 using culverts. This was reviewed by the South Florida Water Management District (SFWMD) and Army Corps of Engineers (ACOE) who are responsible for issuing the permits.

Concrete box culvert construction shall be phased so there is no impact to the existing track and substructure. This requires construction of temporary retaining walls.

Replacements of the existing bridges at three locations use new Cast-in-Place (CIP) concrete box culverts. The Design-Build Firm is to submit a request in advance to notify the Department if the Design-Build Firm intends to substitute precast concrete box culverts for CIP construction. Precast concrete box design calculations sealed by a professional engineer registered in the State of Florida shall be submitted for review with the request. Fabrication of precast concrete box culverts may not proceed until authorized by the Department.

A cast-in-place concrete mud slab is to be placed to provide a smooth and level surface for installation of precast concrete box segments. The precast concrete box segments are to be tied together with four longitudinal #8 threaded rods at each corner, full-length complete with spacers to keep each rod centered and permit even grout distribution. Each rod requires a 5" x 5" x 5/8" plate washer and nut torqued to 180 ft-lb at each end. A second locking nut at each corner is required.

Existing timber piles are to be cut one foot below grade before placing any new subgrade material. The existing timber deck, stringers, backwalls and caps are to be removed. Spaces between the concrete box

culverts are to be filled using non-excavatable flowable fill in accordance with Department specifications, level with the top of the new concrete boxes. Any concrete abutment backwalls are to be removed and cut flush with the top of the cap.

Precast concrete boxes will be inspected by the Department prior to installing joint sealant. No exposed #8 threaded rods are permitted between precast concrete boxes.

If precast concrete box construction is proposed, the cost of cast-in-place concrete mud slabs, longitudinal rods, plates, washers, nuts and grout are considered incidental to the work.

Construction of the concrete box culverts at MP A805.9 requires cutting the existing concrete backwalls level with the existing concrete cap prior to subgrade installation. Work also includes removal of the existing concrete spans. If a closure is required, a detailed work plan in accordance with CFOMA is to be submitted in advance for Department review.

The new bridges at MP 811.3 Shingle Creek consist of Precast Prestressed Concrete Box Girders (PCG) and Structural Steel Through Plate Girder (TPG) spans to be constructed in two phases. Phase 1 includes construction of the new bridge on the west alignment. The profile and alignment of the existing timber trestle shall be monitored by the Design-Build Firm to ensure there are no adverse impacts to train operations during construction of the new west bridge. The Design-Build Firm will be responsible for any remedial activities for the existing timber trestle and track structure resulting from construction of the west bridge. Temporary sheet pile retaining walls are required to facilitate west abutment construction and support the existing track subgrade. Once the new west bridge is complete, the mainline track will be realigned at each end to shift train operations to the west alignment. The realignment shall maintain passenger and freight operations at maximum authorized speeds in accordance with the CFRC Timetable. Phase 2 includes demolition of the existing timber trestle and construction of the new bridge on the east alignment.

Construction of the concrete box culverts at MP A813.1 requires converting the existing timber ballast deck to an open deck to provide increased vertical clearance under the bridge to allow installation of the proposed box culvert. The design of the temporary open deck is to be submitted for review in advance of any work. The design is to provide construction details and anchorage requirements in accordance with AREMA Guidelines and to maintain passenger and freight operations at maximum authorized speeds in accordance with the CFRC Timetable. A detailed work plan for any closure required to convert the ballast deck is to be submitted in advance for Department review. This work must be completed in accordance with CFOMA.

Retaining walls subject to highway loadings shall be design in accordance with the Department's 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. The crash walls shall be designed in accordance with the Contract Documents, CFOMA and AREMA Guidelines, Chapter 8. The Design-Build Firm shall provide to the Department an evaluation of all bridges to determine the need for crash walls. Those deemed necessary by the Department shall be designed and constructed by the Design-Build Firm.

The Design-Build Firm shall design and construct crash walls, regardless of the results of the analysis, at the following locations:

- MP 799.9 Orange Ave; Two walls (total length = 184 LF) on the east side
- MP 808.98 John Young Parkway; 108 LF on both sides of the overpass (total length = 216 ft)

Detailed crash wall design requirements are to be based on AREMA Guidelines, Chapter 8, Section 2.1.5 Pier Protection.

**I. Specifications:**

Department Specifications may not be modified or revised. 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.

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 and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office all Division II and III specifications provided as Attachments to this RFP, and any signed and sealed Technical Special Provisions. Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

The website for completing the training is at the following URL address:

<http://www2.dot.state.fl.us/SpecificationsEstimates/PackagePreparation/TrainingConsultants.aspx>

Specification Workbooks are posted on the Department's website at the following URL address:  
<https://www2.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fspecificationspackage%2fDefault.aspx>.

Upon review and approval by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the Department.

**J. Shop Drawings:**

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR), and Specialty Engineer, as appropriate. 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's EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Department's review is not meant to be a complete and detailed review. Upon review and approval of the shop drawing, the Department will initial, date, and stamp "Released for Construction" or "Released for Construction as Noted".

Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review.

**K. 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 traffic operations, both in terms of flow rate and safety, throughout the duration of the Project for both roadway and railway traffic.
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. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. 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.
5. Coordinate with adjacent construction Projects and maintaining agencies.
6. Prior to starting work on any portion of track the Design-Build firm shall conduct a walkthrough with the Department and the Department's Operations and Maintenance Contractor to confirm existing conditions. The Department shall make the final determination of existing conditions.
7. No construction shall be permitted affecting the railroad operations between 0001 and 0500 per the CFOMA. From MP 796.63 to MP 799.37 (Taft Yard) no construction shall be permitted affecting the railroad operations between 2200 and 0500.
8. Construction sequencing shall permit the passing of the four (4) daily Amtrak passenger trains.
9. The Department has not contemplated using curfews or bus bridges during construction. It is a requirement to maintain a minimum of one track in operation between Control Points (CPs) at all times. Should the Design-Build Firm elect to request curfews or bus bridges, such requests are subject to acceptance by the Department and the other tenant railroads. The Department is not obligated to accept curfew requests. The Design-Build Firm shall be responsible for all costs associated with such curfews, including but not limited to any penalties associated with train delays or bus bridges. No additional compensation shall be granted to the Design-Build Firm for curfews.
10. The Design-Build Firm shall accommodate the daily scheduled Amtrak passenger trains access to the existing Amtrak platform at the Kissimmee station. This access shall not be changed from the existing condition and shall accommodate existing baggage handling procedures used by Amtrak. Additional platform to the south of the existing Amtrak platform may be required. The Design-Build Firm shall not modify the existing Amtrak platform at the Kissimmee station.
11. The Design-Build Firm is responsible for requesting the appropriate working areas and work windows from the Department. All work areas and work windows shall also be coordinated with the Signal Design-Build Firm. The Department may allow up to four (4) 707 working limits. The maximum length of each 707 is three (3) miles. There shall be a minimum distance of one (1) mile between each 707.
12. No temporary speed restrictions are permitted for station platform or station site construction. No form work for station platform or station site construction shall be permitted within 10 feet from the field side rail of an active track.
13. Track realignments are permitted to facilitate construction. The Design-Build Firm must maintain all realigned track to FRA standards for timetable speeds.
14. The Design-Build Firm shall supply and use a dynamic track stabilizer to minimize temporary speed restrictions. Temporary speed restrictions shall comply with CFRC MWI 1109 – Temporary Speed Restrictions included as an attachment to this RFP.

- All crash walls shall be constructed prior to placing new, realigned or upgraded track in service.
15. All new mainline track must be signalized prior to operation of trains on the new mainline track with the exception of local switchers and work trains.
  16. All siding track being upgraded to mainline track must have all track work and signal work completed prior to operation of trains on the upgraded mainline track with the exception of local switcher and work trains.
  17. Any temporary/permanent track being used as a mainline track diversion to facilitate construction must be built or upgraded to Class IV track prior to use as a diversion.
  18. Control Points 797 and 798 shall be installed and cut-in prior to removing Control Points North End Taft Yard and Truck On Flat Car Yard (TOFC).
  19. All construction occurring between MP 796.63 to 799.37 (Taft Yard) shall begin and conclude with track in service within 6 months.
  20. Control Point 800 shall be installed and cut-in in conjunction with the removal of Control Point South End Taft Yard, to maintain access to Stanton Spur from the north.
  21. Control Point 800 and Control Point 801 shall not be constructed at the same time. Access to Stanton Spur shall not be interrupted.
  22. Control Point 809 shall be installed and cut-in prior to removal of Control Point North End Kissimmee. Access to the existing Kissimmee Siding track shall not be interrupted
  23. Limit time that Kissimmee Siding is out of service (must be open for Amtrak Meets – a passing siding to allow for SB trains to hold for NB trains). The Kissimmee Siding and the Taft Yard Siding shall not be out of service at the same time.
  24. Roadway crossings shall be closed for a total of 36 hours for construction with the exception of the Clyde/Penfield crossing which can be closed up to 48 hours per the specification.
  25. Access must be maintained to all adjacent developments including the existing residential properties along Clay Street.
  26. The Design-Build Firm shall be permitted to conduct work at the Operations Control Center only between the hours of midnight and 4:30 am Monday through Thursday and between midnight on Friday and 4:30 am on Monday.
  27. All work windows must be defined and accepted by the Department in accordance with the Work Plan procedure outlined below.

The Design-Build Firm shall develop a sequence of construction in conjunction with the Signal Design-Build Firm for the roadway and pedestrian grade crossings in accordance with the requirements in this RFP.

