



Welcome

Frederick Douglass Tunnel Program

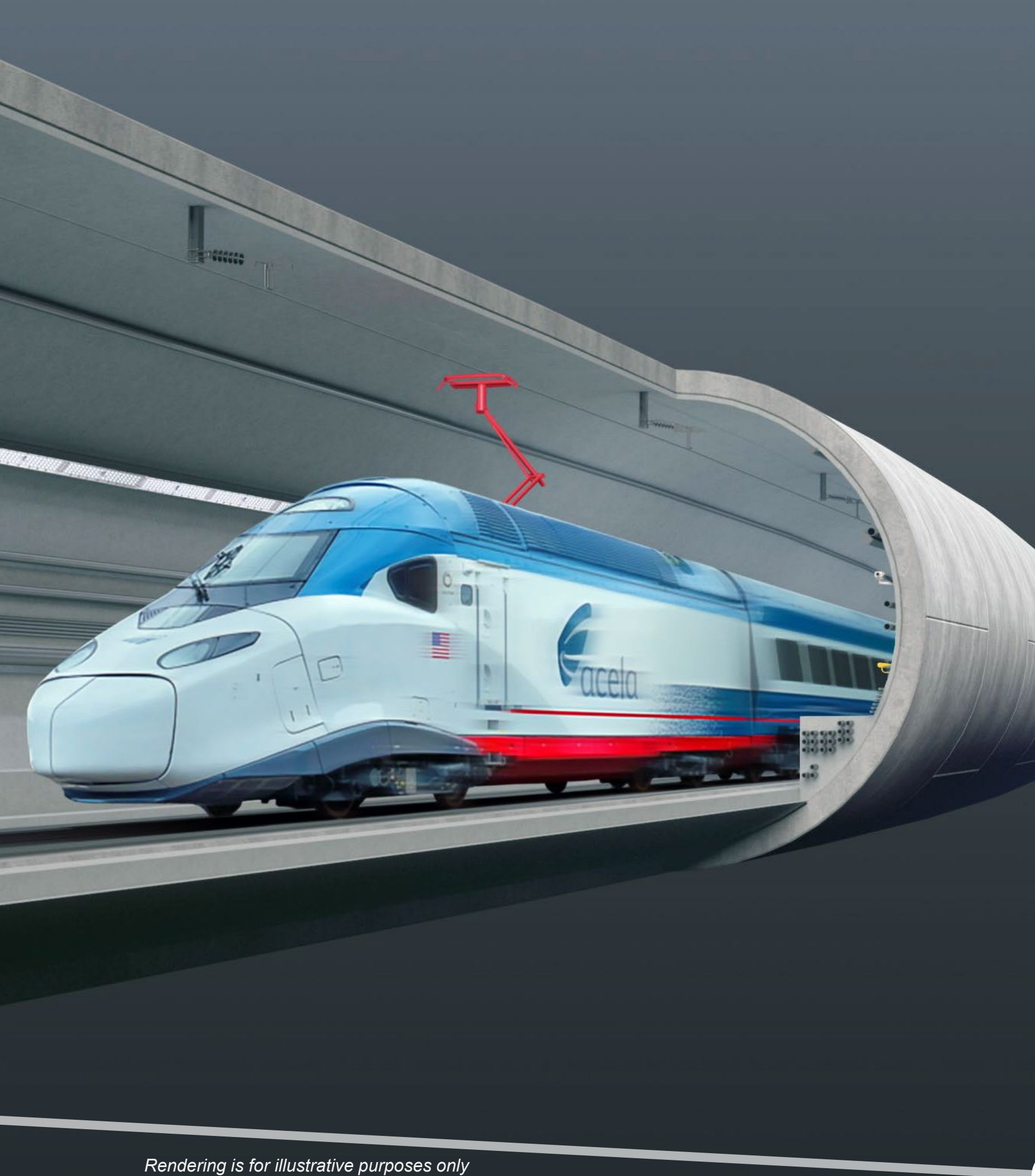
Meet the Contractors

Please scan QR code to join our mailing list



Agenda

- Program overview
- Introduction to contractors
 - Demolition
 - Southern Approach
 - Northern Approach
- Program schedule
- What to expect
- Q+A



Meeting Protocol

The meeting facilitator is responsible for ensuring the meeting:

- Runs efficiently, respectfully, and effectively
- Focuses on the published agenda
- Provides appropriate opportunities for all members to participate

To support a successful meeting, we ask that attendees:

- Try to remain focused on the topic
- Please respect the opinions of others
- Allow others to speak without interruption
- Hold questions until the end of all presentations
- Allow the facilitator to direct questions to the appropriate party
- Limit themselves to one follow up/clarifying question

Facilitating Question & Answer Session

To allow opportunities for the FD Tunnel team and contractors to hear from all participants, we are offering two methods to submit questions or comments

1. Submit your question/comment during the presentation using the Slido tool.
 - Go to Slido.com or scan the QR code on the right with your smartphone.
 - Upvote questions that you are interested in having the team prioritize during the Q&A
2. Speak at the microphone during the Q&A portion of the meeting

slido



Enter Code
#FDTqa

Program Background

**Existing tunnel is 150 Years old...
Nearly as old as Druid Hill Park!**

Carries 9 million MARC & Amtrak passengers per year on the Northeast Corridor (NEC)
(MARC's Penn Line)

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



Program Overview

The Frederick Douglass Tunnel Program will modernize a key section of the Northeast Corridor (NEC)

- 10 miles of rail improvements along the NEC
- ~2 miles of new tunnel per bore in West Baltimore (two tunnel bores)
- New and improved railroad infrastructure
- New ADA-accessible West Baltimore MARC Station
- State-of-the-art modern fire/life safety systems
- 5 Bridge replacements in Baltimore City (2 roadway, 3 railroad bridges)
- 11 Baltimore City roadway modifications
- Noise barriers in Midtown Edmondson and Greater Rosemont communities

