

**PLEASE NOTE:
This meeting is
being recorded.**

Welcome

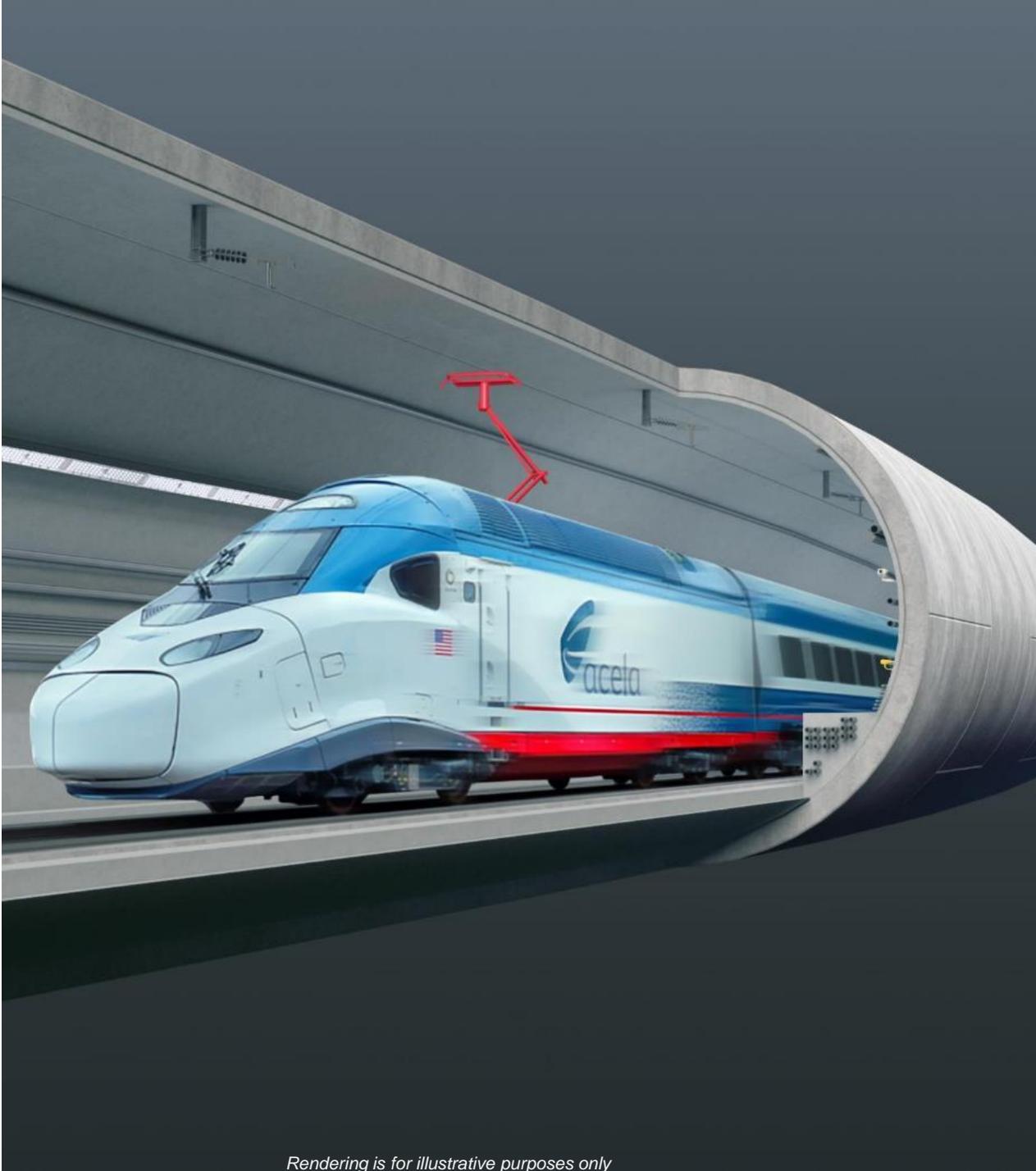
Frederick Douglass Tunnel Program

Bi-Monthly Program Outreach Meeting

Monday, September 9, 2024
Virtual Meeting

Agenda

- Program Overview
- Real Estate
- Edmondson Avenue Bridge
- Early Construction Sequence
 1. Material Salvage
 2. Demolition
 3. Utility Relocation
 4. Bridge Construction
- Next Steps
- Stay informed
- Q&A



Rendering is for illustrative purposes only

Frederick Douglass Tunnel
B&P TUNNEL REPLACEMENT



Program Background

The existing tunnel located between West Baltimore MARC Station and Baltimore Penn Station is over 150 Years old...that's nearly as old as Druid Hill Park!

The existing B&P Tunnel carries 12 million MARC (Penn Line) & Amtrak passengers per year on the Northeast Corridor (NEC)

Top Issues:

- Aging structure
- Trains frequently delayed traveling through the tunnel with speeds limited to 30 mph maximum
- High maintenance (frequent outages)
- No redundancy & resiliency
- Biggest rail bottleneck between Washington, DC and New Jersey



Frederick Douglass Tunnel
B&P TUNNEL REPLACEMENT



Program Overview Map



LEGEND

- Surface
- Tunnel
- Existing B&P Tunnel
- Metro Line
- Light Rail Line
- Interstate
- Ventilation Facility



Program Benefits



\$50 million for
**COMMUNITY
INVESTMENTS**



Local jobs centers to
train the **WORKFORCE**



Increased **ACCESS
TO REGIONAL JOBS**
for Baltimore City
residents



Approximately
**20,000 JOBS
GENERATED** over the
course of construction



Construction of a new
ADA-ACCESSIBLE
West Baltimore
MARC STATION



IMPROVEMENTS to
roadway and bridge
INFRASTRUCTURE



**ENVIRONMENTAL
SUSTAINABILITY**
addition of electrified
trains and solar powered
facilities and stations



**ACCESS TO SALVAGE
MATERIALS** for residents
of Midtown Edmondson
and Edmondson Avenue
Historic Districts



**RELIABILITY,
REDUNDANCY** and
RESILIENCY for MARC
and Amtrak trains



Construction of a
NEW TUNNEL, named
in honor of Frederick
Douglass



**IMPROVED TRIP
TIME.** Travel from
Baltimore to
Washington in under
30 minutes



Complete
MODERNIZATION of
Amtrak's **NORTHEAST
CORRIDOR** in West
Baltimore

Frederick Douglass Tunnel
B&P TUNNEL REPLACEMENT



Community Engagement

Community Priorities

What We Heard About

What We're Doing

Community
Feedback



Extending time for
questions and answers
to 8:15PM tonight

Providing experts during
in-person meeting on
Wednesday until
8:15PM

Website
Updates



Created new website
to allow faster updates
by the Program team

Providing more
information on
construction activities as
they ramp up

Community Priorities

What We Heard About

Vibration
Concerns &
Property Rights



What We're Doing

Offering pre-construction inspections & copies of the report free of charge to owners at any time during construction.

Installing equipment to monitor noise and vibration during construction.

Construction
Monitoring



Requesting permission from property owners to install non-invasive equipment.

Images captured via camera or drone will be saved on secure servers.

Community Priorities

What We Heard About

What We're Doing

Edmondson
Ave Bridge



Sharing renderings
and asking for input
earlier in the process

Considering historic
context in design
options and
decisions

Construction
Notification



Posting door hangers
and providing
opportunities to opt in
for more details by
email or text

Attending
community
meetings and
answering
questions

Sharing quarterly
newsletters with
upcoming
construction
updates

New Program Website

Frederick Douglass Tunnel Program Contact Us



About ▼

Community ▼

Resources ▼

Contact

Media

Frederick Douglass Tunnel Program Team

- Email: fdtunnel@amtrak.com
- Phone: (443) 423-1115

Community Investment Program

- Email: fdtunnel.cip@amtrak.com

Real Estate

- FDT.realestate@amtrak.com

Workforce

- Email: Kiewit-Shea Tunnel Constructors: FDTOutreach@TeamKSTC.com
- Email: Clark Construction / Stacy Witbeck: estimating@cswfdtjv.com