The Design-Build Firm shall prepare site specific Work Plans for any operation that occurs within the railroad corridor. At a minimum the work plan must include a description of the proposed work, its locations, start and finish times (work windows), proposed work site safety and on-track protection plan, the affected signals, crossings or tracks, supporting sketches, methods of construction and installation, testing requirements, timeline of activities with narrative, and labor, equipment, and materials required to perform the work. At no time shall the safety or security of the existing railroad and its operations be compromised. The site specific Work Plans shall be submitted to the Department for review and acceptance a minimum of 21 calendar days prior to implementation. The Department may request additional information be provided for the Work Plan acceptance. Each site specific Work Plan shall detail the construction of all civil improvements and shall detail the construction of all necessary wayside and grade crossing warning system signal improvements by the Signal Design-Build Firm for the work to



be completed. The Design-Build Firm shall be available for any coordination meetings as directed by the Department necessary for Work Plan acceptance by the Department. At a minimum, it is anticipated a weekly coordination meeting for work activities along the corridor will be required. Work Plans are required to be accepted a minimum of one (1) week prior to any work starting. Any deviations from the accepted Work Plan must be provided to the Department a minimum of 24 hours prior to the deviation.

**L. Stormwater Pollution Prevention Plans (SWPPP):**

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the Department's Project Development and Environment Manual and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. The SWPPP and the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) **NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES**) shall be submitted for Department review and approval. Department approval must be obtained prior to beginning construction activities.

**M. Temporary Traffic Control Plan:**

**1. Traffic Control Analysis:**

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular and pedestrian traffic during all phases of construction. Topics to be addressed shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, temporary roadway lighting 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 Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

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

Transportation Management Plans (TMPs) are required for significant Projects which are defined as:

1. A Project that, alone or in combination with other concurrent Projects nearby, is anticipated to cause sustained work zone impacts.
2. All Interstate system Projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant Projects.

A TMP will consist of three components:

- (1) Temporary Traffic Control (TTC) plan component;
- (2) Transportation Operations (TO) component; and
- (3) Public Information (PI) component

Additional information can be found in Volume 1 / Chapter 10 of the PPM.

**2. Temporary Traffic Control Plans:**

The Design-Build Firm shall utilize Index Series 600 of the Department’s Design Standards where applicable. Should these standards be inadequate, a detailed Temporary 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 detours, cross sections, profiles, drainage structures, temporary roadway lighting, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

Special temporary traffic control plans shall be developed for maintaining rail traffic during the construction period. The temporary traffic control plans for rail traffic shall address permitting the passage of the four (4) daily Amtrak passenger trains. If the construction delays any freight or passenger train traffic, the Design-Build Firm shall be responsible for the payment of any penalties associated with the delay. These penalties are included in the CFOMA, Amtrak Operating Agreement, and FCEN Operating Agreement. The Department has not contemplated Bus Bridges to accommodate Amtrak service. If the Design-Build Firm contemplates using bus bridges, then the Design-Build Firm shall be responsible for the cost of said bus bridges. The coordination with Amtrak on the potential to implement a bus bridge shall be through the CFRC staff. The Amtrak Operating Agreement, included as an attachment to the RFP, provides the required information on notification of Amtrak and penalties. All coordination with tenant railroads shall go through the CFRC. The Design-Build Shall not directly contact tenant railroads.

**3. Traffic Control Restrictions:**

There will be NO LANE CLOSURES allowed between the hours cited in the table below. A lane may only be closed during active work periods. There will be NO PACING OPERATIONS allowed except during the hours cited in the table below. These lane closure restrictions apply to week days and do not apply to weekend days. Detours required for roadway grade crossings shall be submitted to the Department and the local jurisdiction for their acceptance with the plans and Work Plans for each roadway grade crossing.. All lane closures must be reported to the local emergency agencies, the media and the District 5 Public information Officer, Steve Olson. Also, the Design-Build Firm shall develop the Project to be able to provide for some lanes of traffic to be open in the event of an emergency.

**Lane Closure Restrictions on Crossings of Railroad**

Street Name	Lane Closure	
	From Time	To Time
Landstreet Road	7:00 am	9:00 pm
Pine Street	Coordinate with Locals	
4 <sup>th</sup> Street	7:00 am	7:00 pm
Taft-Vineland Road	7:00 am	9:00 pm
Wetherbee Road	7:00 am	9:00 pm
Fairway Woods Boulevard	7:00 am	9:00 pm
Garden Street	7:00 am	7:00 pm
Carroll Street	7:00 am	9:00 pm

East Donegan Avenue	7:00 am	9:00 pm
SR 500 / Vine Street	6:00 am	10:00 pm
Magnolia Street	7:00 am	7:00 pm
Oak Street	7:00 am	9:00 pm
Park Street	7:00 am	7:00 pm
East Drury Avenue	Coordinate with Locals	
East Dakin Avenue	Coordinate with Locals	
East Monument Avenue	Coordinate with Locals	
Memorial Walkway - Demo	Coordinate with Locals	
Ruby Avenue	Coordinate with Locals	
Beaumont Avenue	Coordinate with Locals	
Vernon Road - Demo	Coordinate with Locals	
Lakeshore Boulevard - Demo	Coordinate with Locals	
Clyde Avenue	Coordinate with Locals	
CR 531 / Pleasant Hill Road	7:00 am	9:00 pm
Crestridge Drive	6:00 am	9:00 pm
Poinciana Boulevard	7:00 am	9:00 pm

The Design-Build Firm shall be responsible for coordinating the lane closures for the grade crossings with the local jurisdictions. When the crossing is the only means of access to a development, a temporary access shall be provided by the Design-Build Firm. The adjacent crossing restrictions contained in this RFP apply to the grade crossing closures.

NO LANE CLOSURES are allowed on the Project during the times shown below so as to minimize potential impacts to the following events:

- Osceola Fall Art Festival
- Lake Toho Special Events

**N. 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. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete or erroneous permit application packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for a time extension or additional compensation. As the permittee, the Department is responsible for reviewing, approving, signing, and submitting the permit application package including all permit modifications, or subsequent permit applications.

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Permit Office. If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for the potential gopher tortoise burrow survey that could

be impacted by the Project including any areas to be used for construction staging. The Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with “exclusionary fencing” shall be reviewed and approved by the Department. The Design-Build Firm shall submit an “exclusionary fencing” plan for review prior to any “exclusionary fencing” installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the “permittee”, the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm’s responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned Right-of-Way (i.e. utility easements; license agreements) cannot be obtained with the Department as the “permittee”, per FWC requirements. Should permits in areas outside of the Right-of-Way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

The Department has conducted an investigation of the Project site and has determined that Eastern indigo snake habitat will be impacted by the project. In support of a “may affect, not likely to adversely affect” determination provided by the USFWS, the Design-Build firm shall be responsible for visual scoping with a camera all gopher tortoise burrows prior to excavation to ensure no indigo snakes are present in the burrows. Should an indigo snake be found during scoping, the Design-Build firm shall contact **both** the USFWS and the FWC to coordinate the removal of the snake.

The USFWS *Standard Protection Measures for the Eastern Indigo Snake*, which specify education of the construction contractor concerning avoidance of indigo snakes and post-construction reporting, will be implemented by the Design-Build firm during the construction phase. The construction contract will contain the following provision as a General Note, Pay Item Note (Clearing and Grubbing: 110-1-1), or Special Provision:

*The Construction Contractor must develop and implement the education plan, produce and display the required posters and brochures and submit all notifications in accordance with the US Fish and Wildlife Service Standard Protection Measures for the Eastern Indigo Snake, which are available from the US Fish and Wildlife Service at:*

[http://www.fws.gov/northflorida/IndigoSnakes/20130812\\_Eastern\\_indigo\\_snake\\_Standard\\_Protection\\_Measures.htm](http://www.fws.gov/northflorida/IndigoSnakes/20130812_Eastern_indigo_snake_Standard_Protection_Measures.htm)

The following Project specific Environmental Services/Permits have been identified as specific requirements for this project:

1. Wetlands and Mitigation
2. Wildlife and Habitat

**O. Signing and Pavement Marking Plans:**

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria.

The Design-Build Firm shall be responsible for the design of all new or retrofit sign supports (post, overhead span, overhead cantilever, bridge mount and any applicable foundations). The Design-Build Firm shall show all details (anchor bolt size, bolt circle, bolt length, etc.) as well as all design assumptions (wind loads, support reactions, etc.) used in the analysis. Mounting types for various signs shall not be changed by the Design-Build Firm (i.e. if the proposed or existing sign is shown as overhead it shall be overhead and not changed to ground mount) unless approved by the Department. Any existing sign structure to be removed shall not be relocated and reused, unless approved by the Department.

It shall be the Design-Build Firm's responsibility to field inventory and show all existing signs within the Project limits and address all regulatory, warning and signage along the Project. Existing single and multi-post sign assemblies impacted by construction shall be entirely replaced and upgraded to meet current standards. Existing sign assemblies not impacted by construction can remain.

In addition to the roadway signing associated with the grade crossings and the station access locations, the Design-Build Firm shall be responsible for the design and construction of the signing for the railroad corridor. The railroad corridor signing shall be designed and installed in accordance with the Design Criteria included as an attachment to this RFP. Railroad corridor signing shall include whistle posts, no trespass signing, mileposts and speed restriction signing.

**P. Lighting Plans:**

The Design-Build Firm shall provide a lighting design and a lighting analysis, and prepare lighting plans in accordance with Department criteria.

The Design-Build Firm shall develop and submit for approval, a Load Center/Circuit/Pole Number identification plan that is compatible with the adjacent lighting systems maintenance identification scheme.

Where existing roadway lighting circuit sources (services, load centers, etc.) are being removed, the Design-Build Firm shall either:

1. Provide a new load center per current codes and all applicable criteria.

2. Identify an existing load center capable of feeding the proposed lighting while meeting all current codes and all applicable criteria.

All modified load centers shall comply with all applicable criteria and shall be in like new condition.

Existing light poles, luminaire arms, luminaires, and load centers identified for removal shall be coordinated with the Department as to whether these features will become the property of Design-Build Firm or salvaged, transported, and delivered to the Department for future use.