Program Benefits



\$50 million for
**COMMUNITY
INVESTMENTS**



Local jobs centers to
train the **WORKFORCE**



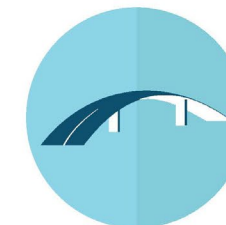
Increased **ACCESS
TO REGIONAL JOBS**
for Baltimore City
residents



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



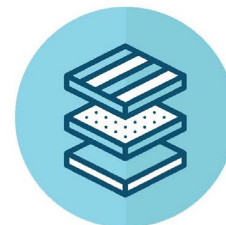
Construction of a new
ADA-ACCESSIBLE
West Baltimore
MARC STATION



IMPROVEMENTS to
roadway and bridge
INFRASTRUCTURE



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



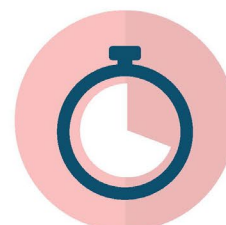
**ACCESS TO SALVAGE
MATERIALS** for residents
of Midtown Edmondson
and Edmondson Avenue
Historic Districts



**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

Demolition Contracting Teams

- Demolition contracts have been awarded to two local firms:



K&K Adams Keith Adams

Baltimore-Based, M/DBE certified general contractor of infrastructure construction providing site development, demolition and excavation, environmental/ wetlands restoration/development, asbestos abatement and lead remediation, waste hauling services and more.

Demolition Contracting Teams



Delaware Cornerstone Builders P.K. Goel

Landover Maryland based minority construction company specializing in demolition, hazardous material abatement, trucking, and mechanical insulation.

Current Construction Activities

- Property Security
- Demolition is ongoing for:
 - 5 properties on 1000 blk N Payson Street
 - 2 properties on W North Avenue
- Exterior pre-construction surveys
- Utility relocation

Construction Contracting Method

Planning & Design Phase



- Common goals, collaboration and transparency among the parties
- Contractor/Designer coordination
- Environment for innovation
- Risk mitigation through team analysis
- Cost certainty
- Speed to delivery
- Third party interaction
- Subcontractor engagement

Modified from DTFH61-13-R-00019: Quantifications of Cost, Benefits and Risk Associated with Alternative Contracting Methods and Accelerated Performance Specifications

Transition to Contractor Team

- Community has gotten a chance to know the Amtrak Program Team
- After a detailed procurement process, Amtrak has selected two of the best quality contractor teams to construct the Program:
 - Southern Approach – Clark/Stacy and Witbeck
 - Northern Approach – Kiewit Shea

Questions? – Scan code to submit now

slido



Enter Code
#FDTqa



Clark/Stacy and Witbeck

Team Introduction



Phil Sheridan, PE, FBDIA

Project Manager



Brian Hetherington, PE

General Superintendent

Clark/Stacy and Witbeck Team (CSW):

- Experienced Heavy Civil/Rail Contractors
- Depth of Experience
- Proven Team

CSW's Team by the Numbers:

Years Working Together

10+

Total Active Rail Projects

100+

Total Amtrak Projects

20+

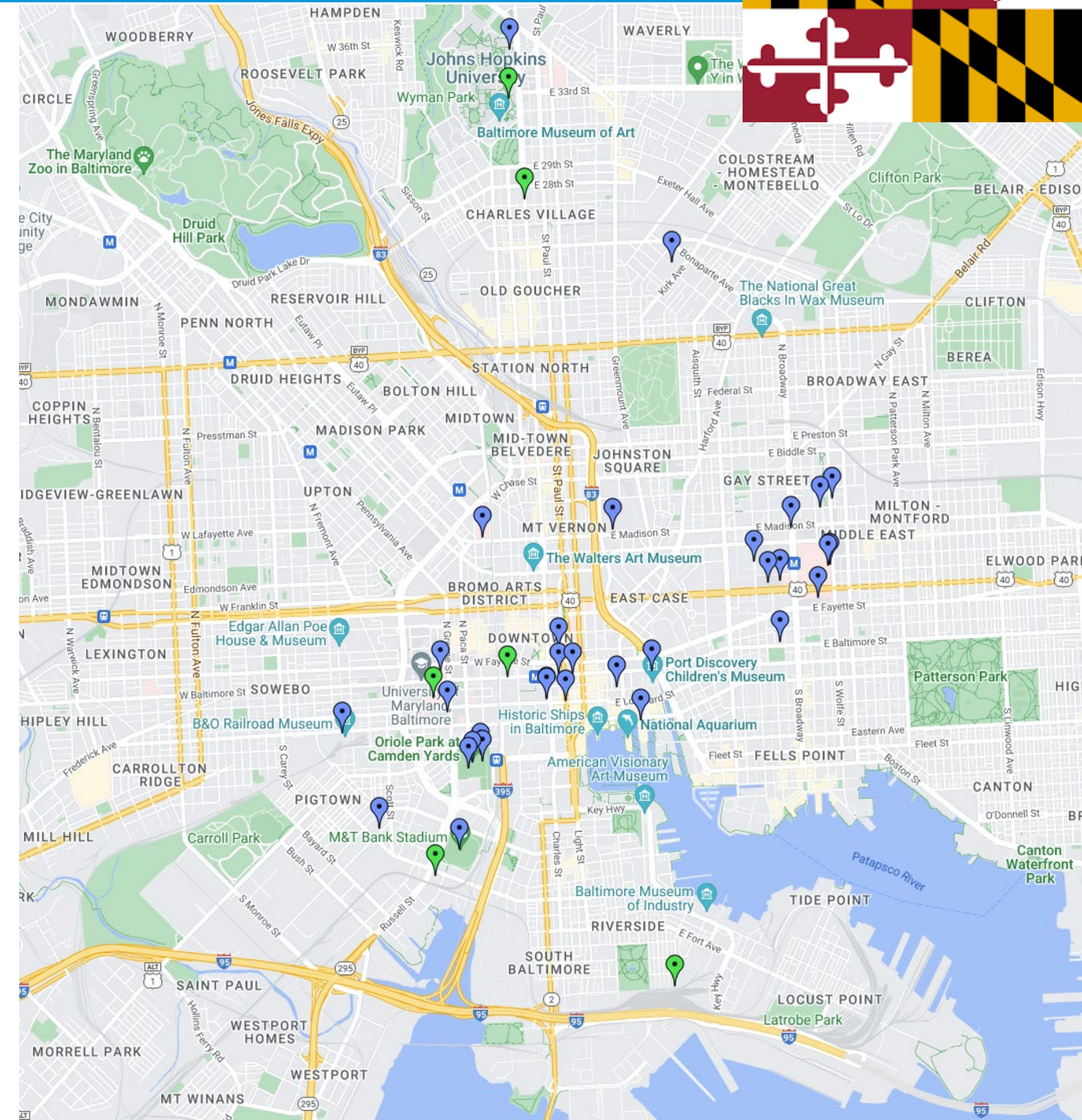




- CSW team members have been based in Maryland for more than 116 years
- Our team has one of the largest self-perform craft workforces in the MD region
- Clark/Stacy & Witbeck have long-standing and proven relationships with our industry partners that we will draw on for Local & National project support



AMTRAK FREDERICK DOUGLASS TUNNEL Southern Approach



OVERVIEW / LOCAL PROJECTS

Historic/Marquee projects:

- Ravens M&T Bank Stadium
- Oriole Park at Camden Yards
- Johns Hopkins Hospital & Shot Tower Metro Stations
- CSX Inverted Siphon
- CFG Bank Arena
- Johns Hopkins New Clinical Building
- MTA Riverside Heavy Maintenance Facility



CSW's Local Stats:

Years operating

116

Total Baltimore project revenue (past four years)

\$1.66B

Total local workforce

2,000

Projects in Baltimore

45+





**STACY
WITBECK**

Clark/Stacy and Witbeck, a Joint Venture

Goals and Commitments

Goals



CREATING AN IMPACT
Fostering opportunities for economic growth, development



BUILDING WITH INTEGRITY
Providing a fair and respectful workplace for all



BUILDING SUSTAINABLY
Leaving the community in a better place



FOSTERING ENGAGEMENT
Connecting with, and supporting, the Baltimore community



BUILDING SAFELY
Ensuring the safety of our workforce and the public

Commitments



1. Committed to keeping the community engaged and informed



2. Committed to providing transparency around the build process

3. Committed to highlighting progress and sharing news about upcoming worksite activities



4. Committed to answering your questions around the construction effort in a timely manner



Construction Monitoring

- Various instruments will be installed to monitor for movements as coordinated and permitted with City of Baltimore agencies
 - In ground to measure potential movement and groundwater
 - On adjacent structures (with owner permission)
 - On ground surface
 - On utilities
- Noise and vibration monitoring will occur at the project perimeter
- Baseline readings of current background noise and vibration will be established for at least 30 days prior to the start of construction