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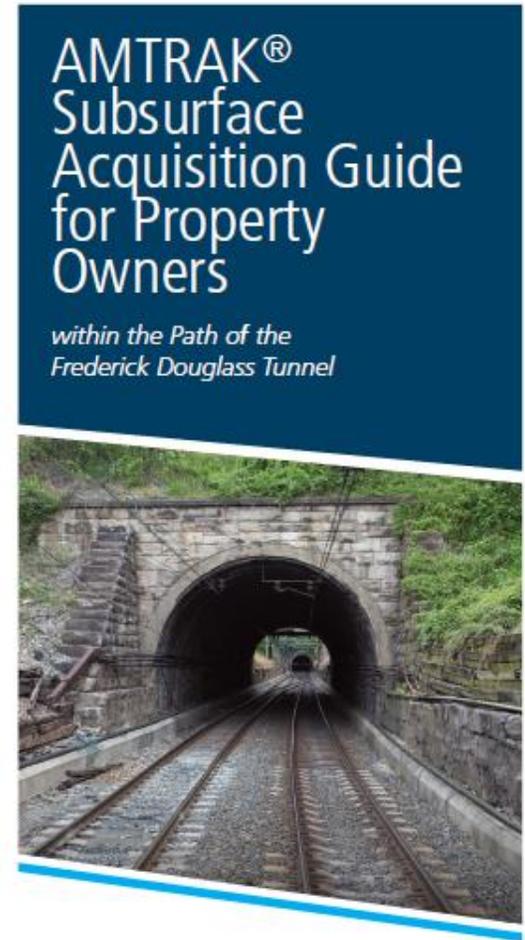
AMTRAK[®]

Real Estate

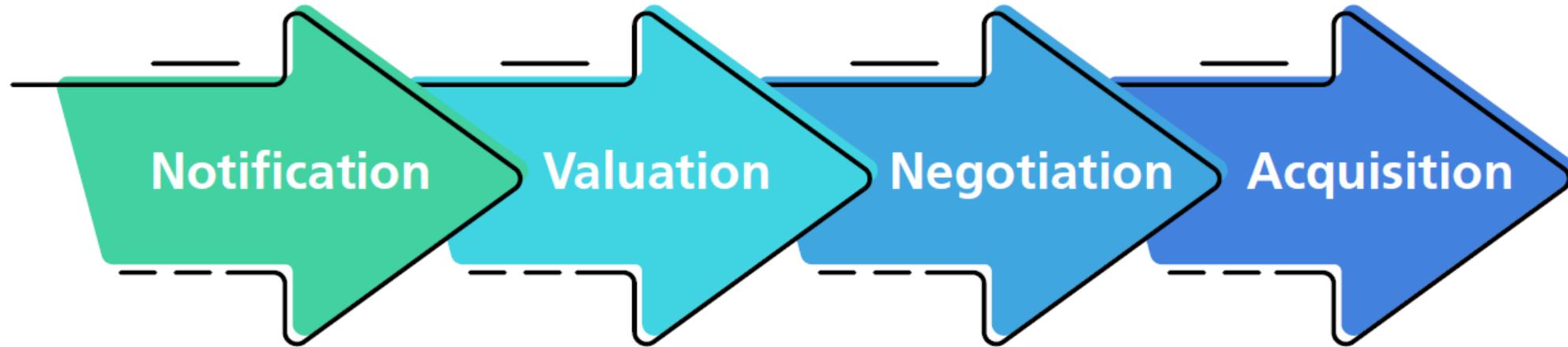


Private Property Acquisitions

- Amtrak's acquisition of real property for the Program is governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA).
- Amtrak is working directly and privately with displaced businesses and residents in accordance with URA.
- Under the URA, Amtrak is required to:
 - Provide notice to property owners that their property may be affected
 - Provide owners with a valuation and offer of just compensation
 - Negotiate in good faith with property owners
- Amtrak will acquire over **600** private properties
 - 70+ surface acquisitions
 - 500+ subsurface acquisitions
- Additional acquisitions may be necessary as design progresses



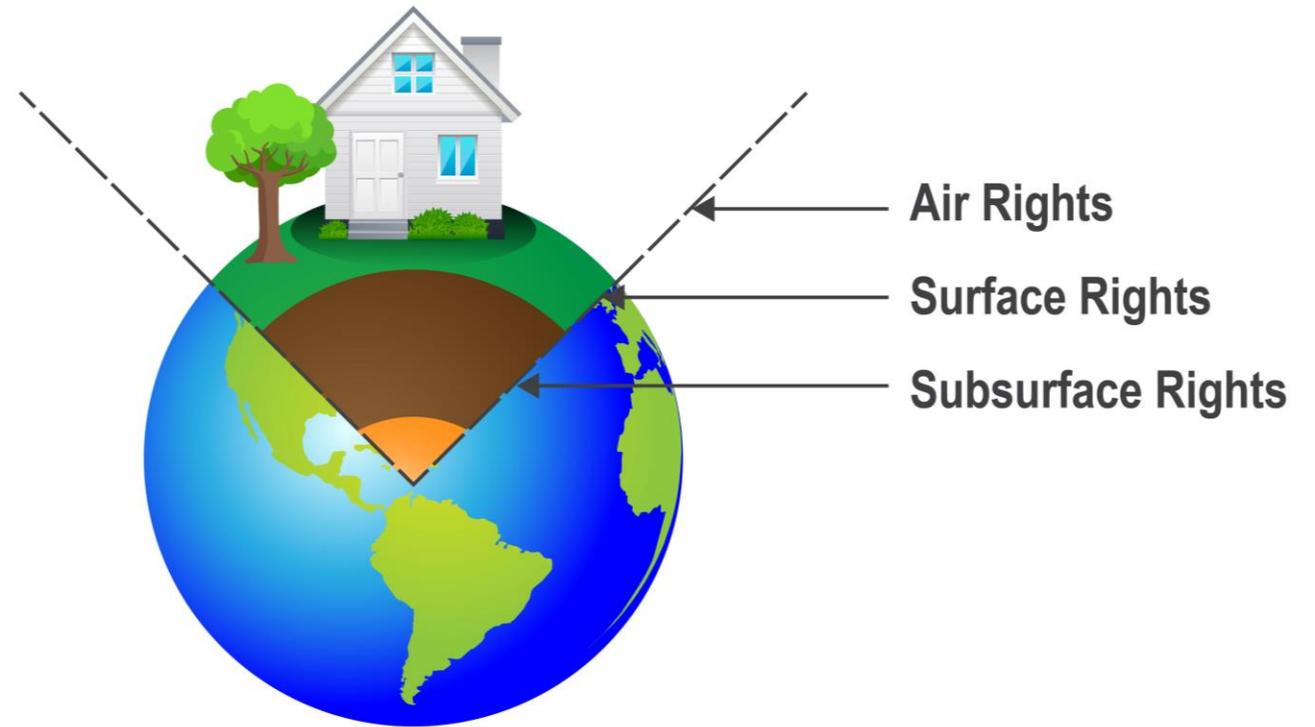
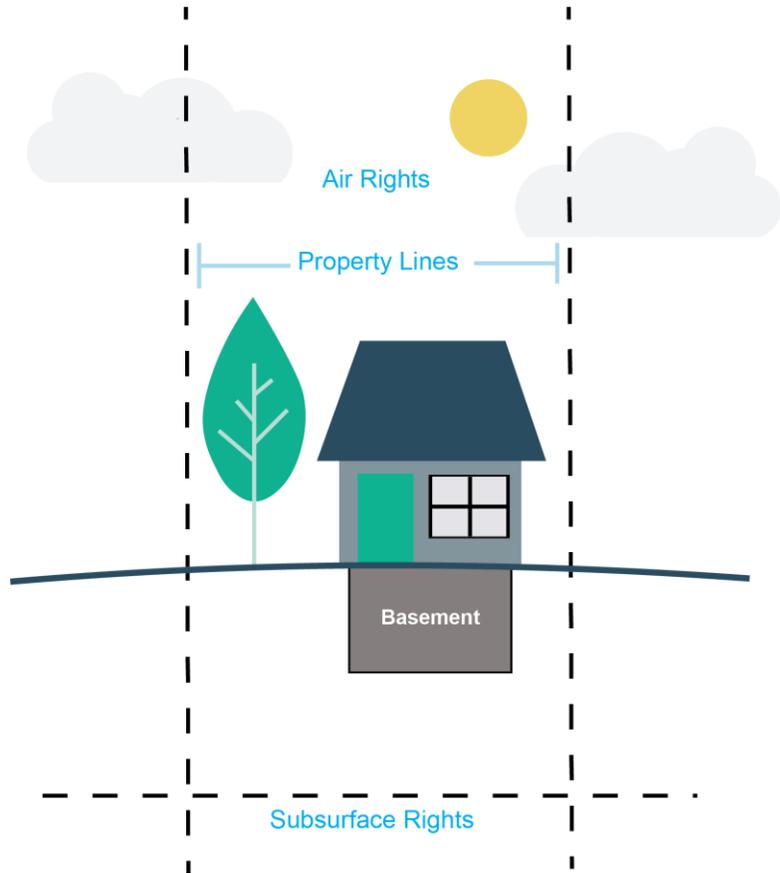
Property Acquisition Process



- While Amtrak has the statutory right of eminent domain, it is our preference to acquire by contract.
- Amtrak does not use eminent domain unnecessarily.
- Amtrak will negotiate in good faith to acquire by contract.