The Design-Build Firm shall perform detailed field reviews. Review and document all lighting (poles/luminaires, sign luminaires, etc.), circuiting, load centers, service points, utility transformers, etc., within the scope of work. This review includes: conductors, conduit, grounding, enclosures, voltages, mounting heights, pullboxes, etc. This review also includes circuits outside the scope of work that originate or touch this Project's scope of work.

All deficiencies within the Project scope shall be identified and corrected. Any deficiencies outside the Project scope shall be brought to the attention of the Department.

After the field reviews are completed, all damaged and/or non-functioning equipment shall be documented and forwarded to the Department prior to the start of construction. All damaged and/or non-functioning equipment within the scope of work are required to be replaced or repaired to meet all applicable criteria and shall be in like-new condition.

Where new electrical services are required, the Design-Build Firm shall coordinate final locations of distribution transformer and service pole to minimize service and branch circuit conductors and conduit lengths. Preliminary electrical service locations have been coordinated. The preliminary electrical service locations are shown in the Station Plans included as an attachment to this RFP.. Each service point shall be separately metered.

The Design-Build Firm shall comply with the requirements of each jurisdictional authority within the Project limits. Compliance with the jurisdictional authority includes but is not limited to: field reviews, technical meetings, special deliverable, etc. It is the Design-build Firm's responsibility to verify and comply with all jurisdictional authority's requirements.

The lighting plans shall include LED lighting fixtures at the Vehicle Storage and Light Maintenance Facility. Any roadway lighting impacted by the construction of the roadway or pedestrian grade crossings shall be relocated or replaced and meet current criteria.

**Q. Fiber Communications Infrastructure Plans:**

The Design-Build Firm shall design and prepare plans for the new fiber infrastructure for the project. The fiber communications infrastructure plans shall include all of the components to provide a complete and functioning fiber communication infrastructure, and shall follow the design requirements outlined in FDOT Plans Preparation Manual and the CFCRT Phase 2 South Station Plans included as an attachment to this RFP. All material furnished and install shall meet the applicable FDOT Standard Specifications requirements. Additional requirements for the Fiber Infrastructure are included in the Design Criteria attached to this RFP.

**R. Track Work Plans**

The Design-Build Firm shall prepare plans for all track work associated with new track, upgrades of existing track, and track realignments within the project limits. The track work plans shall include the required materials, turnouts and crossovers required to operate the existing freight movements at 60 mph and the passenger service for Amtrak and SunRail at 79 mph operating speeds. The Design-Build Firm shall design and construct the 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.

All track plans shall be fully coordinated and interfaced with the CFCRT Phase 2 South Station Plans included as an attachment to this RFP. Critical interface areas include, but are not limited to, the following areas:

- 8 inch vertical clearance from the top of rail to the platform surface
- 22 inch vertical clearance from the top of rail to the Mini-Hi surface
- Horizontal clearances to platforms listed in the Design Criteria
- Alignment curvature at Kissimmee Station
- Corridor Drainage connections to station stormwater facilities.

All track within the limits of the stations shall be 115RE head hardened rail. The limits of the head hardened rail shall be designed and constructed for the following sections:

**Head Hardened Rail Sections**

<u>Section</u>	<u>Description</u>	<u>Begin MP/ Station</u>	<u>End MP/ Station</u>
<u>1</u>	<u>Through Meadow Woods Station</u>	<u>801.07/ 42284+00.00</u>	<u>801.33/ 42298+00.00</u>
<u>2</u>	<u>Through Osceola Parkway Station</u>	<u>804.40/ 42459+00.00</u>	<u>804.64/ 42472+00.00</u>
<u>3</u>	<u>Through Kissimmee Station</u>	<u>807.86/ 42642+00.00</u>	<u>808.12/ 42656+00.00</u>
<u>4</u>	<u>Through Poinciana Station</u>	<u>813.56/ 42943+00.00</u>	<u>813.81/ 42956+00.00</u>

The new second track shall be new rail. No relay rail and no relay rail other track materials will be permitted. The new second track shall be designed and constructed adjacent to the existing track for the following sections:

**New Second Track Sections**

<u>Section</u>	<u>Description</u>	<u>Begin MP/ Station</u>	<u>End MP/ Station</u>	<u>L [Ft]</u>
<u>1</u>	<u>A section of track connecting existing siding tracks in Taft yard north of Landstreet Road</u>	<u>797.34/ 42095+46.66</u>	<u>797.46/ 42103+16.57</u>	<u>770</u>
<u>2</u>	<u>A section of track connecting existing siding tracks in the vicinity of Landstreet Road</u>	<u>797.40/ 42099+68.23</u>	<u>797.82/ 42115+47.95</u>	<u>1,580</u>
<u>3</u>	<u>A section of track extending the siding track from Landstreet Road to North of E. 4th Street</u>	<u>797.57/ 42108+39.36</u>	<u>798.13/ 42128+70.81</u>	<u>2,032</u>
<u>4</u>	<u>South End of Stanton Spur to South of John Young Parkway overhead bridge</u>	<u>799.11/ 42180+98.16</u>	<u>809.26/ 42716+09.72</u>	<u>53,512</u>
<u>5</u>	<u>South End of Kissimmee Siding to Poinciana Boulevard</u>	<u>810.71/ 42795+61.38</u>	<u>813.76/ 42953+49.12</u>	<u>15,788</u>
-	-	-	<b><u>Sub-Total</u></b>	<b><u>73,682</u></b>

The above table excludes 2,350 TF of new sidetrack construction at the CSXT south entrance to TOFC (separate funding source). VSLMF new track construction is listed separately under Yard and Yard Track.

The existing single track section between MP 806.1 (north of E Donegan crossing at MP 806.22) and MP 807.8 (north of Neptune/Drury crossing at MP 807.8) will remain as a single track section not exceeding these limits after construction is complete.

Track upgrades to FRA Class IV requires replacing all jointed rail and existing continuously welded rail with new 115RE CWR, replacing 50% wood ties, and OTM as necessary to complete the work. For track upgrades, existing anchors shall not be reused. Any existing shy ballast conditions shall be corrected to bring the ballast section into conformance with the main track standard ballast section in accordance with CFRC MWI 2602 – Ballast sections. Track upgrades will be required at the following locations:

**Track upgrades to FRA Class IV tracks**

<u>Section</u>	<u>Description</u>	<u>Begin MP/ Station</u>	<u>End MP/ Station</u>	<u>L [Ft]</u>
<u>1</u>	<u>Existing segment of 2<sup>nd</sup> track through Taft Yard</u>	<u>796.63/ 42052+14.00</u>	<u>797.40/ 42099+68.23</u>	<u>4,754</u>
<u>2</u>	<u>Existing siding north of the Airport Spur that becomes a mainline</u>	<u>797.82/ 42115+47.95</u>	<u>799.11/ 42180+98.16</u>	<u>6,550</u>
<u>3</u>	<u>Existing portion of Kissimmee Siding that becomes a mainline track</u>	<u>809.26/ 42716+09.72</u>	<u>810.71/ 42795+61.38</u>	<u>7,952</u>
		-	<b>Sub-Total</b>	<b>19,256</b>

Track realignments are required at the following locations:

**Track Realignment Locations**

<u>Section</u>	<u>Description</u>	<u>Begin MP/ Station</u>	<u>End MP/ Station</u>	<u>L [Ft]</u>
1	Curve north of S. Orange Ave. overhead bridge	799.35/ 42193+37.67	799.98/ 42226+77.12	3339
2	Re-align spur track	800.40/ 42250+61.35	800.51/ 42257+25.88	665
3	Re-alignment north of MP 800.6 bridge through Wetherbee Rd.	800.62/ 42263+10.99	800.85/ 42272+34.08	923
4	Florida's Turnpike Overhead bridge	803.58/ 42418+31.25	803.77/ 42428+23.75	993
5	Ruby Ave. to the north end of Kissimmee	808.32/ 42667+06.59	809.26/ 42716+09.72	4903
6	Track Shift at MP 811.6	811.63/ 42830+89.50	811.89/ 42854+99.10	2410
7	Re-align through culvert at MP 813.1	812.74/ 42899+85.41	813.1/ 42917+14.59	1729
			<b>Sub-Total</b>	<b>14962</b>



Track work is required for the new VSLMF on the property acquired by the Department adjacent to the Poinciana station. 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 Light Maintenance Facility and for the entrances and exits from the Facility onto the mainline track.

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

**Interlocking Locations**

<b>Interlocking</b>	<b>North Limit Milepost/Station</b>	<b>South Limit Milepost/Station</b>	<b>Positioning</b>
<u>CP797</u>	<u>796.82/ 42062+15.03</u>	<u>796.96/ 42069+44.44</u>	<u>Fixed</u>
<u>CP 798</u>	<u>797.96/ 42120+04.21</u>	<u>798.22/ 42133+89.71</u>	<u>Fixed</u>
<u>CP 799</u>	<u>798.77/ 42162+94.95</u>	<u>798.85/ 42167+12.55</u>	<u>Fixed</u>
<u>CP 800</u>	<u>799.62/ 42207+78.20</u>	<u>799.81/ 42217+61.47</u>	<u>Fixed</u>
<u>CP 801</u>	<u>800.48/ 42255+25.89</u>	<u>800.58/ 42261+30.59</u>	<u>Fixed</u>
<u>CP 806</u>	<u>805.94/ 42542+50.00</u>	<u>806.10/ 42554+25.00</u>	<u>Fixed</u>
<u>CP 808 <sup>Note1</sup></u>	<u>807.72/42635+00</u>	<u>807.91/42645+00</u>	<u>Non-fixed</u>
<u>CP 809</u>	<u>809.28/ 42716+74.89</u>	<u>809.56/ 42727+15.19</u>	<u>Fixed</u>
<u>CP 813</u>	<u>813.42/ 42935+80.00</u>	<u>813.62/ 42946+00.10</u>	<u>Fixed</u>
<u>CP 814</u>		<u>813.82/42956+71.06</u>	<u>Fixed</u>

Note 1: CP 808 to be designed between Park St and Neptune Rd (Drury Ave.)

