

**PALM BEACH COUNTY  
BOARD OF COUNTY COMMISSIONERS  
AGENDA ITEM SUMMARY**

<b>Meeting Date:</b> February 7, 2017	<input checked="" type="checkbox"/> Consent	<input type="checkbox"/> Regular
	<input type="checkbox"/> Public Hearing	<input type="checkbox"/> Workshop
<b>Department:</b> Engineering & Public Works		
<b>Submitted By:</b> Engineering & Public Works		
<b>Submitted For:</b> Roadway Production Division		

**I. EXECUTIVE BRIEF**

**Motion and Title:** Staff recommends motion to approve: a tri-party railroad reimbursement agreement (Agreement) in the amount of \$433,148.70 with the Florida Department of Transportation (FDOT) and the South Florida Regional Transportation Authority (SFRTA) for the reconstruction of West Camino Real railroad FDOT/AAR Crossing Number 628166T (Project).

**SUMMARY:** Approval of the Agreement will allow SFRTA to construct the Project which entails removing and rebuilding the existing crossing surface. FDOT owns the railroad corridor property and SFRTA manages, operates and maintains the railroad operations along the corridor. Palm Beach County (County) will directly pay SFRTA the estimated reconstruction cost of \$433,148.70. The reconstruction is necessary to improve the roadway pavement and provide a smoother ride over the tracks for vehicles traveling on West Camino Real. District 4 (PK)

**Background and Justification:** The County has received complaints of a rough ride over the railroad crossing just west of I-95 on West Camino Real. In 2012, the County requested the crossing be considered for reconstruction to provide for a smoother ride. At that time, CSX Transportation Inc. (CSXT) was under contract with the FDOT to provide maintenance. In August 2012, a preliminary engineering agreement was executed between the County, FDOT and CSXT to design the reconstruction of the crossing. In February 2015, an agreement for the reconstruction was executed by the County. However, CSXT opted to not fully execute the agreement as their obligation with FDOT for the maintenance of the railroad was scheduled to end March 31, 2015. The SFRTA has now assumed that responsibility. The County holds the license agreement for this crossing and by agreement is required to fund all activities associated with its maintenance. SFRTA has provided an estimated cost of \$433,148.70 for the Project.

**Attachments:**

1. Location Map
2. Agreements (5)

<b>Recommended By:</b> 	<b>Date</b> 1/5/17
<i>KFS</i> Department Director	

<b>Approved By:</b> 	<b>Date</b> 1/10/17
Assistant County Administrator	

**II. FISCAL IMPACT ANALYSIS**

**A. Five Year Summary of Fiscal Impact:**

Fiscal Years	2017	2018	2019	2020	2021
Capital Expenditures	<u>\$498,149</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
Operating Costs	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
External Revenues	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
Program Income (County)	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
In-Kind Match (County)	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
<b>NET FISCAL IMPACT</b>	<b><u>\$498,149</u></b>	<b><u>-0-</u></b>	<b><u>-0-</u></b>	<b><u>-0-</u></b>	<b><u>-0-</u></b>
# ADDITIONAL FTE POSITIONS (Cumulative)	_____	_____	_____	_____	_____

**Budget Account No:**

Fund 3500      Dept 361      Unit 1459      Object 6551

**Recommended Sources of Funds/Summary of Fiscal Impact:**

Transportation Improvement Fund  
West Camino Real at the CSXT Railroad-Crossing

Construction Contract	\$433,148.70
Contingency	\$ 45,000.00
Staff Costs -	
Roadway Production	\$ 5,000.00
Road and Bridge	\$ 5,000.00
Traffic	\$ 10,000.00
Fiscal Impact	<u>\$498,148.70</u>

**C. Departmental Fiscal Review:**

*Alicia Kovalainen*

**III. REVIEW COMMENTS**

**A. OFMB Fiscal and/or Contract Dev. and Control Comments:**

*[Signature]*  
OFMB 12/30  
ASD 12/30

*[Signature]*  
Contract Dev. and Control 1/10/17  
1/10/17

**B. Approved as to Form and Legal Sufficiency:**

*[Signature]*  
Assistant County Attorney 1/11/17

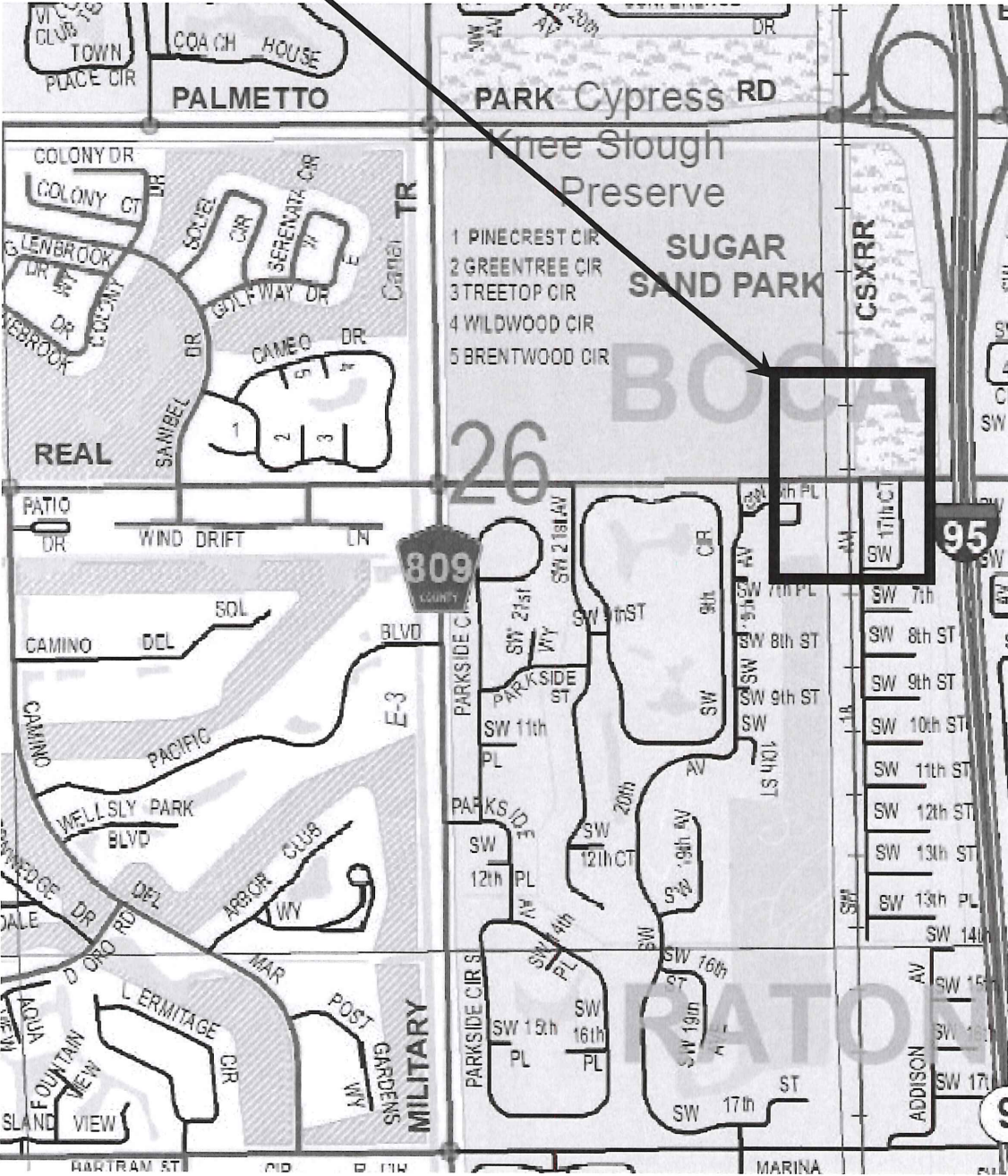
**C. Other Department Review:**

\_\_\_\_\_  
Department Director

**This summary is not to be used as a basis for payment.**

**WEST CAMINO REAL RAILROAD**

**FDOT/AAR CROSSING NUMBER 628166T**



**LOCATION SKETCH**

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
RAILROAD REIMBURSEMENT AGREEMENT  
GRADE CROSSING AND CROSSING TRAFFIC CONTROL DEVICES  
SOUTH FLORIDA RAIL CORRIDOR ONLY  
COUNTY ROADS RR CROSSINGS ONLY**

Financial Project I.D.	Road Name or Number	County Name	Parcel & R/W Number	FAP Number
N/A	Camino Real Rd	Palm Beach	N/A	N/A

**THIS AGREEMENT**, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ by and between the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**, hereinafter called the **DEPARTMENT**, and Palm Beach County, a political subdivision of the State of Florida, acting by and through its Board of County Commissioners, hereinafter called the **COUNTY**, and the **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, a body politic and corporate and an agency of the State of Florida created pursuant to Chapter 343, Florida Statutes, hereinafter called the **SFRTA**.