Explanation of Subsurface Real Estate Rights

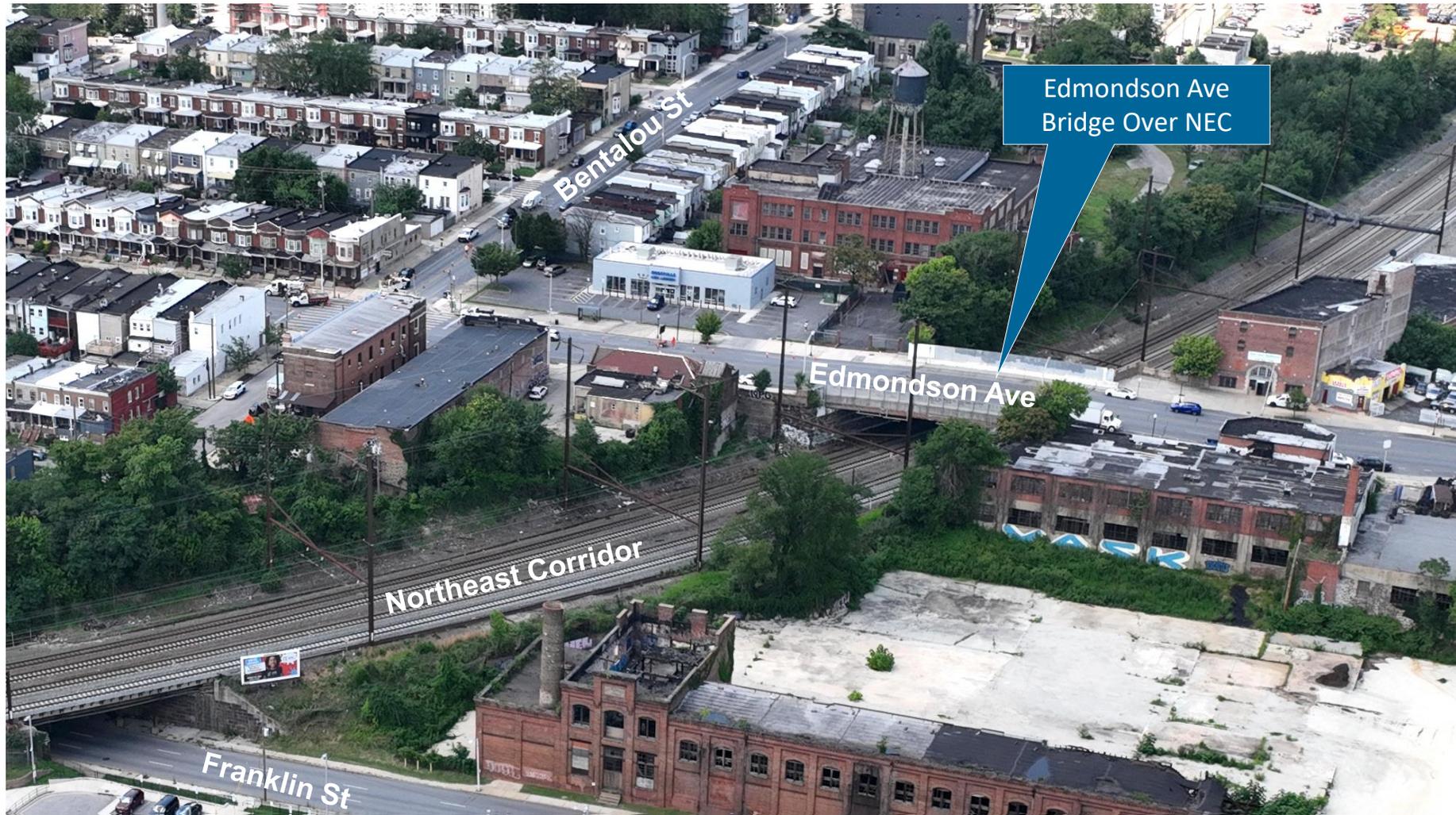
Below ground level and for our purposes,
below standard building basement level



Edmondson Ave Bridge



Existing Crossing at Edmondson Avenue



BENEFITS / DESIGN FEATURES

Existing Bridge



- Reconstructed in 1985
- Typical Bridge Construction
- 90' span over 4 existing tracks
- 4 lanes + 2 sidewalks

Proposed Bridge

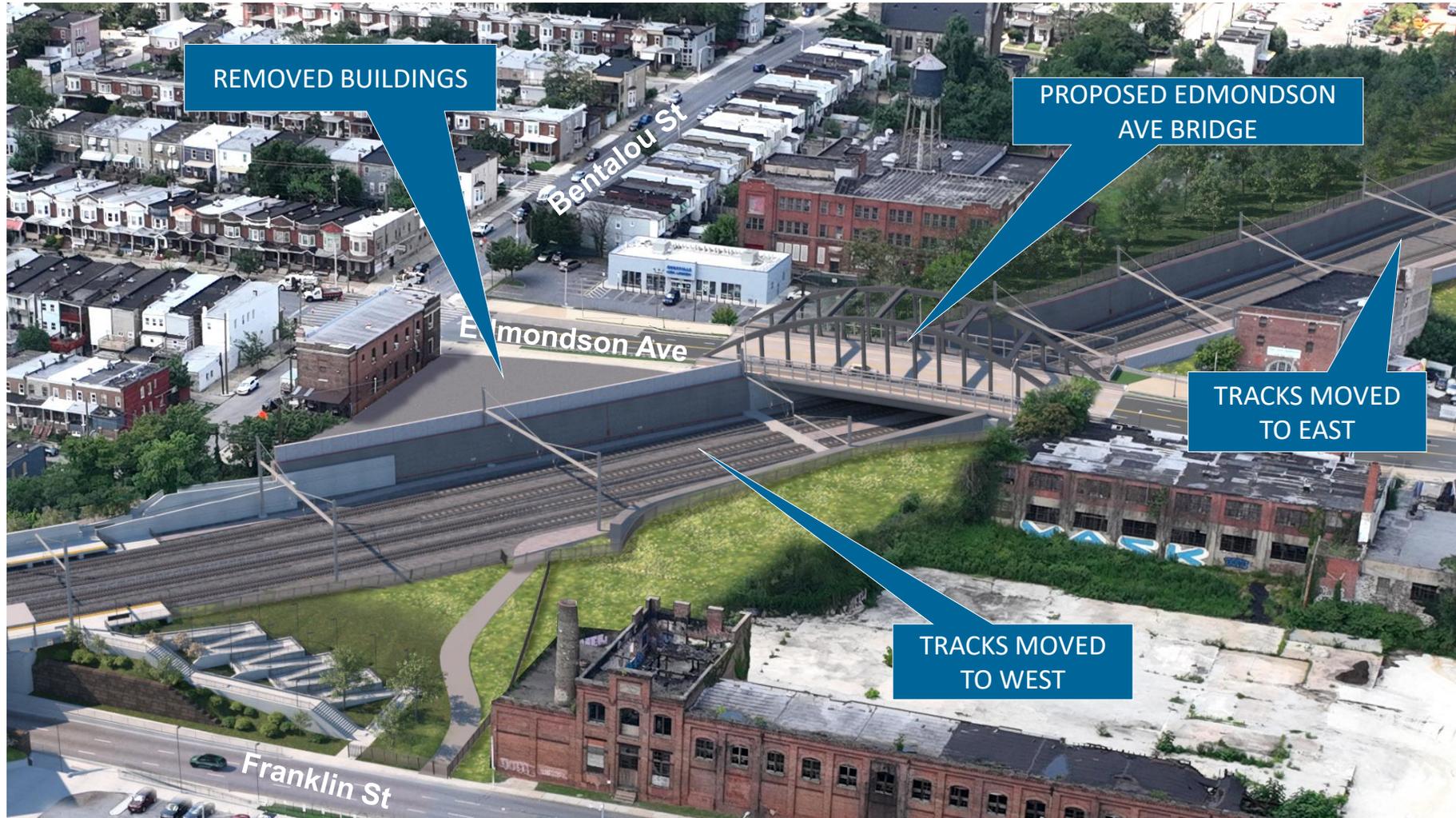


- Overhead Arch Bridge
- 220' span over 4 new tracks
- 4 lanes + well lit sidewalk and shared use path