The Design-Build Firm shall be responsible for the design and construction of all interlockings, including all track, and communication elements, including all materials. Signal elements shall be designed and constructed under a separate contract by the Signal Design-Build Firm.

**Summary of Turnouts/Crossovers**

<b>TURNOUT/ CROSSOVER</b>	<b>Right or Left Hand</b>	<b>OFFSET FROM EXIST. MAINLINE</b>	<b>POINT OF SWITCH LOCATION</b>		<b>DESCRIPTION</b>
			<b>STATION</b>	<b>MILEPOST</b>	
#10 Turnout	LH	20' LT	42056+22.88	796.71	Proposed 115LB
#8 Turnout	LH	20' LT	42056+46.21	796.71	Existing to Be Removed
#10 Turnout	LH	20' LT	42060+79.84	796.80	Proposed 115LB
#8 Turnout	LH	20' LT	42061+01.92	796.80	Existing to Be Removed
#15 Crossover	LH	0'	42062+65.03	796.83	Proposed 115LB
		20' LT	42066+44.65	796.90	
#16 Crossover	LH	0'	42062+65.03	796.83	Existing to Be Removed
		20' LT	42066+22.13	796.90	
#15 Turnout	LH	20' LT	42067+44.44	796.92	Proposed 115LB

TURNOUT/ CROSSOVER	Right or Left Hand	OFFSET FROM EXIST. MAINLINE	POINT OF SWITCH LOCATION		DESCRIPTION
			STATION	MILEPOST	
#16 Turnout	LH	20' LT	42067+44.44	796.92	Existing to Be Removed
#10 Turnout	RH	20' LT	42077+29.52	797.08	Proposed 115LB
#10 Turnout	RH	20' LT	42077+06.92	797.08	Existing to Be Removed
#10 Turnout	RH	0'	42077+30.46	797.08	Existing to Remain
#10 Turnout	RH	20' LT	42077+50.97	797.09	Existing to Be Removed
#10 Turnout	LH	20' LT	42078+90.19	797.11	Proposed 115LB
#8 Turnout	LH	20' LT	42079+11.77	797.11	Existing to Be Removed
#10 Turnout	RH	0'	42080+05.62	797.12	Existing to Be Removed
#10 Turnout	RH	20' LT	42099+19.30	797.40	Existing to Be Removed
#10 Turnout	RH	38' LT	42102+26.33	797.44	Proposed 115LB
#10 Turnout	RH	38' LT	42102+81.47	797.45	Existing to Be Removed
#10 Turnout	LH	0'	42105+29.97	797.48	Existing to Remain
#10 Turnout	LH	0'	42107+05.62	797.52	Existing to Be Removed
#16 Turnout	RH	15' LT	42114+28.43	797.77	Existing to Be Removed
#20 Crossover	LH	0'	42120+54.21	797.97	Proposed 115LB
		15' LT	42124+73.10	798.05	
#15 Turnout	RH	15' LT	42128+70.81	798.12	Proposed 115LB
#20 Crossover	RH	15' LT	42129+20.81	798.13	Proposed 115LB
		0'	42133+39.71	798.21	
N/A	N/A	N/A	42138+70.81	798.31	Existing Turnout Removed. Remove Sidetrack within FDOT ROW.
N/A	N/A	N/A	42159+68.73	798.71	Existing Turnout Removed. Remove Sidetrack within FDOT ROW.
#10 Turnout	RH	0'	42163+27.67	798.78	Existing to Remain
#10 Turnout	LH	15' LT	42165+36.59	798.82	Existing to Remain
#10 Turnout	LH	15' LT	42179+53.23	799.09	Proposed 115LB
#8 Turnout	LH	15' LT	42179+69.16	799.09	Existing to Be Removed
#16 Turnout	RH	0'	42184+31.23	799.18	Existing to Be Removed
#10 Turnout	RH	0	42190+54.48	799.30	Existing to Remain
N/A	N/A	N/A	42209+24.48	799.65	Existing Turnout Removed. Remove Sidetrack within FDOT ROW.
#15 Crossover	LH	11' RT	42208+28.20	799.63	Proposed 115LB
		4' LT	42211+32.91	799.69	
#15 Turnout	LH	4' LT	42211+82.91	799.70	Proposed 115LB
#16 Turnout	LH	0'	42211+26.02	799.69	Existing to Be Removed
#15 Turnout	LH	0'	42219+41.25	799.84	Existing to be Relocated

TURNOUT/ CROSSOVER	Right or Left Hand	OFFSET FROM EXIST. MAINLINE	POINT OF SWITCH LOCATION		DESCRIPTION
			STATION	MILEPOST	
					(Existing Location)
		11' RT	42217+11.47	799.80	New Location
POWERED SPLIT-POINT DERAIL	RH	15' RT	42215+17.60	799.76	Existing to be Relocated (Existing Location)
		31' RT	42213+00.00	799.72	New Location
#15 Turnout	RH	0'	42257+25.88	800.51	Proposed 115LB
#16 Turnout	RH	0'	42258+16.41	800.53	Existing to Be Removed
#15 Crossover	RH	0'	42257+75.89	800.52	Proposed 115LB
		15' RT	42260+80.59	800.57	
#10 Turnout	RH	0'	42332+97.96	801.98	Existing to Remain
#10 Turnout	RH	18' RT	42336+43.69	802.05	Existing to Remain (on Siding Track)
#10 Turnout	RH	0'	42486+12.98	804.91	Existing to Remain
#10 Turnout	RH	0'	42535+37.59	805.81	Existing to Be Removed
#20 Turnout	RH	0'	42553+75.00	806.19	Proposed 115LB
#20 Turnout	LH/RH	0'	42633+95.10	807.70	Proposed 115LB
			42646+29.39	807.94	
#10 Turnout	RH	0'	42653+35.16	808.06	Existing to Be Removed
#16 Turnout	RH	0'	42711+63.26	809.21	Existing to Be Removed
#20 Crossover	RH	0'	42717+24.89	809.34	Proposed 115LB
		15' RT	42721+43.81	809.44	
#20 Crossover	LH	15' RT	42722+46.27	809.47	Proposed 115LB
		0'	42726+65.19	809.56	
#16 Turnout	LH	0'	42799+93.04	810.77	Existing to Be Removed
#10 Turnout	LH	20' LT	42918+33.15	813.09	Proposed 115LB - VSLMF. Final Location to be determined by Design-Build Firm
#10 Turnout	RH	55' LT	42921+82.45	813.15	Proposed 115LB - VSLMF. Final Location to be determined by Design-Build Firm
#10 Turnout	LH	55' LT	42934+64.90	813.40	Proposed 115LB - VSLMF. Final Location to be determined by Design-Build Firm
#10 Turnout	RH	20' LT	42938+14.20	813.46	Proposed 115LB - VSLMF. Final Location to be determined by Design-Build Firm
#20 Crossover	LH	15' RT	42936+30.00	813.43	Proposed 115LB

TURNOUT/ CROSSOVER	Right or Left Hand	OFFSET FROM EXIST. MAINLINE	POINT OF SWITCH LOCATION		DESCRIPTION
			STATION	MILEPOST	
		0'	42940+48.92	813.51	
#10 Turnout	RH	0'	42942+90.00	813.56	Proposed 115LB
#10 Crossover	RH	0'	42943+40.00	813.56	Proposed 115LB (Curved Switch Points)
		15' RT	42945+50.10	813.61	
#10 Turnout	LH	0'	42955+51.63	813.80	Existing to Remain

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/ Station	Description
T30.0205	796.71/ 42056+22.88	CLI Services
T30.0205	796.80/ 42060+79.84	Howard Fertilizer
T30.0206	797.11/ 42067+44.44	TOFC Wye Lead
T30.0206	797.15/ 42066+44.65	Crossover to Taft Yard
T30.0207	797.16/ 42078+90.19	TOFC Siding Lead
T30.0208	797.63/ 42102+26.33	Taft Yard South Entrance
T30.0213	798.82/ 42165+36.59	Airport Industrial Spur
T30.0214	799.08/ 42179+53.23	James Strates (Circus Track)
T30.0215	799.29/ 42190+54.48	Crossover to Corridor Materials
T30.0225	802.05/ 42336+43.69	Cornerstone Logistic Centre
T30.0236	804.92/ 42486+12.98	84 Lumber
T30.0269	813.80/ 42955+51.63	Gatorade Sw. (switch to remain)

The Design-Build Firm shall not cause interruption to freight services for businesses using sidetracks or perform work without prior coordination with the businesses through the CFRC at the following locations:

- MP A796.7, STA 42056+46.21

- MP A796.8, STA 42061+01.92
- MP A796.9, STA 42067+44.44
- MP A797.1, STA 42077+06.92
- MP A797.4, STA 42102+81.47
- MP A798.8 (Track 1), STA 42163+27.67
- MP A798.83 (Track 2), 42163+36.59
- MP A799.1, STA 42179+69.16
- MP A799.7 (north leg), STA 42211+26.02
- MP A800.6 (south leg), STA 42258+16.41
- MP A801.98, STA 42332+97.96
- MP A804.95, STA 42486+12.98
- MP A813.80, STA 42955+51.63

### **S. 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), signage and pavement markings and other elements of the MUTCD. Grade crossing warning system design and construction is to be completed under a separate contract.

The minimum improvements required at the 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:

- Landstreet Road, Pine Street and Fourth Street – Two of the three must remain open.
- Taft-Vineland Road and Fourth Street – Cannot be closed at the same time
- Fairway Woods Boulevard and Wetherbee Road – Cannot be closed at the same time
- Carroll Street and Donegan Avenue – Cannot be closed at the same time
- Magnolia Avenue and Vine Street – Cannot be closed at the same time
- Oak Street and Park Street – Cannot be closed at the same time
- Neptune Avenue and Park Street – Cannot be closed at the same time
- Dakin Avenue and Monument Street – Cannot be closed at the same time
- Ruby Avenue and Monument Street – Cannot be closed at the same time
- Clyde Avenue and Penfield Avenue – Should be treated as one intersection.

