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**Addendum 2 for**  
**Solicitation 21-AA08 Coastal Engineer for Baywalk-Seawall-Harbor Drive**  
**And**  
**Solicitation 21-AA09 Landscape Architect for Baywalk**

This addendum serves to notify all bidders of the following changes to the solicitation documents:

1. The pre-bid attendance sheet from the webex meeting, and the pre-bid site visit sign-in sheet are uploaded to the Purchasing website. If your contact information was not captured, please email that information to [purchasing@duluthmn.gov](mailto:purchasing@duluthmn.gov) by Monday, 2/15/21. An attendance sheet with the additional information will be provided on Tuesday. This will also ensure you receive any additional addenda that may be issued.
2. The correct location of the drop box for proposals is on the 2<sup>nd</sup> Street side of City Hall. The box is a black metal box in the small patch of land between the parking spaces and W. 2<sup>nd</sup> Street.
3. The anticipated total project budgets are \$2 million for the road, \$2 million for the upland landscaping, and \$8 million for the seawall. The figures include professional services.
4. The Coastal Engineering team will need to work with an electrical engineer to assess and plan for appropriate lighting levels in the design, as determined in the pre-design. Lighting should complement existing lighting used along the Baywalk, as specified in the plans and specs attached in Appendix C. The lighting and infrastructure identified on pages E1.3 and E1.4 between the road and the water is largely complete. The Coastal Engineering team will perform an analysis to determine and propose appropriate lighting levels along the Baywalk that will only increase lighting to the extent necessary to safely support the activities throughout this corridor.
5. The Landscape Architectural team will need to include lighting concepts sufficient to safely support the activities throughout the corridor and similar to what has been used along the Lakewalk in the concept designs.
6. Additional Conditions per the Economic Development Administration (EDA) are attached and hereby incorporated into this solicitation.
7. Proposals should be for the entire project, not just pre-design. The City will award the whole project, but awarded firm will only have authorization to complete pre-design until funding agreements are in place (anticipated this summer). Costs will need to be provided for each phase, since there will be a pause between pre-design and final design, and because payment may be based on the phase milestones.
8. Public engagement is anticipated to be remote through 2021 due to COVID-19 precautions.

9. Opportunities for interaction with the water will need to be researched. Seawall is normally 3-4 feet above water's edge, a lower platform for access could be considered. The selected firm is to make recommendations.
10. At the Bayfront Park shoreline, the revetment needs stabilization and the landscape architect should tie in with Bayfront Festival Park. There are no plans available, but the City will share the Bayfront Park master plan with both awarded design teams.
11. Does there need to be any considerations for coastal & landscape architecture for cruise ship docking space? *Yes – a pending Economic Development Administration grant supports this portion of work. Information will be provided to the awarded firm. The cruise ship element will tie into public engagement as well.*
12. The landscape architect team will lead the pre-design phase and work closely with the coastal engineer team.
  - a. Can these be the same company? *Yes, no issue from a purchasing perspective.*
  - b. Can a joint proposal be submitted? *No, in order to fairly evaluate proposals, they must be comparable to the other proposals and submitted separately.*
13. Construction estimates should be provided throughout the project, not just in pre-design.
14. How important is an existing relationship with the City in being competitive on the proposal? *It is part of one of the scoring factors, but is not necessary to be competitive. This is a very large and high profile project, so a good working relationship will be important so that the project runs smoothly. All proposals will be evaluated based on weighted percentages (see RFP).*
15. Predesign may alter the scope of the project – city would work with awarded firm if design fees needed to be adjusted.
16. Civil predesign is included in the project, but a separate request for proposals will be issued after predesign for final roadway design.
  - a. The Landscape Architect team is to provide recommendations and conceptual drawing for Harbor Drive. There is no master plan for this area.
  - b. Can you clarify the civil/coastal/LA relationship? *Through the pre-design phase, the Landscape Architect team is the lead and provides road/storm water civil consultation; Coastal Engineer team consults on concept development, sea wall impacts/alterations (if applicable), budget development/updates, etc. Pre-design is a stakeholder engagement process that will come up with concepts, estimates and finalize a design scope for the entire project insofar as the upland portions of the project (road, sidewalk areas, etc.) are concerned and will need to consider and integrate sea wall project requirements for the infrastructure renewal and cruise ship docking, etc.. Once the design development stage begins, the Coastal Engineer team becomes the project lead firm and landscape architecture and civil become part of the team with their own distinct areas of responsibility and deliverables.*
17. Are there any as-built plans or specs for any of this infrastructure? *No, the City has shared what we have. Most infrastructure here is very old. The AMI report provided is the most detailed study.*