Edmondson Avenue Bridge – Proposed



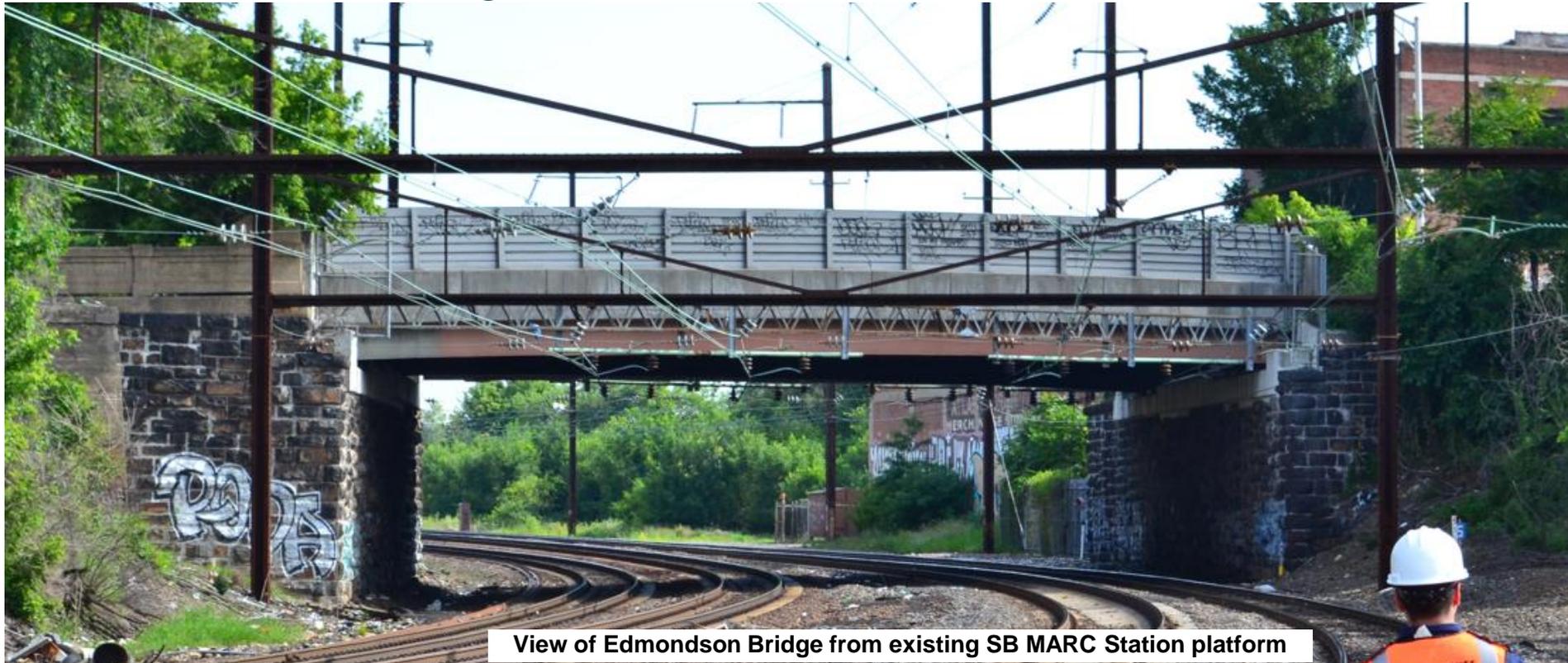
Proposed Crossing at Edmondson Ave



HISTORIC STRUCTURES TO REMAIN

Existing Edmondson Avenue Bridge

- 1895 – Original Construction (Overhead truss bridge on stone abutments)
- 1924 – Reconstructed as 2-span bridge
- 1987 – Reconstructed as single span (current condition)
- Proposed New Arch Bridge



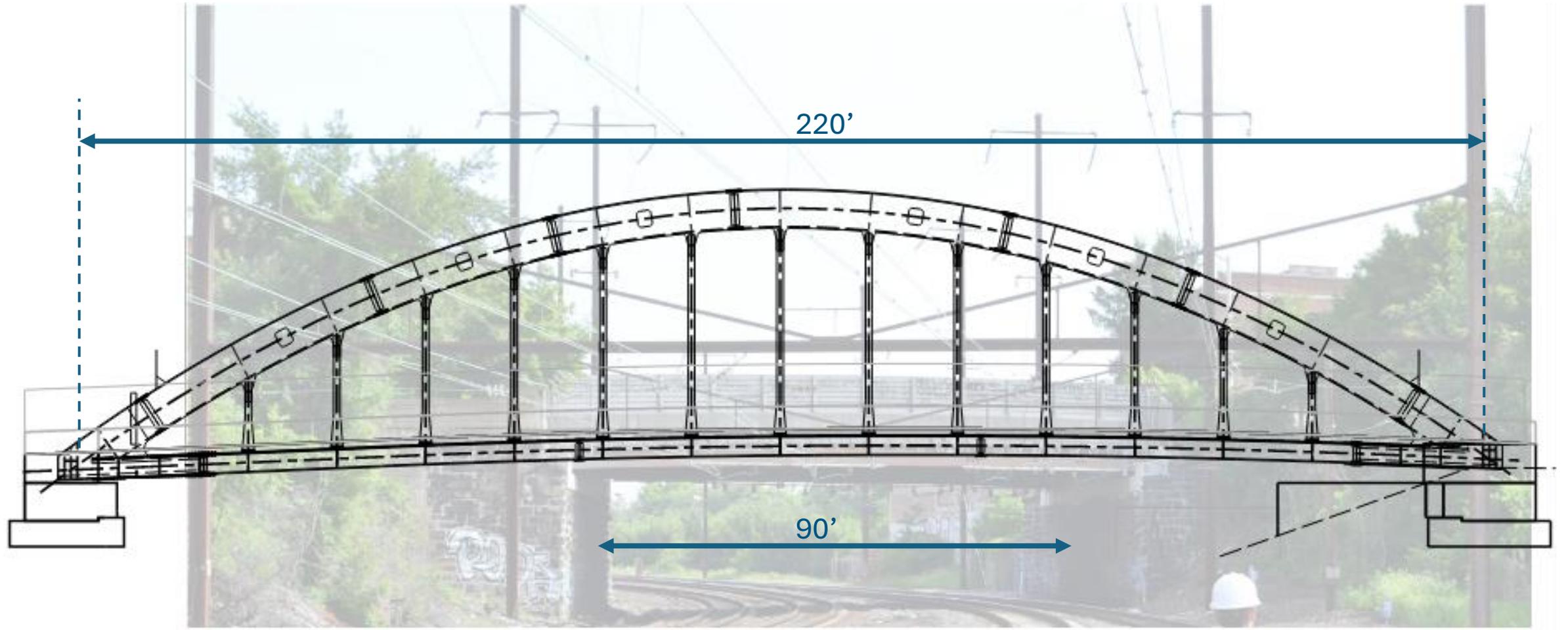
View of Edmondson Bridge from existing SB MARC Station platform

Limited Clearances

Limited vertical clearance restricts use of traditional bridge



Existing and Proposed Edmondson Ave Bridge



Understanding Context Sensitive Design

Edmondson Avenue, crosses a historic rail line and connects two residential / commercial historic districts.

The bridge that carries Edmondson Avenue over the railroad has undergone several changes.

A 19th century overhead truss bridge was replaced in 1924 with a classically-inspired concrete bridge, which was substantially rehabilitated in 1987, leaving a non-historic bridge.

Constructing a new arch bridge will maintain the mix of bridge types historically built along the B&P Railroad.



