

ADDENDUM NO. 8**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 corrections 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: _____

Questions & Answers from Pre-Proposal Conference

1. Does Phase I include the Exxon Site?

Answer – Yes. This project is proposed to be located where the existing Exxon station is located on U.S. Route 40. The City has acquired land around the Exxon station to the rear of the station, 15 East Belar Avenue. We also own Polk Street, APG Road is owned by Aberdeen Proving Ground and the vehicular and pedestrian bridges are owned by MDOT SHA. The City also owns two parcels near the Exxon Station and was planning to purchase more land for this project which did not come to fruition. This project would involve acquiring the Exxon station site, which includes multiple parcels of land.

2. What architecture will be included in this project?

Answer - This project has to be ADA accessible and includes making the necessary improvements to enhance pedestrian connectivity by creating the underpass and amphitheater landscaped area. to make sure that it is ADA accessible. There will be topography challenges and design work that will complement the engineering design.

3. Will the current pedestrian switchback remain?

Answer – The plan is to remove the existing pedestrian bridge, stairs, and switchback and replace with the pedestrian underpass and amphitheater to make the site ADA accessible for commuters and residents. The existing tunnel is going to be closed off by Amtrak at some point but for now it will stay.

Mayor Patrick McGrady indicated that MDOT SHA has expressed that the pedestrian overpass is ADA accessible and they cannot remove it since they require redundant accessibility at the Train Station and in the event Amtrak's elevator is out of service the site will not be accessible.

4. Following up on that, will there be a new tunnel?

Answer - Yes, thank you for clarifying that this is a new pedestrian underpass where the Exxon Station is located, which is north of the Train Station.

Mayor Patrick McGrady stated that this project does not include removal of the existing Amtrak rail station. Phyllis Grover stated that the City has been advising Amtrak officials and MDOT SHA on this project for many years and now that funding has been secured, they are also aware of the RFP.

5. Will the consultant be required to prepare all NEPA documentation?

Answer – Phyllis Grover asked MDOT MTA staff to address this issue. Jason Kepple indicated that MDOT MTA will work with the successful bidder on the NEPA documentation for this project. MDOT MTA Environmental will prepare the report for submission to be the U.S. Department of Transportation.

6. What is the community engagement for this project?

Answer – Phyllis Grover asked MDOT MTA for clarification regarding the NEPA requirements for public engagement. Response was yes that is a requirement. She stated that she would prepare updates to the City Council at a public meeting, but the consultant may be asked to present 60% design to the City Council at some point of the project.

7. Are you expecting any track elevations with this project?

Answer - It is going to be Amtrak's project, not this project but it is not clear at this time whether this project will involve track elevations.

8. Just to be clear the DBE goal is 0.

Answer - That's correct. We will wait till we hear back from MDOT MTA before we post an addendum on this matter.

9. In addition to the connectivity, is there anything else with this vision that would help with economic development and quality of life etc.?

Answer – Phyllis Grover stated that this project removes a physical and economically disadvantaged barrier to the east side of the City. She stated that according to federal guidelines this is a disadvantaged community, and they meet the Justice 40 standards. They are low to moderate income which fall into two census tracts that are below poverty. We have an active Main Street on West Bel Air Avenue, we are getting ready to open a brewery up on Howard Street, which is a block away. We recently completed pedestrian enhancements from Festival Park and Centennial Lane to Walnut Alley. There are many economic benefits, not only on U.S. Route 40, but to our main street area as well. As part of the Transit Oriented Development Master Plan, the goal is to have little retail kiosks around the amphitheater side of the West Bel Air Avenue and U.S. Route 40.

10. Is there any role with Harford County or Aberdeen Proving Ground (APG) in this project?

Answer – Harford County government has been supportive of this project and has played a huge role with funding the Harford Transit Link bus service. They have not participated in funding the improvements, but they were supportive with ensuring the project goes through the Baltimore Regional Transportation Board. There is also a proposed shared use path from the Aberdeen Train Station to the City of Havre de Grace that is not part of this project but will improve pedestrian and bicycle connectivity in the area. APG owns the road running parallel to the rail lines and improved the road several years ago. Mayor McGrady stated that APG Road continues towards Post Road and continues over to the MD 22 gate. He stated that APG Road continues and loops around the Swan Meadows neighborhood into what used to be called the middle gate of APG. He stated that APG employs 24,000 or so civilian and DOD related contractors to work on the installation. They exit the installation through two primary entrances, one at Maryland 715, the other in Maryland 22. There used to be a middle gate on APG Road which we refer to as the middle gate which is 2,400 feet from right here along the road. APG Road goes up over for vehicles and comes out in a residential neighborhood. We have been lobbying the Aberdeen Proving Ground Garrison Commander to reopen the middle gate for egress primarily so that the 24,000 DOD civilians and contractors with PhDs and master's degrees can visit our downtown for lunch and then return to work on the MD 22 or MD 715 gates to the C5 ISR complexes. He indicated that it is not forthcoming at this moment, but we are lobbying in that direction. We have our U.S. Senators on board with this and our Congress. He stated that there are 296 homes that were built here at the end of World War II called Swan Meadows. There is an apartment complex and homes that date back to the late 1800s and early 1900s. All of this area is poised for redevelopment to support the multimodal connectivity of the rail station. Aberdeen is in a great geographic location to access everything in the world right now and we're trying to capitalize on this opportunity to make a permanent mark for Aberdeen and for Harford County.

11. Can you share the Sign in Sheet?

Answer -Absolutely, we can make an addendum which the Procurement Officer will send out to everyone that has signed in today.

12. Please clarify the requirements regarding three similar contracts or projects.

Answer - The consultant shall list three similar architectural & engineering projects on which they have worked.

13. Can you qualify what you mean when it says establishing right of way needs?

Answer - We know this project will impact these property owners: MDOT State Highway Administration, Exxon, Amtrak, and the City. There may be others not identified that we would have to obtain through this project implementation.

14. Is the Exxon Station willing to allow the survey work and soil borings.

Answer - We are going to ask for that permission through our City Attorney.

15. Key personal requirements not listed?

Answer – Yes, list all key personnel required for this project and are part of your team.

16. DBE forms; where can we get the forms?

Answer – MDOT MTA will respond with the DBE requirements for this project and the City will issue an addendum accordingly.

17. Is an architect required for this since it seems you already have a conceptual design?

Answer – Yes, an architect should be part of your team since these are conceptual/illustrations from 2012.

18. Are only those who showed up today to this pre-proposal meeting allowed to submit bids for this project?

Answer - Yes, it was mandatory and we made it clear to everyone to sign in. The sign-in sheet will be part of an addendum. There are a lot of great firms that are represented here today, and we appreciate your time in attending this meeting.

19. So, was only the prime mandatory?

Answer - Yes, the prime was mandatory for attending the pre-proposal meeting.

20. What is the flexibility on the site design?

Answer - Yes, the plans presented here are conceptual and illustrative of the pedestrian underpass that is proposed. We have provided examples of recent pedestrian underpasses which I would suggest reviewing.