

ADDENDUM NO. 1

RFP NO. 25-10

**ARCHITECTURAL & ENGINEERING DESIGN SERVICES FOR THE
ABERDEEN TRANSIT ORIENTED DEVELOPMENT (TOD) – STATION
SQUARE PROJECT
CITY OF ABERDEEN, MARYLAND**

To all holders of the specifications, the following details on the scope of the Station Square project are hereby made. All other items shall remain unchanged. This addendum shall become part of the Contract Documents for the above referenced project. Include a signed copy of the addendum in your bid submission.

Acknowledgement of Addendum

Name: _____

Company: _____

Date: _____

Signature: _____

See Reference Document Attached Below:

- **Aberdeen MARC Station Square Overview Concept dated 9/23/2025**



ADDENDUM NO. 1

DATE OF ISSUE – 9/23/2025

ABERDEEN TRANSIT ORIENTED DEVELOPMENT (TOD) – PROPOSED CONCEPTUAL STATION SQUARE IMPROVEMENTS

The proposed Station Square improvements include the following enhancements to improve ADA accessibility and remove the physical barriers that exist from East Bel Air Avenue to West Bel Air Avenue.

- The Aberdeen Train Station and supporting structures are at the heart of this TOD project.
- The goal for the Station Square improvements is to connect the two halves of Aberdeen along East and West Bel Air Avenue, to facilitate and encourage vehicular and pedestrian connections to and from Aberdeen Proving Ground and downtown, most importantly to give a presence and identity to Aberdeen from U.S. Route 40.
- The creation of Station Square will provide easy pedestrian access (steps and ramps) to cross under the tracks, and making the underpass and whole area inviting and safe making it highly visible and well lit. This tree filled, landscaped space becomes a focal point and amenity featuring amphitheater-like steps, space for retail kiosks.
- Commercial and retail uses and transit station parking will need to be expanded. There is an available off-site parking lot unimproved on the east side of the Train Station owned by MDOT MTA, two on-site parking lots at the Train Station, and on-street parking along APG Road.
- As part of the conceptual plans for the Station Square project, U.S. Route 40 is improved to be a “green boulevard” and landscaped on both sides. This will be a separate project in the future.
- Additional signalized pedestrian crossings may be needed to connect people from downtown to the proposed new development around the train station. Review the adopted Aberdeen Safe Streets and Roads for All Action Plan prepared by EXP that addresses the West Bel Air Avenue intersection and pedestrian safety improvements.

- The Station Square project access is located north of the current station and is designed as a pedestrian square/plaza/amphitheater and underpass that is highly visible from West Bel Air Avenue and East Bel Air Avenue and Philadelphia Boulevard.
- Separate access will be provided for the Harford Transit LINK Bus, Greyhound bus service, taxi service, and “kiss and ride drop-off.”
- The existing train station building will be retained and improvements made by Amtrak. The train station is open to the public during specific times with a ticket kiosk and restrooms.
- Parking is provided in a surface parking lot on-site fronting on U.S. Route 40 next to the entrance of the station and also on the east side of the station off APG Road. There is an unimproved stone lot located off Polk Street owned by MDOT MTA. No improvements are proposed for additional parking under this scope of work.
- In 2018 the City of Aberdeen was awarded federal funding through the MDOT Transportation Alternatives Program for the Aberdeen MARC Station Connectivity Enhancements to make pedestrian enhancements around the train station. The pedestrian and bicycle improvements completed in November 2023 included wayfinding signage, landscaping, lighting, new ADA accessible sidewalks and pedestrian crossings, planters, and hardscape improvements around the existing bus shelters.
- Bike lanes are provided on U.S. Route 40 and a shared use pedestrian pathway is proposed from the Aberdeen Train Station to the City of Havre de Grace.
- Amtrak will be making the station ADA accessible by year 2030 and there proposed improvements include:
 - Provide two new 12’ wide, 1050’ long, 48” above top of rail (ATR) level boarding platforms.
 - Provide new pedestrian overpass with two elevators and stairs to provide accessible connectivity between platforms.
 - Provide accessible routes from the public right of way to the station, parking, and platforms.
 - Provide accessible parking spaces and access aisles on both sides of the tracks.
 - Provide new signage along platform.
 - Provide Passenger Information Display System (PIDS) on the platforms.
 - Provide new lighting for the new platforms.
 - Provide accessible entrance at track side, side entrance, ADA accessible handicap ramp from station waiting area to platform.

In addition to the RFP No. 25-10, the Station Square Scope of Work will include the following services which will be documented with reports, design details and plans and cost estimates.