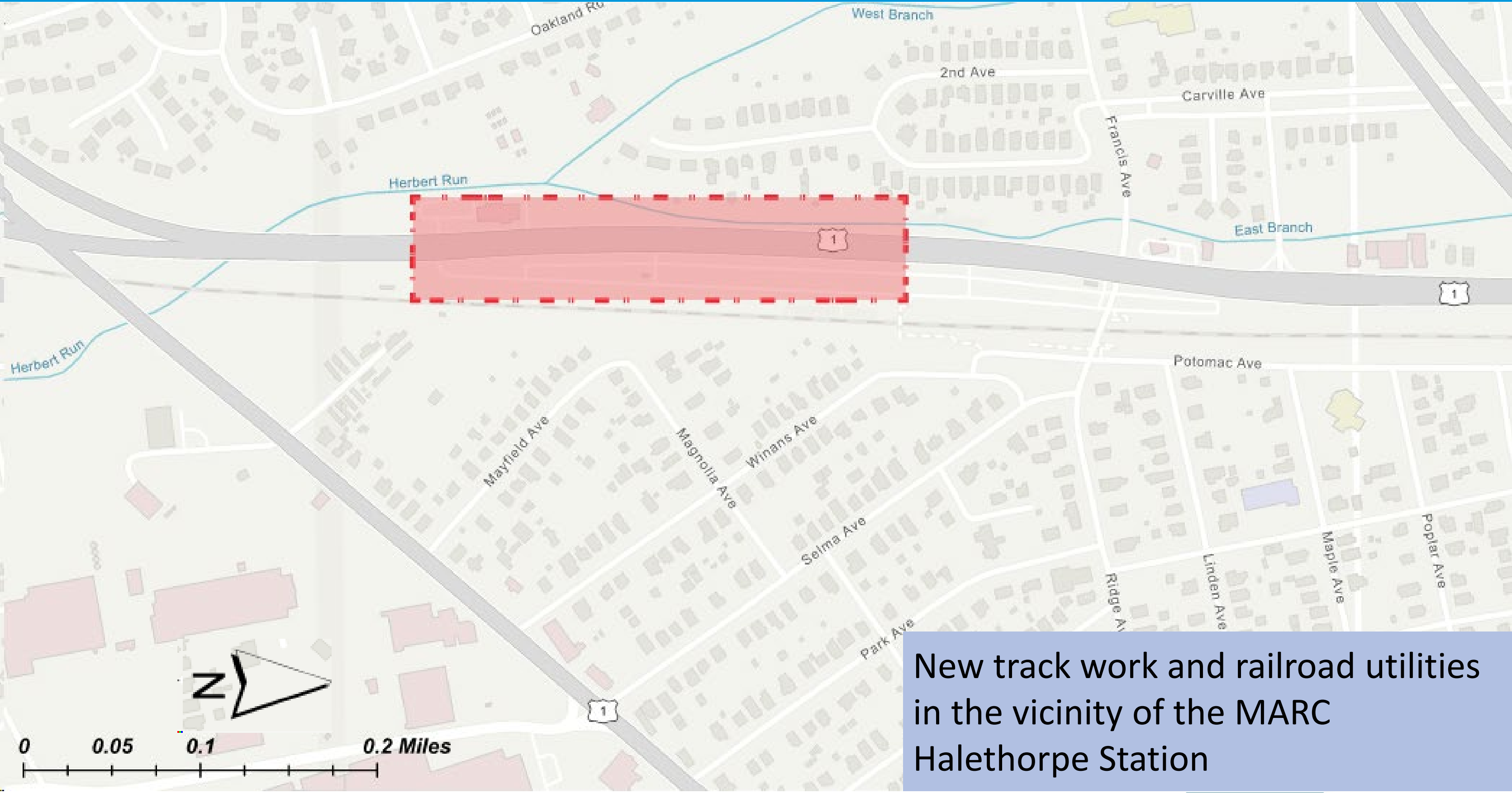
Pre-Construction Surveys

- CSW team will engage an engineering firm to conduct pre-existing condition surveys of homes and buildings in the neighborhood adjacent to planned work near the South Approach, IVF and NVF
- These inspections will document the current interior and exterior condition of the surveyed properties and help facilitate processing any future claims
- Subject property owners will be contacted by certified mail to enroll in the survey process within approximately the next 45 days

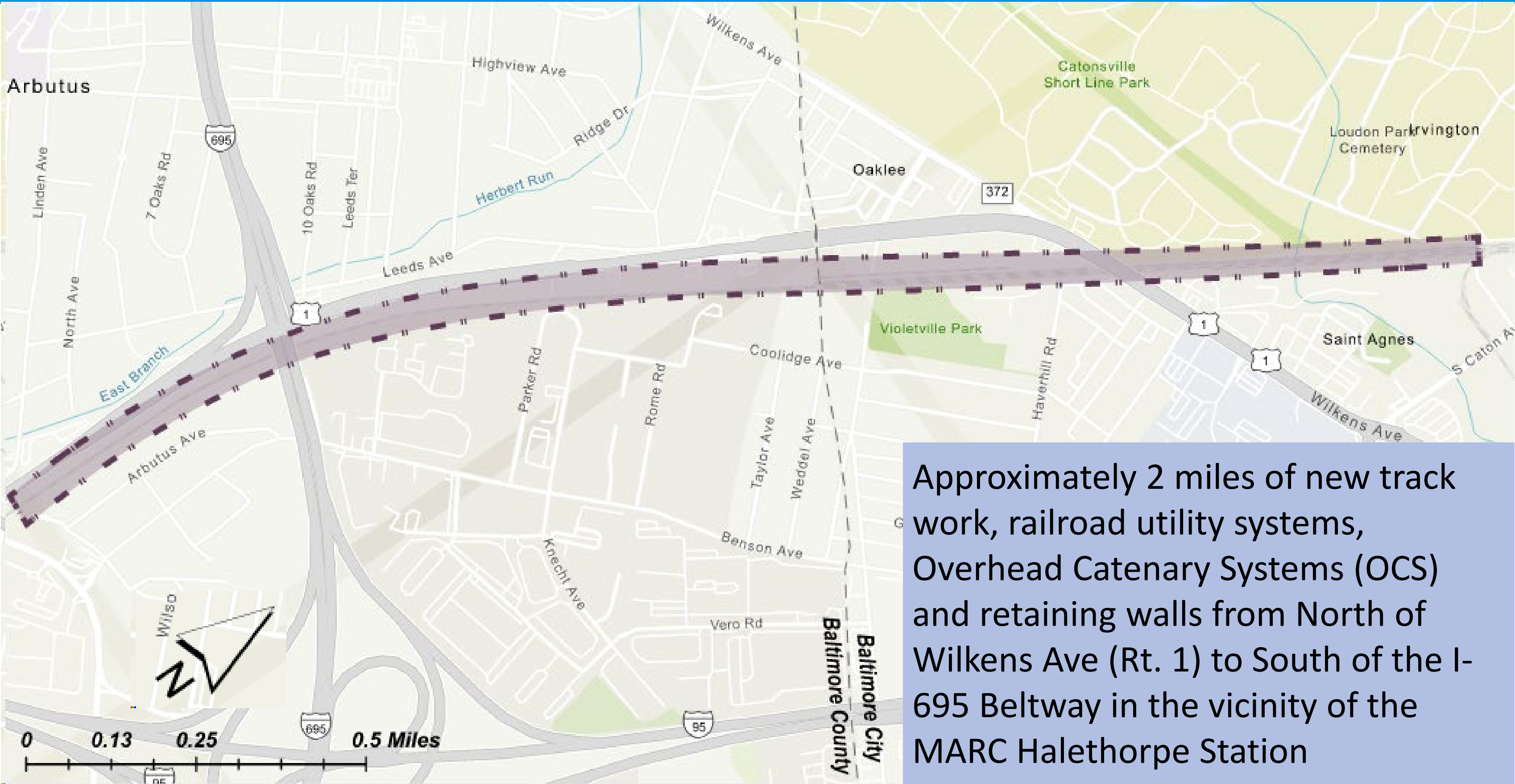
An aerial photograph of an urban area, likely in Baltimore, Maryland, showing the Frederick Douglass Tunnel and its South Approach. The image is overlaid with a semi-transparent dark grey rectangle containing white text. The background shows a dense residential area with many small houses, a large parking lot with many cars, and a road with a bridge. The text is centered and reads "Frederick Douglass Tunnel South Approach" in a large, bold, white sans-serif font. Below this, the words "SCOPE OVERVIEW" are written in a smaller, bold, white sans-serif font.