Existing Edmondson Avenue Bridge

- Looking West

OVERHEAD WIRES
TO BE REMOVED

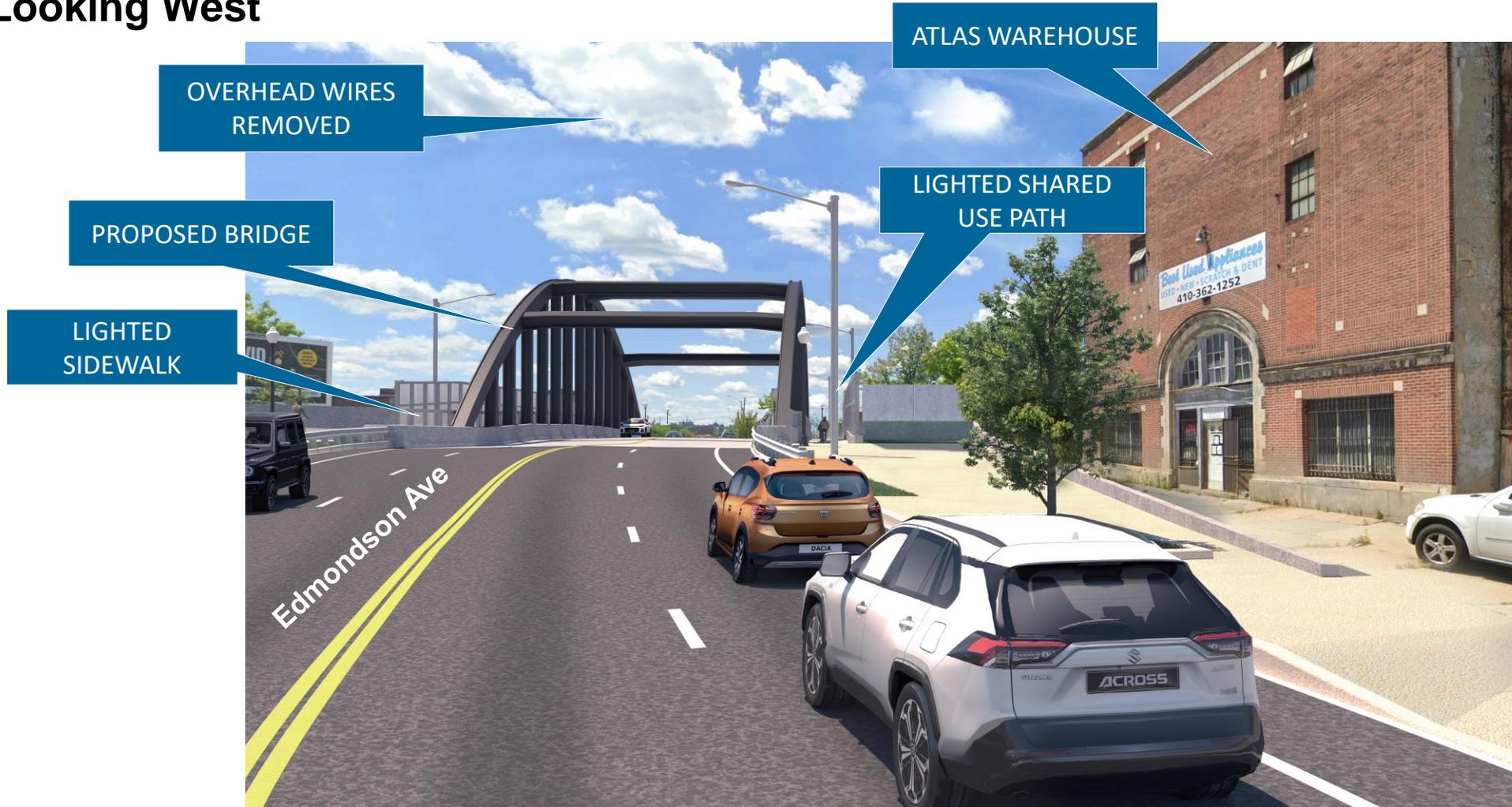
EXISTING BRIDGE



ATLAS WAREHOUSE

Proposed Edmondson Avenue Bridge

Looking West



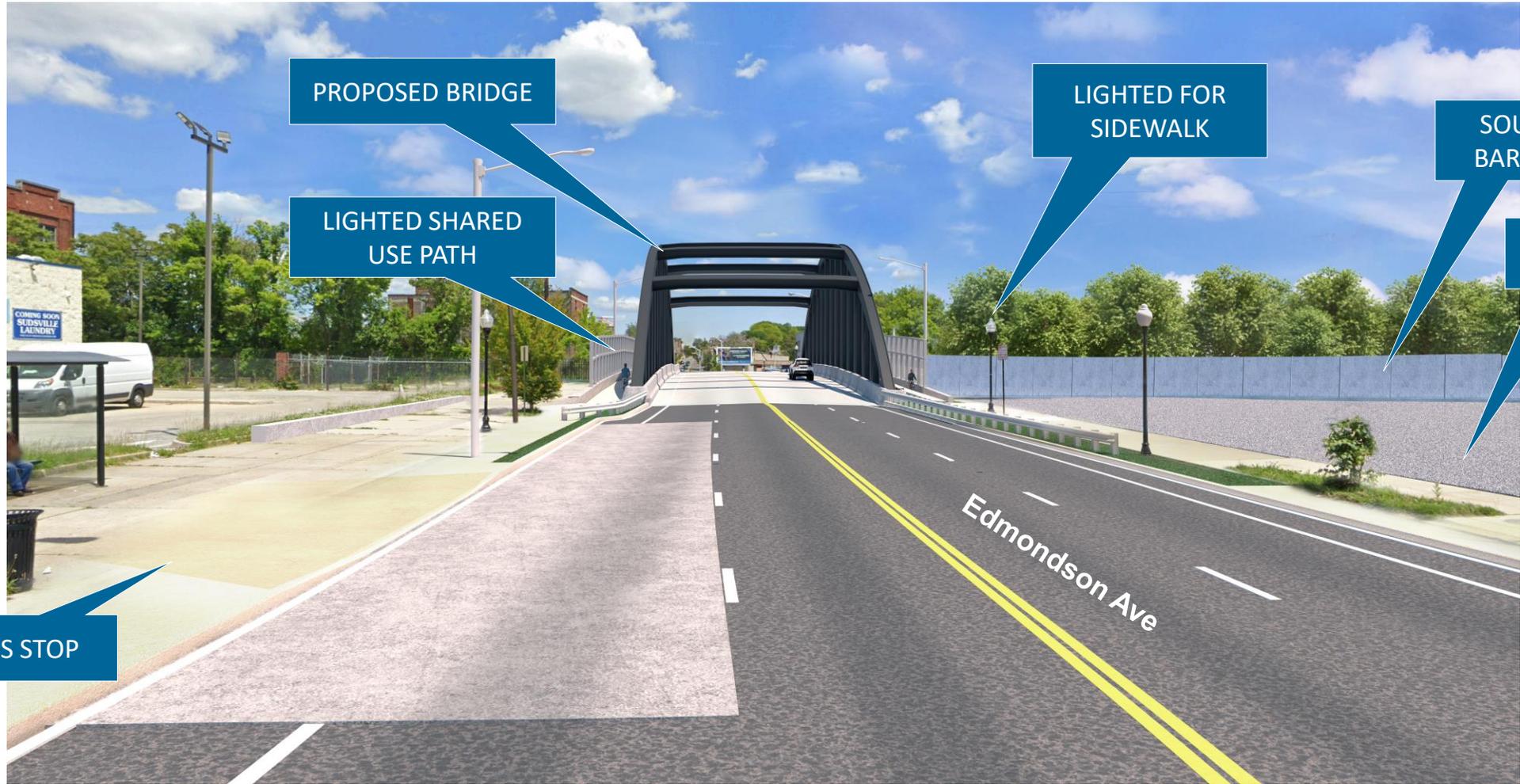
Existing Edmondson Avenue Bridge

Looking East



Proposed Edmondson Avenue Bridge

Looking East



Adaptive Reuse

- The former Atlas Safe Deposit & Storage Warehouse, one of the most historically significant buildings in the Midtown Edmondson Historic District, will be used as the distribution center for material salvaged from buildings to be demolished.
- All materials will be made available free of charge to residents of the Midtown Edmondson and Greater Rosemont Historic Districts.



Atlas Warehouse, 2124 Edmondson Ave.