The grade crossing improvements at the following intersections can be completed in phases to maintain the track in service:

- Wetherbee Road
- Vine Street
- Pleasant Hill Road

The grade crossing at Crestridge Drive shall include a temporary crossing to permit access to adjacent development.

The Department has provided a Diagnostic Field Review (performed in August 2009) for each modified grade crossing as an “Other Document” with this RFP. The following table lists the minimum required improvements to be provided at each crossing. The minimum required improvements were developed 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 provide concrete panel grade crossing surfaces as specified in the table below. The panels shall be of sufficient length to accommodate the roadway crossing, including all pedestrian movements. The Design-Build Firm shall at a minimum match the existing pavement design at each roadway grade crossing. Where the existing pavement to be reconstructed includes brick pavers, the Design-Build Firm shall replace the brick pavers in kind. The Design-Build Firm shall at a minimum provide a typical section matching the existing roadway section at each roadway grade crossing.

### Roadway Grade Crossing Improvement Minimum Requirements

<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Minimum Required Signal Changes (by Signal Design-Build Firm, to be coordinated with Civil Improvements)</i>	<i>Additional Information</i>	<i>Minimum Civil Improvements by Design-Build Firm</i>
622336P	797.70	Landstreet Rd.	Replace existing GCP3000 with CWT Add DTMF Control Add PEDSA in SE and NW Quadrant	Preemption	Construct new track crossing with concrete crossing panel for new M/L2 track Reconstruct roadway between panels New sidewalk in SE Quadrant Add new detectable warnings to sidewalk in all four quadrants
622337W	797.94	Pine St.	New crossing controls (Included in Control Point - CP 798) New FL&G in NE and SW Quadrants New PEDSA in NW Quadrant	Recommended house location is in SE Quadrant – 40' from each of road, 12'6" from Centerline CFRC Taft siding	Construct new track crossing with concrete crossing panel for CFRC (Taft) siding track Reconstruct roadway between new panel and M/L2 Reconstruct sidewalk, curb, and roadway for the East approach Add new detectable warnings to sidewalk in NE and NW quadrant
622339K	798.24	Fourth St.	New crossing controls (Included in Control Point - CP 798) New FL&G in NE and SW Quadrants New PEDSA in NW Quadrant	Recommended house location is in NW Quadrant – 40' from each of road, 30' from Centerline track	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2. Panels must be of sufficient length to accommodate pedestrians on the north side. Remove crossing surface for siding crossing Reconstruct roadway between panels Reconstruct roadway for the West approach Construct sidewalk within CFRC Right-of-way on north side

<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Minimum Required Signal Changes (by Signal Design-Build Firm, to be coordinated with Civil Improvements)</i>	<i>Additional Information</i>	<i>Minimum Civil Improvements by Design-Build Firm</i>
622340E	798.75	Taft-Vineland Rd.	Add DTMF Control Replace FL&G in NE and SW quadrant Add PEDSA in NW Quadrant	Preemption	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct roadway between panels New sidewalk in NE and new sidewalk and curb and gutter in NW quadrant; include shielding for pedestrian drop-off hazard for ditch in NW quadrant. Add new detectable warning to Curb Ramp and sidewalk in NE and NW quadrant New Curb Ramp and sidewalk in NE Quadrant
926153N	800.77	Wetherbee Rd	Replace DTMF Relocate FL&G and Cant in SW, median gate on west side and Ped in NW quadrant for addition of second track. Replace mast to add flashing lights, crossbucks and 2 Track sign to NW and SE Pedestrian gates. Add two gate lights on existing ped gates.	Preemption	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct sidewalk, curb, and roadway for the East and West approach Add new detectable warning to sidewalk in all four quadrants
621502B	801.15	Fairway Woods Blvd.	Relocate FL&G and Cant in NE, median gate on east side and Ped in SE quadrant for addition of second track. Replace existing GCP with CWT Replace existing lights with LED's Add backlights and two gate lights to pedestrian gates in the NW and SE Quadrants Add DTMF Control Add Second Train Warning Signs to SE and SW gate masts	Preemption	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct curb and roadway for the East and West approach Add new detectable warning to sidewalk in all four quadrants
	801.21	Meadow Woods Station Ped Walk	New House to be installed. PEDFL to be installed. Second Train Warning Signs	Pedestrian crossing mileposts are approximate.	See Central Florida Commuter Rail Transit (CFCRT) Phase 2 South Station Plans
	804.63	Osceola Parkway Station Ped Walks	New House to be installed. PEDFL to be installed. Second Train Warning Signs	Pedestrian crossing mileposts are approximate. Note there are two (2) pedestrian crossings at this station.	See Central Florida Commuter Rail Transit (CFCRT) Phase 2 South Station Plans for the two crossings.
622407J	805.08	Garden St.	Relocate FL&G in NE quadrant Recommended house location is in SE quadrant		Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct roadway between new panel and M/L1 Reconstruct roadway for the East approach
643810T	805.70	E. Carroll St.	Relocate FL&G and Cant in NE quadrant Replace existing PMD with new CWT Add DTMF Remote Control		Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct roadway between new panel and M/L1 Reconstruct roadway for the East approach

<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Minimum Required Signal Changes (by Signal Design-Build Firm, to be coordinated with Civil Improvements)</i>	<i>Additional Information</i>	<i>Minimum Civil Improvements by Design-Build Firm</i>
622409X	806.22	E. Donegan Ave.	To be installed as part of CP 806 house at crossing Relocate Cant in NE quadrant 2 new FL&G in NE & SW quadrant Add PEDSA in SE and NW Quadrant	Recommended house location is in NW quadrant. Locate FL&G in NE and SW behind sidewalks	Replace existing track crossing with new concrete crossing panels for M/L1 Reconstruct roadway for the East and West approach Reconstruct sidewalk in NE and SE quadrant Add new detectable warning to sidewalk in all four quadrants Add Type B fence and double gate in NW and SE quadrant
622410S	807.23	E. Vine St	Replace DTMF Add gate lights to existing ped gates in NW and SE quadrants		Replace existing track crossing with new concrete crossing panels for M/L1 Reconstruct sidewalk, curb, and roadway for the West approach Add new detectable warning to sidewalk in all four quadrants
622411Y	807.43	E. Magnolia Ave.	New House to be installed. New FL&G in NE and SW quadrants Add PEDSA in SE quadrant	Recommended house location is in SE Quadrant – 30’ from each of road, 15’ from Centerline track	Replace existing track crossing with new concrete crossing panels for M/L1 Reconstruct roadway for the East and West approach Construct sidewalk on south side
622412F	807.49	E. Oak St.	New House to be installed. New FL&G in NE and SW quadrants behind sidewalk Add PEDSA in SE and NW Quadrant	Recommended house location is in SE Quadrant – 30’ from each of road, 15’ from Centerline track Note: Possible active project for roadway improvements – verify scope prior to construction	Replace existing track crossing with new concrete crossing panels for M/L1 that to accommodate the widening of Oak Street as planned by the City of Kissimmee. Coordinate with the City of Kissimmee. Reconstruct sidewalk, curb, and roadway for the East and West approach Add new detectable warning to curb ramps and sidewalk in all four quadrants
622415B	807.70	E. Park St.	New house to be installed New FL&G in NE and SW quadrants	Recommended house location is in SE Quadrant – 30’ from each of road, 15’ from Centerline track	Replace existing track crossing with new concrete crossing panels for M/L1 Reconstruct sidewalk, curb, and roadway for the East and West approach Add new detectable warning to curb ramps and sidewalk in all four quadrants
622416H	807.94	Neptune Ave. (E. Drury Ln.)	New House to be combined with CP 808 PEDSA in NW and SE quadrants with flashing lights Add Second Train Warning Signs to SE and SW gate masts	Recommended house location is in NW Quadrant – 30’ from each of road, 15’ from Centerline track Preemption	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct sidewalk, curb, and roadway for the East and West approach Add new detectable warning to curb ramps and sidewalk in all four quadrants
	808.11	Kissimmee Station Ped Walk	New House to be installed. PEDFL to be installed. Second Train Warning signs	Recommended house location is in NW Quadrant by Kissimmee Lynx Super Stop fence Pedestrian crossing mileposts are approximate.	See Central Florida Commuter Rail Transit (CFCRT) Phase 2 South Station Plans
622432S	808.07	Dakin Ave.	New House to be installed. New FL&G with Sidewalk arms in SW quadrant New FL&G in the NE quadrant Sidelights on SW cantilever PEDSA in SE and NW quadrants	Recommended house location is in SW Quadrant	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct curb and roadway for the East and West approach Add new detectable warning to sidewalk in all four quadrants Install concrete header curb at interface between brick pavers and asphalt pavement