- a. Is there any raw data? *There is no existing raw data, but the City is currently obtaining surveying services for the area. The survey will not include bathymetry.*
- 18. Will structural surveying/analysis be required for the seawall project, or verification of the 50% drawings? Will we need to inspect existing structure? *Yes, to the extent necessary to finish the design and based on what we have complete to date, which has been included as an appendix in the RFP for coastal.*
- 19. Anticipated funding sources are from the city, State general obligation bonds, and an EDA grant (federal). Funding will be identified by location; billing will need to be broken down by location for reporting purposes to the various funding agencies.
- 20. Does the lake level need to be taken into account for design? *Yes. This area, and especially the corner by the Aquarium, is prone to overtopping, flooding, and undermining issues. Coastal Engineer and Landscape Architect will need to consider rising and lowering lake levels and historic highs and lows, and design seawall/stormwater management system accordingly. The City has some documentation of recent storm damage and can share with the awarded firm(s).*
- 21. Is there a need for traffic engineering studies? *A City Engineer will have input on the road project, and will determine the need for further study after predesign. The predesign should result in a general understanding of the existing conditions and provide enough traffic engineering information to allow sound decisions with regard to design and budget considerations. If further study is needed after predesign, that would be performed under a separate civil agreement.*
- 22. Do we need to match materials to the new Lakewalk and Canal Park structures? *No, the seawall area is a very different system (sheet pile, etc.), but the Baywalk has standards and those need to be considered in pre-design. The pre-design process should consider what is in place for the Baywalk, which is a connected but slightly different system.*
- 23. Is there a set number of public engagement meetings? *No, proposals should identify the process and include the number of meetings anticipated.*
- 24. Is there a need for any docks or kayak launching sites? *That may come up in stakeholder meetings, but we don't anticipate a need at this time.*
- 25. Expected project timeline:
  - a. Predesign completed mid-summer 2021 (should have funding agreements in place by then)
  - b. Full design Fall 2021
  - c. Bid projects late 2021
    - i. Seawall work could begin in the winter
    - ii. Need to try and minimize impacts to tourist season
  - d. 2022 construction
- 26. With some of the design documents already done, why is the City doing an RFP process? *A competitive process is required for funding.*

27. How much design is actually left to do? Some documents were at 50%. *The 50% design of the seawall was required to secure funding.*
28. Is there flexibility in the design for the shoreline by Bayfront Festival Park? *That would likely be a topic of discussion during the community and stakeholder engagement process that will be led by the Landscape Architect with participation from the Coastal Engineer. The City is open to options for the non-sheet-pile sections of Bayfront Park.*
29. Does the landscape architect have to be a separate RFP process? *The City prefers to have more input in the selection of the landscape architect to ensure the awardee has sufficient experience in the community and stakeholder engagement process as well as design in waterfront public spaces*
30. We have past experiences with Duluth and more recent experience with Superior, WI and Lake Superior. Will it be detrimental to not have worked directly with Duluth recently? *The review team will evaluate all information provided in the proposal. Include whatever is relevant in your proposal.*
31. Can the City confirm what the particular construction budget is for the new landscape design along the Baywalk? The engineer's estimate in the appendix report appears to only be for the DECC Seawall components except it does include a bike path. Is there a budget for other site hardscape, plants, site furnishings, etc.? *See item 3 above.*
32. Can the City provide a breakdown of the funding amounts and which grants will pay for what components? *Not necessary at this time.*
33. Please clarify how the Civil Engineer will be the subconsultant to the Landscape Architect (refer to Part I-1. Project Overview). Does this mean that we should include a Civil Engineer on our proposal team for site stormwater and road study but only through the pre-design phase? *Yes, that is what we mean. It is important to have some level of civil expertise to advise and develop concepts and budget for road and stormwater infrastructure as impacted by changes to the sea wall and upland hard and soft landscapes.*
34. The RFP describes the Civil Engineering work to be preliminary design only with final design coming in a future RFP. Please confirm. *Yes, that is correct.*
35. RFP map shows limits of Harbor Drive study to be from RR Street to the 5<sup>th</sup> Ave Ramps. The project detail section describes Harbor Drive study area as what will be impacted by seawall improvements. Please confirm limits of Harbor Drive preliminary design. *We are considering the entire Harbor Drive in pre-design, but final concepts may be limited to just the project areas depending on budget, and final design concepts, etc. So, it depends. We will want to study the entire roadway.*
36. Related to the previous question, Harbor Drive from the Vista Dock to RR Street was recently repaved and new concrete and a trail added. Should we assume that could all get re-constructed as a result of the preliminary design? *Yes, we may rebuild that part of the road if we can afford it. That was only a mill and overlay and there are issues with the curb to pavement elevations.*