Edmondson Ave Bridge-Proposed Color Options



Protective Barrier Options at Edmondson Ave



Clear Panel with angled or curved top
(Woodrow Wilson Bridge)



Traditional Barrier over Railroad
(Existing Edmondson Bridge)

Construction Updates

Early Construction Activities

1. Material Salvage
2. Demolition
3. Preconstruction Inspection & Monitoring
4. Utility Relocation
5. Bridge Construction

Historic Salvage & Demolition



Benefits of the Historic Salvage Program



Sustainability



Historical Preservation



Community Engagement

**“Preserving history
while progressing
forward is the key to
a sustainable future”**

Frederick Douglass,
American Abolitionist

Material Salvage

- Historic architectural materials
- Reusable household items
- Items will be available in "as-is" condition
- Target date for public distribution – Oct. 2024
- View both in person and program website
- Eligibility – Midtown Edmondson & Greater Rosemont Historic District residents



Demolition Activities

Inspect for hazardous materials

Disconnect utilities

Apply rodenticide

Abate asbestos (if needed)

Install temporary construction fencing

Notify adjacent residents of demolition

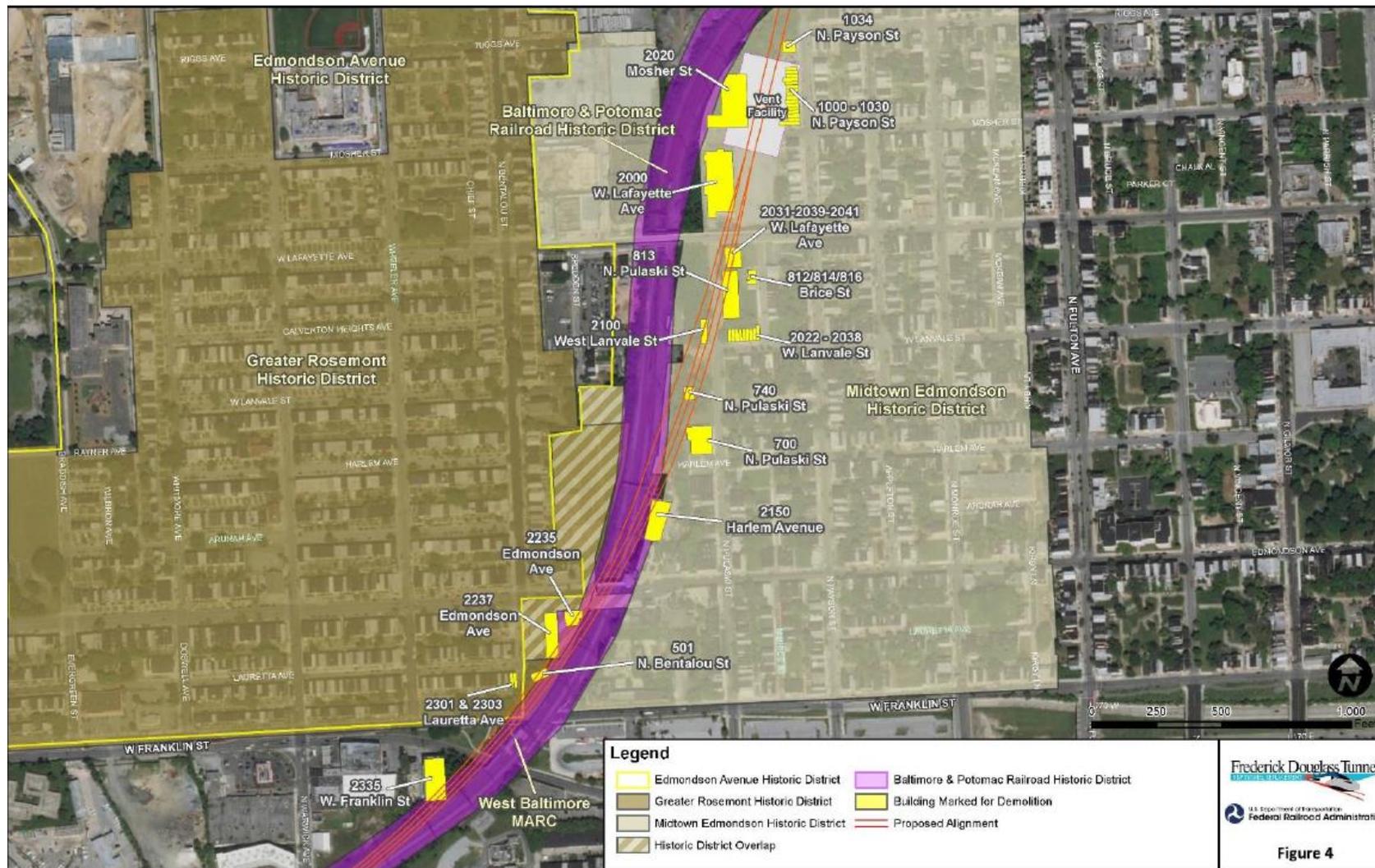
Deconstruct building

Install permanent fencing

Stabilize soil



Ongoing Demolition Program



Ongoing Demolition Program



LEGEND

- Old West Baltimore Historic District
- Bolton Hill Historic District

- Reservoir Hill Historic District
- Building Marked for Demolition

Demolition: What to Expect

Notification of work by Team

Work hours:

- Monday – Friday, 7:00 am – 3:00 pm

Duration:

- 2–3 weeks

Equipment:

- Backhoes
- Dump trucks
- Water hoses
- Vibration monitors

Material

- Fencing



**PUBLIC NOTICE
OF
DEMOLITION**

PURSUANT TO PERMIT # DEM-2023XXXX (Example) PERMIT NUMBER

THE BUILDING LOCATED AT: 2100 W Lonsdale St PROPERTY ADDRESS

IS SCHEDULED FOR DEMOLITION ON: 8-19-24 DATE

DEMOLITION CONTRACTOR INFORMATION

LICENSED DEMOLITION CONTRACTOR: Delaware Cornerstone Builders, Inc. (DCB) COMPANY NAME

P.K. Goel COMPANY'S CONTACT PERSON

(301) 864-2600 CONTACT PERSON'S TELEPHONE NUMBER



Pre-construction Inspection & Monitoring

Pre-Construction Inspection

- Who gets one?
 - Property owners with homes/buildings adjacent to planned work near ventilation facilities.
- What is it?
 - An inspection by the contractor team of current interior and exterior conditions of homes/buildings
- When will these inspections occur?
 - Some property owners may have already received a letter requesting permission
 - The contractor team will work with property owners to schedule appointments
 - Inspections will take approximately 1 hour
- Why should we do this?
 - To provide documentation in the event a property owner files a claim.

Pre-Construction Inspection (cont'd)

- What is the process to get an inspection?
 - Contact contractor representative on the letter
 - Schedule an appointment.
Typical times: Monday - Friday, 7:00 am – 6:00 pm

Notes:

- Arrangements can be made to accommodate the owner's schedule
 - Inspections must be done during daylight hours
 - Inspections will be available throughout project lifecycle
- Follow up
 - A copy of the pre-construction inspection report can be requested by the property owner and made available at no cost.

Construction Monitoring



- With your permission, the contractor will install instruments to monitor for movement and vibration
- This work will be coordinated and permitted with Baltimore City agencies
- The contractor will establish baseline readings of current background noise and vibration for at least 30 days prior to the start of construction
- The contractor will provide security for monitoring devices
- The instruments may be placed:
 - In ground to measure potential movement and groundwater
 - On adjacent structures (with owner permission)
 - On ground (sidewalk) surface
 - On utilities



Early Construction Work Areas

N. Pulaski, N. Payson, W. Lafayette

Expected Work:

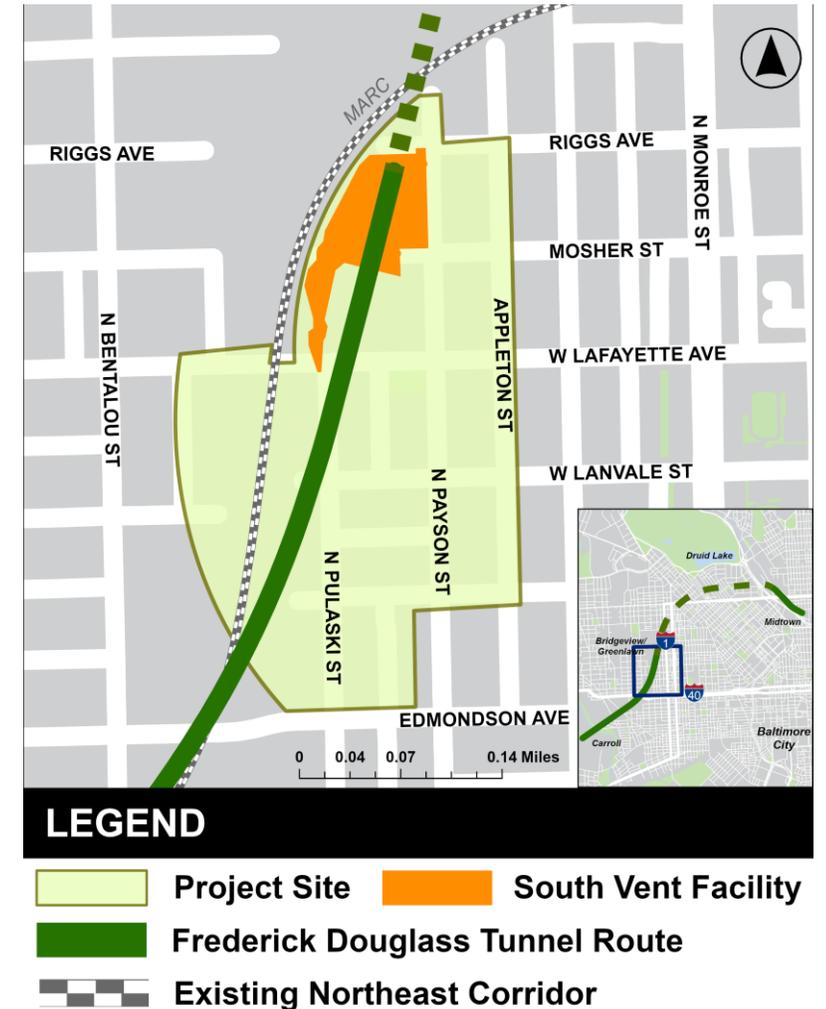
- Utility Relocations
- Roadway Relocations
- Roadway Abandonments
- Inverted Siphon