WITNESSETH:

**WHEREAS**, the **DEPARTMENT** and CSX Transportation, Inc., ("**CSXT**") entered into a contract for Installment Sale and Purchase, for the South Florida Rail Corridor ("SFRC") dated May 11, 1988, at which time the **DEPARTMENT** became the owner of said property and **CSXT** retained an exclusive perpetual easement for Rail Freight Operations within the SFRC upon which railroad freight, intercity passenger and commuter rail services are currently being conducted, and

**WHEREAS**, the **DEPARTMENT** and **CSXT** entered into an Operating and Management Agreement Phase A (OMAPA) pertaining to the line of railroad between West Palm Beach and Miami, Florida and related properties on May 11, 1988 (the "Phase A Agreement"), pursuant to which **CSXT** managed and maintained the SFRC property on behalf of the **DEPARTMENT** until March 28<sup>th</sup>, 2015, and

**WHEREAS**, the **DEPARTMENT** and **CSXT** entered into an Amended South Florida Operating and Management Agreement on January 25, 2013, as may be further amended, which provides for termination of OMAPA and transition of management, operation, and maintenance of the SFRC from **CSXT** to the **DEPARTMENT** upon the date determined pursuant to subsection 1(c) of SFOMA (the "SFOMA Commencement Date", which was March 29<sup>th</sup>, 2015); and

**WHEREAS**, the **DEPARTMENT** and the **SFRTA** entered into the SFRC Operating Agreement ("Operating Agreement") on June 13, 2013, by which the **SFRTA** on behalf of the **DEPARTMENT**, has been managing,

operating, maintaining, and dispatching, railroad operations on the SFRC as of Commencement, and also maintains and repairs the rights-of-way, layover facilities and yards, state-owned buildings and facilities, tracks, bridges, communications, signals and all appurtenances on the SFRC, and

**WHEREAS**, the **SFRTA**, at the request and sole cost and expense of the **COUNTY** is constructing, reconstructing or otherwise changing a portion of the Public Road System, designated by the **COUNTY** Project number   N/A  , on   Camino Real Rd   which crosses at grade the right of way and track (s) of the SFRC at Mile post   SX 996.41  , FDOT/AAR Crossing Number   628166T  , at or near   Boca Raton  , Florida as shown on the Project Plan Sheet No.   N/A  , attached hereto and made a part hereof,

NOW, THEREFORE, in consideration of the mutual undertakings as set forth herein, the parties hereto agree as follows:

1. The **COUNTY** has requested at its sole cost and expense that **SFRTA** construct or reconstruct an at-grade railroad crossing, and necessary approaches thereof, within the **DEPARTMENT's** right-of-way along the SFRC, over its tracks at the hereinabove-referenced location.
  
2.  If crossing surface work is required for the project, the **SFRTA**, shall provide, furnish or have furnished, all necessary material required for, and will construct at **COUNTY's** expense a Standard Railroad Crossing Type   C   in accordance with the **DEPARTMENT's** Standard Index No. 560 attached hereto and by this reference made a part hereof, and in accordance with all other Federal Railroad Administration (FRA) and American Railway Engineering and Maintenance of Way Association (AREMA) standards and guidelines. The initial construction cost and the cost of any reconstruction or rehabilitation thereafter shall be paid by the **COUNTY**. Upon completion of the crossing, the **SFRTA** shall be responsible for the routine maintenance of all trackbed and rail components plus the highway roadbed and surface for the width of the rail ties within the crossing area for single-track crossings, and for all trackbed and rail components plus the highway roadbed and surface for the width of the rail ties within the crossing area and between tracks for multiple-track crossings, in accordance with the Operating Agreement and the SFOMA Agreement. The **COUNTY** shall be responsible for the maintenance of the highway roadbed and surface outside the railway ties. All costs required to maintain the crossing in good working condition, as well as any subsequent modifications including reconstruction or rehabilitation of the crossing, as may be requested by any of the parties to this Agreement, shall be the sole financial responsibility of the **COUNTY**. IT BEING

EXPRESSLY UNDERSTOOD AND AGREED that the **SFRTA** may, at its option and upon notification to the **COUNTY**, perform such periodic maintenance work and bill the **COUNTY** directly for costs thus incurred that are the responsibility of the **COUNTY**.

If Railroad Grade Crossing Traffic Control Devices work is required for the project, the **SFRTA**, shall provide, furnish or have furnished, all necessary material required for, and will install at the **COUNTY** expense automatic, railroad grade crossing traffic control devices at said location in accordance with the **DEPARTMENT**'s Plans and Standard Index Number 17882 attached hereto, and by this reference made a part hereof. If traffic control devices are being installed/upgraded under the Signal Safety Program (US Code Title 23, Section 130), then the **DEPARTMENT** will reimburse **SFRTA** for 100% of the costs of installation/upgrades pursuant to the Operating Agreement and the SFOMA Agreement.

3. The cost of maintaining all signals at the crossing shall be allocated as follows; fifty (50) percent of the expense thereof in maintaining the same shall be borne by the **COUNTY**, and fifty (50) percent of the cost shall be borne by the **SFRTA**, as enumerated by the Schedule of Annual Cost of Automatic Highway Grade Crossing Traffic Control Devices attached hereto and by this reference made a part hereof and subject to future revision. Actual funding for the signals has been provided for in the Operating Agreement. **COUNTY** shall submit 50% of the cost of the Annual Maintenance costs to the **DEPARTMENT**. In instances where signals are installed and/or adjusted pursuant to this Agreement and found to be in satisfactory working order by the parties hereto, the same shall be immediately put in service, operated and maintained by the **SFRTA** pursuant to the Operating Agreement and the SFOMA Agreement so long as **SFRTA** or successors or assigns shall operate the said signals at said grade crossing; or until it is agreed between the parties hereto that the signals are no longer necessary; or until the said crossing is abandoned; or legal requirements occur which shall cease operation of signals thereat. The **SFRTA** agrees that any future relocation or adjustment of said signals shall be performed by the **SFRTA**, but at the expense of the party initiating such relocation. Upon relocation, the maintenance responsibility shall be in accordance with the provisions of this Agreement. It is further agreed that the cost of maintaining any additional or replacement signal equipment at the same location will be shared as provided above.
4. Unless otherwise agreed upon herein, the **COUNTY** agrees to ensure that the advance warning signs and railroad crossing pavement markings will conform to the Department of Transportation Manual on Uniform Traffic Control Devices within 30 days of notification that the railroad signal

improvements have been completed and that such signs and pavement markings will be continually maintained at an acceptable level.

5. The **DEPARTMENT** at its discretion, may arrange for the synchronization of the railroad crossing devices with existing or proposed highway traffic control devices at Camino Real Rd. Neither of the parties shall disconnect the interconnection circuit or change or cause to be changed the signal sequence without prior notice to the others. Each party shall maintain its respective devices from the point of the junction box as provided for the interconnect cable.
6. All work contemplated at this crossing shall at all times be subject to the approvals and notice provisions of the **Operating Agreement** and the **SFOMA Agreement**.
7. The **COUNTY** will reimburse **SFRTA** for the cost of watchmen or flagging service in the carrying out of work adjacent to the **SFRC**, or work requiring movement of equipment, employees or trucks across the **SFRC**, or when at times **SFRTA** and/or the **DEPARTMENT** agree that such a service is necessary.
8. All contractors working in the **SFRC** are required to have Railroad Protective Public Liability and Railroad Protective Property Damage Liability insurance where the **DEPARTMENT**, **SFRTA**, and **CSXT** are named insureds, and with limits not less than **\$ 2,000,000.00** combined single limit for bodily injury and/or property damage per occurrence and with an annual aggregate limit of no less than **\$ 6,000,000.00** Contractor will furnish the **DEPARTMENT** and **SFRTA** a Certificate of Insurance showing that the contractor carries liability insurance (applicable to the job in question) in the amounts set forth above. Such insurance is to conform with the requirements of the U.S. Department of Transportation, Federal Highway Administration, Federal Aid Policy Guide, Subchapter G, Part 646, Subpart A, and any supplements thereto or revisions thereof.
9. **SFRTA** hereby agrees, as applicable, to install and/or adjust the necessary parts of the **SFRC** facilities in accordance with the provisions set forth in the:

- (A) **DEPARTMENT** Procedure 725-080-002 Appendix D.4 and Rule 14-57.011 "Public Railroad-Highway Grade Crossing Costs", Florida Administrative Code.

- (B) Federal Highway Administration's Federal Aid-Highway Policy Guide, 23 C.F.R. Subchapter B, Part 140, Subpart I; and 23 C.F.R. Subchapter G, Part 646, Subpart B.

and any supplements thereto or revisions thereof, which, by reference hereto, are made a part hereof. **SFRTA** further agrees to do all such work with its own forces or by a contractor paid under a contract held by **SFRTA** under the supervision and approval of the **DEPARTMENT**, and the Federal Highway Administration, when applicable.

