



New York State

# High Speed Intercity Passenger Rail Program Rochester Station Design Build Project



**STATE OF NEW YORK**

**Andrew M. Cuomo**  
Governor

**New York State DOT**

**Joan McDonald**  
Commissioner



# Today's Agenda

- **Program & Project Background**
- **Project Partners**
- **Public Involvement**
- **Design Build Procurement Process**
- **Phasing and Sequencing**
- **Technical Challenges**
- **Questions and Answers**

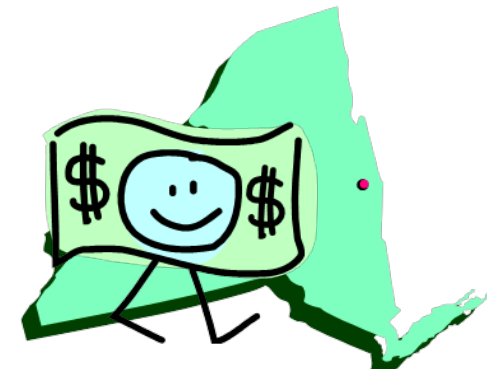
# Program and Project Background

# Sustained Effort to Secure Funding

- 2009 - Selected to receive \$151M for 6 projects (*January 2010*)
- 2010 - Selected to receive \$28.5M for 3 projects (*October 2010*)
- 2011 - Selected to receive \$354.4M for 5 projects from redistributed ARRA funding (*May 2011*)
- 2012 – Selected to receive TIGER Grant for Rochester Station

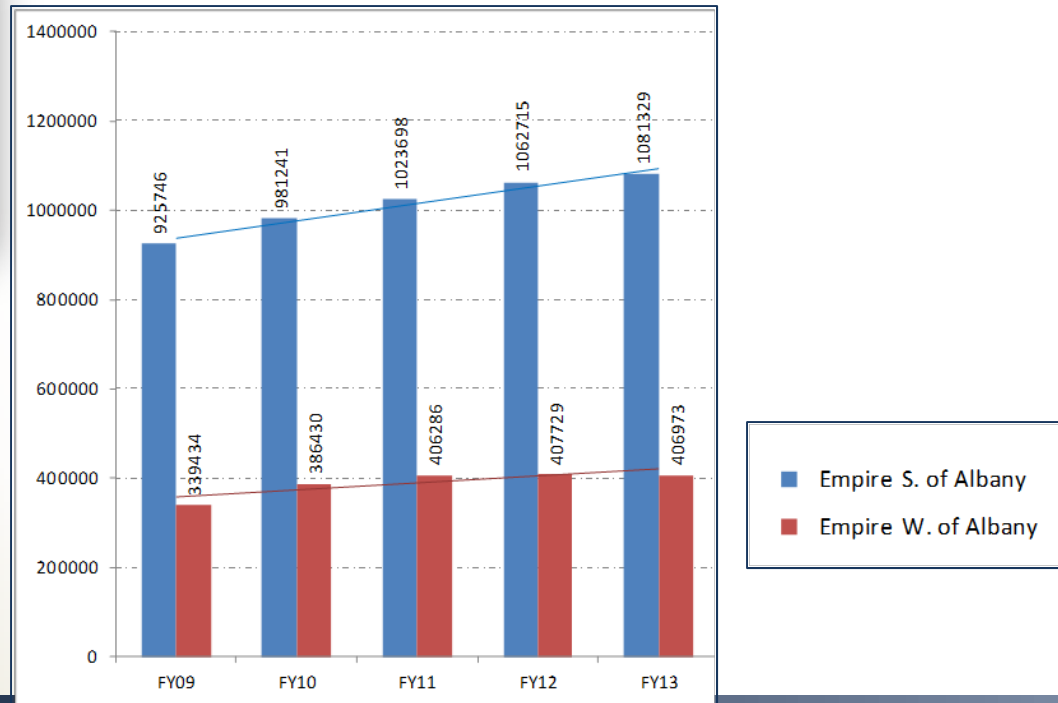
## Total NY Project Funding (approximate):

- \$558M Federal Funds
- \$110M State Matching Funds



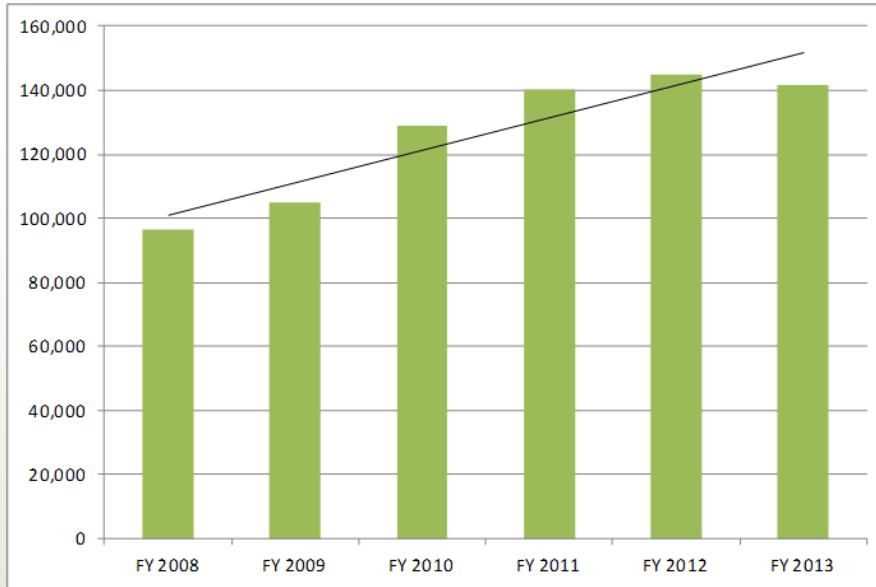
# Empire Corridor - Ridership is Growing

- The city pair most traveled by rail in New York State is Albany to New York City
- Ridership on the Hudson Line has increased by 19% over the past 5 years (over 1.2 Million people)
- Ridership between Albany and Niagara Falls has increased by 20% in the past 5 years to over 400,000 people
- 90% of the NY population lives along the Empire Corridor.



# Ridership Rochester Station

## Ridership trends for the past 6 years



## 2013 Ridership

- 141,576 people

## 2035 Ridership (projected)

- 204,800 people





# Exiting Conditions - Station



**NYS won several FRA grants for the Project:**

- **\$2.9 M preliminary engineering/NEPA**
- **\$15 M TIGER final design/construction**

# Existing Conditions - Station



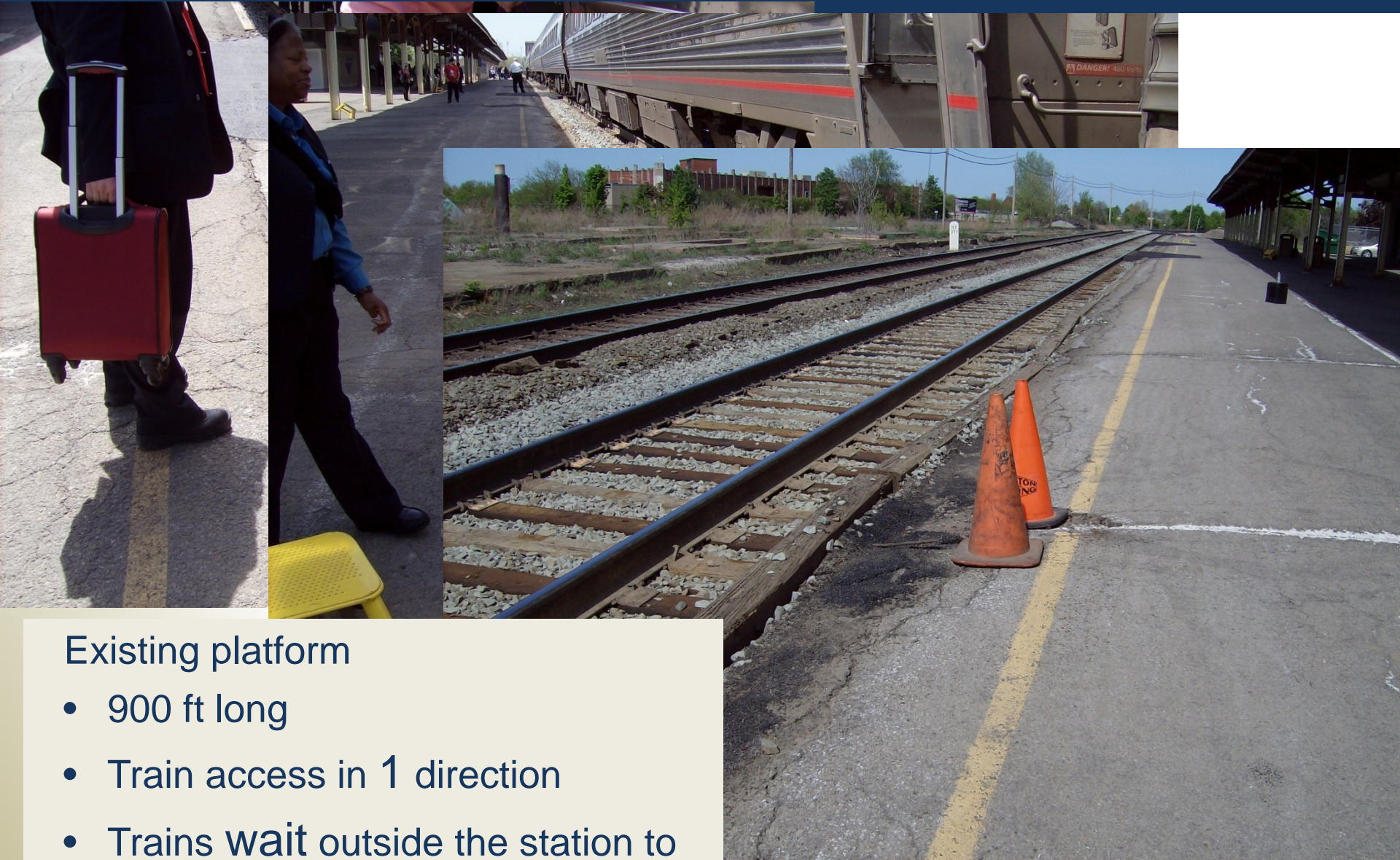
**Existing View: Southwest Corner of Site**

# Existing Conditions - Station



**Existing View: Southeast Corner of Site**

# Existing Conditions - Platform



## Existing platform

- 900 ft long
- Train access in 1 direction
- Trains wait outside the station to access the platform

# Existing Conditions - Parking

Existing - 75 spaces with 4 handicap spaces, condition – poor



# Project Purpose

- Replace 36-year-old temporary Amtrak station with modern intermodal facility promoting economic development
- Improve connectivity to downtown for transit, vehicles, pedestrians, and bicycles
- Improve passenger amenities, comfort and safety
- Full compliance with the Americans with Disabilities Act
- Improve Amtrak's operations, reduce delays with dedicated passenger tracks & double-edged, high-level platform
- Improve flow of baggage (*Rochester Station accommodates 40,000 pieces of checked baggage annually!*)

# Proposed Station



Existing Station - 7,200 square ft  
New Station – 9,500 square ft in Phase

# Proposed Station



**Proposed View: Southwest Corner of Site**

# Proposed Station



**Proposed View: Southeast Corner of Site**

# Platform Work

## New platform

- Phase 1 - 855 ft long
- Train access in 2 directions
- Trains can access the platform in both directions - no waiting