Mobilization:

- Fall 2024

Impacted Roadways

- Closure: N Pulaski and N Payson



N. Pulaski, N. Payson, W. Lafayette (cont'd)

Expected Work:

- Construction Fencing
- Erosion & Sediment Control Fencing
- Access Control Systems Set Up
- Test Pitting/Utility Location in Roadways

Mobilization:

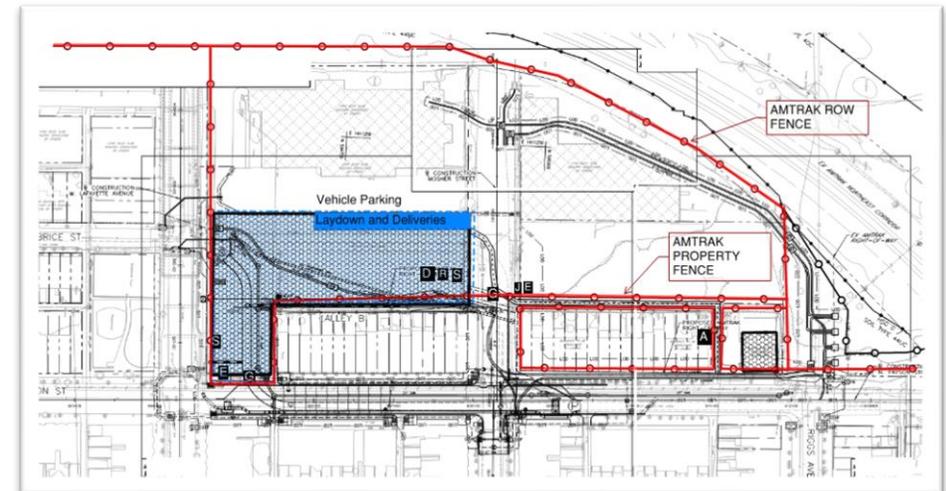
- Fall 2024

Impacted Roadways

- Lane Restrictions & Closures:
 - N. Pulaski and N. Payson

Access Control Purpose

- To control access to site to ensure everyone on site has attended proper training and orientation.
- To prevent accidental access by children or pets onto site



Mulberry Street

Expected Work:

- Roadway Lowering
- Utility Reconstruction
- Mulberry Bridge Demolition
- New Mulberry Bridge Construction
- Mulberry Abutment Construction
 - Provides access to new W Baltimore MARC Station

Mobilization:

- Fall 2024 / Winter 2025

Impacted Roadways

- **Closure:** W. Mulberry Street

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LEGEND

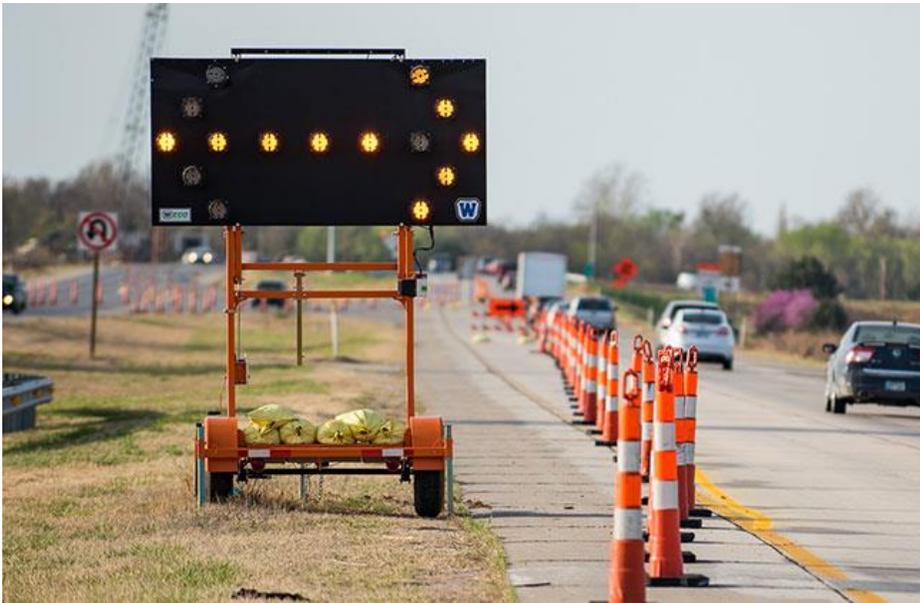
- Project Site
- Frederick Douglass Tunnel Route
- Existing Northeast Corridor

Frederick Douglass Tunnel
B&P TUNNEL REPLACEMENT



What to Expect During Construction - Notices

- Place notices of work **5** business days before work on residential streets
- Install traffic signage **2** weeks before lane closure (per BC DOT permit)
- Devices & Signs placed **2** weeks before complete roadway closure
- Widespread notifications **2** weeks before complete roadway closure
- Place no parking signs **3** days before parking restrictions begin



What to Expect During Construction

- Safety Measures
- Watering Trucks – Dust Control
- Shuttles for craft workers
- Impacts to Roadways
 - Steel plates
 - Roadway closures & Lane restrictions
 - Temporary pavement
 - Test pitting
- Maintained pedestrian and bicycle access
- Covered trash receptacles
- Coordination with adjacent projects (DOT, DPW, Verizon, Comcast, BGE)



What to Expect During Construction – Aerial Progress Documentation

Who is using the drones to take photos?

- A local small business hired by the contractor team(s)

What will they capture?

- Progression and time-lapse photos and/or videos of construction areas

Where are they flying?

- Above Program construction areas

Where will the information be stored?

- All images and videos will be uploaded into a secure third-party software with restricted access for the contractor team

Why are drones being used?

- They provide clear and complete progression documentation of changing landscape

How long will they be in the air?

- On average our pilots will need half a workday to completely capture a work area. They will be taking photos & videos monthly.



How will photos be used?

- These will be progress photos shared with Amtrak by the contractors to illustrate work progress.

How often will photos be taken?