Frederick Douglass Tunnel South Approach

SCOPE OVERVIEW



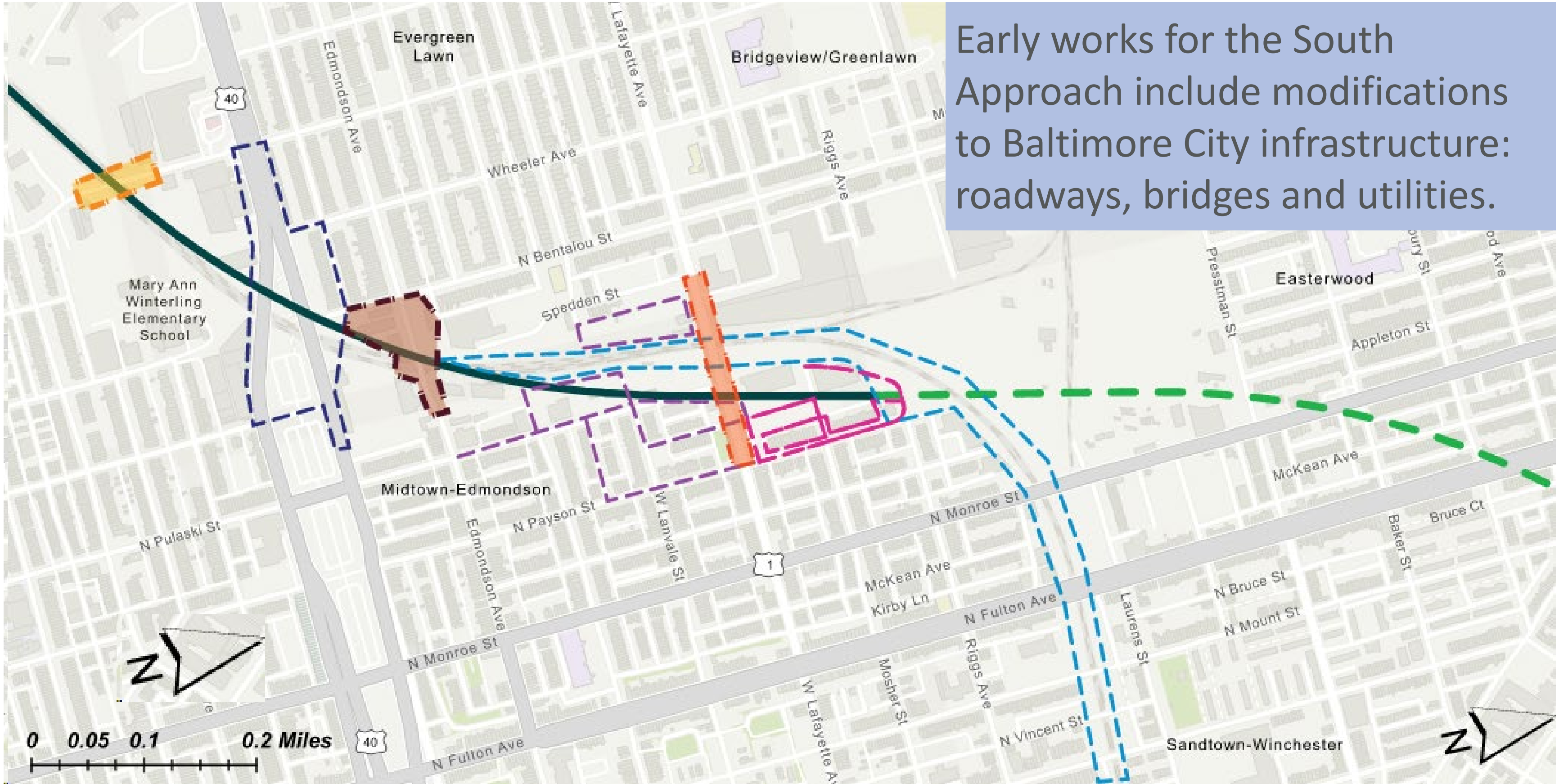
New track work and railroad utilities in the vicinity of the MARC Halethorpe Station



Approximately 2 miles of new track work, railroad utility systems, Overhead Catenary Systems (OCS) and retaining walls from North of Wilkens Ave (Rt. 1) to South of the I-695 Beltway in the vicinity of the MARC Halethorpe Station

- Total of 5 bridge replacements
- New MARC West Baltimore Station
- Southern approach U-Structure






AMTRAK FREDERICK DOUGLASS TUNNEL Southern Approach





The background image shows two construction workers in safety gear. The worker on the left is wearing a white hard hat, safety glasses, and a blue shirt with 'FDG' on the sleeve. The worker on the right is wearing a white hard hat with a headlamp and a 'CLARK CONSTRUCTION' logo, safety glasses, and a grey shirt. Both are wearing high-visibility yellow safety vests with 'CLARK' and an American flag patch. They are looking down at a set of plans or a tablet. The text 'Frederick Douglass Tunnel' and 'South Approach' is overlaid in large white font, with a small blue horizontal line under 'Approach'.