10. The **COUNTY** hereby agrees to reimburse **SFRTA**, as detailed in this Agreement, for all costs incurred by it in the installation and/or adjustment of said facilities, in accordance with the provisions above. If the Project is for Signal Safety improvements under Title 23, Section 130, then the **DEPARTMENT** agrees to reimburse **SFRTA**, as detailed in this Agreement, for all costs incurred by it in the installation and/or adjustment of said facilities, in accordance with the provisions above. It is understood and agreed by and between the parties hereto that preliminary engineering costs not incorporated within this Agreement shall be subject to payment by the **COUNTY**.
11. Attached hereto, and by this reference made a part hereof, are plans and specifications of the work to be performed by **SFRTA** pursuant to the terms hereof, and an estimate of the costs thereof in the amount of \$433,148.70. All work performed by the **SFRTA** pursuant hereto, shall be performed according to these plans and specifications as approved by the **DEPARTMENT**, and the Federal Highway Administration, if federal aid participating; and all subsequent plan changes shall likewise be approved by the **DEPARTMENT** and the Federal Highway Administration, when applicable.
12. All labor, services, materials, and equipment furnished by **SFRTA** in carrying out work to be performed, shall be billed by **SFRTA** directly to the **COUNTY**. If the Project is for Signal Safety improvements under Title 23, Section 130, then all labor, services, materials, and equipment furnished by **SFRTA** in carrying out work to be performed, shall be billed by **SFRTA** directly to the **DEPARTMENT**. Separate records as to costs of contract bid terms and force account items performed by **SFRTA** shall also be furnished by **SFRTA** to the **DEPARTMENT**.
13. The **DEPARTMENT** has determined that the method to be used by the **SFRTA** in developing future relocation or installation cost shall be actual and related indirect costs accumulated in



accordance with a work order accounting procedure prescribed by the applicable Federal or State regulatory body.

14. It is specifically agreed by and between the **DEPARTMENT**, the **COUNTY** and the **SFRTA**, that the **DEPARTMENT** and/or the **COUNTY** shall receive fair and adequate credit for any salvage which shall accrue to the **SFRTA** as a result of the above adjustment work.
15. Upon completion of the work, the **SFRTA** shall, within one hundred eighty (180) days, furnish the **COUNTY** with three (3) copies of its final and complete billing of all costs incurred in connection with the work performed hereunder, such statement to follow as closely as possible the order of items contained in the estimate attached hereto. The **COUNTY** shall reimburse the **SFRTA** for its portion of all actual costs attributable to the project subject to other provisions in this Agreement. The total for labor, overhead, travel expenses, transportation, equipment, material and supplies, handling costs, and other services shall be shown in such a manner as will permit ready comparison with the approved plans and estimates. Material shall be itemized where they represent major components of cost in the relocation following the pattern set out in the approved estimate as closely as possible. Salvage credits from recovered and replaced permanent and recovered temporary materials shall be reported in said bills in relative position with the charge for the replacement or the original charge for temporary use.

The final billing shall show the description and site of the project; the date on which the first work was performed, or, if preliminary engineering or right-of-way items are involved, the date on which the earliest item of billed expenses was incurred; the date on which the last work was performed or the last item of billed expenses was incurred; and the location where the records and accounts billed can be audited. Adequate reference shall be made in the billing to the **SFRTA**'s records, accounts, and other relevant documents. All cost records and accounts shall be subject to audit by a representative of the **COUNTY**. Upon receipt of invoices, prepared in accordance with the above reimbursement provisions, the **COUNTY** agrees to reimburse the **SFRTA** in the amount of such actual costs approved by the **COUNTY**'s auditor.

**For Signal Safety Projects under the Rail/Highway Grade Crossing Safety Improvement Program; the cost therefore shall be governed and reimbursed in accordance with Paragraphs 16 through 23 below.**

16. Upon completion of the work, the **SFRTA** shall, within one hundred eighty (180) days, furnish the **DEPARTMENT** with three (3) copies of its final and complete billing of all costs incurred in

connection with the work performed hereunder, such statement to follow as closely as possible the order of items contained in the estimate attached hereto. The **DEPARTMENT** shall reimburse the **SFRTA** for its portion of all actual costs attributable to the project subject to other provisions in this Agreement. The total for labor, overhead, travel expenses, transportation, equipment, material and supplies, handling costs, and other services shall be shown in such a manner as will permit ready comparison with the approved plans and estimates. Material shall be itemized where they represent major components of cost in the relocation following the pattern set out in the approved estimate as closely as possible. Salvage credits from recovered and replaced permanent and recovered temporary materials shall be reported in said bills in relative position with the charge for the replacement or the original charge for temporary use.

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17. In accordance with Section 215.422 Florida Statutes, the following provisions are in this Agreement:

Contractors providing goods and services to the **DEPARTMENT** should be aware of the following time frames. Upon receipt, the **DEPARTMENT** has five (5) working days to inspect and approve the goods and services, unless the Agreement specifies otherwise. The **DEPARTMENT** has twenty (20) working days to deliver a request for payment (voucher) to the Department of Banking and Finance. The twenty (20) days are measured from the latter of the date the invoice is received or the date the goods or services are received, inspected, and approved.

If a payment is not available, within forty (40) days, a separate interest penalty at a rate as established pursuant to Section 215.422 (3)(b), Florida Statutes, will be due and payable in addition to the invoice amount, to the Contractor. Interest penalties of less than one (1) dollar will not be enforced unless the Contractor requests payment. Invoices, which have to be returned to a Contractor because of Contractor preparation errors, will result in a delay in the payment. The

invoice payment requirements do not start until a properly completed invoice is provided to the **DEPARTMENT**.

A Vendor Ombudsman has been established within the Department of Bank and Finance. The duties of the individual include acting as an advocate for contractors/vendors who may be experiencing problems in obtaining timely payment(s) from a state agency.

The Vendor Ombudsman may be contacted at (850) 413-5516, or by calling the Division of Consumer Services at 1-877-693-5236.

18. Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the **DEPARTMENT**'s Comptroller under Section 334.44(29), F.S., or by the Department of Financial Services under Section 215.422(14), F.S.
19. In accordance with Section 287.058 F.S., the following provisions are in this Agreement: If this contract involves units of deliverables, then such units must be received and accepted in writing by the Contract Manager prior to payments. Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper pre-audit and post-audit thereof.
20. Bills for travel expenses specifically authorized in this Agreement shall be submitted and paid in accordance with **DEPARTMENT** Rule 14-57.011, Florida Administrative Code, and the Federal Highway Administration Federal Aid Policy Guide, 23 C.F.R. Subchapter B, Part 140, Subpart I "Reimbursement for Railroad Work."
21. In the event this contract is for services in excess of TWENTY-FIVE THOUSAND DOLLARS (\$25,000.00) and a term of more than one year, the provisions of Section 339.135 (6)(a), Florida Statutes are hereby incorporated;

The **DEPARTMENT** during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditures of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The **DEPARTMENT** shall require a statement from the Comptroller of the **DEPARTMENT** that such funds are available prior to the entering into any such contract or other binding commitment of funds.

Nothing herein contained shall prevent the making of contracts for periods, exceeding one year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the **DEPARTMENT** which are for an amount in excess of TWENTY-FIVE THOUSAND DOLLARS (\$25,000.00) and which have a term for a period of more than one year.

22. In accordance with Section 287.133 (2)(a), Florida Statutes, the following provisions are included in this Agreement:

A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids, proposals, or replies on leases for real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in section 287.017 for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

23. In accordance with Section 287.134(2)(a), Florida Statutes, the following provisions are included in this agreement:

An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity.

24. The **DEPARTMENT's** obligation to pay under this contract is contingent upon an annual appropriation by the Florida Legislature in accordance with Section 287.0582, Florida Statutes.

25. The **SFRTA** shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the **SFRTA** in conjunction with this Agreement. Specifically, if the **SFRTA** is acting on behalf of a public agency the **SFRTA** shall:

- (a) Keep and maintain public records that ordinarily and necessarily would be required by the **DEPARTMENT** in order to perform the services being performed by the **SFRTA**.
- (b) Provide the public with access to public records on the same terms and conditions that the **DEPARTMENT** would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.
- (c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
- (d) Meet all requirements for retaining public records and transfer, at no cost, to the **DEPARTMENT** all public records in possession of the **SFRTA** upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the **DEPARTMENT** in a format that is compatible with the information technology systems of the **DEPARTMENT**.

Failure by the **SFRTA** to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the **DEPARTMENT**. The **SFRTA** shall promptly provide the **DEPARTMENT** with a copy of any request to inspect or copy public records in possession of the **SFRTA** and shall promptly provide the **DEPARTMENT** a copy of the **SFRTA**'s response to each such request.

- 26. Should the use of said crossing be abandoned due to removal of the roadway then all rights hereby granted to the **COUNTY** shall thereupon cease and terminate and the **COUNTY** will, at its sole cost and in a manner satisfactory to the **SFRTA** and the **DEPARTMENT**, remove said crossing and restore the **SFRC** property to the condition previously found, provided that the **SFRTA** may, at its option, remove the said crossing and restore its property, and the **COUNTY** will, in such event, upon bill rendered, pay to the **SFRTA** the entire cost incurred by it in such removal and restoration, provided such costs are accrued as specified in Paragraph 9.
- 27. Liability for services performed under this agreement shall be governed in accordance with the terms and conditions of the Operating Agreement.
- 28. Upon execution, this Agreement shall supersede all provisions, relating to said crossing contained in any previous agreements and shall become the permanent agreement of record.