- Monthly

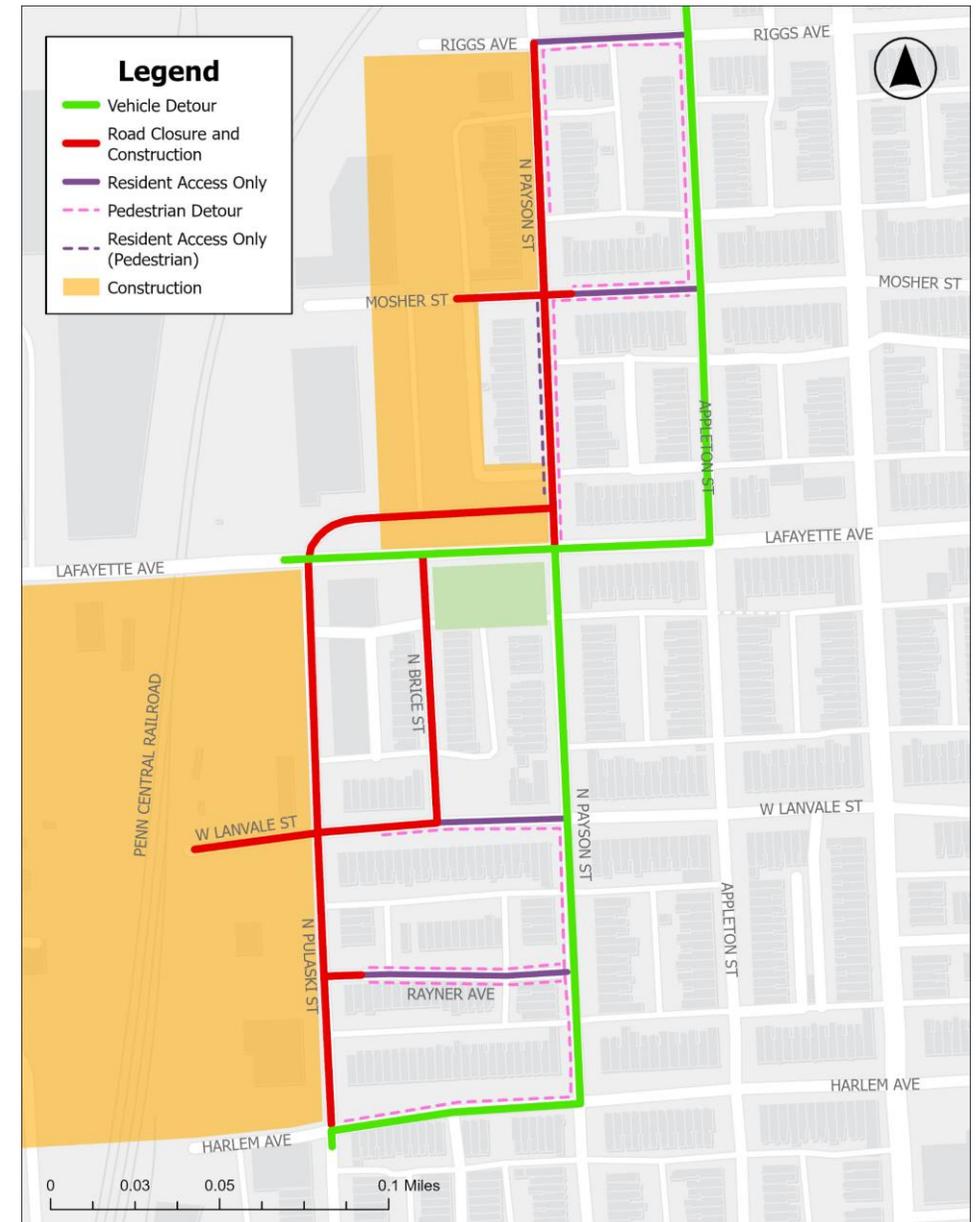
Maintenance of Traffic

Roadway closures

- N. Pulaski Street
- N. Brice Street
- N. Payson Street

Expected Traffic detours

- N. Payson Street
- Coordination with CSX project on North Avenue



Frederick Douglass Tunnel
B&P TUNNEL REPLACEMENT



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Opportunities on the FD Tunnel Program

Inquiries on craft job openings can be found by reaching out to the local union's contacts:

Operators Local No. 37:

Mike McKew

Phone: 410.254.2030

Micheal.mckew@iuoe37.org

Electrical Local No. 24:

Jon McLaughlin

Phone: 410.247.5511

Jmclaughlin@ibewlocal24.org

Carpenters Local No. 197:

John Barber

Phone: 410.355.5555

Jbarber@eascarpenters.org

Ironworkers Local No. 5:

Raymond Cleland

Phone: 301.599.0960

RCleland@ironworkers5.org

Laborer's Local No. 710:

Julio Paloma

Phone: 301.273.4088

JPalomo@bwldc.org

Contact the FD Tunnel Contractor Teams

Inquiries on craft job openings can be found by reaching out to the local union's contacts:

Clark / Stacy Witbeck:

Email: estimating@cswfdtjv.com

Kiewit-Shea Tunnel Constructors:

Email: FDTOutreach@TeamKSTC.com

Stay Connected

 fdtunnel.com  (443) 425-1115  fdtunnel@amtrak.com

Follow us on Social Media



LinkedIn



Instagram



Facebook

Sign up for construction notifications

Slick Text

- Tool being used to send text messages to community members who opt IN to receive construction notifications.

Text colored **KEYWORDS** below to
(833) 917-3749



FDTNorth

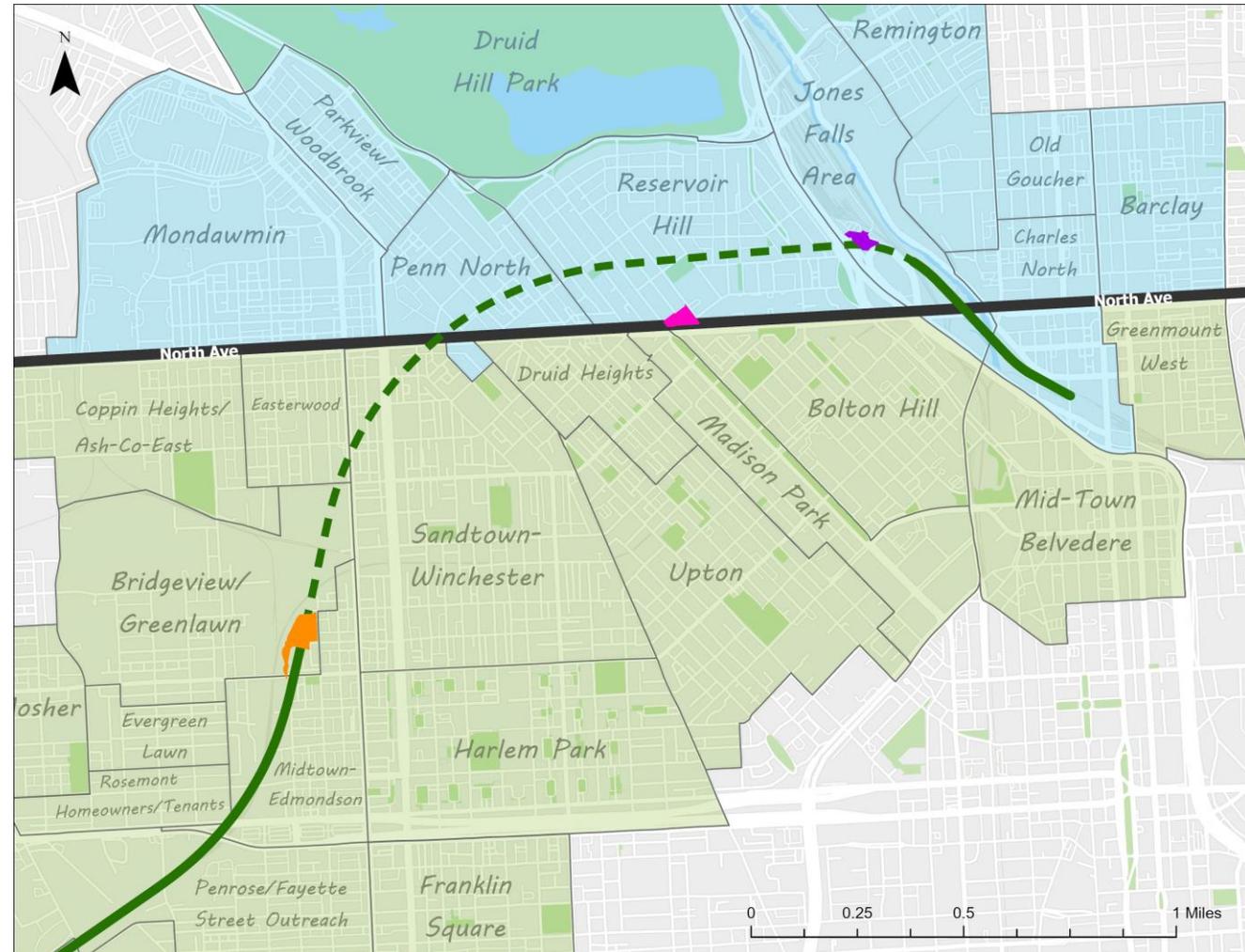


FDTSouth



FDTConstruct

fdtunnel.com



Frederick Douglass Tunnel
B&P TUNNEL REPLACEMENT



AMTRAK®

Sign up for construction notifications

Constant Contact

- Tool being used to send emails to community members who opt IN to receive Program notifications.
- Will include newsletters, meeting notifications, construction updates, and more
- Add fdtunnel@amtrak.com to your approved email contacts
- Scan the QR Code
- Email the team and request to be added to the email list