## How long are the trains using the platform?

- 6 trains a day are about 500 ft long (Empire Service)

# Platform



# Station Planning - Seating

## Waiting Area

Existing station – 120 seats

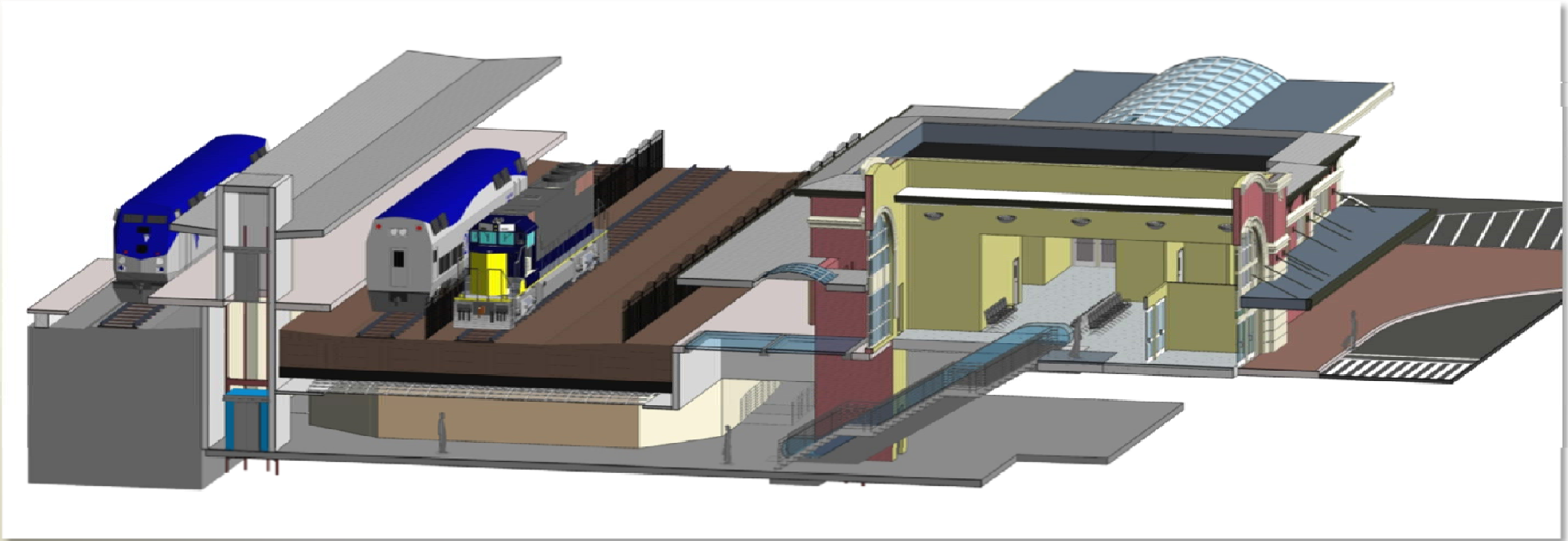
New station – 133 seats



# Station Planning - Parking

- **70** spaces with **6** Handicap
- Enclosed by fencing, More secure
- ADA Compliant, including ramps with detectable warnings
- Pavement, Striping and Signs, Landscape – all new!

# Passenger Flow



# Project Milestones

**November 2010**

- **Awarded HSIPR Preliminary Engineering and NEPA Grant**

**February 2013**

- **NOI for Design Build Contract Released**

**May 2013**

- **NEPA Approval and Preliminary Design Approved**

**July 2013**

- **Awarded TIGER Grant for Final Design and Construction**

**September 2013**

- **Project Labor Agreement completed**

**October 2014**

- **Design Build contract was awarded**

**September 2017**

- **Construction complete**



# Project Partners

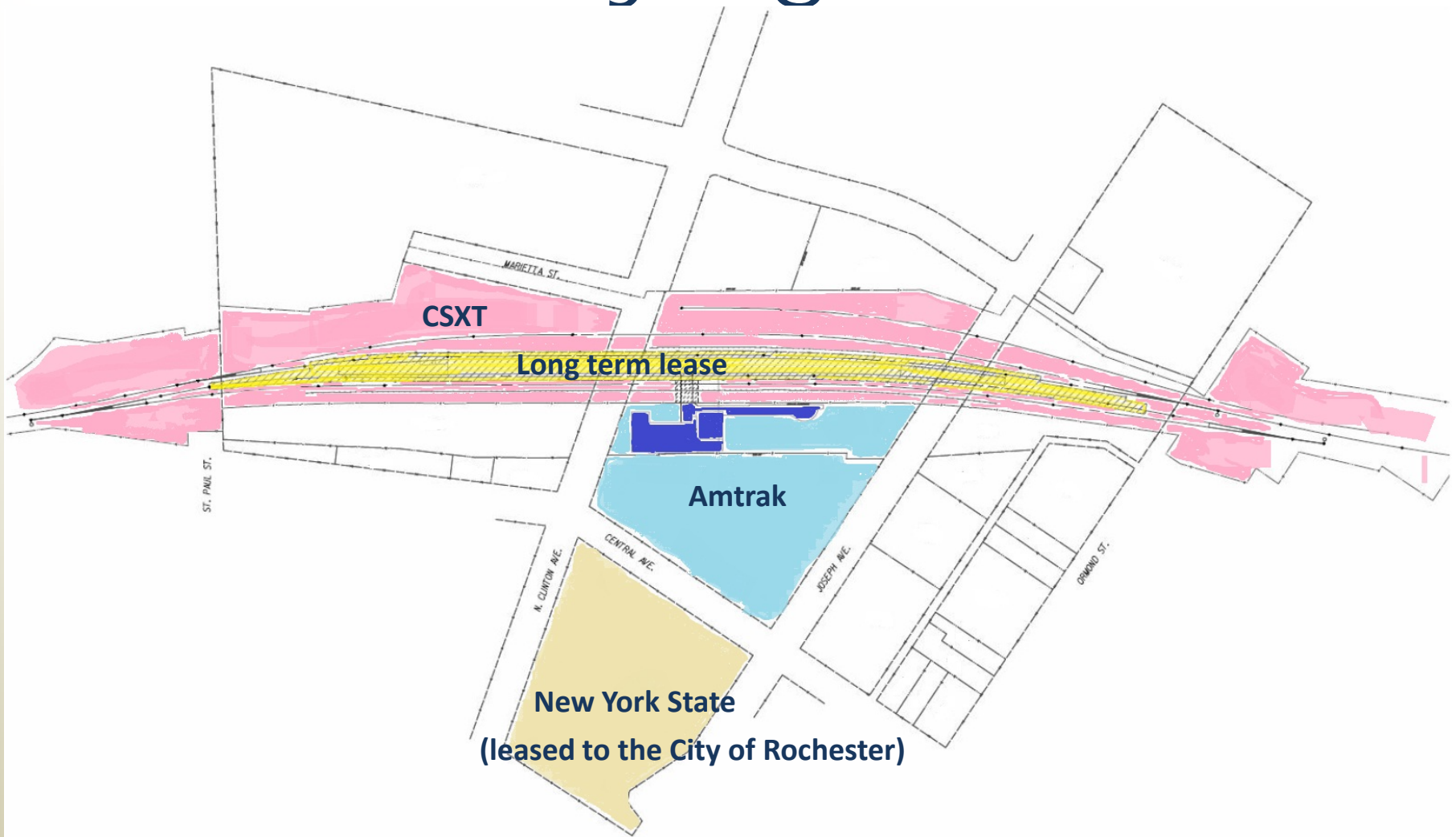


U.S. Department of Transportation  
**Federal Railroad Administration**



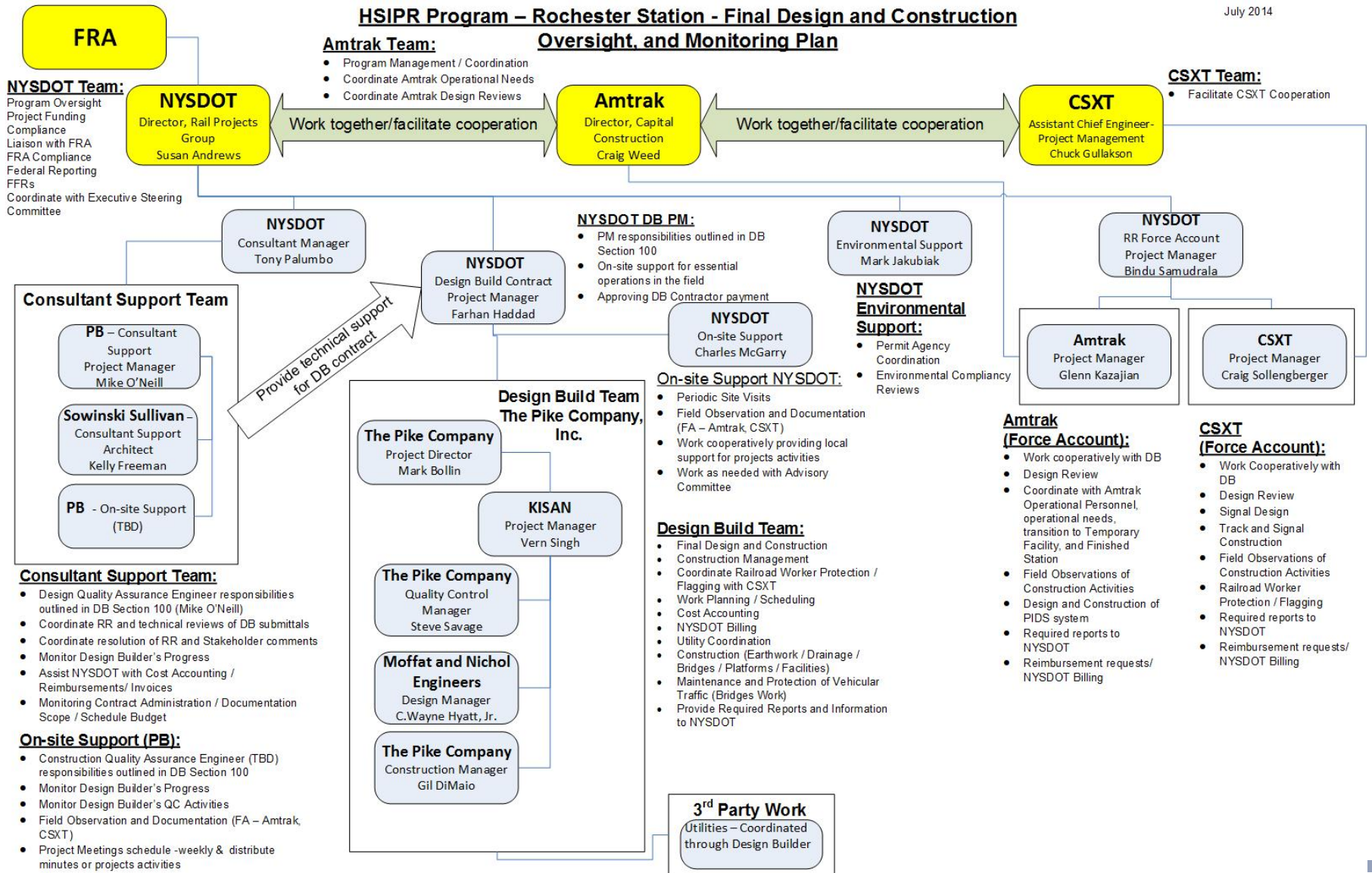
City of Rochester, NY

# Necessary Agreements




# The Extended Project Team

July 2014



# City of Rochester Team



  
**NORTH AMERICA'S  
BUILDING TRADES UNIONS**  
*Value on Display. Every Day.*  
August 27, 2013

www.BCTD.org

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11th Vice President

FRANK J. CHRISTENSEN  
12th Vice President

SMITH E. RIGMAIDEN  
13th Vice President

**SENT ELECTRONICALLY  
(Original Sent Via US Mail)**

Mr. David Young, President  
Rochester B.C.T.C.  
2300 East River Road  
Rochester, NY 14623

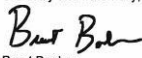
Dear Brother Young:

We are in receipt of your proposed Project Labor Agreement for Rochester Intermodal Transportation Center, Rochester, NY (#1715-13).