29. **SFRTA** shall:
1. Utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the **SFRTA** during the term of the contract; and
  2. Expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.
30. It is understood and agreed by the parties to this Agreement that if any part, term, or provision of this Agreement is held illegal by the courts or in conflict with any law of the State of Florida, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular part, term, or provision held to be invalid.
31. Any questions or matters arising under this Agreement as to validity, construction, enforcement, performance, or otherwise, shall be determined in accordance with the laws of the State of Florida. Venue for any action arising out of or in any way related to this Agreement shall lie exclusively in a state court of appropriate jurisdiction in Leon County, Florida.
32. The parties agree to bear their own attorney's fees and costs with respect to this Agreement.
33. The parties agree that this Agreement is binding on the parties, their heirs-at-law, and their assigns and successors in interest as evidenced by their signatures and lawful executions below.
34. A modification or waiver of any of the provisions of this Agreement shall be effective only if made in writing and executed with the same formality as this Agreement.
35. If the Operating Agreement between the **DEPARTMENT** and the **SFRTA** ceases to exist, the responsibilities of **SFRTA** may be assigned to a party operating the railroad.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective and duly authorized officers the day and year first written above.

**SFRTA**

South Florida Regional Transportation Authority, A body politic and corporate and an agency of the State of Florida

By: \_\_\_\_\_  
SFRTA

Date: \_\_\_\_\_

Attest: \_\_\_\_\_  
SFRTA Executive Director

Approved as to form and legal sufficiency

By: \_\_\_\_\_  
SFRTA General Counsel

**DEPARTMENT**

State of Florida, Department of Transportation,  
An Agency of the State of Florida

By: \_\_\_\_\_  
Director of Transportation Development

Date: \_\_\_\_\_

Legal Review (DEPARTMENT):

By: \_\_\_\_\_

**COUNTY**

Attest:

**SHARON R. BOCK  
CLERK & COMPTROLLER**

By: \_\_\_\_\_  
Deputy Clerk

**PALM BEACH COUNTY  
BOARD OF COUNTY COMMISSIONERS**

By: \_\_\_\_\_  
Mayor – Paulette Burdick

Date: \_\_\_\_\_

**APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY**

By: \_\_\_\_\_  
County Attorney

**APPROVED AS TO TERMS  
AND CONDITIONS**

By: *Ornelis A. Fernandez*  
Department Director *AFS*

CROSSING SURFACES	
Type	Definition
C	Concrete
R	Rubber
RA	Rubber/Asphalt
TA	Timber/Asphalt

STOP ZONE FOR RUBBER CROSSING	
Design Speed (mph)	Zone Length (Distance From Stop)
45 Or Less	250'
50 - 55	350'
60 - 65	500'
70	600'

Notes:

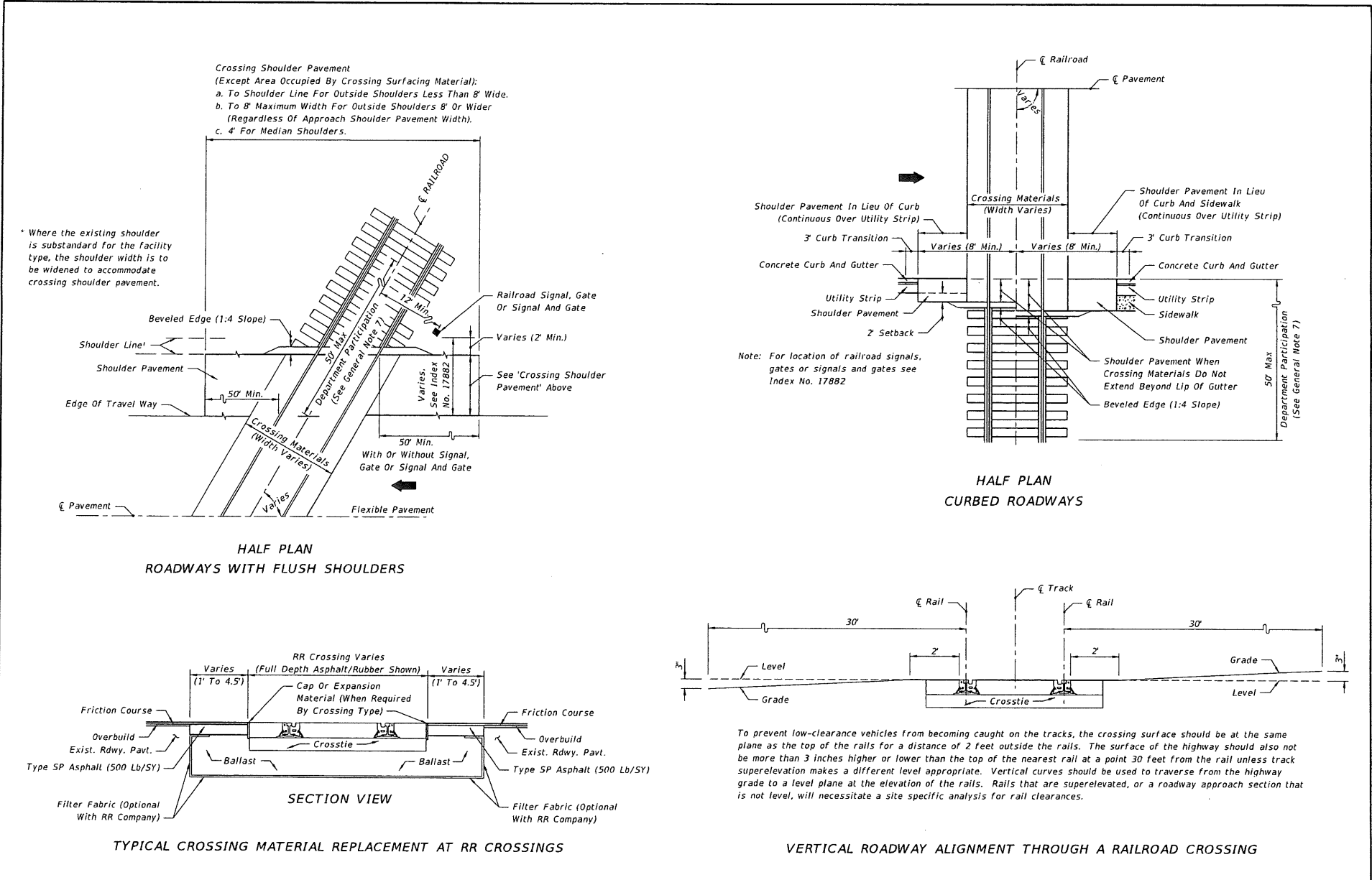
- Type R Crossings are NOT to be used for multiple track crossings within zones for an existing or scheduled future vehicular stop. Zone lengths are charted above.
- Single track Type R Crossings within the zones on the chart may be used unless engineering or safety considerations dictate otherwise.

GENERAL NOTES

- The Railroad Company will furnish and install all track bed (ballast), crossties, rails, crossing surface panels and accessory components. All pavement material, including that through the crossing, will be furnished and installed by the Department or its Contractor, unless negotiated otherwise.
- When a railroad grade crossing is located within the limits of a highway construction project, a transition pavement will be maintained at the approaches of the crossing to reduce vehicular impacts to the crossing. The transition pavement will be maintained as appropriate to protect the crossing from low clearance vehicles and vehicular impacts until the construction project is completed and the final highway surface is constructed.
- The Central Rail Office will maintain a list of currently used Railroad Crossing Products and will periodically distribute the current list to the District Offices as the list is updated.
- The Railroad Company shall submit engineering drawings for the proposed crossing surface type to the Construction Project Engineer and/or the District Rail Office for concurrence along with the List of Railroad Crossing Products. The approved engineering drawings of the crossing surface type shall be made a part of the installation agreement.
- Sidewalks shall be constructed through the crossing between approach sidewalks of the crossing. Sidewalks shall be constructed with appropriate material to allow unobstructed travel through the crossing in accordance with ADA requirements.
- All asphalt shall be installed in accordance with Index No. 514 and Section 300 of the Standard Specifications.
- The Department will participate in crossing work, that requires adjustments to rail outside of the crossing, no more than 50 feet from the edge of the travel way.

