



*Florida Department of Transportation*

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November 30, 2021  
**ADDENDUM NO. 4**

To: ALL DESIGN-BUILD FIRMS

FINANCIAL PROJECT NUMBER: 423446-1-52-01

CONTRACT NUMBER: E59A1

COUNTY: Volusia

DESCRIPTION: Central Florida Commuter Rail Transit Phase 2 North

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The Request for Proposal (RFP) has been modified, see attached Addendum No. 4 Summary of Changes for details on the modifications.

All PROPOSAL HOLDERS please acknowledge receipt of the addendum on the Design Build Proposal Of form (Form No. 375-020-12) in the space provided.

Sincerely,

DocuSigned by:  
*Jeanne Feeney*

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Jeanne Feeney

District Contracts Administrator

District 5

**Addendum No. 4  
Summary of Changes**

**Central Florida Commuter Rail Transit Phase 2 North  
Financial Project Number: 423446-1-52-01  
Contract Number: E59A1**

**RFP is amended to include the following:**

1.) Attachments, Pages 3:

The following attachments have been updated/added in the RFP:

- Permits – Issued (SJRWMD Permit Number -114454-22) & **Issued** (FDEP **File Number - 407294-001-SFG**)
- CFRC Training Procedures and Costs – **Revised for Addenda**
- Design Criteria – Phase 2 North – **Revised for Addenda**

2.) References, Pages 4:

The following reference has been added in the RFP:

- **Culvert Inspection Report and Video**

3.) Section V.E Environmental Permits on Page 20; subsection 2 Permits:

The 4<sup>th</sup> paragraph has been revised to read as follows:

- The Department is responsible for providing mitigation of all wetland impacts identified in the following documents: St. John's River Water Management District (SJRWMD) Permit: 114454-22 and Florida Department of Environmental Protection (FDEP) **File** Number: **407294-001-SFG**. The SJRWMD Environmental Resource Permit has been issued and is included as an attachment to this RFP. The Florida Department of Environmental Protection (FDEP) 404 permit **has been issued and is included as an attachment to this RFP.**

4.) Section VI.F Roadway Design on Page 48; subsection 1 Drainage Analysis:

The 5<sup>th</sup> paragraph has been revised to read as follows:

- The Design-Build Firm shall verify that all existing cross drains, ditches, and storm sewers that are to remain within the limits of double-track construction 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 within the limits of double-track construction but otherwise would have sufficient remaining design life, repairs shall be made in accordance with the requirements of this RFP. **The existing cross drains within the project limits were inspected in November 2021. The results of the inspection are included as a reference to this RFP.**

5.) Section VI.F Roadway Design on Page 48 & 49; subsection 1 Drainage Analysis:  
The following table has been added after 5<sup>th</sup> paragraph:

**Based on the inspection results the following cross drains shall be replaced/repaiured at a minimum:**

<b>Location</b>	<b>Description</b>
MP 749.8	Replace
MP 750.5	Replace
MP 750.6	Replace
MP 750.9	Replace
MP 752.5	Replace

6.) Section VI.I Structure Plans on Page 52:  
The 3<sup>rd</sup> paragraph has been revised to read as follows:

- The Design-Build Firm shall evaluate the remaining service life for all existing box culverts to remain. The Design-Build Firm shall **repair all existing joints and waterproof the entire exterior** top surface of the existing box culvert.

7.) Section VI.T Track Work Plans on Page 63:  
The 1st paragraph has been revised to read as follows:

- 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 a maximum 60 mph and the passenger service for Amtrak and SunRail at a maximum 79 mph operating speeds or as authorized by the CFRC Timetable – Current Edition. 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. **The Design-Build Firm shall relocate the existing bumping post at the DeBary Station to the DeLand Station stub track.**

8.) Section VI.CC Rail Grinding on Page 72:

The 1st paragraph has been revised to read as follows:

- After track work has been installed to the specified tolerances but before revenue operations, grind all running rail **to remove rust and mill scale** within the project limits including any designated portions of special track work.

**CFRC Training Procedures and Costs, an attachment to the RFP, is revised to incorporate changes for all issued Addenda to date. The listing below summarizes the revisions to CFRC Training Procedures and Costs:**

9.) Cover Sheet:

The cover sheet was revised as follows:

- **Central Florida Commuter Rail Transit Phase 2 North**
- **Financial Projects Number(s): 423446-1-52-01**
- **Contract Number: E59A1**

10.) Page 2, section c:

The 2<sup>nd</sup> paragraph was revised as follows:

- The Contractor is required to schedule on-track protection services in advance of the planned work. On-Track Protection Services shall be provided by BMTC. ~~The Contractor shall pay BMTC directly for all On-Track Protection Services.~~ Additional information regarding CFRC Track Protection requirements, costs, and scheduling can be found at: <https://corporate.sunrail.com/doing-business-with-sunrail/corridor-use/>

**The Design Criteria – Phase 2 North, an attachment to the RFP, is revised to incorporate changes for all issued Addenda to date. The listing below summarizes the revisions to the Design Criteria - Phase 2 North:**

11.) Section 6.3 Special Trackwork on Page 15:

The 4th paragraph has been revised to read as follows:

- Bumping posts shall be located at the ends of all stub-ended yard tracks, the DeLand Station **stub track. Bumping posts shall be a Hayes Type WA or equivalent.**