After careful review of your submitted PLA, the Committee recommended its approval. Therefore, the Department also gives its approval to proceed.

It is the duty and responsibility of your Council to notify all affiliates of the pre-job conference, whether they have any equity in the project or not. The affiliates can make the decision to attend or not, based on the nature of the pre-job.

With kind personal regards, I am

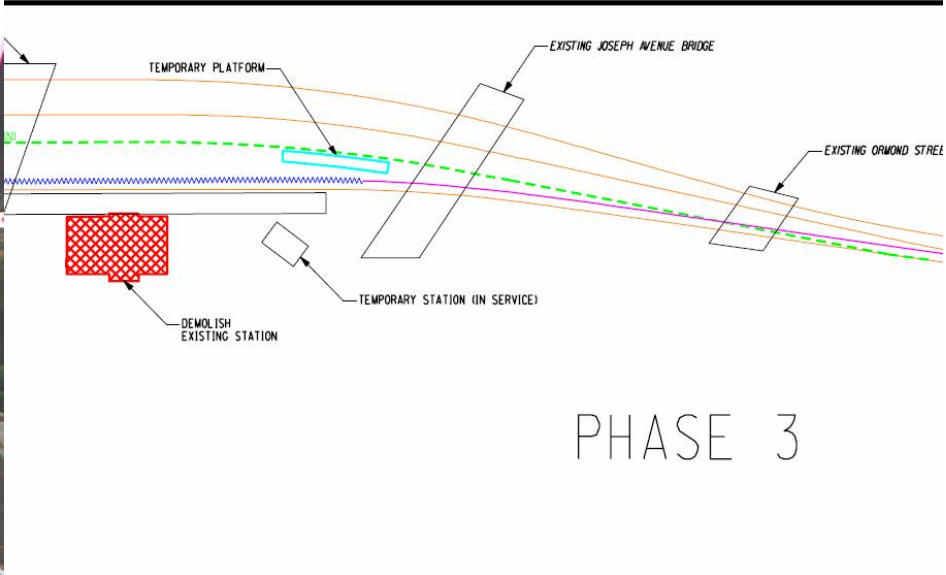
Sincerely and fraternally,  
  
Brent Booker  
Secretary-Treasurer

BB/eb

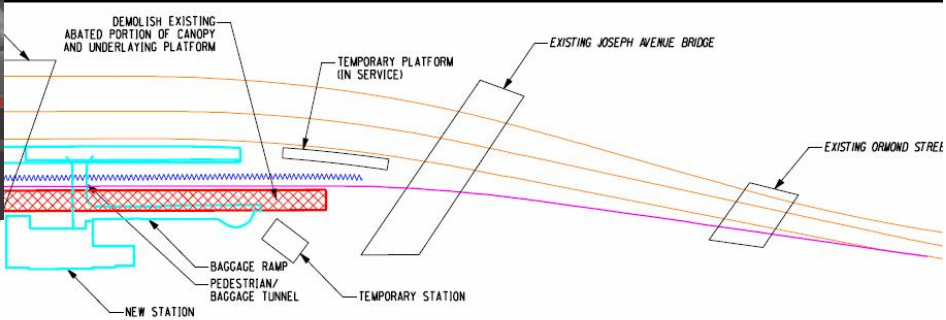
cc: Project Review Committee (Sent Electronically)



# Amtrak Team



PHASE 3





# FRA Team

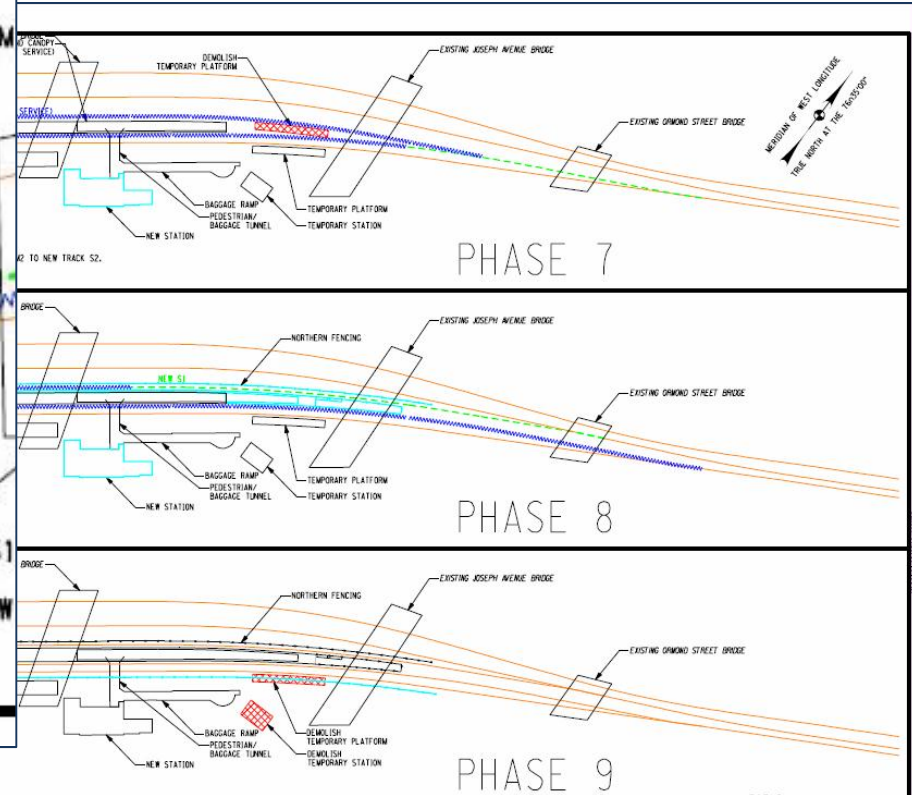


# CSXT & Design Builder Working Together

**ACTIVE TRACKS:**  
NEW TRACK M1 AND NEW TRACK M2 AVAILABLE FOR CSX AND AMTRAK

**OUT OF SERVICE TRACKS:**  
TEMPORARY TRACK M2T AND NEW TRACK S2.

1. CSX TO REALIGN AND SHIFT TEMPORARY TRACK M2T TO NEW TRACK S1
2. DESIGN-BUILDER TO COMPLETE NORTHERN EDGE AND EAST END OF NEW STATION AT THE HIGH-LEVEL PLATFORM, AND INSTALL NORTHERN FENCING.



1. DESIGN-BUILDER TO DEMOLISH TEMPORARY PASSENGER PLATFORM.
2. DESIGN-BUILDER TO DEMOLISH TEMPORARY PASSENGER STATION.
3. DESIGN-BUILDER TO INSTALL SOUTHERN FENCING.

**NOTES:**

1. SCHEMATIC PHASING PLANS ARE SHOWN FOR TRACK, PLATFORMS, CANOPY, NORTHERN BAGGAGE RAMP, AND TUNNEL CONSTRUCTION PURPOSES ONLY. ALL OTHER CONSTRUCTION ELEMENTS SHOWN FOR REFERENCE.
2. DESIGN-BUILDER SHALL BE RESPONSIBLE FOR COORDINATING ALL OTHER CONSTRUCTION WHICH MAY AFFECT TRACK CONSTRUCTION SCHEDULE.
3. ALL BRIDGE MODIFICATIONS WITHIN THE PROPOSED TRACK INFLUENCE AREA SHALL BE COMPLETED BEFORE THE TRACK CAN BE PUT BACK INTO SERVICE. THIS WORK SHALL UNDER NO CIRCUMSTANCES IMPACT THE TRACK CONSTRUCTION AS SHOWN ON THESE PHASING PLANS. THE DESIGN-BUILDER SHALL BE RESPONSIBLE FOR COORDINATING WITH CSX, AMTRAK, AND WSPOT TO PERFORM THIS WORK.
4. AMTRAK PROPERTY ON THE SOUTH SIDE OF THE EXISTING TRACKS CAN BE UTILIZED FOR DESIGN-BUILDER STOCKPILING.

**LEGEND**

- ACTIVE TRACK
- TRACK OUT-OF-SERVICE
- TRACK BY DESIGN-BUILDER
- TRACK BY CSXT
- TRACK REMOVAL BY CSXT
- OTHER CONSTR. BY DESIGN-BUILDER
- EXISTING/PREVIOUSLY CONSTRUCTED
- DEMOLITION BY DESIGN-BUILDER

FILE NAME = 430304.RVT (LOCAL) (RVT)  
 DATE = 11/11/09 11:05:47 AM  
 USER = GREGORY J. COOPER  
 DESIGN SUPERVISOR

FINAL

PREPARED BY: DN:	ALTERED BY: DN:
SIGNATURE _____ DATE _____ COUNTY: _____	

AS BUILT REVISIONS DESCRIPTION OF WORK:	PIN 4936.04	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
				ROCHESTER INTERMODAL STATION SCHEMATIC PHASING PLANS	DRAWING NO. T-5-033 SHEET NO. 134A1
NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION					

# Public Involvement

# Executive Steering Committee

**Oversee the development of the project:**

- **Commissioner Joan McDonald**
- **Joe McHugh, Vice President of Governmental Relations, Amtrak**
- **Mayor of Rochester, Lovely Warren**
- **Congresswoman Louise Slaughter**