37. Related to the previous two questions, the RFP includes stormwater preliminary design, however, the seawall improvements along MN Slip have already been completed so no new outlets would likely be installed. Are we to study that area for stormwater improvements? *Anything related to the sea wall is coastal scope and this needs to be integrated into the upland LA scope of work. So, any study needs to reflect this integration to the extent necessary.*
38. Has there been any coordination with City Engineering staff on Harbor Drive changes or should we include coordination time with other City departments? *City Engineering will be staffing our pre-design process with a Project Engineer who will consult on our pre-design concepts.*
39. Has there been any coordination with DECC staff to date? *Yes, and they are waiting to get started and have ideas for the landscape architect/civil concepts we are developing in pre-design.*
40. Lighting – does the City want a preliminary design done for a new lighting system on Harbor Drive or rely on the existing building lighting? *See item 4 above.*
41. Are improvements to the DECC Waterfront Park to be included in the scope of this project? *The Landscape Design Team is to redesign the space identified in Exhibit B-7.*
42. Does the rehabilitation of the armor stone section include work up to the existing sidewalk or is the landscape architect responsible for this? *This area is coastal shoreline mitigation to the extent we can afford it, and is necessary.*
43. Is the goal of the armor stone section to rehabilitate what is existing or can modifications be made to shoreline protection method? *We are open to all options that work within our budget.*
44. Are there any considerations to include access to the water for kayaks or paddle boards along this section? *See item 24.*
45. The project goals under Part IV of the 21-AA08 RFP for Coastal Engineering for Baywalk-Seawall-Harbor Drive appear to be identical for the 21-AA09 RFP for Landscape Architect for Duluth Baywalk. Are the project goals for 21-AA08 RFP for Coastal Engineering for Baywalk-Seawall-Harbor Drive accurate? *In addition to understanding and participating in the project goals identified in RFP 21-AA08 for Coastal Engineering for Baywalk-Seawall-Harbor Drive, the Coastal Engineering team will focus on providing a seawall, revetment, and bank stabilization that will both protect the landscape and infrastructure and support the needs of the stakeholders.*
46. Does any electrical design need to be included in the concept level pre-design and cost estimates? *Yes, we need cost estimates for the total project cost – not just parts and pieces. We have a fixed budget to pay for everything, and any concepts we come up with need to include a fully burdened project budget, including contingencies and professional services plus owner costs, etc.*
47. Will the Coastal Engineering team be responsible for any permitting? *Yes, there are Army Corp, DNR, and 106a permitting requirements for this project.*

48. Will the Landscape Architect be responsible for developing cost estimations for the items not associated with the seawall? *Yes.*
49. Will the City consider emailed electronic submission only, in lieu of hard copy and flash drive? *No, there is no approved process for keeping the submitted proposals confidential until the deadline.*
50. Can you provide a clearer explanation of the budget for the Landscape/Streetscape portion of the work? Is it the \$1,000,000 noted for flat surfaces in the AMI estimate or are there additional construction dollars? *Explained above in item 3.*
51. What is the budget for the roadway portion of the work? *See item 3 above.*
52. What permits are anticipated to be associated with the Landscape/Streetscape work? It would appear that most permits would be in the scope of either the Coastal Engineering or roadway civil engineer. *That is correct.*

Please acknowledge receipt of this Addendum by including a copy of it with your proposal.