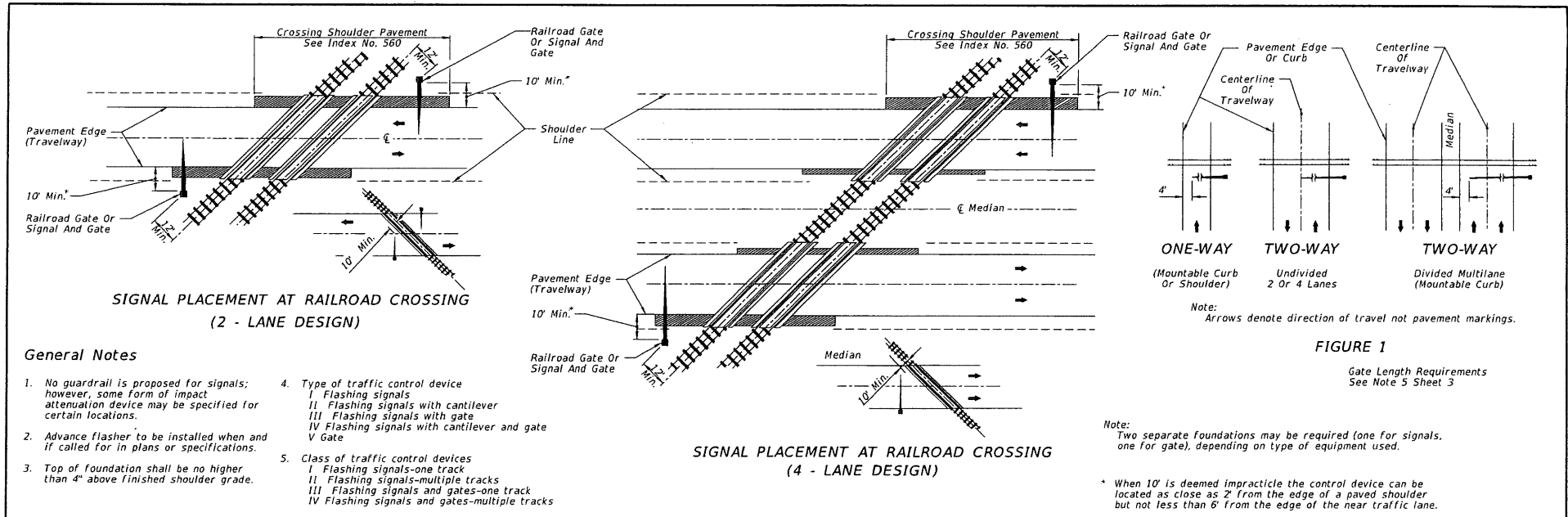
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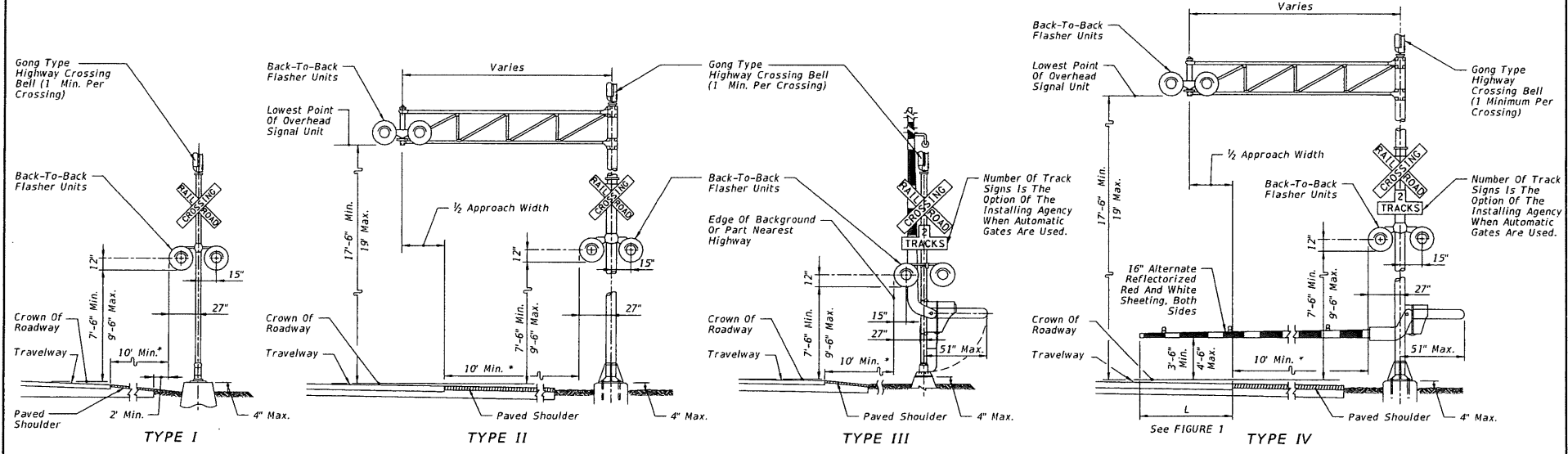
LAST REVISION 01/01/10	REVISION DESCRIPTION:	 2016 DESIGN STANDARDS	<b>RAILROAD CROSSING</b>	INDEX NO. <b>560</b>	SHEET NO. <b>2 of 2</b>
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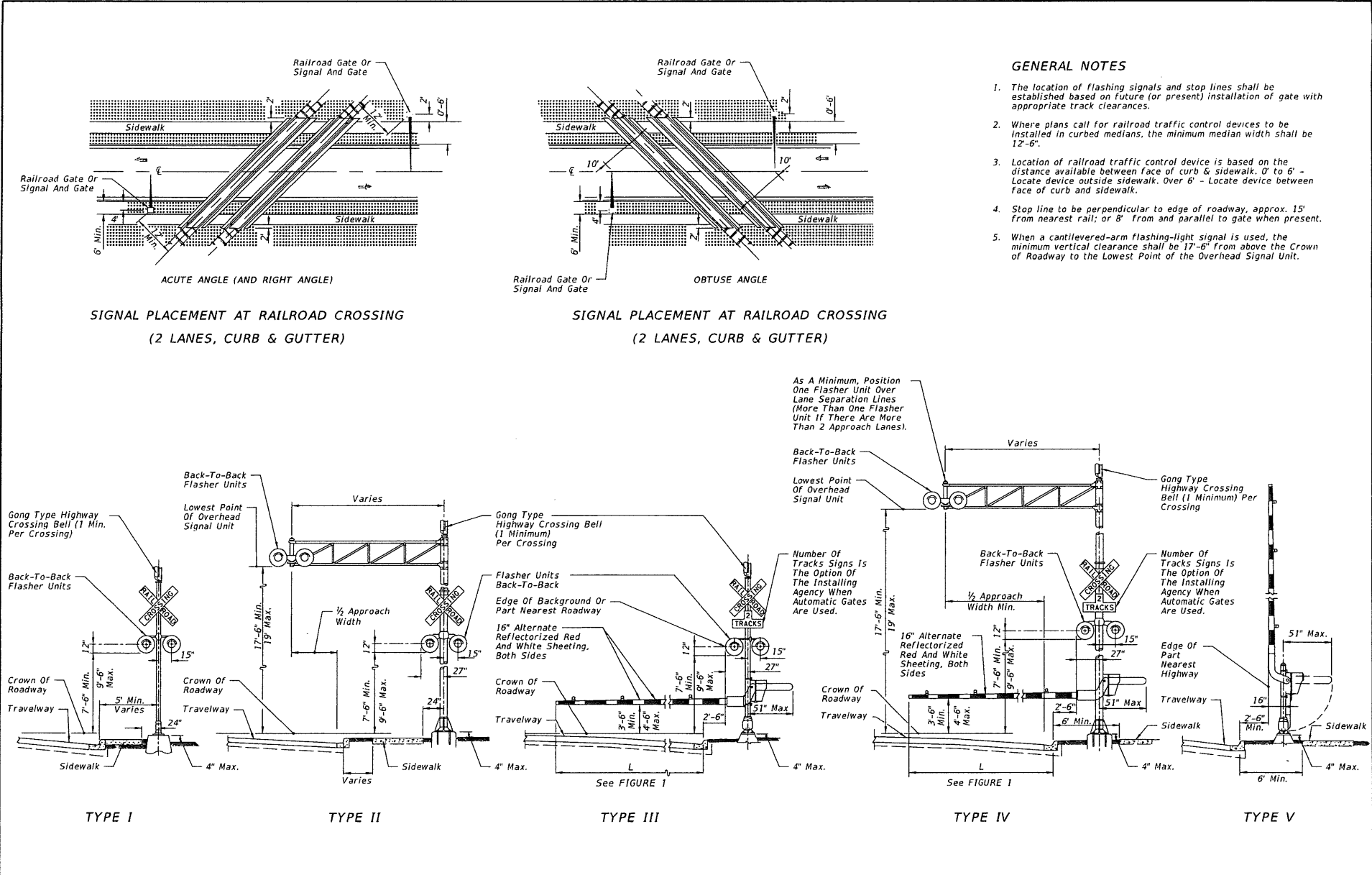
**General Notes**

- No guardrail is proposed for signals; however, some form of impact attenuation device may be specified for certain locations.
- Advance flasher to be installed when and if called for in plans or specifications.
- Top of foundation shall be no higher than 4" above finished shoulder grade.
- Type of traffic control device
  - Flashing signals
  - Flashing signals with cantilever
  - Flashing signals with gate
  - Flashing signals with cantilever and gate
  - V Gate
- Class of traffic control devices
  - Flashing signals-one track
  - Flashing signals-multiple tracks
  - Flashing signals and gates-one track
  - Flashing signals and gates-multiple tracks