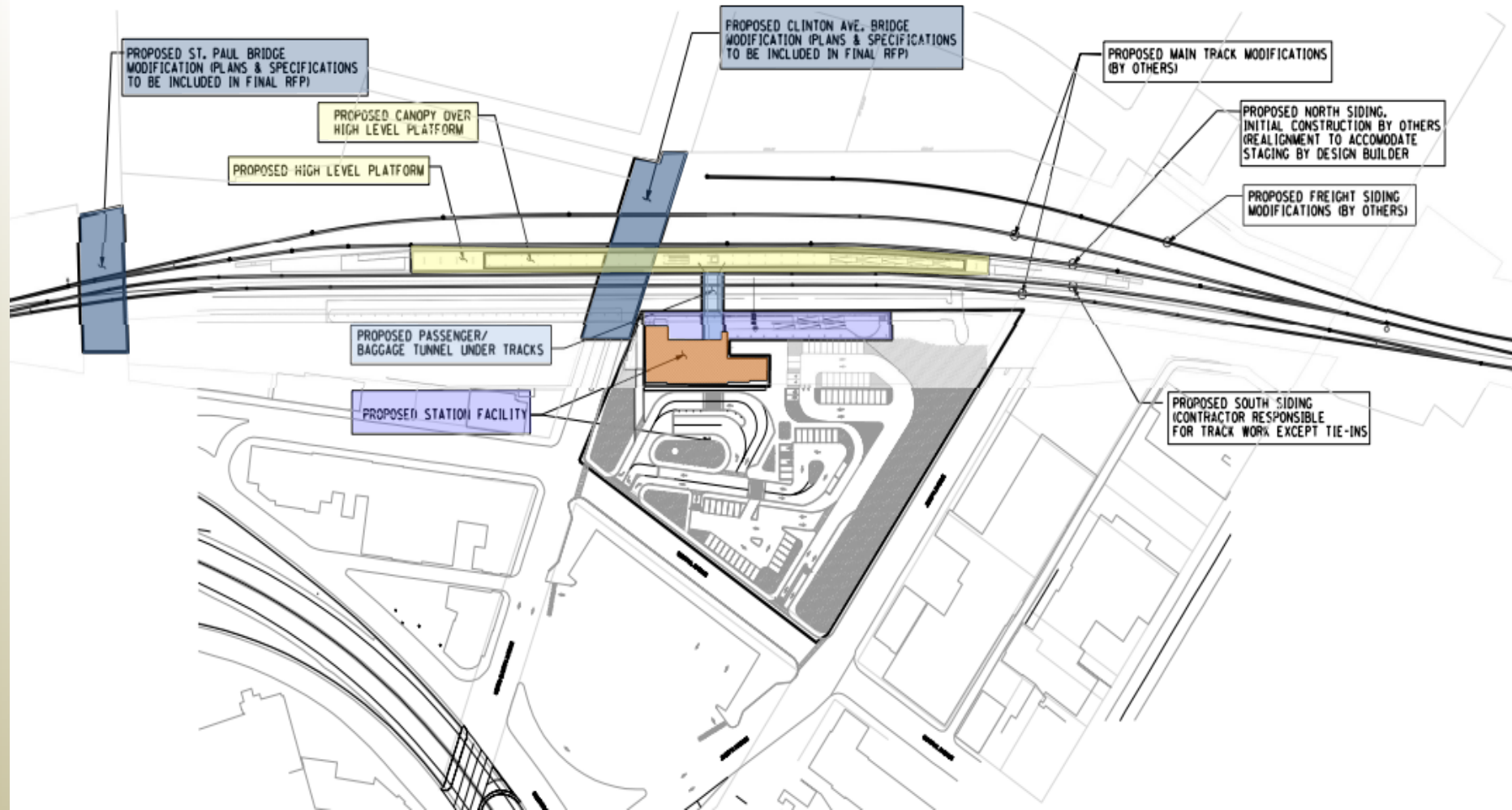


# Procurement Process

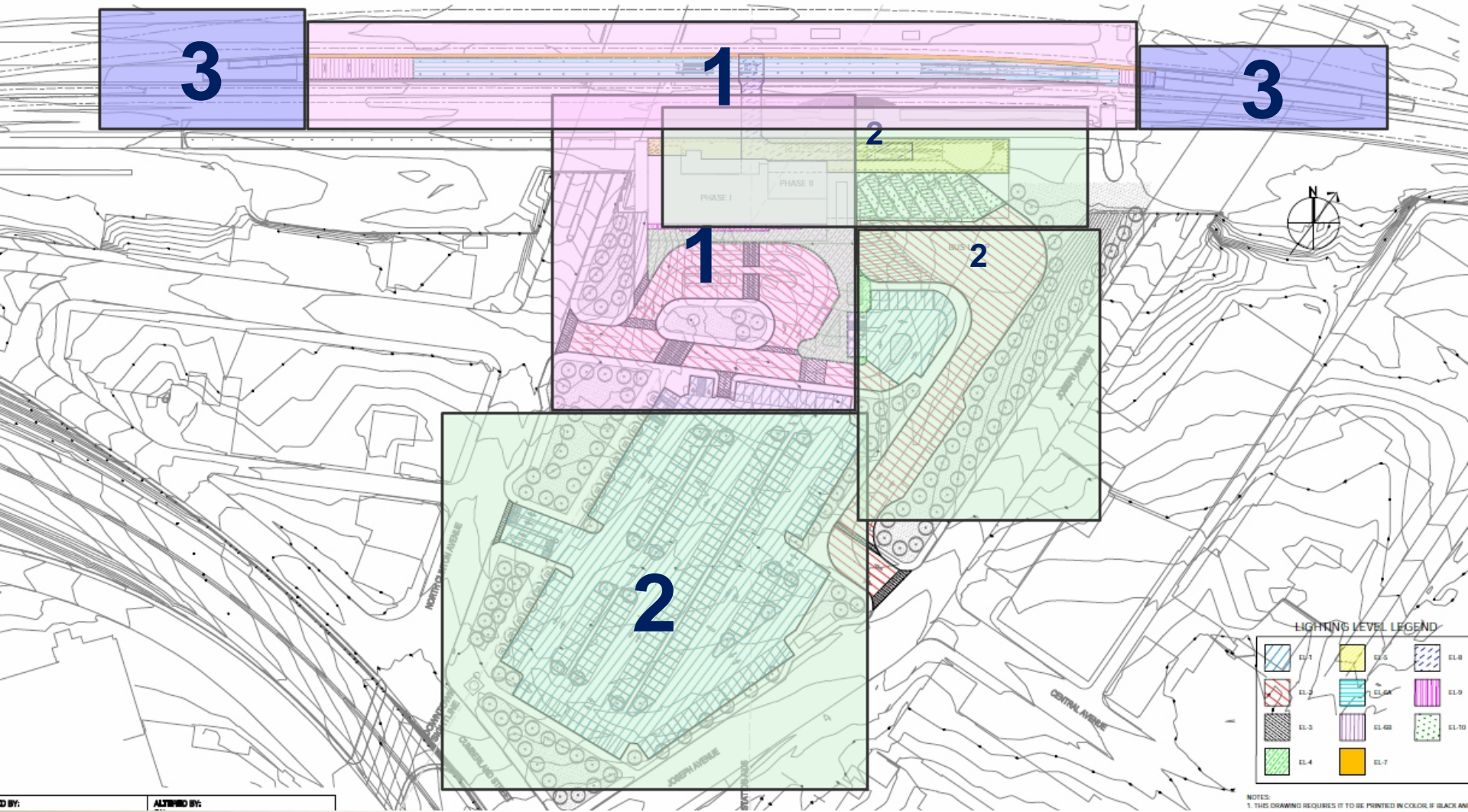
# Design Build Contract Parameters

- **Lump Sum Design-Build Contract**
- **Best Value Selection Process**
- **Two Step Process –**
  - Requests for Qualifications
  - Requests for Proposals
- **Project Completion Date – 36 month contract**
- **Up to \$75,000 Stipend to Unsuccessful Proposers that Qualify**
- **Identified Environmental Permits and ROW by NYSDOT**
- **Construction Related Permits by Design-Builder**
- **Two Optional Phases**

# General Work Plan



# Contract Options



D BY:   
 ALTRND BY:

# Contract Options – 3 Phases of Work

1

Phase 1 – Replace Amtrak Station with new Station  
Included in the approved Design Build Contract.

2

Phase 2 – Optional Phase to add space to new facility  
for Trailways, utilize site for safe and efficient vehicle  
access to station (additional secure passenger parking,  
bus movements, and pedestrian access)

Option Price - \$3,085,000

3

Phase 3 – Optional Extension of High Level Platform  
Option Price - \$689,000

# Procurement Milestones

- **February 2013 - NOI for Design Build Contract Released**
- **March 2013 - Request for Qualifications Released**
- **May 2013 - Short List Announced**
- **July 2013 - Final Request for Proposals Released**
- **July 2013 through September 2013 – released 4 Addenda to the RFP**
- **September 20, 2013 - Initial Proposal Due Date**

# Initial Proposals

- **Initial Proposals - not what was expected.**
- **The Final RFP did not allow for Alternative Technical Concepts**
  - **However, many of the proposers included deviations from Project Requirements**
- **In the best interests of the State, its partners, and rail customers to modify the Request for Proposals and receive new Proposals**
- **NYSDOT met with the Proposer teams to get feedback on the Project and the RFP Materials**

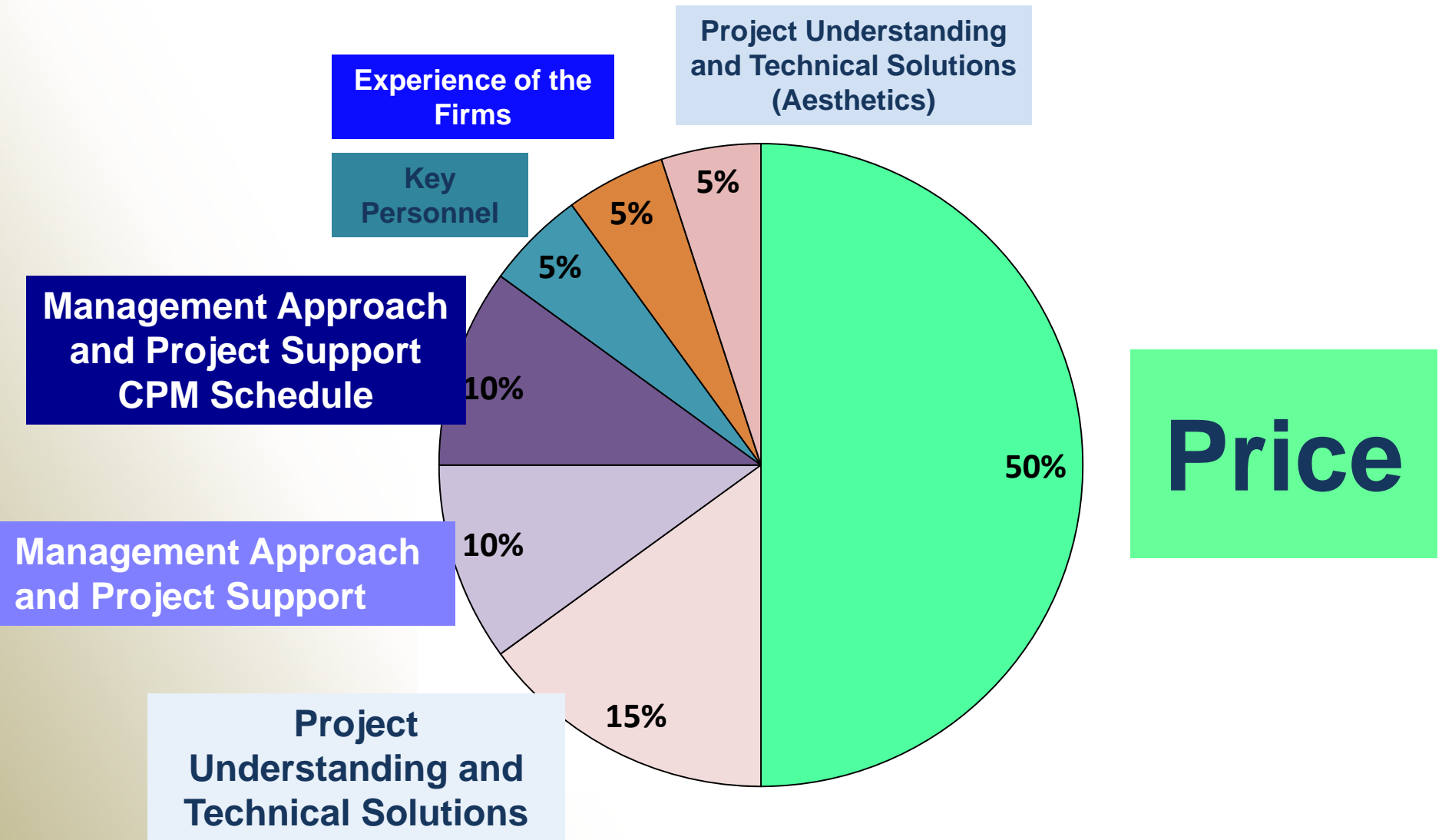
# Final Proposals

- **The RFP was Amended in December 2013**
  - **To allow for Alternative Technical Concepts**