<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Minimum Required Signal Changes (by Signal Design-Build Firm, to be coordinated with Civil Improvements)</i>	<i>Additional Information</i>	<i>Minimum Civil Improvements by Design-Build Firm</i>
622434F	808.15	E. Monument St.	New FL&G with sidewalk arms in SW and NE quadrants PEDSA in SE and NW quadrants New House to be installed.	Recommended house location is in SE Quadrant	Construct 1 new track crossing with concrete crossing panel for M/L2 Reconstruct curb and roadway for the East approach Add new detectable warning to sidewalk in all four quadrants Install concrete header curb at interface between brick pavers and asphalt pavement
643802B	808.22	Memorial Walkway	Remove crossing warning system	CROSSING TO BE CLOSED	Demo Crossing and remove pedestrian walkways within CFRC corridor
622435M	808.28	Ruby Ave.	New House to be installed combined with new signal at crossing. Replace and relocate FL&G with sidewalk arm and Cantilever in the NE quadrant Replace and relocate FL&G and Cantilever in the SW quadrant PEDSA in the SE and NW quadrant Replace all existing lights with LED's	Recommended house location is in NW Quadrant	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct curb and roadway for the East and West approach Add new detectable warning to sidewalk in all four quadrants Install concrete header curb at interface between brick pavers and asphalt pavement
	808.53	Beaumont Ave	New House to be installed. New FL&G with sidewalk arm in SW quadrant. New FL&G in the NE Quadrant PEDSA in the SE, NW quadrant	Recommended house location is in SE Quadrant Crossing relocated from Penfield Ave. FL&G in NW quadrant installed behind sidewalk	Construct 2 new track crossings concrete crossing panels for M/L1 and M/L2 Add new sidewalk, curb, and roadway to East and West approaches within the railroad corridor. Crossing width shall match the plans prepared by the City of Kissimmee for this crossing. Coordinate with the City of Kissimmee.
622437B	808.61	Vernon Rd.		CROSSING TO BE CLOSED	Demo crossing after new access to property on the east side of the rail corridor is completed by others. Remove all asphalt approaches within the rail corridor. Remove crossbucks Install Object Marker signage.
622438H	808.76	Penfield St./ Lakeshore Dr.	Remove crossing warning system	CROSSING TO BE CLOSED	Demo crossing including removal of all pavement, sidewalks, curbs, crossbucks, etc. and install Object Marker signage
622944J	808.77	Clyde Ave.	New House to be installed Relocate FL&G in NE and SW quadrants PEDSA in the SE, NW quadrant	Recommended house location is in SE Quadrant Note: Chose gates in newest/best condition to relocate from Clyde and Penfield and reinstall at Clyde Ave.	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct sidewalk, curb and roadway for the East and West approach Add new detectable warning to curb ramps and sidewalk in all four quadrants Clay Street shall provide a right turn only movement at Clyde Ave. Penfield Street shall be one-way westbound at the grade crossing.
622946X	810.45	Pleasant Hill Rd.	New House to be installed combined with new signal at crossing.  Replace Flashers on NE FL&G with 2-way flashers	Recommended house location is in SE Quadrant Determine operation of Preemption.	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct roadway for the East and West approach Modify existing traffic signal at Pleasant Hill Road / Pug Mill Road intersection to include a westbound left turn arrow onto Pug Mill Road and extend the westbound phase to clear the queue when the grade crossing is activated.

<i>DOT #</i>	<i>Mile Post</i>	<i>Crossing Name</i>	<i>Minimum Required Signal Changes (by Signal Design-Build Firm, to be coordinated with Civil Improvements)</i>	<i>Additional Information</i>	<i>Minimum Civil Improvements by Design-Build Firm</i>
622948L	812.16	Crestridge Dr.	New house to be installed. New FL&G in NE and SW quadrants. FL&G in NE to include sidelights	Recommended house location is in NW Quadrant	Construct 2 new track crossings with concrete crossing panels for M/L1 and M/L2 Reconstruct roadway for the East approach
	813.71	Poinciana Ped Walk	New House to be installed . PEDFL to be installed. Second Train Warning Signs	Pedestrian crossing mileposts are approximate. The Design Firm is to determine the exact milepost within the station areas.	See Central Florida Commuter Rail Transit (CFCRT) Phase 2 South Station Plans
626405J	813.77	Poinciana Blvd.	PEDSA in NW & PEDSM in NE quadrant	Note: Active project for roadway improvements – verify scope prior to construction Note there are two (2) pedestrian crossings at this station.	See Central Florida Commuter Rail Transit (CFCRT) Phase 2 South Station Plans for the two crossings.

	<p>This table provides a detailed description of changes and upgrades required at each roadway-rail grade crossing as identified in the FDOT Diagnostic Review performed in August 2009.</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>Required Changes: Changes necessary due to project restrictions such as ROW property restrictions, identified project requirements, etc.</p> <p>Civil Requirements: Changes identified for addition of second track and improvements to the roadway, crossing surface, sidewalk or drainage improvements – Roadway design files shall be reviewed for complete civil changes required at each location.</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>
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The Design-Build Firm shall not impede or disrupt the operation of the active grade crossing warning devices during all periods when the grade crossings are open to traffic (vehicular and train traffic). This will require coordination with both the Department’s Signal Maintenance of Way Contractor and the Signal Design-Build Firm responsible for the design and construction of the wayside and grade crossing warning system.

**T. Station Plans**

The Design-Build Firm shall be responsible for the complete construction of the four (4) stations located at Meadow Woods, Osceola Parkway, Kissimmee, and Poinciana. The stations include the station parking lots (including lighting landscaping, and hardscape), drainage, bus and kiss ‘n ride circulation and

parking, station platforms, and platform appurtenances including the canopies, electronic systems (CCTV, PA/VMS, PAT, ECB, and UPS), water fountains, finishes, communications cabinets, utility services, and mounting areas (including utility connections and conduits) for the ticket vending machines and ticket validating units. The ticket vending machines and ticket validating units will be installed by others under a separate contract. The station construction documentation shall include, but not be limited to, the following:

- Maintenance of Communication Plans (MOC)
- Equipment attachment details
- Front and back cabinet layout
- System level block diagrams
- Device level block diagrams
- Device IP table
- Network equipment configuration (VLAN configuration, port configuration/assignments, RSTP configuration, IGMP Snooping configuration, etc.)

#### **U. Railroad Signal System Plans**

The wayside signal system and the grade crossing warning system for Phase 2 South are to be designed and constructed under a separate contract. The Design-Build Firm is required to coordinate with the Departments Signal Maintenance of Way Contractor and the other Signal Design-Build Firm responsible for designing and constructing the wayside signal and grade crossing warning systems to maintain active signal and grade crossing warning systems at all times when the tracks and crossings are active.

#### **V. Positive Train Control Plans**

The Department may have a separate contract for the design and the implementation of the Positive Train Control system for the project, including the installation of equipment on the corridor and in the vehicles as well as the implementation of the back of the house operation to communicate with the existing dispatch system. The Design-Build Firm shall be responsible for coordinating with the Positive Train Control contractor, if procured by the Department, during the timeframe for this Project.

#### **W. Vehicle Storage and Light Maintenance Facility Plans**

The Design-Build Firm shall be responsible for the design and construction of the Vehicle Storage and Light Maintenance Facility located adjacent to the Poinciana station. The Vehicle Storage and Light Maintenance Facility shall be designed and constructed in accordance with the Design Criteria, included as an attachment to this RFP.

The Vehicle Storage and Light Maintenance Facility (VSLMF) shall include the following elements which shall meet the requirements of the Design Criteria included as an attachment to this RFP:

- 1,760 square foot pre-engineered building for train crews, mechanical office, restrooms, shower, storage and utility space
- 4,689 lf of new track to provide overnight storage for up to four train consists (one locomotive plus three cars):
  - One 2,319 ft storage track complete with bumping post with pans or track mats for fueling
  - One 903 ft storage track complete with pans or track mats for fueling
  - One 1,467 ft runaround track
- Fueling, interior cleaning and daily inspections will be performed on the storage tracks

- Wayside power (minimum of two units to match units provided for the IOS VSMF)
- Engine-generator set to provide backup power with sub-base fuel tank
- 20 ft x 20 ft x 1 ft thick storage pad
- Concrete dumpster pad
- Yard compressed air with oil/water separator in weatherproof and conditioned enclosure, water, fire hydrants, irrigation, and electrical service for vehicle storage
- One toilet dump station with 10,000 gal underground holding tank and potable water source
- Security fencing with remote control gates for the entire VSLMF facility and Yard
- Sanitary and storm drainage systems
- Mechanical details
- Site security, communication and building systems
- Video surveillance (CCTV)
- Conventional yard lighting using Dark Skies criteria
- Access roads, crossings, site drainage, and parking

## X. Fencing Plans

The Design-Build Firm shall design and construct fencing at specified locations throughout the corridor. The wayside fencing shall be Type B black vinyl coated fencing, with a minimum height of 6 feet. The intertrack fencing shall be as outlined in the Design Criteria, included as an attachment to this RFP. Fencing shall be installed at the following locations:

Location	Approximate Length (ft)	Type	Concept Plan Sheet Number	Location
MP 801.2	565	Intertrack fence	T30.0222	Meadow Woods Station
MP 804.5	612	Intertrack fence	T30.0234	Osceola Station
MP 806.2	35	FDOT Type B fence	T30.0409B	NW Quad of Donegan Ave Crossing
MP 806.2	16	Double Gate	T30.0409B	NW Quad of Donegan Ave Crossing
MP 806.2	66	FDOT Type B fence	T30.0409B	SE Quad of Donegan Ave Crossing
MP 806.2	14	Double Gate	T30.0409B	SE Quad of Donegan Ave Crossing
MP 808.0	660	Intertrack fence	T30.0247	Kissimmee Station
MP 808.1	308	Intertrack fence	T30.0248	Dakin to Monument
MP 808.2	672	Intertrack fence	T30.0248	Monument to Ruby
MP 808.6	486	FDOT Type B fence	T30.0249 - T30.0250	Beaumont Ave to Vernon Ave
MP 808.9	206	FDOT Type B fence	T30.0251	NE Quad of 17-92 Bridge
MP 808.9	200	FDOT Type B fence	T30.0251	NW Quad of 17-92 Bridge
MP 809.0	808	FDOT Type B fence	T30.0251	SE Quad of 17-92 Bridge
MP 809.0	810	FDOT Type B fence	T30.0251	SW Quad of 17-92 Bridge
MP 809.0	26	FDOT Type B fence	T30.0251	between crashwalls for 17-92 Bridge Eastside
MP 809.0	26	FDOT Type B fence	T30.0251	between crashwalls for 17-92 Bridge Westside
MP 813.7	717	Intertrack fence	T30.0269	Poinciana Station
MP 813.7	904	FDOT Type B fence	T30.0269	Poinciana Station – east of station plaza from the VSLMF Fencing to Poinciana Blvd
MP 813.7	214	FDOT Type B fence	T30.0269	Poinciana Station – East platform to Poinciana Blvd

Location	Approximate Length (ft)	Type	Concept Plan Sheet Number	Location
MP 813.7	227	FDOT Type B fence	T30.0269	Poinciana Station – West platform to Poinciana Blvd

All fencing lengths are approximate and termination point shall be reviewed and accepted by the Department.