Posted: **February 12, 2021**

NON-MANDATORY VIRTUAL PRE-PROPOSAL MEETING SIGN-IN SHEET

Baywalk & Seawall RFPs

Thursday, February 4, 2021 – 9:00 AM

NAME	COMPANY	ADDRESS	PHONE	E-MAIL
Ashton Hoxworth	Bloom Companies, LLC			
Andrea Wedul	Barr Engineering			awedul@barr.com
Peter Truax, Landscape Architect	W.F. Baird & Associates			
Tom Whitlock	Damon Farber Associates			
Mat Burich	AMI Consulting Engineers		651-434-9832	Mathew.burich@amiengineers.com
Chase Dewhirst	AMI Consulting Engineers		651-263-9915	Chase.dewhirst@amiengineers.com
Diane Govenat	SRF Consulting			
Al Goodman	MSA Professional Services			
Allison Adams				
Ben Yahr	Resolution Studios			ben@theresolutionstudio.com
Brad Aldrich				

Bryan Harges				
Curt Claey				
Dan Williams	MSA			
Jim Bonner	GEI Consultants			
Kate Goodman				
Kathleen Anglo				
Luke Sydow	SAS + Associates		<a href="mailto:mail@saslandarch.com">mail@saslandarch.com</a>	218-391-1335
Mike McGarvey				
Mike Ostendorf				
Sarah Johnson				
Sarah Sutherland				
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Terry Minarik				

Todd Halunen				
Jared Dorvinen				
Heidi Bringman	LHB Corp.		218-727-8446	heidi.bringman@lhbcorp.com

## Pre-bid Meeting sign in

February 8th, 2021

Company Name	Name	Telephone #	Email Address
ASAKURA ROD. WISNOM	ZAKIA LOCKER	612 703 6553	zakia@asakura.com
KIMLEY-HORN	TODD HALUNEN	612 250 0581	todd.halunen@kimley-horn.com
LHB	Heidi Bringmann	218-310-3084	heidi.bringmann@lhb.com
Wenck-Stantec	Kyle Morberg	218 349 9849	Kyle.morberg@stantec.com
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BOLTON + MANK	Jason Fisher	218 966 7349	jason.fisher@boltonmank.com
CONFLUENCE	Terry Mink	952 451 0144	tmink@confluence.com
DAMON FRIEBEL	Tom Whitlock	612-332-7522	TWHITLOCK@DAMONFRIEBEL.com
ARCHITECTURAL RESOURCES	Jordan Van Der Hagen	320 371 0418	Jordan.vanderhagen@arsn.com
TKDA	KATHLEEN ANGLO	612 845 5944	Kathleen.anglo@tkda.com
TKDA	Samantha McKinney		Samantha.mckinney@tkda.com
stantec	Sarah Harding	952 215 2661	sarah.harding@stantec.com
SAS + ASSOCIATES	ALLISON ADAMS		mail@saslandarch.com