Frederick Douglass Tunnel South Approach

CONSTRUCTION OVERVIEW



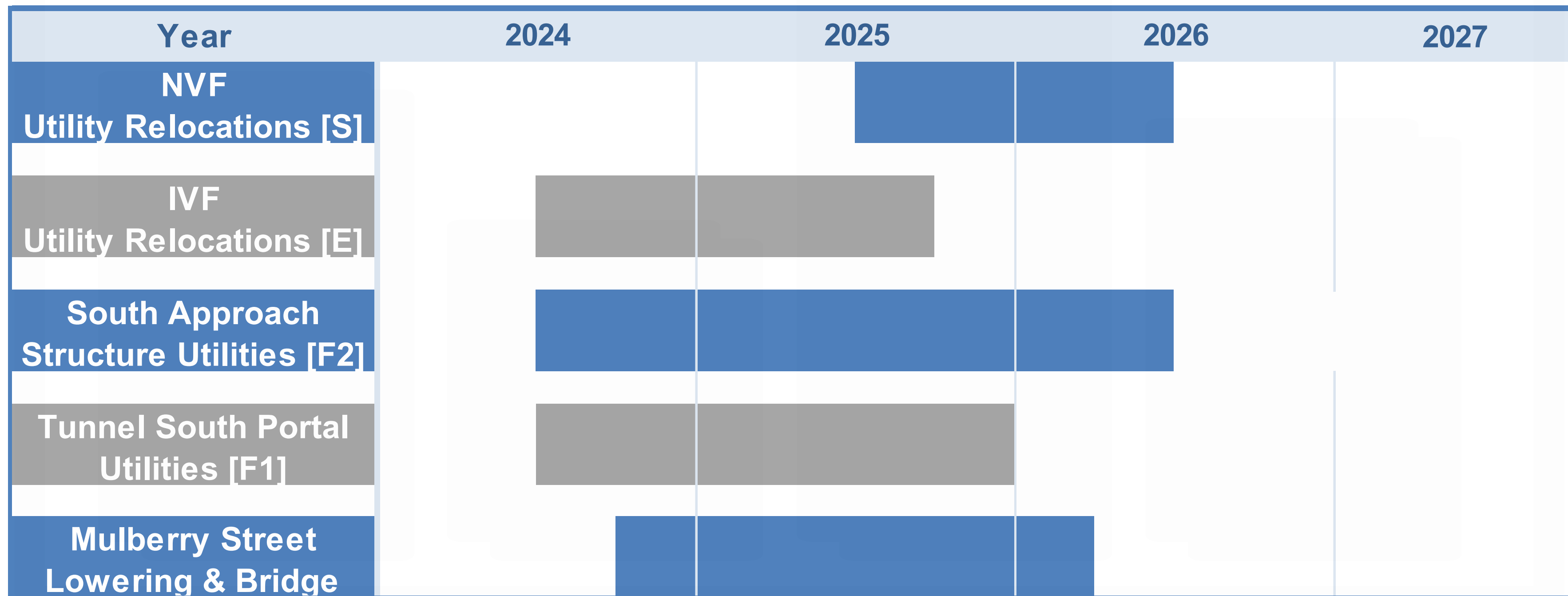
KEY MILESTONES TO DATE

- Started preconstruction coordination with Amtrak and Design Team – Oct. 2023
- Issued first trade bid packages – Dec 2023
- Held Industry Outreach Event at Coppin State University – Jan. 2024

WHAT TO EXPECT:

- Preconstruction Surveys – 2nd Qtr 2024
- Mobilization/Instrumentation – 2nd Qtr 2024
- Construction Start – 3rd Qtr 2024
- Utilities Reconstruction & Relocations – approx. 18 – 22 months
- Roadway Work after utilities and work on Mulberry Street – 4th Qtr 2024

Amtrak FDT Package B Early Work



For general project information and inquiries, visit www.FDTunnel.com.

For upcoming contracting opportunities and bid questions on the South Approach, please contact:

Todd McQuinn, PE

Lead Cost Estimator

todd.mcquinn@cswfdtjv.com

Jake Buttz

Senior Estimator

jacob.buttz@cswfdtjv.com



**STACY
WITBECK**

Clark/Stacy and Witbeck, a Joint Venture



Clark/Stacy and Witbeck, a Joint Venture

Let's build what matters, **together.**

MEET OUR TEAM



Kelli Kelly
DBE Outreach Manager



Mark Peterman
Project Manager



Jerel Worthy
Community Outreach Manager



Prince Davis
DBE Outreach Office
Engineer

MEET OUR TEAM: KIEWIT-SHEA TUNNEL CONSTRUCTORS



Kiewit-Shea Tunnel Constructors (KSTC) is a joint venture comprised of Team Members Kiewit Infrastructure Co. (KIC) and J.F. Shea Construction, Inc. (Shea).

Kiewit and Shea began their collaborative relationship decades ago when the companies worked together on WMATA subway tunnel projects in the Washington, DC area.

Since 1983, our team has completed 23 successful tunneling projects, and our local presence dates back 34 years to the historic Phoenix Shot Tower tunnel project in Baltimore.

KSTC'S COMMITMENT TO BUILDING COMMUNITY



Equity: Maximizing opportunities for local small, and diverse businesses in the community



Partnership: Ensuring access to information, opportunities, and resources by leveraging longstanding community and industry relationships



Investment: Practicing stewardship, ensuring maximum return on Amtrak's investment to build business and workforce capacity



Accountability: Operating with transparency, maintaining accountability to the community and key stakeholders

KSTC LOCAL EXPERIENCE

Over 3 Decades of Building in the Baltimore Community

- Ellicott City North Tunnel (Current)
- Baltimore Phoenix Shot Tower Tunnel
- Fort McHenry Tunnel
- Calvert & St. Paul Bridges over MTA
- Multiple MTA improvement projects
- I83/JFX Expressway
- WMATA Yellow Line Tunnel and Bridge Repairs
- Multiple WMATA, DC and MD Area Projects