#### Y. Materials to be Provided by the Department

To facilitate the construction of the project, the Department is procuring various items from Vendors for the Design-Build Firm. These materials shall 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, unloading, and coordinating unloading efforts with the Department and all Vendors supplying the material. Any costs of delay, including storage costs, related to unloading of the material or lack of coordinating unloading efforts shall be the responsibility of the Design-Build Firm.

The Design-Build firm shall be responsible for storing and securing the items within the project area until they are needed for construction. The delivery amounts are:

- Special Trackwork - Turnouts and Crossovers

Item Description	Quantity
#10 LH Rail Bound Manganese Turnout, Straight Split Switch, Uniform Risers, 16'-6" Switch Points,	3
#10 RH Rail Bound Manganese Turnout, Straight Split Switch, Uniform Risers, 16'-6" Switch Points	1
#15 LH Rail Bound Manganese Turnout, Curved Split Switch, Uniform Risers, 26'-0" Switch Points	1
#15 RH Rail Bound Manganese Turnout, Curved Split Switch, Uniform Risers, 26'-0" Switch Points	1
#15 LH Rail Bound Manganese Crossover, Curved Split Switch, Uniform Risers, 26'-0" Switch Points, 15' Track Centers	1
#15 LH Rail Bound Manganese Crossover, Curved Split Switch, Uniform Risers, 26'-0" Switch Points, 20' Track Centers	1
#20 LH Rail Bound Manganese Turnout, Curved Split Switch, Uniform Risers, 39'-0" Curved Points	1
#20 RH Rail Bound Manganese Turnout, Curved Split Switch, Uniform Risers, 39'-0" Curved Points	1
#20 LH Rail Bound Manganese Crossover, Curved Split Switch, Uniform Risers, 39'-0" Curved Points , 15' Track Centers	2
#20 RH Rail Bound Manganese Crossover, Curved Split Switch, Uniform Risers, 39'-0" Curved Points, 15' Track Centers	1

- Total 115# CWR - new rail :

<b>Total new rail</b>	<b>L (ft)</b>
115RE Standard Strength	68,800
115RE Head Hardened	11,200
Sub-total	80,000

Note: 115# Rail will be delivered by rail train

- Total new railroad ties:

<b>Total new railroad ties</b>	<b>Each</b>
7" Grade x 8.5 foot mainline Timber Crosstie – dual treated (Boron/Creosote)	18,725
7" Grade x 10 foot mainline Timber Switch Tie – dual treated (Boron/Creosote)	500
Sub-total	19,225

## **Z. Safety and Security Requirements**

The Design-Build Firm shall be responsible for complying with all safety and security requirements for the CFRC, including the requirements included as attachments to this RFP. The Design-Build Firm shall be responsible for preparing a Hazard Analysis for their design, and submitting this analysis, including the proposed mitigation for each identified hazard, to the Department for review and acceptance.

The Design-Build Firm shall also be responsible for preparing and completing the Safety Certification elements, including the Design Conformance Checklists (DCCs) and the Construction Conformance Checklists (CCCs) in accordance with the Federal Transit Administration's "Handbook for Transit Safety and Security Certification" (FTA-MA-90-5006-02-01).

### **Design Conformance Checklists**

The Design-Build Firm shall be responsible for preparing the DCCs as part of the Safety and Security Certification for the project. Draft DCCs have been prepared for use as a template and baseline for revising and finalizing the DCCs and are included as a Reference Document to this RFP. The Design-Build Firm shall identify safety and security design criteria from the CFRC Design Criteria, hazard analyses and lessons learned from Phase 1 and create checklists for each certifiable element. The final DCC's shall be submitted to the Department for review and acceptance with the 90% Phase Submittal. The Design-Build Firm shall validate and initial each line item in the DCCs and reference the appropriate specification section, drawing or other report or analyses. During the design phase of the safety certification process, a "Safety and Security Open Items List" list shall be developed and maintained by the Design-Build Firm for those items that have not been verified for conformance with design requirements as well as unresolved safety or security issues. As the project proceeds from design into construction, reviews will be performed to verify that change proposals and deviations from the baseline design do not degrade the level of safety and security. Any items from the reviews that affect safety and security shall be added to the Open Items List which shall be tracked to closure. The Safety and Security Open Items List is separate from any other open items lists that may be required during design or construction.

## Construction Specification Conformance Checklists

The construction specification conformance checklists (CCCs) are used to verify that the construction is undertaken in accordance with the specifications, drawings and other contract documents. The CCCs shall include items for construction, manufacture, installation, testing, commissioning, and integration leading to use of equipment and facilities for revenue service. The Department shall prepare the CCCs. The Design-Build Firm shall be required to fill out each line item, provide supporting documentation and validate each line item by initialing the line item. The Design-Build Firm's Construction Project Manager or designee approved by the Department shall initial each line. Within seven (7) days of completion of an item, the Design-Build Firm shall submit to the Department the initialed document and the supporting documentation for that particular element. The Department will verify each line item for accuracy. The supporting documentation typically includes, without limitation, inspection reports, job photos or other evidence and submittals such as cut sheets and test reports. All test results shall be submitted to the Department as an attachment to the appropriate CCC. Safety and security requirements not verified by available documentation shall be tracked to resolution through the Safety and Security Open Items List.

The Safety and Security Open Items List shall, at a minimum, be updated on a monthly basis. Both the DCCs and CCCs shall be signed by either the Design-Build Firm's Construction or Design Project Manager and contain the required supporting documentation for each element. The completed original signed documents, in addition to an electronic copy of the DCCs, CCCs, and supporting documentation, shall be submitted to the Department sixty (60) days prior to revenue service and/or prior to any opening of the line for revenue service.

The Design-Build Firm shall be required to update the safety and security plans to incorporate the elements of Phase 2 South. The following safety and security plans shall be updated by the Design-Build Firm and submitted to the Department for their review and acceptance:

- CFRC Safety and Security Management Plan (SSMP) – to be submitted and accepted by the Department prior to commencement of construction and updated, submitted and accepted by the Department 120 days prior to pre-revenue operation in accordance with the FTA's guidance document *Safety and Security Management in Transit Projects*, March 2009.
- CFRC System Safety Program Plan (SSPP) – to be submitted and accepted by the Department 90 days prior to Revenue Service
- CFRC System Security Plan (SSP) – to be submitted and accepted by the Department 90 days prior to Revenue Service
- CFRC Safety and Security Certification Plan (SSCP) – to be submitted and accepted by the Department prior to commencement of construction
- CFRC Safety and Security Emergency Preparedness Plan (SSEPP) – to be submitted and accepted by the Department 90 days prior to Revenue Service

The Design-Build Firm shall attend the monthly Safety and Security Certification Committee (SSCC) meetings and submit the DCCs, safety and security plans and Hazard Analysis for review and acceptance by the SSCC.

### AA. Coordination with Other Contractors in the Corridor

The Department currently has under contract an Operations and Maintenance of Way Contractor, a Signal Maintenance of Way Contractor and a Fare Collection Contractor. The Operations and Maintenance of Way Contractor and the Signal Maintenance of Way Contractor shall continue to be responsible for the maintenance of the existing infrastructure system along the corridor not being improvement under this

Project. The Fare Collection Contractor shall continue to be responsible for the maintenance of the existing fare collection system and the installation and testing of the new fare collection system. The Design-Build Firm shall be responsible for maintaining and inspecting their work until Final or Partial Acceptance, with the following exception. The Operations and Maintenance of Way Contractor shall take over routine maintenance and inspections of permanent track sections once the section is placed in service. This Signal Maintenance of Way Contractor shall take over routine maintenance and inspections of permanent wayside and grade crossing warning systems once the elements of the system are placed in service. Track shall include all infrastructure including but not limited to rail, ties, ballast, subballast, crossing surfaces and drainage. Signals shall include wayside and grade crossing warning systems, including all houses equipment casing. For a section of track to be placed in service it must meet the requirements of this RFP, all FRA requirements, rail must be free of rust, and inspected and accepted by the Department, the Operations and Maintenance of Way Contractor and the Signal Maintenance of Way Contractor. Temporary track alignments and temporary wayside and grade crossing warning systems placed into service shall be maintained and inspected by the Design-Build Firm and the Signal Design-Build Firm. All inspections shall be completed in accordance with FRA regulations and copies of all inspections reports shall be provided to the Department within 24 hours of the completion of each inspection.

The Department intends to award a separate contract to a Signal Design-Build Firm. The Signal Design-Build Firm shall be responsible for the design and construction of the wayside signal system and the grade crossing warning system. The Design-Build Firm shall be responsible for coordinating all design and construction efforts with the Signal Design-Build Firm. The Design-Build Firm and Signal Design-Build Firm shall mutually agree and provide to the Department a schedule for activities that require coordination. The schedule shall be signed by both parties.

The Fare Collection Contractor shall be responsible for furnishing and installing the Ticket Vending Machines (TVMs) and Ticket Validator Units (TVUs) on the station platforms. The Design-Build Firm shall be responsible for coordinating all design and construction efforts with the Fare Collection Contractor. The Design-Build Firm and the Signal Design-Build Firm shall mutually agree and provide to the Department a schedule of activities that includes the required coordination. The Design-Build Firm shall coordinate with the Fare Collection Contractor for the location of the TVMs and TVUs as well as furnish and install all necessary items including, but not limited to, conduit, power cables, communication cables and pull boxes to permit the TVMs and TVUs to be functional.