1. Survey/right-of-way
 - a) Determine detailed property needs for the Station Square project
 - b) Perform property research to determine available right-of-way and property acquisition needs. The City of Aberdeen owns 15 East Bel Air Avenue and Polk Street.
 - c) Perform additional topographic survey as needed to support the Station Square project.
2. Utilities
 - a) Determine and identify all utilities that will be impacted by the project construction to include aerial and underground. Provide all utility companies that will be impacted by the project and procedures for notification.
 - b) Identify utility line locations established by the respective utility companies and locate on a GIS map.
3. Geotechnical
 - a) Prepare write-up of geology in area with expected impacts to construction methods.
 - b) Prepare write-up of proposed testing program for use for designing the project.
 - c) Conduct subsurface investigation to determine suitability of soils for the proposed pedestrian underpass.
4. Environmental Impacts of the proposed project
 - a) Inventory of known resources within the project area
 - b) Identify all applicable federal environmental regulations for NEPA documentation that may include Environmental Justice, Section 106 of the National Historic Preservation Act (NHPA), hazardous materials, noise, and air quality.
 - c) Conduct/prepare a Phase I Environmental Site Assessment and determine a National Environmental Policy Act (NEPA) Environmental Assessment (EA) will be required based on the proposed project description and federal funding requirements.
5. Civil/Site design and engineering; Phase I – 30% and Phase II – 60%
 - a) Design and engineer the Station Square amphitheater and tunnel on west side of Station Square and east side of Station Square

- b) Meet all ADA requirements for the project o include compliant handicap ramps, crosswalks, tactile markings, sidewalks, and markings to accommodate people with disabilities.
 - c) Parking expansion evaluation and design for multi-modal circulation for all bus services and taxi services
 - d) Evaluation and design of drainage and stormwater management
 - e) Evaluate the removal of the existing pedestrian overpass and switchback w/stairs; determine what permits are required to proceed with demolition and timing of demolition.
 - i. The existing pedestrian overpass was constructed in 1982 and is owned and maintained by MDOT State Highway Administration (SHA).
 - ii. The existing pedestrian overpass has created a physical and economic barrier separating the City residents from downtown and U.S. Route 40 services.
 - iii. The pedestrian overpass, switchback, and stairs are not ADA compliant and they are a challenge for residents, commuters, and visitors.
 - iv. MDOT SHA owns the pedestrian and vehicular overpasses and parking areas under the vehicular overpass. MDOT MTA manages/leases the Train Station, tunnel, security and owns several of the parking areas. Amtrak owns the train station and tunnel and parking lot.
 - v. Preliminary discussions with the City of Aberdeen, Amtrak, MDOT MTA and MDOT SHA have been underway and City staff can provide details on this matter.
 - f) Design and prepare landscape plans for the amphitheater and around the Station Square project.
6. Structural design and engineering; Phase I – 30% and Phase II – 60%
- a) Investigate the constructability and staging requirements to construct the proposed pedestrian underpass while maintaining the rail traffic and unimpeded operation on Amtrak's Northeast Corridor. Consideration will be given to construction techniques that minimize impacts to rail operations.
 - b) Establish the footprint for the length and width of the pedestrian underpass.
 - c) Prepare structural designs and engineering for the proposed pedestrian underpass.
 - d) Provide preliminary structural design of ancillary structures associated with the amphitheater area (i.e., retaining walls, etc.).

- e) Utilize advanced engineering techniques such as the fabrication of a reinforced concrete box tunnel on-site; box-jacking or cut-and-cover.
 - f) Minimize disruption to rail traffic while the construction work proceeds.
7. Supplemental Tasks
- a) Security elements to include lighting, surveillance cameras, call boxes, etc.
 - b) Traffic maintenance; maintaining pedestrian and vehicular traffic and working in a site that is heavily traveled – U.S. Route 40.
 - c) Electrical service upgrades needed to support the project.
 - d) Lighting – well-lit pedestrian tunnel with motion-sensor activated LED lighting to create a sense of safety and highlight the architectural features.
 - e) The design of the pedestrian tunnel has to add aesthetic appeal to the adjoining residential community.

8. Examples of pedestrian tunnels in the Northeast Region:

- a) West Chester, Pennsylvania – Villanova Station Pedestrian Tunnel which passes beneath the active SEPTA and Amtrak lines on the Paoli/Thorndale Regional Rail Line.
- b) Town of Cary, North Carolina – White Oak Creek Greenway project which passes beneath the CSXT railroad.
- c) Malvern, Pennsylvania – Malvern Station Pedestrian Tunnel
- d) Glenolden Borough, Pennsylvania – Glenolden Pedestrian Tunnel which passes between the CSX railroad track.