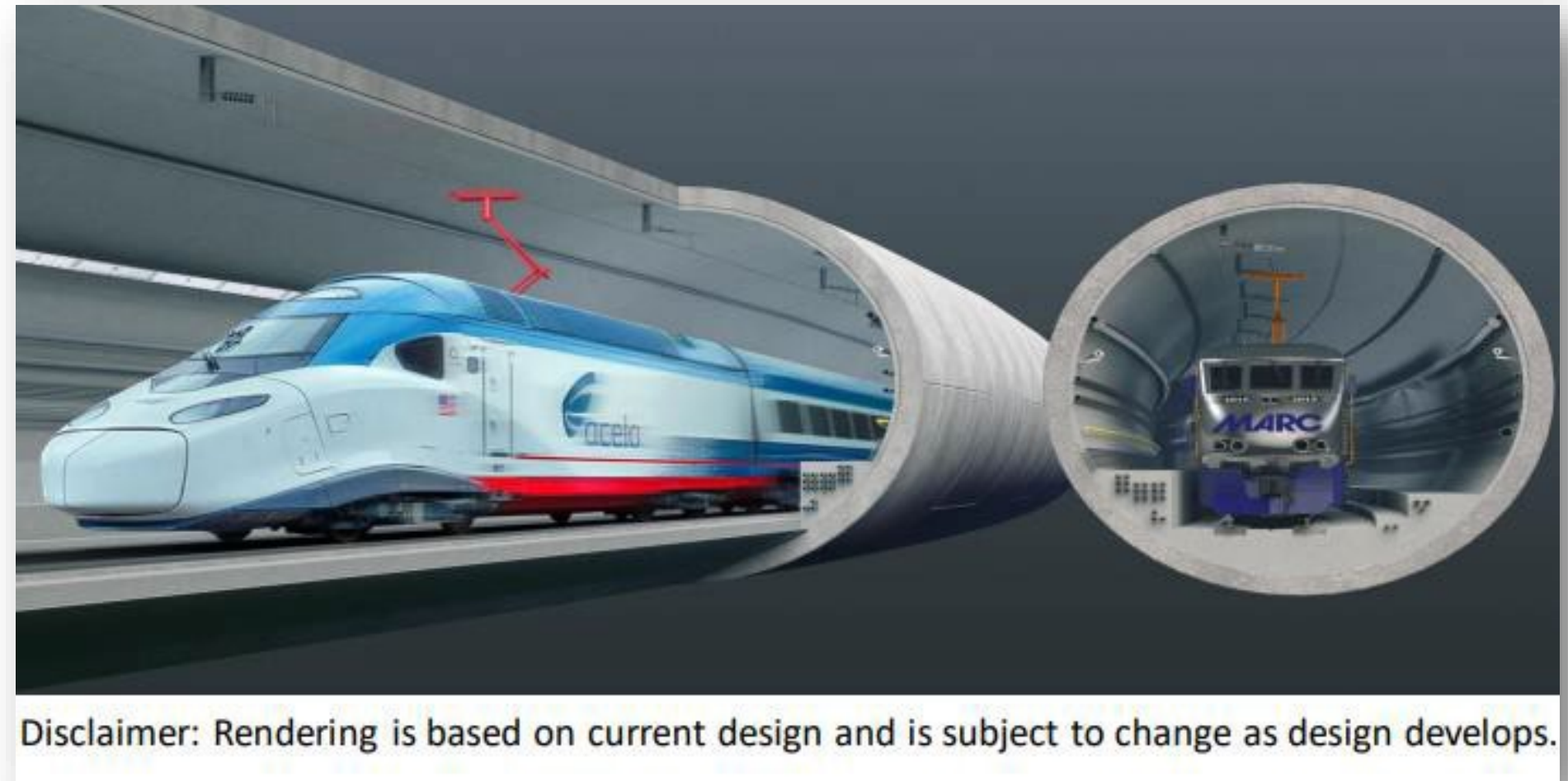


SCOPE OF WORK

Construction Package A is part of the overall Frederick Douglass Tunnel Program and primarily consists of the construction of the new Tunnel.

The scope includes construction of the below-grade components, consisting of bored tunnels, mined caverns, cross-passages, and other substructures so that they are ready for fit-out with systems equipment by the contractor selected for Construction Package C.

The new tunnel will consist of two single-track 26 ft. diameter tunnels excavated by tunnel boring machines (TBMs).



KSTC TEAM

KSTC is committed to working with local, small and diverse firms interested in working on the project. We will conduct extensive outreach to identify potential partners.



KIEWIT-SHEA
TUNNEL CONSTRUCTORS

Subconsultants:

- Kiewit Engineering Group Inc.
- Brierley Associates
- Mueser Rutledge Consulting Engineers
- K. Garshol-Rock Engineering Ltd.
- REVEY Associates (Blasting)

Subcontractors:

- Local Contractors
- Disadvantaged Business Enterprises

KSTC is committed to maximizing opportunities for the local small and diverse business community and workforce.

PACKAGE A SCOPE OF WORK & TUNNEL EXCAVATION OVERVIEW

PROJECT SCHEDULE MILESTONES – PACKAGE A

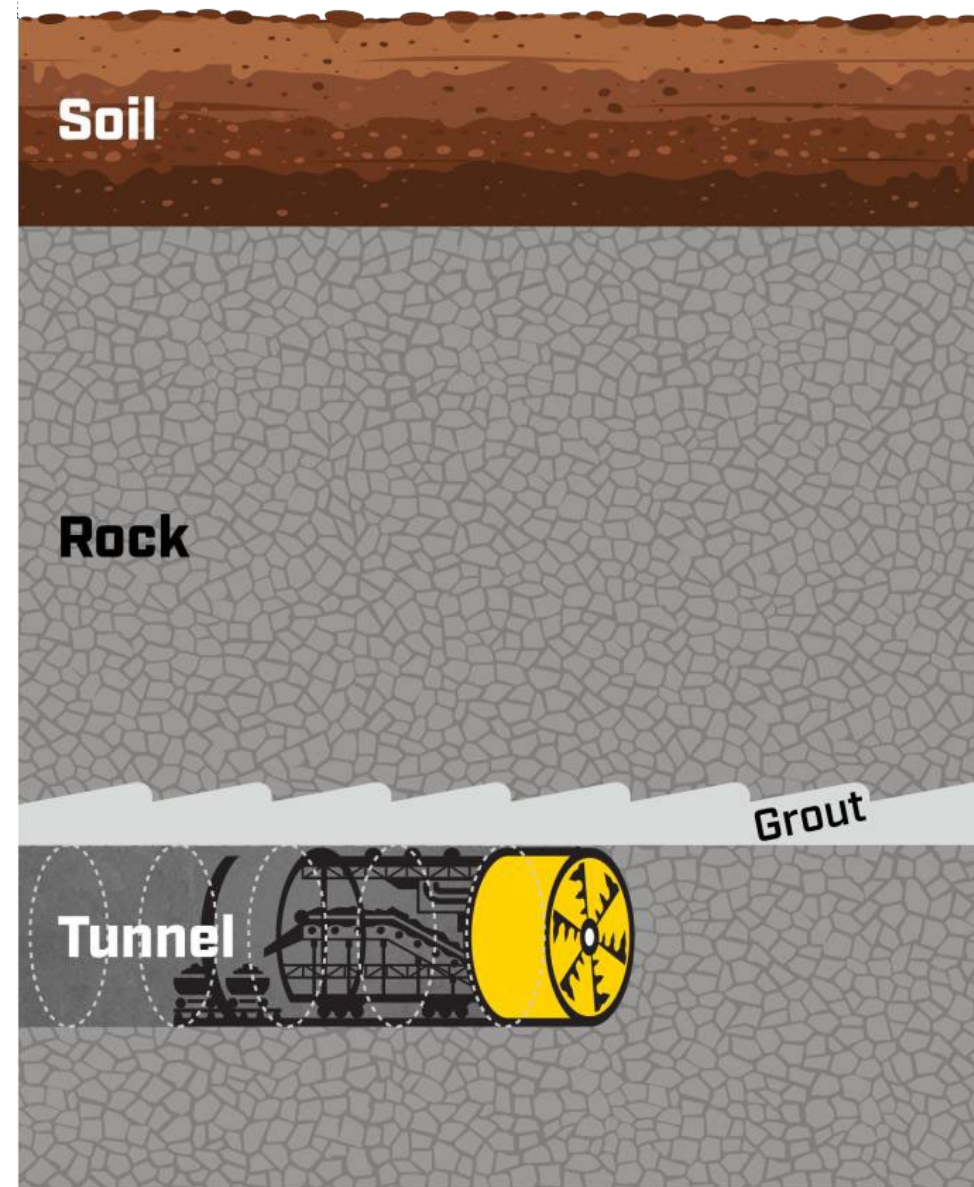
- Planning Starts January 2024
- Excavation of Tunnel Launching shaft mid 2024
- Launch TBM mid 2026
- Excavation complete 2029