*Pre-approved deviations from the Project Requirements where NYSDOT has determined that the proposed end product based on the deviation is equal to or better than the end product absent the deviation.*
  - **Provide additional direction on Indicative and Directive Elements of the Proposal**
  - **Provide additional environmental testing at the site (subsurface conditions and potential hazardous waste) information to Proposers**

# Proposal Scoring

## Emphasis on being Cost Effective



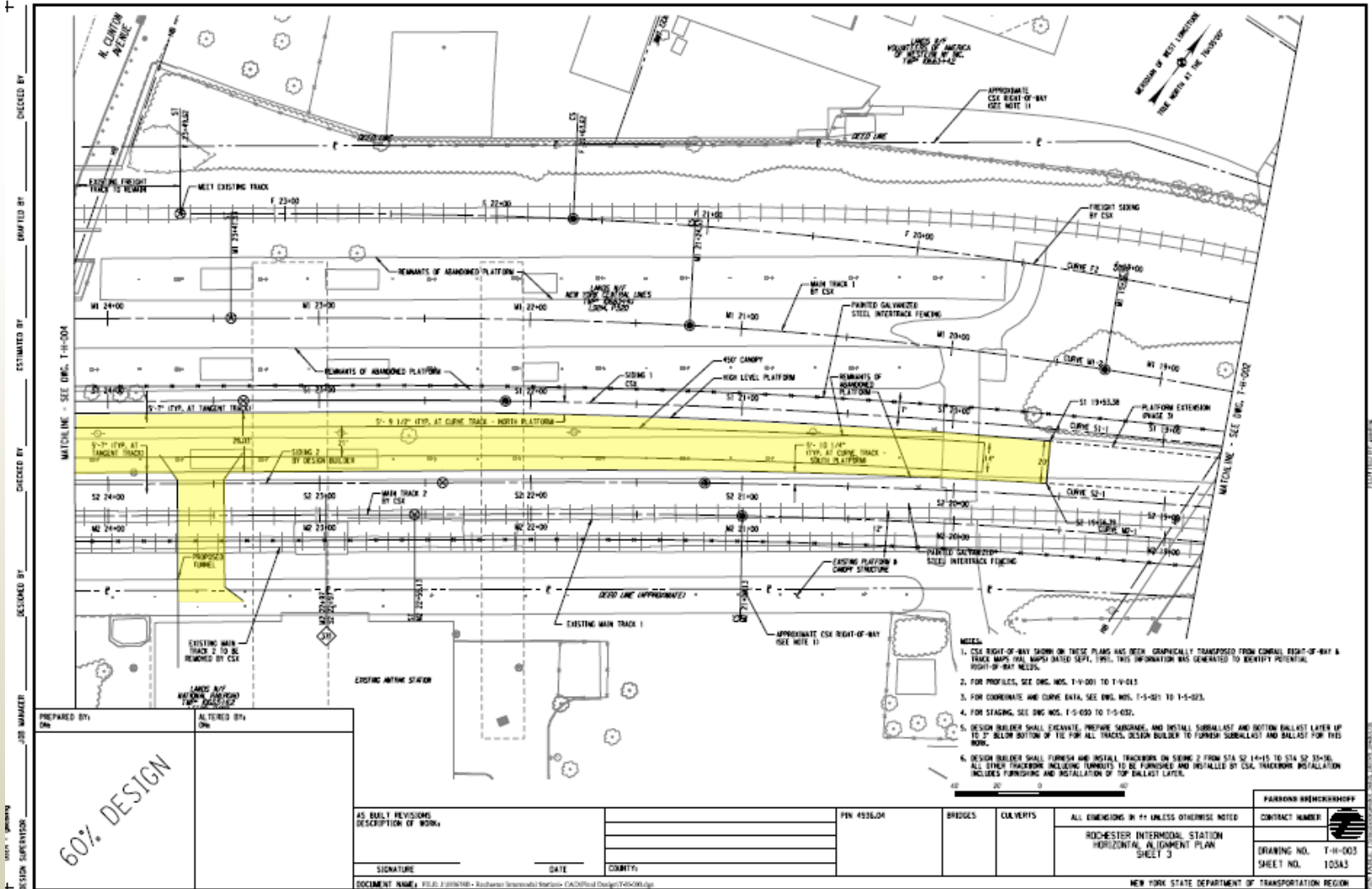
# Directive Plans

- Directive Plans depict required elements within specifically defined parameters.
- **The Design-Builder had no latitude to adjust components and details shown on Directive Plans.**

Examples of Directive Plans included the following:

- A. Track Plans that define specific requirements regarding the alignment and sequencing of the rail work.
- B. Building plans that define specific requirements regarding the configuration, layout, or architectural features of the required station building.

# Examples of Directive Plans



DESIGNED BY: [blank]  
 CHECKED BY: [blank]  
 ESTIMATED BY: [blank]  
 DRAWN BY: [blank]  
 DESIGNED BY: [blank]  
 CHECKED BY: [blank]  
 ESTIMATED BY: [blank]  
 DRAWN BY: [blank]  
 DESIGNED BY: [blank]  
 CHECKED BY: [blank]  
 ESTIMATED BY: [blank]  
 DRAWN BY: [blank]

PREPARED BY: [blank]  
 ALTERED BY: [blank]

60% DESIGN

AS BUILT REVISIONS DESCRIPTION OF WORK:		PN 4336.04	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	PAULINO ENGINEERING CONTRACT NUMBER
SIGNATURE	DATE	COUNTY			ROCHESTER INTERMEDIAL STATION HORIZONTAL ALIGNMENT PLAN SHEET 3	DRAWING NO. T-11-003 SHEET 1 NO. 103A3
DOCUMENT NAME: FILE: J:\087818 - Rochester Intermedial Station CAD\Road Design\T-11-003.dwg						NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION

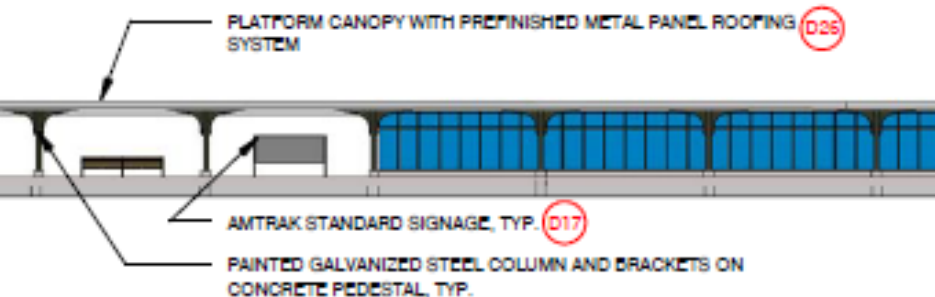
- NOTES:
1. CSX RIGHT-OF-WAY SHOWN ON THESE PLANS HAS BEEN GRAPHICALLY TRANSPOSED FROM CORREAL RIGHT-OF-WAY & TRACK MAPS FOR APPROXIMATE DATA ONLY. THIS INFORMATION WAS GENERATED TO VERIFY PRELIMINARY RIGHT-OF-WAY NEEDS.
  2. FOR PROFILES, SEE DWG NOS. T-1-001 TO T-1-013
  3. FOR COORDINATE AND CURVE DATA, SEE DWG NOS. T-1-021 TO T-1-023.
  4. FOR STAGING, SEE DWG NOS. T-1-030 TO T-1-032.
  5. DESIGN BUILDER SHALL EXCAVATE, PREPARE SUBGRADE, AND INSTALL SUBBALLAST AND BOTTOM BALLAST LAYER UP TO 2" BELOW BOTTOM OF TIE FOR ALL TRACKS. DESIGN BUILDER TO FURNISH SUBBALLAST AND BALLAST FOR THIS WORK.
  6. DESIGN BUILDER SHALL FURNISH AND INSTALL TRACKWORK ON STAKE 2 FROM STA. S2 14+15 TO STA. S2 32+10. ALL TIE-UP TRACKWORK INCLUDING TIEWORKS TO BE FURNISHED AND INSTALLED BY CSX. TRACKWORK INSTALLATION INCLUDES FURNISHING AND INSTALLATION OF TOP BALLAST LAYER.

# Indicative Plans

- Depict elements that can be modified to represent the Proposer's solution without prior approval.
- Reflecting items where NYSDOT had no specific view about configurations and materials used, as long as the final product met the Project Requirements including applicable codes and standards.
- Indicative Plans do not necessarily reflect the final locations, quantities, and all elements required to complete the design.