Failure of the Design-Build Firm to coordinate both the design and the construction or the failure of the Signal Design-Build Firm to execute the mutually agreed upon design and/or construction according to the agreed upon schedule shall not be grounds for delay under Section 5-12.2.2 of the Division I Design-Build Specifications. Failure of the Signal Design-Build Firm to coordinate both the design and the construction or the failure of the Design-Build Firm to execute the mutually agreed upon design and/or construction according to the agreed upon schedule shall not be grounds for delay under Section 5-12.2.2 of the Division I Design-Build Specifications.

The Department intends to award a separate contract for the design and implementation of Positive Train Control. The Design-Build Firm shall be responsible for coordinating with the Positive Train Control contractor, if procured by the Department during the timeframe for this Project

## **BB. Rail Grinding**

After track work has been installed to the specified tolerances but before revenue operations, grind all running rail within the project limits including any designated portions of special track work. All rail



grinding shall conform to the CFRC optimized rail head profiles to be provided by CFRC, and follow the latest edition of AREMA Manual for Railway Engineering, Section 4.8, Rail Grinding Best Practice.

### **CC. Equipment Manuals and Training**

The Design-Build Firm shall provide equipment and system manuals that meet the following requirements:

The equipment or software manuals shall provide all of the textual, tabular, and graphic information required for maintaining, troubleshooting and operating all system equipment and software. The maintenance manuals shall include detailed troubleshooting, repair, and testing procedures. The operational manual shall include detail information how to operate the equipment or software. The manuals shall include the following sections for each item of equipment:

- Design details and theory of operation.
- Description of all equipment/software functions.
- Graphic illustrations of all sections of the equipment with labels for important adjustments and components.
- Schematic diagrams for all sections of all electronic equipment.
- Complete generic parts lists for all electronic equipment.
- Testing procedures including the use of test equipment in troubleshooting and repairing equipment failure.
- Equipment removal and replacement procedures.
- Preventive maintenance schedules.
- Comprehensive calibration and adjustment procedures.
- A list of recommended tools and test equipment required for performing all maintenance tasks.
- A list of special tools (including software tools) provided by the manufacturer.
- Recommended spare parts list for one year's operation.
- As-built system drawings, location drawings, schematics, wiring diagrams and location plans for each location.
- The software programming, trouble shooting, fault diagnostics, and shutdown procedures.
- A tutorial of each network management system including self-diagnostic and alarm software and troubleshooting procedures.
- A detailed explanation of each type of protocol found on this project.

Maintenance Utility Software/Hardware: The Design-Build Firm shall provide specialized maintenance utility software and hardware that allows maintenance technicians to perform routine maintenance functions as recommended by the application vendors and/or hardware vendor.

The Design-Build Firm shall provide maintenance and operation training for all equipment and software provided for this project. Training shall include the following:

- Scope of system.
- Familiarization with all of the equipment operations.
- Familiarization with operation, troubleshooting, maintenance, and emergency restoration. Repair of equipment shall be to the lowest level of field replaceable parts. Repair at the printed circuit board level shall not be required.
- Equipment calibration.
- Hands training for testing, calibration, and troubleshooting procedures.

- Use of any specialize test equipment in troubleshooting and repairing equipment failures.

The Design-Build Firm shall provide a qualified training instructor. The training shall be performed either by an equipment manufacturer's trainer or by a technician trained and certified by the equipment manufacturer. The manufacturer's training certification shall clearly show that the training received qualifies the individual to perform training.

The Design-Build Firm shall begin coordination with the Department for the training classes schedule a minimum of sixty (60) days prior to the scheduled Field Acceptance Test (FAT). All of the training shall be conducted prior to performing any FAT. The Design-Build shall be responsible for providing all of the training material, including all of the equipment necessary for the hands on training. The Design-Build Firm shall provide at a minimum the following training classes:

CLASS	# OF STUDENTS	HOURS OF TRAINING PER STUDENT	# OF CLASSES
RPU	5	4 hours hardware, 12 hours programming	1
PA\VMS	5	16	1
Ethernet Network Equipment	5	16	1
UPS \ Cabinet wiring	5	8	1
PAT and ECB	5	8	1

The Design-Build Firm shall submit for review and approval to the Department the training manuals, training syllabus, and trainer's qualifications at a minimum of ninety (90) days after equipment shop drawing approval. No training shall be conducted until the training manuals, training syllabus, and trainer have been approved by the Department.

## VII. Technical Proposal Requirements:

### A. General:

Each 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.

### B. Submittal Requirements:

The Technical Proposal shall be bound with the information, paper size and page limitation requirements as listed herein.

A copy of the written Technical Proposal must also be submitted in .pdf format including bookmarks for each section on a CD, DVD, or Flash Drive. Bookmarks which provide links to content within the Technical Proposal are allowed. Bookmarks which provide direct to information not included within the content of the Technical Proposal shall not be utilized. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Only upon request by the Department, provide calculations, studies and/or research to support features identified in the Technical Proposal. This only applies during the Technical Proposal Evaluation phase.

Submit 1 Original, seven (7) CD's, DVD's or Flash Drives containing the Technical Proposal in .pdf format and seven (7) collated, complete sets of hard copies of the Technical Proposal to:

Michelle Sloan  
Procurement Services  
Florida Department of Transportation, District 5  
719 South Woodland Boulevard  
DeLand, Florida 32720

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 15, single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"X17" sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal. Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time. Proposed Contract Time will be evaluated when Bid Price Proposals are received.

Section 2: Plans and Technical Special Provisions

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is allowed provided it clarifies the plan and profile views. However, the Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11"x17" sheets.

- Right-of-Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right-of-Way parcels if applicable and approved through the ATC process. Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual, except as modified herein.
- The Plans shall complement the Project Approach.
- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11".

**C. Evaluation Criteria:**

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

<b>Item</b>	<b>Value</b>
1. Design	25
2. Construction	40
3. Innovation	10
4. Value Added	5
<b>Maximum Score</b>	<b>80</b>

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

1. **Design (25 points)**

Credit will be given for the quality and suitability of the following elements:

- Structures design
- Roadway design / and safety
- Railroad design / and safety
- Drainage design
- Environmental Design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts through design to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures
- Roadway Traffic Control Plan design
- Railroad Traffic Control Plan design
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design

- Design considerations which improve recycling and reuse opportunities
- Coordination with the Signal Design-Build Firm

Credit will be given for aesthetics features of the design including but not limited to the following: considerations in the geometry, suitability and consistency of structure type, structure finishes, shapes, proportions and form throughout the limits of the project.

Credit will be given for design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

Credit will be given for development of design approaches which minimize periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, access to structure's lighting system, and impacts to long term maintenance costs.

Credit will be given for approach for the design coordination with the Signal Design-Build Firm and coordinated submittals of component plans.

## 2. **Construction (40 points)**

Credit will be given for the quality and suitability of the following elements:

- Safety
- Structures construction
- Roadway construction
- Railroad construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts through construction to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures
  - Tenant Railroads
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Implementation of the Roadway Maintenance of Traffic Plan
- Implementation of the Railroad Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction
- Station Communications
- Integration Plan
- Coordination with the Signal Design-Build Firm

Credit will be given for developing and deploying construction techniques that enhance project durability, reduce long term and routine maintenance, and those techniques which enhance public and worker safety. This shall include, but not be limited to, minimization of lane and driveway closures, lane widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

Credit will be given for insuring all environmental commitments are honored.

Credit will be given for construction and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility conflicts.

Credit will be given for construction and coordination with the Signal-Design-Build Firm that clearly defines the work to be completed by each Firm to open any portion of the track for service.

**3. Innovation (10 points)**

Credit will be given for introducing and implementing innovative design approaches and construction techniques which address the following elements:

- Minimize or eliminate Utility relocations
- Materials
- Workmanship
- Enhance Design and Construction aspects related to future expansion of the transportation facility

**4. Value Added (5 points)**

Credit will be given for the following Value Added features:

- Broadening the extent of the Value Added features of this RFP while maintaining existing threshold requirements
- Exceeding minimum material requirements to enhance durability of project components
- Providing additional Value Added project features proposed by the Design-Build Firm
- Warranties exceeding the minimum requirements specified in this RFP.

The following Value Added features have been identified by the Department as being applicable to this project. The Design-Build Firm may propose to broaden the extent of these Value Added features.

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years
Value Added Concrete Pavement	5 years
Value Added Bridge Components	5 years

**D. Final Selection Formula:**

The Department shall publicly open the sealed bid proposals and calculate an adjusted score using the following formula:

$$\frac{BPP}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal

TS = Technical Score (Combined Scores from LOI and Technical Proposal)

The Design-Build Firm selected will be the Design-Build 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.

**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 Bid Price Proposals. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer's Technical Score. Following announcement of the Technical Scores, the sealed Bid Price Proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Department observed holidays) after the public opening of the Technical Scores and Bid Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Bid 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.

**F. Stipend Awards:**

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be \$90,000.00 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must fully execute with original signatures and have delivered to the Department within one (1) week after the Short-List protest period, four (4) originals of the Design-Build Stipend Agreement, Form No. 700-011-14. The Short-Listed Design-Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the Design-Build Stipend Agreement will be returned to the Short-Listed Design-Build Firm.

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project".

**VIII. Bid Proposal Requirements.**

**A. Bid Price Proposal:**

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Project and the number of calendar days 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 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. One (1) hard copy Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

Ms. Michelle Sloan  
Procurement Office  
Florida Department of Transportation, District 5  
719 South Woodland Boulevard  
DeLand, Florida 32720

The package shall indicate clearly that it is the Bid Price Proposal and shall identify clearly the Proposer's name, and Project description. The Bid Price Proposal shall be secured and unopened until the date specified for opening of Bid Price Proposals.