TUNNEL EXCAVATION OPERATIONS

Excavation operations will begin using typical excavation equipment seen on any construction project throughout 2025.

When the (vertical) excavation reaches 60-100ft of depth, two TBMs will be used to bore (horizontally) toward Penn Station, several months apart.

As the TBMs progress, precast concrete segments will be installed to support and stabilize the excavation.



TBM operations will have minimal impact on the neighborhoods above the tunnel.

Grout will be injected between completed concrete ring and rock to seal the tunnel.

Tunnel excavation will take nearly two years to advance to the exit point under the North Avenue light rail station near Jones Falls.

WHAT HOMEOWNERS CAN EXPECT



Within the next two years, **property owners within the areas of the tunnel construction will be contacted** to begin an initial assessment of existing conditions.



Proactive communication of upcoming work will be provided so that residents are aware of potential impacts.



Controlled blasting to excavate rock will occur **near the construction sites.**

*A typical blast **will last approximately five seconds** and will likely occur **no more than five times per week** at each site.*



Informational meetings open to the public **will describe the use of controlled blasting** and detail how construction professionals will safely execute blasting operations.

During construction and after project completion, follow-up surveys will be conducted.

CONNECT WITH KSTC

INTERESTED IN SUBCONTRACTOR/SUPPLIER OPPORTUNITIES?

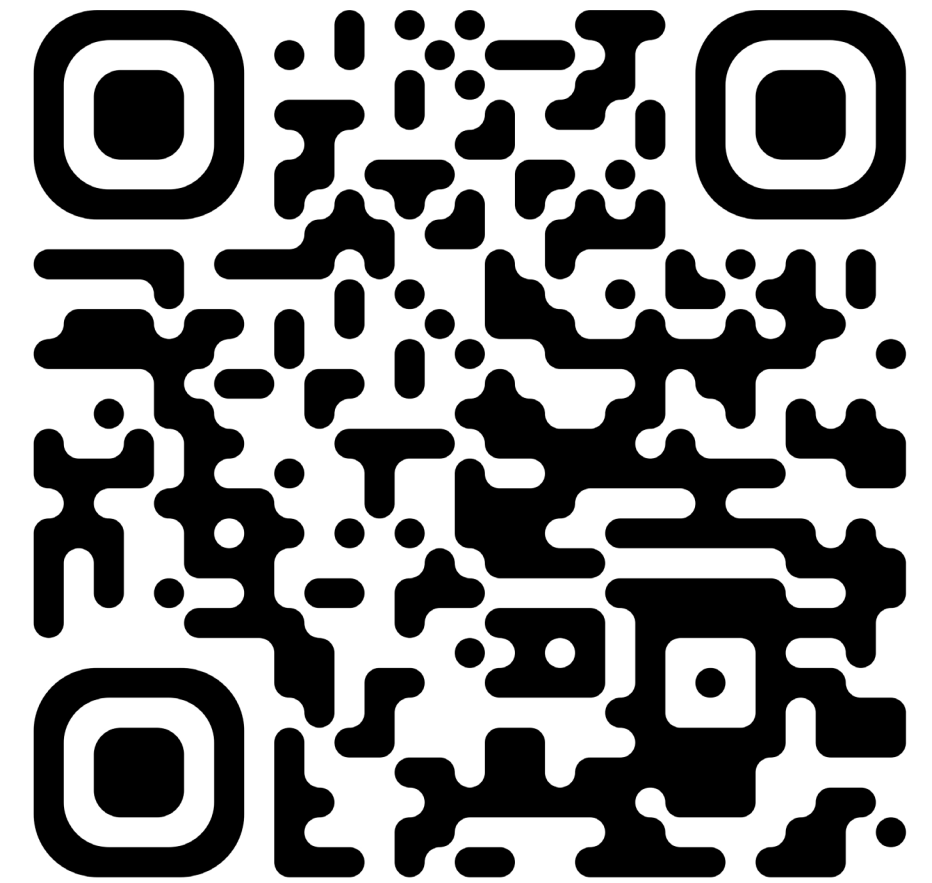
Step 1: Complete our Subcontractor Questionnaire to join our database and help us understand your capabilities and bidding interest for this project.

Step 2: Sign-up for Building Connected to be added to our bidder's list!

Create an account with Building Connected:
<https://app.buildingconnected.com/create-account>

After completing our Subcontractor Questionnaire, you will be added to our database.

Please stay tuned for notifications via email and BuildingConnected once bid packages become available.



**Scan QR Code to
receive an emailed
link to join our
database**

Open Discussion

Facilitating Question & Answer Session

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slido



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fdtunnel@amtrak.com

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