# Part 6 – RFP Plans

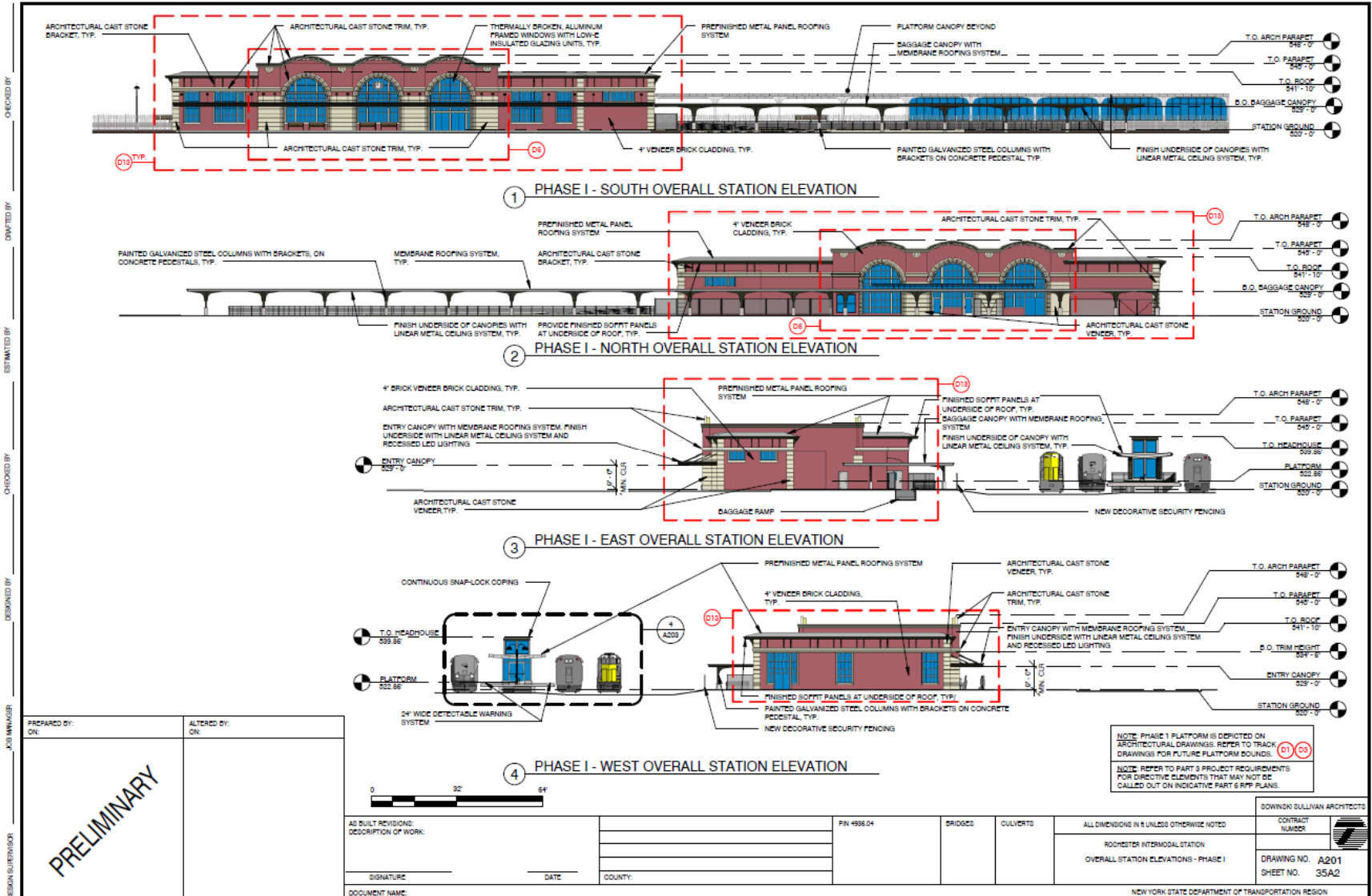
INDEX		TOTAL NUMBER OF SHEETS	144
SHEET NUMBER	DESCRIPTION	DRAWING NUMBER	INDICATIVE OR DIRECTIVE
1	TITLE SHEET	COVER	INDICATIVE
2	INDEX AND ABBREVIATIONS	INDEX	INDICATIVE
3	OVERALL WORK PLAN	GPO01	INDICATIVE
4-7	CIVIL UTILITY PLANS	UP01 – UP04	INDICATIVE, HOWEVER TEMPORARY AND PERMANENT UTILITY INSTALLATION MUST BE COORDINATED WITH NYS DOT APPROVAL AND CANNOT INTERFERE WITH THE OPERATION AND/OR FUNCTION OF THE STATION. ALSO DIRECTIVE WITH REGARD TO TRACK DRAINAGE IF EXISTING GROUND PERCOLATION IS INSUFFICIENT.
8 – 12	CIVIL DRAINAGE PLANS	DRN01 – DRN05	INDICATIVE
13	CIVIL DRAINAGE TYPICAL CROSS SECTION	DRD01	DIRECTIVE
13A	CIVIL SITE PLAN – OPTIONAL EXCAVATION DISPOSAL AREA	EW-101	INDICATIVE
14	ARCHITECTURAL NOTES	A001	INDICATIVE
15	ARCHITECTURAL NOTES	A002	DIRECTIVE
16	ARCHITECTURAL NOTES	A003	INDICATIVE
17 – 22	ARCHITECTURAL SITE PLANS	A101 – A103A	INDICATIVE WITH DIRECTIVE ELEMENTS
23 – 34	ARCHITECTURAL FLOOR PLANS	A104 – A115	INDICATIVE WITH DIRECTIVE ELEMENTS



Revised to designate drawings as:

- Indicative
- Directive
- Indicative with Directive Elements
- Directive with indicative information flagged

# Example of Indicative Plan with Directive Elements



CHECKED BY: \_\_\_\_\_  
 DRAFTED BY: \_\_\_\_\_  
 ESTIMATED BY: \_\_\_\_\_  
 DESIGNED BY: \_\_\_\_\_  
 JOB MANAGER: \_\_\_\_\_  
 DESIGN SUPERVISOR: \_\_\_\_\_

PREPARED BY: ON:	ALTERED BY: ON:
<b>PRELIMINARY</b>	
SIGNATURE _____	DATE _____
DOCUMENT NAME _____	COUNTY: _____

AS BUILT REVISIONS: DESCRIPTION OF WORK:	FN 4956.04	BRIDGES	CULVERTS	ALL DIMENSIONS IN 6 UNLESS OTHERWISE NOTED	SOWINKI SULLIVAN ARCHITECTS CONTRACT NUMBER _____
				ROCHESTER INTERMODAL STATION OVERALL STATION ELEVATIONS - PHASE I	DRAWING NO. A201 SHEET NO. 35A2
					NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION _____

# Procurement Milestones

**September 20, 2013 - Initial Proposal Due Date**

**October 2013 – One on One Proposer Meetings**

**December 2013 – Informational Session on Addendum 5**

**February 2014**

- ATC responses
- Final Addenda (Addenda 6, 7, and 8)

**March 2014 – Proposals Due**

**March 2014 through June 2014 – Evaluation of Proposals**

**June 2014 – Selection of Apparent Best Value Proposer**

**July 2014 – September 2014 – Limited Negotiations**

**October 2014**

- **Design Build contract was awarded and Notice to Proceed**

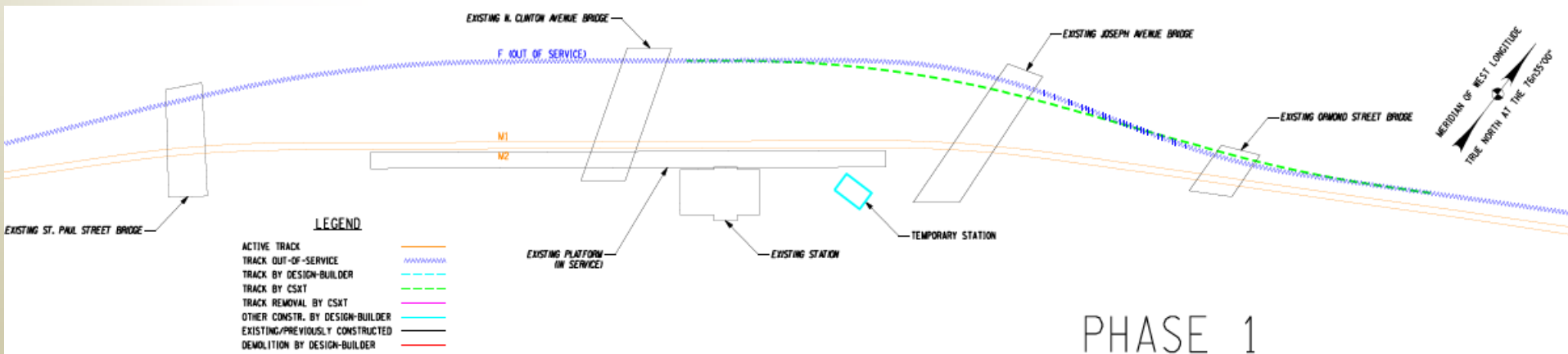
# Long Term Maintenance and PRIIA 2009



# Phasing and Sequencing

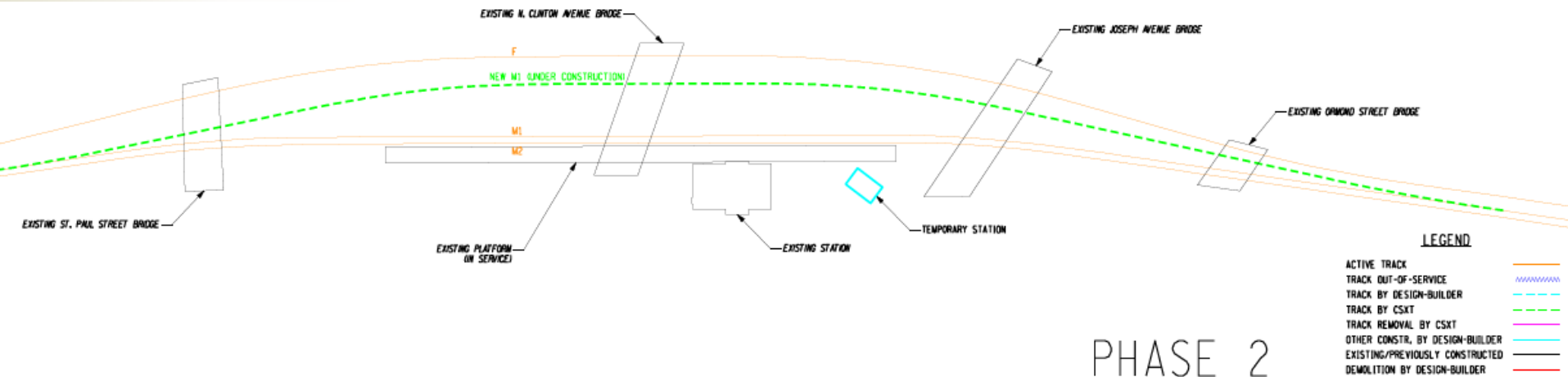
# Phase 1

- Site preparation for the temporary station
- Placement of sub-ballast and ballast for Track F
- Realignment, shift and installation of Track F by CSX



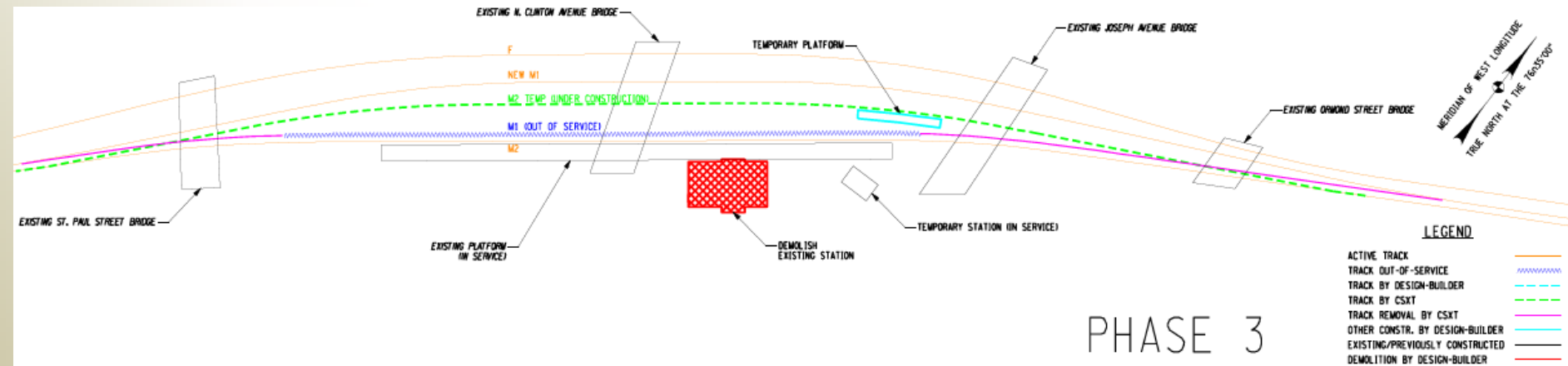
# Phase 2

- Construction of the temporary station
- Realignment, shift and installation of New M1



