

CFCRT Request for Proposal (RFP) Revisions
Addendum No. 3

1. Page 3 - replace “14 control points” with “14 control points (including 2 control points provided by CSXT at the entry and exit points of the CFCRT Corridor)”
2. Pages 3, 45, 55, and 62 - replace “40 mph” with “60 mph” for maximum freight speed.
3. Page 5, Vehicle Storage and Maintenance Facility and Operations Control Center, 1st paragraph - add at the end “The Design/Build Firm shall incorporate preserved portions of the existing Sanford Amtrak Station and Freight Facility located at the Sanford CSXT operation yard into the design of the Vehicle Storage and Maintenance Facility Complex that have been determined by the Florida State Historic Preservation Officer (SHPO) as historically worthy of returning to a meaningful use.”
4. Page 49, Section VI.H. Shop Drawings, 1st paragraph – replace the first sentence with “The Design/Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be submitted to the Department and shall bear the stamp and signature of the Design/Build Firm’s Contractor and the Engineer of Record (EOR) and signed and sealed by the Specialty Engineer.”
5. Page 58, Section VI. R. Highway Grade Crossing Improvement Requirements Table - revise Plumosa Drive MP 779.52 to add an asterisk (*) to 8 under Required Improvements column.
6. Page 59, Section VI.R Highway Grade Crossing Improvement Requirements table – revise Kelsey Road MP 793.31 to remove 2, 6, and 8 under Required Improvements column
7. Page 64, Section VI. V. Vehicle Storage and Maintenance Facility and Operations Control Center - add the following before the last paragraph in this section:

“The existing Sanford Amtrak Station and Freight Facility located at the Sanford CSX operation yard is a 54 year old building that has fallen into disrepair. It has been vacant and abandoned for approximately 2 years. Portions of the freight and storage facility have been fire damaged. However, it has been determined by the Florida State Historic Preservation Officer (SHPO), that the building is one of the last remaining 50’s Florida rail stations and historically worthy of returning to a meaningful use. The following is a general description of the scope of work required of the Design/Build Firm for the preservation and reuse of the facility.

- The Design/Build Firm shall demolish and remove the freight and storage end of the building that has been extensively damaged by fire.
- The Design/Build Firm shall preserve the remaining north canopied entry, ticketing lobby, second level offices, classroom and certain storage areas.
- The preserved portion of the building shall be moved approximately 300’ east and shall be incorporated into the new Vehicle Storage and Maintenance Facility Complex.
- The Design/Build Firm shall determine the most appropriate program areas where the preserved portions will be incorporated. It is assumed that the offices and administration program areas would be applicable functions for the two story building.
- The interior of the preserved portions of the building shall be renovated to new program functions without consideration for restoring any historic attributes.
- The brick exterior shall be preserved in addition to the location of all “original” windows and exterior doors.

- The Design/Build Firm shall identify the exterior add-on elements and renovations that have impacted the building over time and restore the exterior facade to its original fenestration.
- Renovations to the building shall comply with the 2004 Florida Building Code and the 2006 Supplement.”
- The Design/Build Firm’s proposed restored/reuse of the preserved building shall be approved by the SHPO.”