6/10/2015 JAM



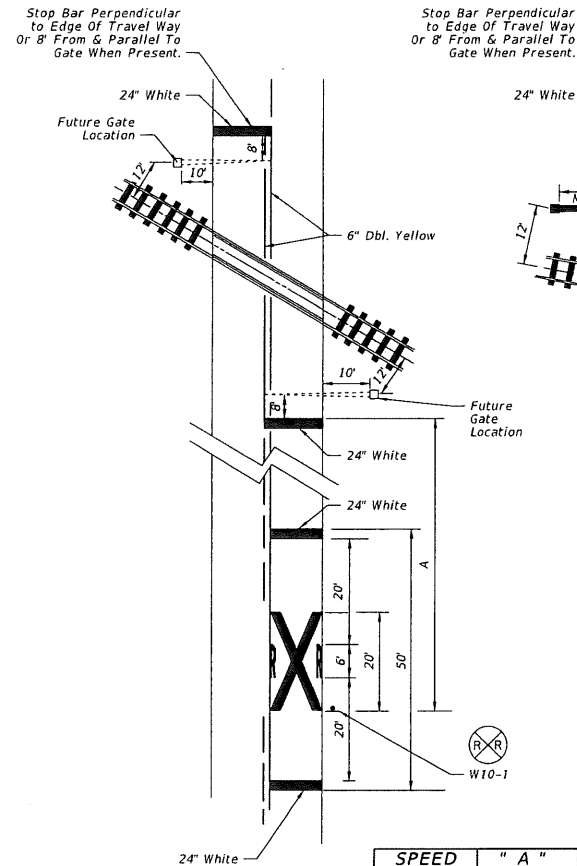
LAST REVISION 07/01/13	REVISION	DESCRIPTION:		2016 DESIGN STANDARDS	RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES	INDEX NO. 17882	SHEET NO. 1 of 4
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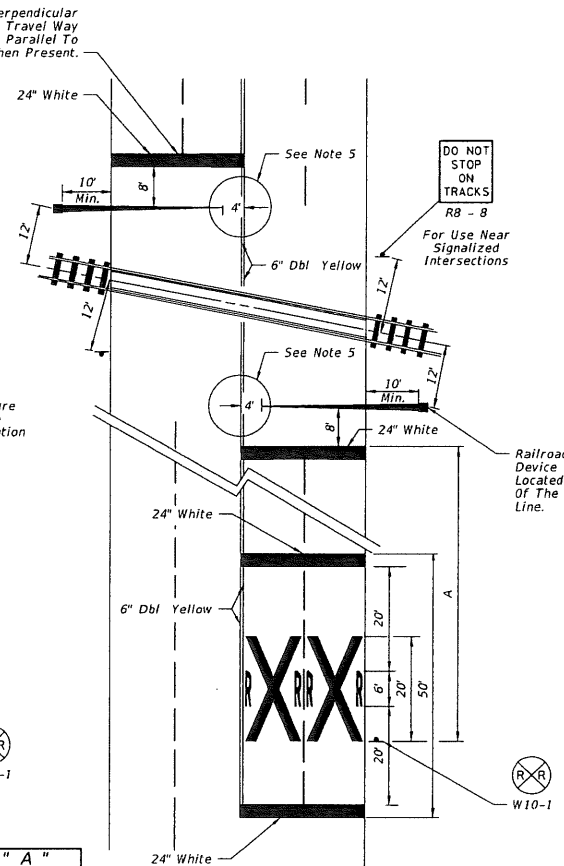
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LAST REVISION 07/01/14	REVISION	DESCRIPTION:		2016 DESIGN STANDARDS	<b>RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES</b>	INDEX NO. 17882	SHEET NO. 2 of 4
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**RAILROAD CROSSING AT TWO (2)-LANE ROADWAY**

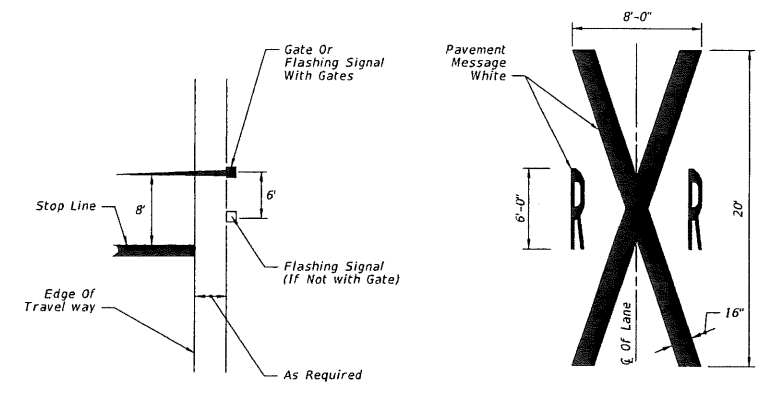


**RAILROAD CROSSING AT MULTILANE ROADWAY**



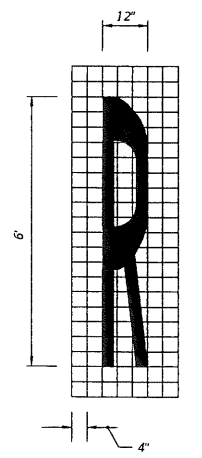
SPEED (mph)	" A " (ft)
60	400
55	325
50	250
45	175
40	125
35	100
URBAN	85 MIN.

**RELATIVE LOCATION OF CROSSING TRAFFIC CONTROL DEVICES**

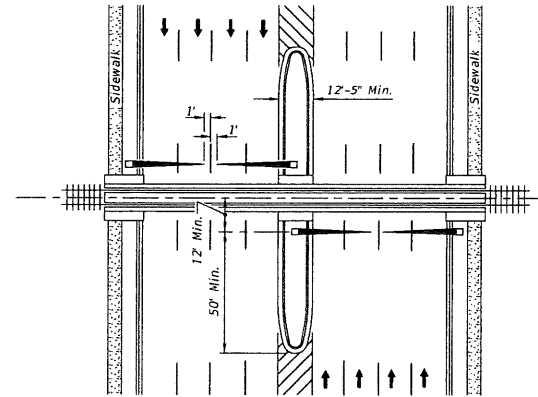
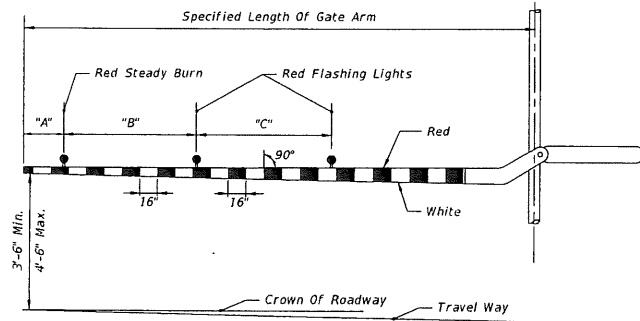


**NOTES:**

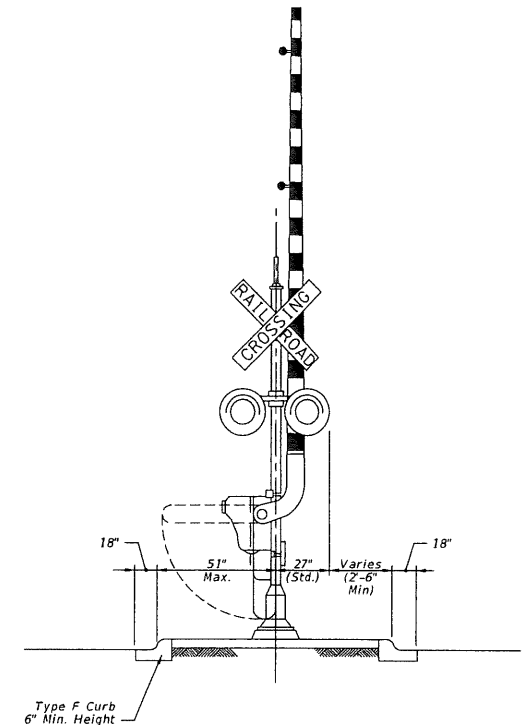
- When computing pavement message, quantities do not include traverse lines.
- Placement of sign W10-1 in a residential or business district, where low speeds are prevalent, the W10-1 sign may be placed a minimum distance of 100' from the crossing. Where street intersections occur between the RR pavement message and the tracks an additional W10-1 sign and additional pavement message should be used.
- A portion of the pavement markings symbol should be directly opposite the W10-1 sign.
- Recommended location for FTP-61-06 or FTP-62-06 signs, 100' urban and 300' rural. See Index 17355 for sign details.
- Gate Length Requirements:  
For Two-way undivided sections:  
The gate should extend to within 1' of the center line. On multiple approaches the maximum gate length may not reach to within 1' of the center line. For those cases, the distance from the gate to the center line shall be a maximum of 4'.  
For one-way or divided sections:  
The gate shall be of sufficient length such that the distance from the gate tip to the inside edge of pavement is a maximum of 4'.



