

ADDENDUM NO. 2

To The Plans and Specifications for

Portland Malt Shoppe Bridge and Stair Repair

Adjacent to 716 East Superior Street
Duluth, Minnesota 55779

Prepared By:

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1901 South Street
Duluth, Minnesota 55812

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102 South 21st Avenue West
Duluth, Minnesota 55806

April 30, 2015

This Addendum includes revisions, additions and changes to the Contract Documents for the above referenced project and shall become part of the project Contract Documents.

Bidders are requested to include the items listed in this addendum as part of their Bid.

Attached hereto are the following drawings:

Changes to Specifications

Special Conditions

1. 7) Completion Time & Liquidated Damages. Refer to the following clarification.

Based on the discussion at the Pre-Bid Meeting; it is mandatory that the Bridge and Stair be accessible to the Public during Grandma's Marathon Weekend June 18, 2015 to June 22, 2015. The Work may commence upon execution of the Contract; should the completion of the total scope of work not be possible prior to June 18; the portion of the Work must be substantially complete and safe for Public use on or before June 18. The remaining Work may proceed to completion after June 22. Similar action will be required for the July 4th Celebration; July 2, 2015 to July 6, 2015.

Changes to Drawings

Sheet S1.0

2. Architectural Specifications. Refer the Attachment No. 1 date 4.30.15 for additional information available to bidders related to the Railroad Right of Way.

3. Architectural Specifications. Add the following sentence to Item 4. Access to the Work Area via the Lake Walk; no special permits are required. Coordinate with the City of Duluth.
4. Architectural Specifications. Add the following sentence to Item 9. Coordinate with City of Duluth Park Maintenance to determine the best practice for removal and protection of existing shrubs and trees in order to gain access to the Work Area below the stair.

Sheet S2.0

5. Plan Notes. Add the following note: 6. Provide removal and re-installation of the existing precast concrete stair treads to gain access for refinishing the existing stringers and support angle.
7. Plan Notes. Add the following note: 7. Provide preparation and new finish for existing 12" diameter pipe columns.
8. 1/S2.0 Bridge and Stair Framing Plan. It should be noted that for the detail reference 11/S2.0 noted as similar that is indicated on the stringer of the second stair run from the bottom; the drilled weep holes are not required.

End of Addendum

William Scalzo

From: John Woodworth <John@nce-duluth.com>
Sent: Thursday, April 30, 2015 2:45 PM
To: William Scalzo
Cc: Robert Hurd (rhurd@DuluthMN.gov); Joe A. Miller (jmillier@DuluthMN.gov)
Subject: Clearances, Malt Shop Bridge

I spoke with Max Medlin of the North Shore RR.

- 1) Clearance from top of rail to the bottom of girders is 23'. The tallest train run stands approximately 18' above top of rail.
- 2) Shrouding or tarps should not project more than 3' below the bottom of girder.
- 3) The NS RR would prefer not having people supporting scaffold suspended beneath the bridge at all. Work should be done with lifts that can swing over the tracks and then removed when trains approach.
- 4) If the work starts in June on week days there are two trains daily, one in the AM and one in PM. On Fridays or weekends there may be as many as 4 to 6 trains per day.
- 5) From the North Shore RR viewpoint they would prefer our over-the-track operations to be conducted at night. If day time work is conducted over the tracks there are Federal RR Regulations that come into play, including flagmen, potential clearing of equipment and manpower from the bridge during train operations. Night, late day, or early day work avoids the need to comply with Federal regulations.
- 6) Max should be contacted for further information during bidding. His phone number is 218 727-8025. His name should be included in the addendum, and added to the list of people attending the pre-construction meeting and all following work progress meetings.

John Woodworth

BRIDGE / STAIN REPAIR
ADDENDUM No. 2 4.30.15