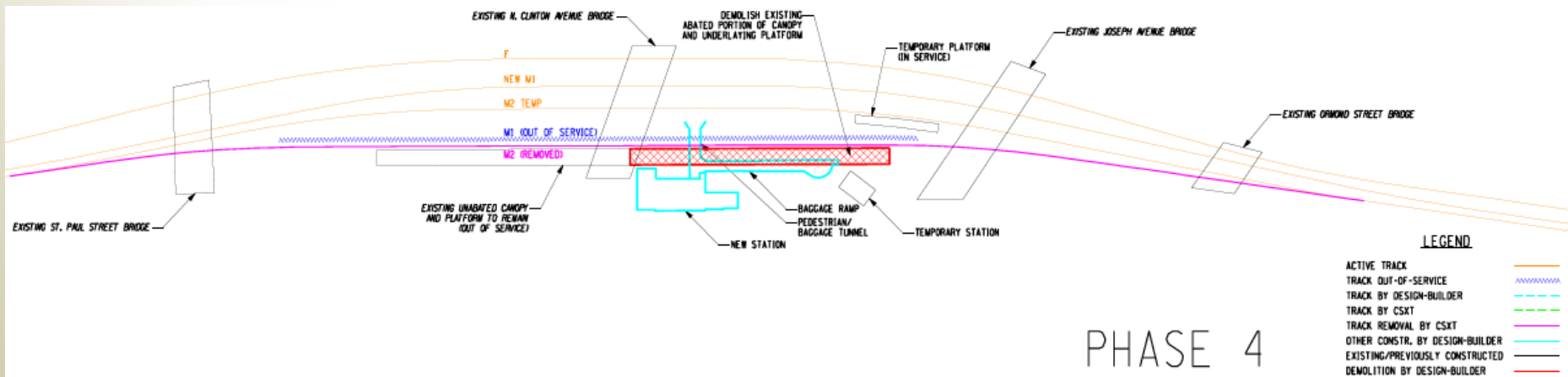
# Phase 3

- Construction of the temporary platform
- Open temporary station, close existing station
- Demolish existing station
- Realignment, shift and installation of Temporary M2
- Remove portions of existing M1



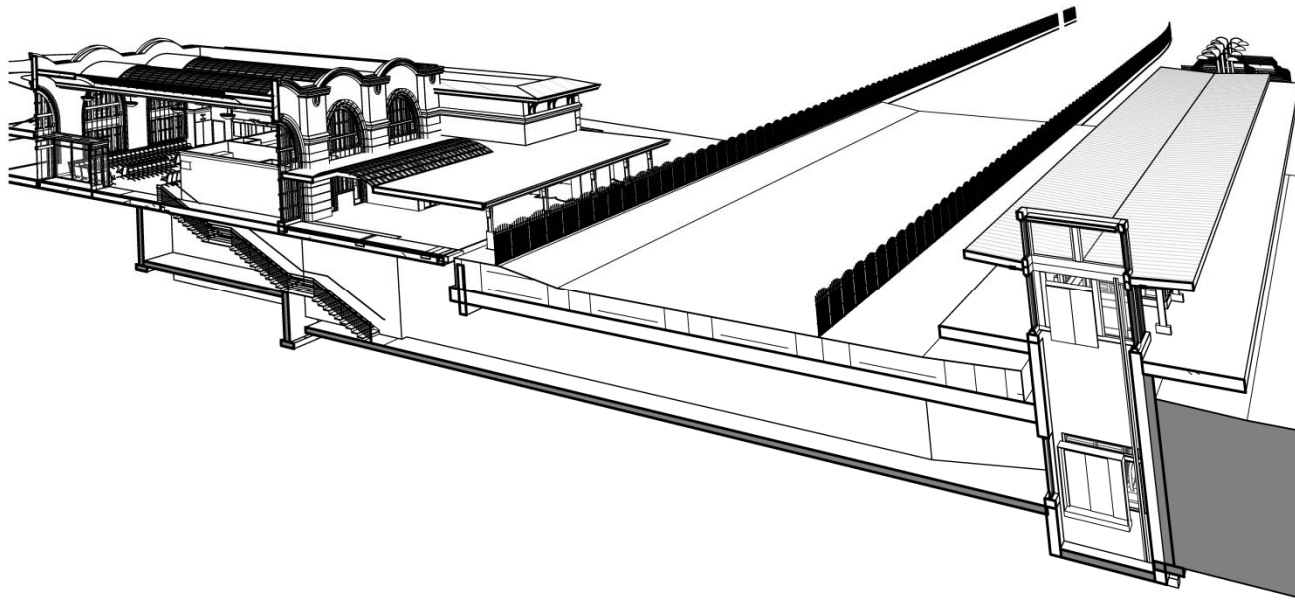
# Phase 4

- Remove existing M2
- Demolish existing canopy, platform and tunnel
- Begin construction of tunnel, portions of the platform, baggage ramp and new station



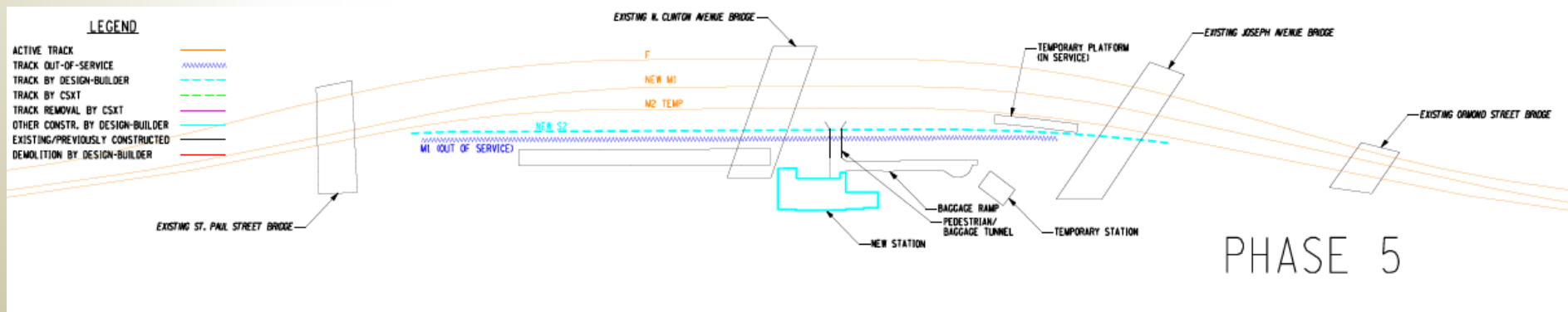
# Phase 4

- Begin construction of tunnel, portions of the platform, baggage ramp and new station



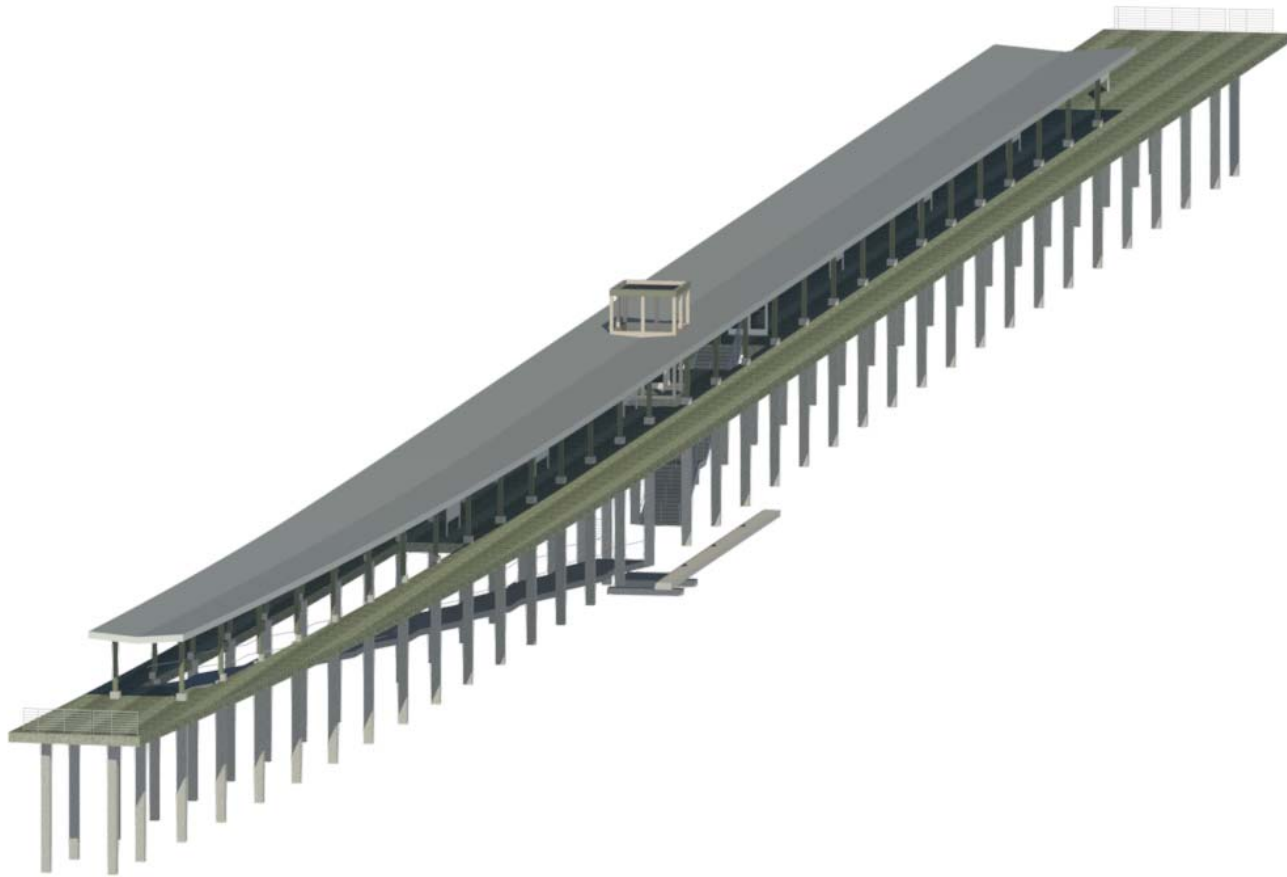
# Phase 5

- Construct New S2
- Continue construction of tunnel, portions of the platform, baggage ramp and new station