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PLAN



MEDIAN SECTION AT SIGNAL GATES

RAILROAD GATE ARM LIGHT SPACING

Specified Length Of Gate Arm	Dimension "A"	Dimension "B"	Dimension "C"
14 Ft.	6"	36"	5'
15 Ft.	18"	36"	5'
16-17 Ft.	24"	36"	5'
18-19 Ft.	28"	41"	5'
20-23 Ft.	28"	4'	5'
24-28 Ft.	28"	5'	5'
29-31 Ft.	36"	6'	6'
32-34 Ft.	36"	7'	7'
35-37 Ft.	36"	9'	9'
38 And Over	36"	10'	10'

NOTE:  
For additional information see the "Manual On Uniform Traffic Control Devices", Part B; The "Traffic Control Handbook", Part VIII; and AASHTO "A Policy On Geometric Design Of Streets And Highways".

MEDIAN SIGNAL GATES FOR  
MULTILANE UNDIVIDED URBAN SECTIONS  
(THREE OR MORE DRIVING LANES IN ONE DIRECTION, 45 MPH OR LESS)

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LAST REVISION 01/01/12	DESCRIPTION:	FDOT	2016 DESIGN STANDARDS	RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES	INDEX NO. 17882	SHEET NO. 4 of 4
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES**  
**ANNUAL MAINTENANCE COSTS**

725-090-41  
RAIL  
OGC - 07/16

FINANCIAL PROJECT NO.	ROAD NAME OR NUMBER	COUNTY NAME	PARCEL & R/W NUMBER	FAP NUMBER
N/A	Camino Real Rd	PALM BEACH	N/A	N/A

COMPANY NAME: SFRTA

A. FDOT/AAR XING NO.: 628166T RR MILE POST TIE: SX 996.41

B. TYPE SIGNALS PROPOSED N/A CLASS VI DOT INDEX: 17882

**SCHEDULE OF ANNUAL COST OF AUTOMATIC  
HIGHWAY GRADE CROSSING TRAFFIC CONTROL DEVICES**

Annual Maintenance Cost Exclusive of Installation

<u>CLASS</u>	<u>DESCRIPTION</u>	<u>COST*</u>
I	2-Quadrant Flashing Lights with One Track	\$2,386.00
II	2-Quadrant Flashing Lights with Multiple Tracks	\$3,158.00
III	2-Quadrant Flashing Lights and Gates with One Track	\$3,600.00
IV	2-Quadrant Flashing Lights and Gates with Multiple Tracks	\$4,520.00
V	3 or 4-Quadrant Flashing Lights and Gates with One Track	\$7,116.00
VI	3 or 4-Quadrant Flashing Lights and Gates with Multiple Tracks	\$8,930.00

AUTHORITY: FLORIDA ADMINISTRATIVE RULE 14-57.011  
Public Railroad-Highway Grade Crossing Costs

EFFECTIVE DATE: July 22, 1982  
GENERAL AUTHORITY: 334.044, F.S.  
SPECIFIC LAW IMPLEMENTED: 335.141, F.S.

\*This schedule will become effective July 1, 2016 and will be reviewed every 5 years and revised as appropriate based on the Consumer Price Index for all Urban Consumers published by the U.S. Department of Labor.



**CONTRACT AMENDMENT NO.**

**Contract No.** 14-012  
**Amendment No.** TBD  
**Project:** Maintenance of Way (“MOW”) Services  
**Contractor:** VTMI  
**Contractor Ref No:** 026

The following changes are hereby authorized to be performed by the Contractor, for the stipulated cost and/or time extension herein, upon the signatures below by SFRTA.

---

**Description of Changes, Reasons Therefore, and Cost and/or Time Extension for Each:**

SFRTA requires the services of VTMI to perform grade crossing improvements on W. Camino Real in Palm Beach County which have been requested by FDOT and the city of Boca Raton. VTMI shall provide all necessary labor, equipment and materials to perform the following:

Re-construct the existing Highway Grade Crossing (628166T) W. Camino Real per FDOT Standard Index No.560 (the “Grade Crossing”). Work shall include rail replacement, installation of concrete crossing surface, asphalt base and subgrade within the area of the crossing

**Change:**

- A. VTMI shall perform a survey of the jobsite
- B. VTMI shall provide the necessary maintenance of traffic plan per the latest FDOT Standards.
- C. VTMI shall provide police protection as required by FDOT, Palm Beach County, and/or the City of Boca Raton.
- D. VTMI shall procure all materials necessary for the installation of the new Grade Crossing and shall deliver all material to the jobsite.
- E. VTMI shall remove and dispose of all the existing Grade Crossing material including existing timber and concrete ties and also the asphalt material around the crossing.

- F. VTMI shall install 240 linear track feet of 136 pound rail through the new Grade Crossing.
- G. VTMI shall install 2 115lb to 136lb transition rails at the new Grade Crossing
- H. VTMI shall install the necessary 10 foot timber ties and corresponding tie plates through the new Grade Crossing.
- I. VTMI shall install No. 4 track ballast to accommodate the installation of the new Grade Crossing.
- J. VTMI shall surface and align the track as necessary to accommodate the installation of the new Grade Crossing.
- K. VTMI shall install new precast concrete crossing panels through the new Grade Crossing.
- L. VTMI shall Mill and Resurface all approaches to the Railroad Tracks to create a smooth transition of the roadway.
- M. VTMI shall prep the roadbed and shall place new asphalt pavement at the new Grade Crossing.
- N. VTMI shall re-paint all pavement markings
- O. VTMI shall cleanup project site
- P. VTMI shall be responsible for any damage to Sidewalks, Curbs, Medians and Drainage Structures done by their construction equipment and should be repaired to pre-construction conditions at their expense.

**Reason for change:** FDOT has requested SFRTA have this work performed.

**Cost of Change:** - \$433,148.70

**Time Extension for change:** N/A - Within Contract Timeframe

**TOTAL**

**\$433,148.70**



The following changes are hereby authorized to be performed by the Contractor, for the stipulated cost and/or time extension herein, upon the signature below by the representatives of SFRTA.

It is agreed that this Amendment shall not alter or change in any manner the force and effect of the Contract Documents, including any previous amendments thereto, except insofar as the same is altered and amended by this Amendment.

SFRTA and the Contractor agree that the Contract time adjustment and the sum agreed to in this Amendment constitutes a full and complete settlement of all the matters set forth herein, including all direct cost for equipment, manpower, materials, overhead, profit, and delay relating to the issues set forth in the Amendment. Furthermore, the Contractor accepts the terms of this Amendment as related to cost determinations as full compensation for all costs of equipment, manpower, materials, overhead, profit and delay damages and for all their costs. This settlement is limited to and applies to any claims arising out of or on account of the matters described and set forth in this Amendment.

---

**Accepted by Procurement:**

Signature: \_\_\_\_\_  
Name and Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**Accepted by Project Manager:**

Signature: \_\_\_\_\_  
Name and Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**Accepted by Contractor:**

Signature: Bill G. J.  
Name and Title: GENERAL MANAGER  
Date: 9/22/16

**Approved by SFRTA Executive Director:**

Signature: \_\_\_\_\_  
Name and Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**Approved as to form and legal sufficiency:**

Signature: \_\_\_\_\_  
Name and Title: \_\_\_\_\_  
Date: \_\_\_\_\_



## Estimated Cost for Extra Work #026

Grade Crossing Installation 628166T W Camino Real



Extra Work	026
Name	Grade Crossing Installation 628166T W C
Date	9/20/2016

Estimator Name	Brian Goss
Estimator E-mail	marcus.goss@transdev.co
Estimator Phone	(770) 480 3120

**1. Scope of Work** Renovate the existing Highway Grade Crossing at W Camino Real in Boca Raton per FDOT Standard Index 560 (the "Grade Crossing")

Project will be billed Time & Material

Estimate valid for 90 days

Total Cost: \$ 433,148.70

2. Cost:

A. Management

I. Labor

Position	Work Hours	FBLC Hourly Rate	Labor Bid Total
Facility Manager	-	46.78	-
Office Manager	12.00	41.30	495.63
Materials Manager	8.00	70.48	563.82
RMIS Technician	-	30.36	-
Safety Manager	-	89.19	-
General Manager	-	107.06	-
Roadmaster	-	65.51	-
Signal Manager	24.00	65.51	1,572.16
Sr. Manager Comm. & Sig.	8.00	94.01	752.06
Signal Manager	-	63.11	-
Project Manager	63.00	94.01	5,922.63
Project Engineer	20.00	65.51	1,310.20
Field Superintendent 1	55.00	70.48	3,876.40
Field Superintendent 2	55.00	65.51	3,603.05
<b>Management Labor Total</b>			<b>18,095.96</b>

II. Vehicle

Description	Hours	Equip. Rate	Equip. Bid Total
Pick-up F150	181.00	\$ 18.44	3,337.64
SUV	-	13.23	-
	-	-	-
	-	-	-
<b>Management Equipment Total</b>			<b>3,337.64</b>



