

## CFCRT Request for Proposal (RFP) Revisions Addendum No. 7

**Revision 1**     *Page 1, second paragraph – revise the first sentence to read as follows:*

“The Department has set a maximum bid price of \$159,500,000.00 for this project.”

**Revision 2**     *Page 3 under Communications Systems, first paragraph - Replace with the following:*

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

**Revision 3**     *Page 7 – Insert this paragraph after the last paragraph under “Other Project Elements” on page 7.*

“All construction shall be completed within right-of-way owned by the Department. The majority of the corridor will be purchased from CSX Transportation. There are 12 parcels that are to be acquired from property owners other than CSX Transportation required for construction contained in this RFP. The Design/Build Firm shall not proceed with construction on these 12 parcels until the right-of-way has been certified by the Department. These parcels, along with the anticipated date of right-of-way certification are as follows:

Parcel No.	Description	Location	Right-of-Way Certification Date
1 & 2	6 ft wide triangle area on the east side of right-of-way	South of Plumosa Ave., MP 779.52	Anticipated 2/1/09
3 & 4	Triangular parcel (approximate dimensions 6 ft x 100 ft.) west side of the right-of-way	Williams (vacated) just south of Merritt Street MP 780.14.	Anticipated 2/1/09
5	15-feet by approximately 1850 feet to connect the Rand Yard tertiary access to Narcissus Ave.	East side of Rand Yard	Anticipated 2/1/09
6	25 feet by 218 feet to construct the new second track entering the Longwood station.	East Orange Ave MP 777.46 and East Palmetto Ave. MP 777.52 (platted as Old Orlando Rd)	Anticipated 2/1/09
7	15 feet by 350 feet to construct Longwood Station Platform on the east side of the right-of-way	East side between east Palmetto and East Jessup Avenue, MP 777.63	Anticipated 2/1/09
8	14 feet by approximately 275 feet on the east side of right-of-way	Sanford - MP 765.62	Anticipated 2/1/09
9	10 feet by approximately 631 feet on the east side and 8 to 15 feet by approximately 616 feet on the west side of the right-of-way	Church Street Station, MP 790.44	Anticipated 2/1/09
10	7 feet-6 inches by approximately 300 feet on the east side of the right-of-way	Maitland Station, MP 782.72	Anticipated 2/1/09

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Parcel No.	Description	Location	Right-of-Way Certification Date
11	5 feet by approximately 300 feet on the east side of the right-of-way	Lake Mary Station, MP 773.09	Anticipated 2/1/09
12	10 feet by approximately 350 feet on the east side of the right-of-way	Altamonte Springs Station, MP 780.49	Anticipated 2/1/09

The Design/Build Firm shall not start construction activities within these parcels prior to the Department certifying the right-of-way. There shall be no right whatsoever to any damages for delay in the Department’s certifying the right-of-way up to and including April 1, 2009, whatsoever, whether for time extension, monetary compensation, or otherwise. In the event the Department certifies the right-of-way subsequent to April 1, 2009, then solely for the period between April 1, 2009 and the date of actual right-of-way certification shall the Design/Build Firm be entitled to any damages, whether time extension, monetary compensation or otherwise, and then only to the extent provided under the Division I Specifications, Sections 4-3.2 and 5-12.

***Revision 4 Page 14 – Section III.K – Design/Build and Maintain Contract***

In item (1) in second paragraph on the page, replace “Full Funding Grand Agreement” with “Full Funding Grant Agreement”.

***Revision 5 Page 54 – Section VI.O – ITS Plans – Replace the text in this section with the following text.***

“The Design/Build Firm shall prepare plans for the installation of a minimum 72M buried strand fiber optic line within Department owned right-of-way that extends throughout the limits of the IOS from north of Ft. Florida Road to south of Sand Lake Road. This fiber optic line will be used for communications between the stations and the Operations Control Center for the communications systems for all components (Public Address system, dynamic message signing, CCTV, SCADA system, ticket vending, passenger assistance telephone, ticket validators, and ATM/debit/credit card installations) except the Emergency Call Boxes. The Emergency Call Boxes shall be connected via telephone to the local jurisdictions responding to 911 emergencies. The fiber optic line installation shall be co-located in the same trench (in separate conduits) in those areas where the existing fiber optic line owned by Verizon is to be relocated (approximately 18 miles). Outside of the areas where the Verizon fiber optic line is to be relocated (approximately 14 miles), the Design/Build Firm shall design and install a minimum 72M strand fiber optic line connected to the line in the relocation areas. The fiber optic line shall include all connections within the Operations Control Center and a minimum of 500 feet of slack fiber for future connections at each of the station platform locations, at the RPUs and other locations required to provide the complete communications system to the Operations Control Center. Refer to Section VI.U of this RFP for communications system requirements. Pull boxes shall be installed to ensure conduit bends are less than an accumulated 180 degrees of turns (sum of the degrees of all turns between pull boxes) between accessible pull box locations. The connections at the station platforms will be completed by others under a separate contract. The Design/Build Firm shall provide a total of four (4) conduits, one for the fiber optic line and three (3) spare conduits. All fiber optic lines shall be designed and installed in accordance with the Department’s SunGuide standards, Specification 783, and the Design Criteria included as an Attachment to this RFP, including Addenda 1 through 7.

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

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

The Design/Build Firm shall design and install a minimum 72SM buried strand fiber optic line from the Operations Control Center building to the existing FDOT hub located at the interchange of I-4 and US 17-92. The fiber at the hub end of the fiber optic line shall end in a new splice box located within 20 feet of the existing hub cabinet, including a minimum of 100 feet of slack fiber for the future connection. The connection to the hub will be completed by others under a separate contract. The fiber at the Operations Control Center end of the fiber optic line shall provide a minimum of 200 feet of slack fiber in a splice box located outside the Operations Control Center immediately adjacent to the electrical/communications room, enter the building and provide a minimum of an additional 200 feet of slack fiber inside the room where the server is to be located. The Design/Build Firm shall provide a minimum of five (5) conduits into the Operations Control Center including all pull strings. Pull boxes must be installed to ensure conduit bends are less than 180 degrees of turns between accessible pull box locations.

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

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

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***Revision 6      Page 57 – Section VI.R – Grade Crossing Plans***

In the first paragraph, replace “MUTCS” with “MUTCD”.

***Revision 7      Page 62 - Section VI.T - Railroad Signal System Plans***

In the first paragraph, replace “CCF” with “Operations Control Center”. In the fourth paragraph, seventh bullet, replace “remove” with “remote”.

***Revision 8      Page 63 – Section VI.U - Communications System Plans add the following to the numbered list:***

“14.      Installation of fiber optic communications network within the Department owned right-of-way in accordance with the Design Criteria included as an attachment to this RFP.”

***Revision 9      Page 64 - Add the following paragraph to the end of Section VI.V – Vehicle Storage and Maintenance Facility.***

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