

all hand throw switches to prevent unauthorized access until expiration of a predetermined time interval.

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

Communications Systems

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

Structures

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

Crash walls are required at three (3) locations within the project limits to protect existing structures.

Station Platforms

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

Center platforms will be removed at the Winter Park and Orlando Amtrak stations. The center platform at the abandoned Amtrak station in Sanford shall be removed to accommodate the Vehicle Storage and Maintenance Facility entrance track.