**Estimated Cost for Extra Work #026**  
Grade Crossing Installation 628166T W Camino Real



**B. Track Costs**

**I. Labor**

Position	WK HRS RE	WK HRS OT	HRLY RATE RE	HRLY RATE OT	RE TOTAL COST	OT TOTAL COST	TOTAL
RR Track Welder Helper	16.00	46.00	44.32	59.18	709.08	2,722.43	3,431.51
RR Track Foreman	16.00	16.00	51.41	70.24	822.56	1,123.84	1,946.40
Tamper Operator	-	46.00	52.83	71.96	-	3,310.03	3,310.03
Flagman	-	20.00	41.45	54.88	-	1,097.60	1,097.60
Track Inspector	-	-	51.41	70.24	-	-	-
RR Equipment Operator II	64.00	280.00	48.56	65.96	3,107.84	18,468.80	21,576.64
RR Equipment Operator I	8.00	60.00	47.40	64.22	379.20	3,853.20	4,232.40
Track Laborer/Trackman	128.00	346.00	43.35	58.16	5,548.80	20,123.36	25,672.16
RR Welder	16.00	46.00	48.50	65.87	776.00	3,030.02	3,806.02
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
<b>Track Labor Total</b>							<b>65,072.76</b>

**II. Equipment**

Description	Hours	Equip. Rate	Equip. Bid Total
F350 Hi-rail	-	\$ 32.17	-
Prentice	112.00	\$ 164.87	18,465.44
Backhoe	72.00	\$ 62.34	4,488.48
Loader 966 CAT	88.00	\$ 124.41	10,948.08
Speed swing	8.00	\$ 85.30	682.40
Swivel Dump Hi-Rail	27.00	82.85	2,236.95
Welding Van	40.00	\$ 115.24	4,609.60
Light tower	72.00	\$ 15.14	1,090.08
Pup tamper	-	\$ 210.87	-
Air Compressor	64.00	8.71	557.44
Hi-Rail crew cap	-	\$ 32.17	-
Tamper Mark 4	40.00	305.00	12,200.00
Dynamic Stabilizer	40.00	163.33	6,533.33
Regulator	40.00	\$ 176.20	7,048.00
Hi-Rail Section truck	40.00	\$ 113.67	4,546.80
Gradall	-	64.35	-
Tilt trailer	24.00	\$ 8.00	192.00
Dump truck	24.00	\$ 104.92	2,518.08
Pick-up 150	24.00	\$ 18.44	442.56
	-	-	-
<b>Track Equipment Total</b>			<b>76,559.24</b>

**III. Materials**

Type	Qty.	UOM	Unit Price	Freight	Cost
8'125Ft 136lb Omega Crossing panels	162.50	TF	176.00	11,200	39,800.00
7' x 9' x 8'-6" ft Wood Ties	50.00	ea	75.00		3,750.00
7' X 9' x10' ft Wood Ties	132.00	ea	106.50	2000	16,058.00
6" Pandrol Plate	264.00	ea	17.40	639	5,232.60
Galvanized Pandrol E-Clip	528.00	ea	2.07	285	1,377.96
15/16" X 6" Screw Spike	1,056.00	ea	1.64	285	2,016.84
Rail Anchors 136#	728.00	ea	2.15	285	1,850.20
Track Ballast No.4	400.00	ton	64.00		25,600.00
136lb Rail 80FT Standard	480.00	LF	26.84		12,883.20
136lb Welding Kits Boutet	12.00	ea	128.50	250	1,792.00
115lb Welding Kits Boutet	2.00	ea	128.50	250	507.00
Cut Spikes	4.00	keg	100.00	285	685.00
Tie Plates 136#	100.00	ea	17.50	285	2,035.00
Transition Rails 115# to 136 #	2.00	ea	1,145.00	1000	3,290.00
					-
					-
<b>Track Materials Total</b>					<b>116,877.80</b>



**Estimated Cost for Extra Work #026**  
Grade Crossing Installation 628166T W Camino Real



C. Signal

I. Labor

Position	WK HRS RE	WK HRS	HRLY RATE	HRLY RATE	RE TOTAL	OT TOTAL	TOTAL
Signal Maintainer	-	104.00	52.59	72.01	-	7,489.04	7,489.04
Signal Inspector/Comm Tech	-	24.00	63.80	88.82	-	2,131.68	2,131.68
Signalman	-	60.00	52.59	72.01	-	4,320.60	4,320.60
Signal Foreman	-	30.00	58.78	81.41	-	2,442.30	2,442.30
	-	-	-	-	-	-	-
<b>Signal Labor Total</b>							<b>16,383.62</b>

II. Equipment

Description	Hours	Equip. Rate	Equip. Bid Total
Signal truck	134.00	\$ 22.07	2,957.38
Signal Hi-Rail vehicle	30.00	\$ 33.48	1,004.40
Hi-Rail boom truck	30.00	\$ 137.61	4,128.30
Bucket Truck	-	\$ 54.48	-
Pick-up 150	24.00	\$ 18.44	442.56
	-	-	-
	-	-	-
	-	-	-
<b>Signal Equipment Total</b>			<b>8,532.64</b>

III. Materials

Type	Qty.	UOM	Unit Price	Freight	Cost
Erico Bonding Kits	0.25	Set	651.00	100.00	262.75
					-
					-
					-
					-
					-
<b>Signal Materials Total</b>					<b>262.75</b>



**Estimated Cost for Extra Work #026**  
Grade Crossing Installation 628166T W Camino Real



**D. Structures Department**

**I. Labor**

Position	WK HRS RE	WK HRS OT	HRLY RATE RE	HRLY RATE OT	RE TOTAL COST	OT TOTAL COST	TOTAL
Bridge Foreman	-	-	46.70	62.75	-	-	-
Bridge Tender	-	-	45.38	61.20	-	-	-
Bridge Laborer	-	-	42.40	56.31	-	-	-
	-	-	-	-	-	-	-
<b>Structures Labor Total</b>							<u>-</u>

**II. Equipment**

Description	Hours	Equip. Rate	Equip. Bid Total
Utility Van	-	\$ 20.74	-
Pick-up 150	-	\$ 18.44	-
	-	-	-
<b>Structures Equipment Total</b>			<u>-</u>

**III. Materials**

Type	Qty.	UOM	Unit Price	Freight	Cost
					-
					-
					-
					-
					-
					-
					-
<b>Structures Materials Total</b>					<u>-</u>



**Estimated Cost for Extra Work #026**  
Grade Crossing Installation 628166T W Camino Real



**E. Facility**

**I. Labor**

Position	WK HRS RE	WK HRS OT	HRLY RATE RE	HRLY RATE OT	RE TOTAL COST	OT TOTAL COST	TOTAL
Janitor	-	-	35.76	46.34	-	-	-
Carpenter	-	-	39.17	51.46	-	-	-
Electrician	-	-	42.59	56.59	-	-	-
Painter	-	-	35.76	46.34	-	-	-
	-	-	-	-	-	-	-
Facility Labor Total							-

**II. Equipment**

Description	Hours	Equip. Rate	Equip. Bid Total
Transit Van	8.00	\$ 20.74	165.92
Paint Sprayer	-	\$ 9.67	-
Pick-up 150	-	\$ 18.44	-
	-	-	-
Facility Equipment Total			165.92

**III. Materials**

Type	Qty.	UOM	Unit Price	Freight	Cost
					-
					-
					-
					-
					-
					-
					-
Facility Materials Total					-

**F. Sub-Contractors**

Name	Description	Price Per	UOM	Unit Price	Sub. Bid Total
BIG D	Asphalt Paving	160.00	Ton	185.00	29,600.00
BIG D	Asphalt Milling	1.00	LS	1,800.00	1,800.00
BIG D	Lane Striping	1.00	LS	1,500.00	1,500.00
Big D	Debris Hauling(Fouled Ballast/Dirt)	4.00	Truck	400.00	1,600.00
FHP	Protection for Road Closing	192.00	MHR	45.00	8,640.00
FHP	Admin. Fees	192.00	HR	3.00	576.00
RPS	Flagging	1.00	LS	8,500.00	8,500.00
Acme Barricades	Road Closure	1.00	LS	6,800.00	6,800.00
Sub-Contractors Total					<u>59,016.00</u>

**G. Mobilization & Demobilization**

Type	Detail	Bid Total
Trucking	Move materials to worksite	2,900.00
Trucking	Remove old materials from worksite	2,900.00
Trucking	Move Equipment	1,050.00
Mobe/Demobe Total		<u>6,850.00</u>

**H. Miscellaneous**

Description	Cost	
Weld Testing	1,200.00	
Disposal of existing crossing material Concrete	4,307.54	
Disposal of existing timber ties	1,128.00	
Frontend Loader w/ Forks	2,743.00	
Vibratory Roller Rental	1,250.00	
Miscellaneous Total		<u>10,628.54</u>

**3. Summary**

Type	Cost	
Total Labor	99,552.34	
Total Equipment	88,595.44	
Total Materials	117,140.55	
Total Mobilization	6,850.00	
Total Miscellaneous	10,628.54	
Subtotal		322,766.87
15% Markup		48,415.03
Total		<u>\$ 371,181.90</u>

Sub Contractor Total	59,016.00
5% Markup	2,950.80
Total	<u>61,966.80</u>
Grand Total	<u>433,148.70</u>