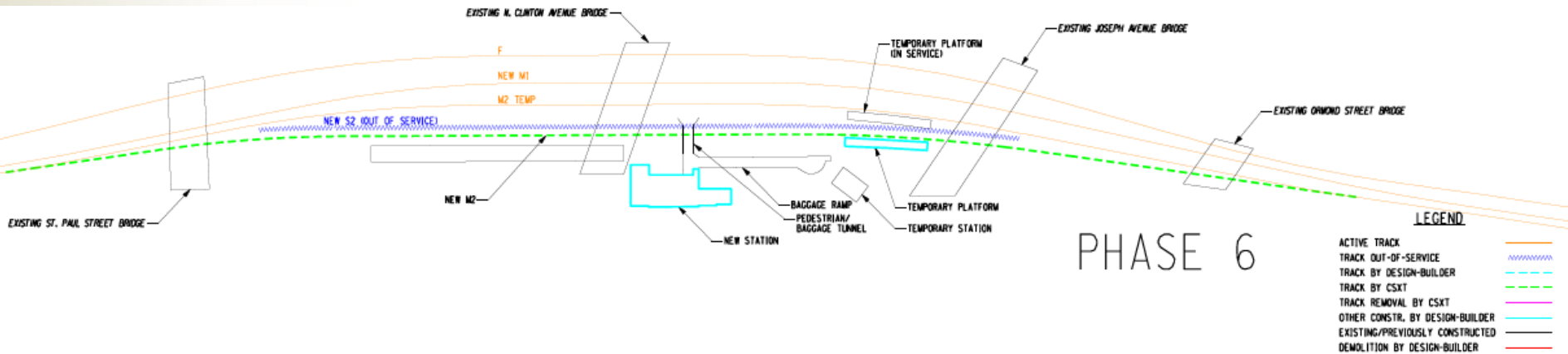
# Phase 5

- Construction of a portion of the platform



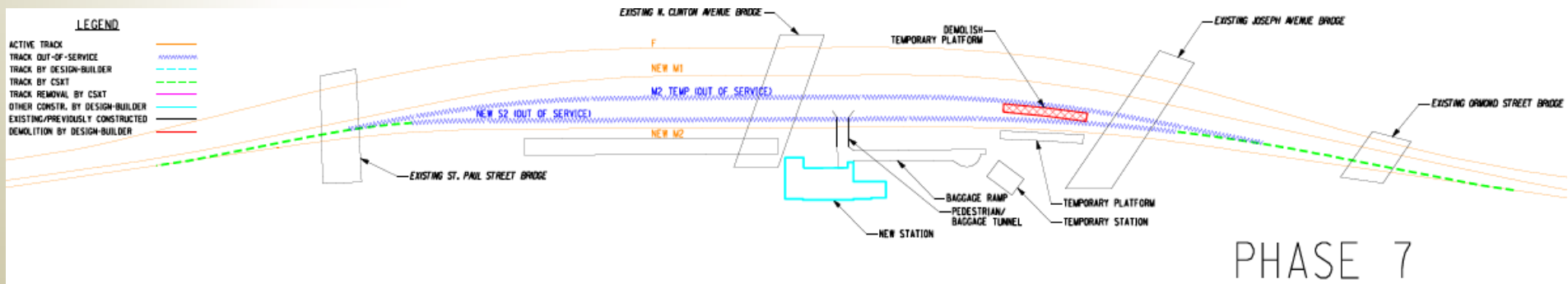
# Phase 6

- Realign and shift New M2
- Construction of temporary platform for New M2
- Continue construction of new station



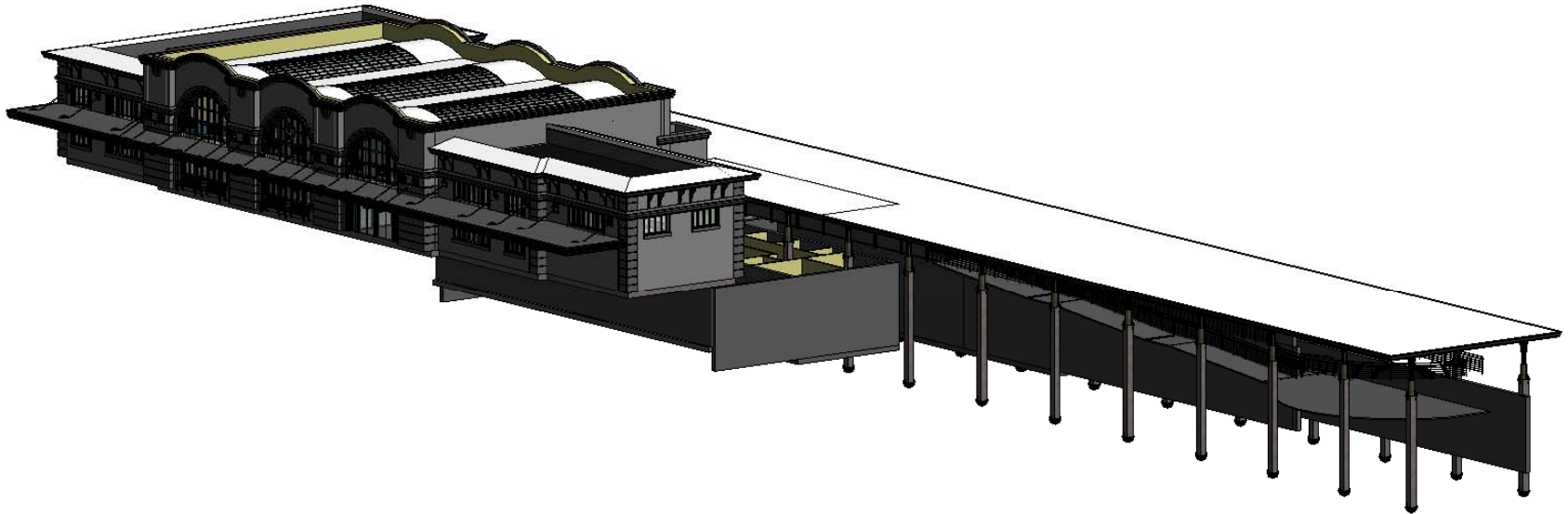
# Phase 7

- Demolish northern temporary platform
- Construction for New S2
- Connect New M2 to New S2
- Continue construction of new station



# Phase 7

- Construction of the new station



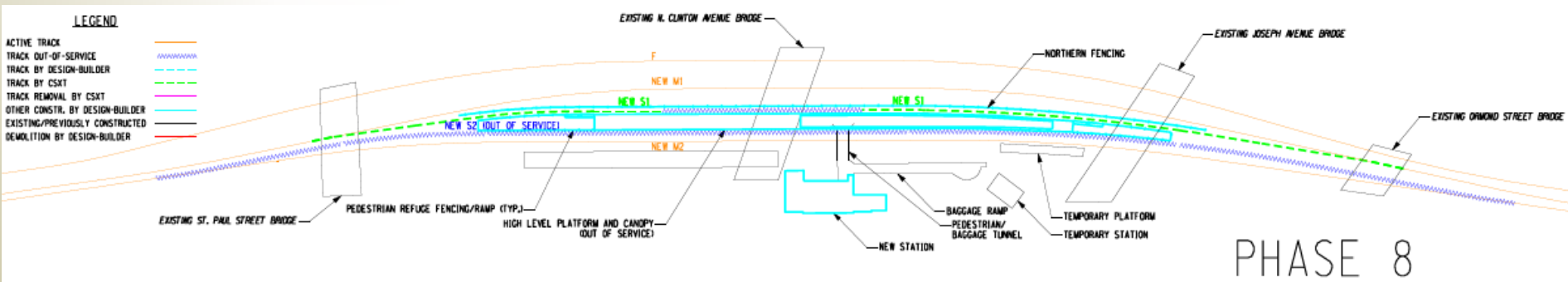
# Phase 7

- Construction of the new station



# Phase 8

- Realign and shift Temp M2 to New S1
- Complete construction of new station
- Complete construction of high level platform, canopy, baggage ramp, pedestrian refuge and fencing



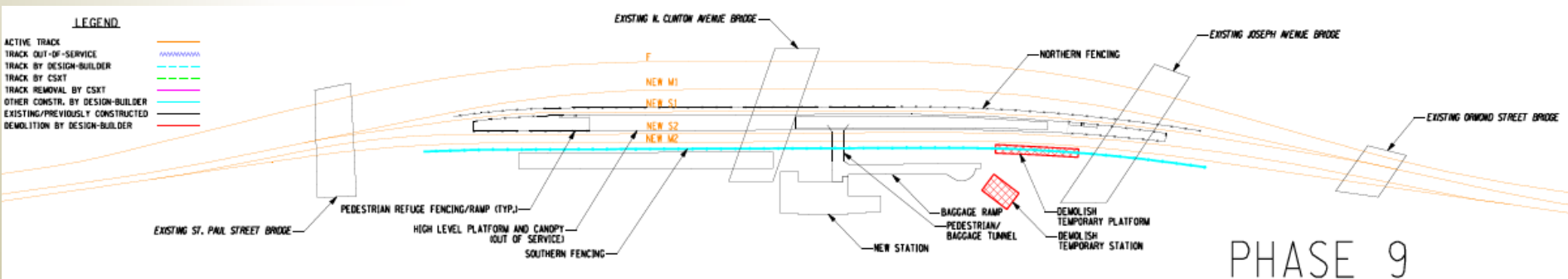
# Phase 8

- Complete construction of the high level platform



# Phase 9

- Open new station and final track alignment
- Demolish temporary platform
- Demolish temporary station
- Complete site work



# Phase 9

- Open new station and final track alignment



# Technical Challenges

# Technical Challenges

- Protection and Safety of CSX, Amtrak, Amtrak Passengers and Construction Workers
- (There are 60 – 80 trains that run through Rochester 365 days per year)
- Maintaining Continuity of Rail Service for CSX and Amtrak During Construction
- Coordination with CSX and Amtrak Operations to Limit Work Stoppages
- Geotechnical Analysis, Earth Retention and Deep Foundations
- Construction of the High Level Platform that is in close proximity to active RR Tracks

# Technical Challenges

- Reinforcing 4 RR Bridges that were built in the early 1900's to meet current RR Loading
- Managing and Controlling Vibration Generated by Construction
- Existing Tunnel Removal and Asbestos Abatement
- Unknown Subsurface Conditions resulting from Demolition of Original Train Station
- Coordination of CSX RR Track work with Construction Schedule
- Seamless Design and Construction from Phase 1 to Phase 2 (if approved)

# Questions and Answers

# Questions

1. The Rochester Station Project is a part of what Program at NYSDOT?
2. What is the City Pair most traveled by Rail in New York State?
3. What are some of the deficiencies of the existing platform at Rochester Station?
4. Who are the Project Partners for the Rochester Station Project?
5. What type of plans elements are included in plans for Design Build RFPs?
6. What are Alternative Technical Concepts?

# Answers

1. The Rochester Station Project is a part of what Program at NYSDOT?

**High Speed Intercity Passenger Rail Program**

2. What is the City Pair most traveled by Rail in New York State?

**Albany and New York City**

3. What are some of the deficiencies of the existing platform at Rochester Station?

**The existing platform is low level, one sided, not ADA compliant, the asphalt is in poor condition.**

4. Who are the Project Partners for the Rochester Station Project?

**NYSDOT, USDOT, FRA, Amtrak, CSXT, City of Rochester, Congresswoman Slaughter.**

5. What type of plans elements are included in plans for Design Build RFPs?

**Indicative and Directive.**

6. What are Alternative Technical Concepts?

**Pre-approved deviations from the Project Requirements where NYSDOT has determined that the proposed end product based on the deviation is equal to or better than the end product absent the deviation.**