**ADDITIONS TO THE SUPPLEMENTARY PROVISIONS  
PER ECONOMIC DEVELOPMENT ADMINISTRATION (EDA)**

1. The additions included herein must comply with paragraph 2 of the Supplementary Provisions, titled Subcontracting Requirements.
2. Designs must comply with the Architectural Barriers Act of 1968, as amended (42 USC ss 4151-4157), which prescribes standards for the design and construction of buildings or facilities intended to be accessible to the public.
3. Per the EDA Construction Standard Terms and Conditions, applicants/bidders for a lower tier covered transaction (except procurement contracts for goods and services under \$25,000 not requiring the consent of a Department of Commerce (DOC) official) are subject to subpart C of 2 CFR part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)." In addition, applicants/bidders for a lower tier covered transaction for a subaward, contract, or subcontract greater than \$100,000 of Federal funds at any tier are subject to 15 CFR part 28, "New Restrictions on Lobbying." Applicants/bidders should familiarize themselves with these provisions, including the certification requirement. Therefore, Applications for a lower tier covered transaction must include a Form CD-512, "Certification Regarding Lobbying—Lower Tier Covered Transactions," completed without modification.
4. Contractors must comply with subpart C of 2 CFR part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)" and require all subcontractors to comply with same.
5. Contractor shall submit a completed "Disclosure of Lobbying Activities" (Form SF-LLL) regarding the use of non-Federal funds for lobbying, and require all subcontractors to submit the same. Within 15 days following the end of any calendar quarter in which any event changes the information supplied in the previously submitted disclosure form, the contractor or subcontractor of any tier shall submit a new form SF-LLL to their higher level tier until the form(s) reach the City (i.e. subcontractor to submit to contractor to submit to City).
6. The Contractor, and/or subcontractor shall not subgrant or subcontract any part of the project to any agency or employee of DOC or any other Federal department, agency, or instrumentality without the prior written approval of the Grants Officer to be submitted by the City.
7. Pursuant to Executive Order 13043, contractors are encouraged to enforce on-the-job seat belt policies and programs when operating company-owned, rented, or personally-owned vehicles.
8. If routine access, defined as more than 180 business days, to a federally controlled information system is required, the contractor shall comply with DOC personal identity verification procedures identified in the contract that implement Homeland Security Presidential Directive 12 (HSPD-12), Office of Management and Budget (OMB) Guidance M-05-24, as amended, and Federal Information Processing Standards Publication (FIPS PUB) Number 201, as amended, for all employees under this contract who require routine physical access to a Federally controlled facility or routine access to a Federally controlled information system. The contractor shall account for all forms of Government-provided identification issued to the contractor employees in connection with performance under this contract. The contractor shall return such

identification to the issuing agency at the earliest of any of the following, unless otherwise determined by DOC: (1) When no longer needed for contract performance; (2) Upon completion of the contractor employee's employment; (3) Upon contract completion or termination.

9. Nondiscrimination requirements: No person in the United States shall, on the ground of race, color, national origin, handicap, age, religion, or sex, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance. The Recipient agrees to comply with the nondiscrimination requirements below.
  - a. **Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.)** and DOC implementing regulations published at 15 CFR part 8 ("Nondiscrimination in Federally Assisted Programs of the Department of Commerce—Effectuation of Title VI of the Civil Rights Act of 1964"), which prohibit discrimination on the grounds of race, color, or national origin under programs or activities receiving Federal financial assistance. See the Department's Title VI compliance provisions at 15 CFR §§ 8.7 ("Cooperation, compliance reports and reviews and access to records") through 8.15 ("Effect on other laws; supplementary instructions; coordination").
  - b. **Title IX of the Education Amendments of 1972 (20 U.S.C. § 1681 et seq.)**, which prohibits discrimination on the basis of sex under Federally assisted education programs or activities.
  - c. **Pub. L. No. 92-65, 42 U.S.C. § 3123**, which proscribes discrimination on the basis of sex in EDA assistance provided under PWEDA; Pub. L. No. 94-369, 42 U.S.C. § 6709, which proscribes discrimination on the basis of sex under the Local Public Works Program; and the Department's implementing regulations at 15 CFR §§ 8.7 ("Cooperation, compliance reports and reviews and access to records") -8.15 ("Effect on other laws; supplementary instructions; coordination").
  - d. **The Americans with Disabilities Act of 1990 (42 U.S.C. § 12101 et seq.) (ADA)**, which prohibits discrimination on the basis of disability under programs, activities, and services provided or made available by State and local governments or instrumentalities or agencies thereof, as well as public or private entities that provide public transportation.
  - e. **Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794)**, and DOC implementing regulations published at 15 CFR part 8b ("Prohibition of Discrimination Against the Handicapped in Federally Assisted Programs Operated by the Department of Commerce"), which prohibit discrimination on the basis of handicap under any program or activity receiving or benefiting from Federal assistance. For purposes of complying with the accessibility standards set forth in 15 CFR § 8b.18(c) ("New construction"), Recipients must adhere to the regulations, published by the U.S. Department of Justice, implementing Title II of the Americans with Disabilities Act ("ADA") (28 CFR part 35 ("Nondiscrimination on the Basis of Disability in State and Local Government Services"); 75 *Fed. Reg.* 56164, as amended by 76 *Fed. Reg.* 13285) and Title III of the ADA (28 CFR part 36 ("Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities"); 75 *Fed. Reg.* 56236, as amended by 76 *Fed. Reg.* 13286). The revised regulations adopted new enforceable accessibility standards called the "2010 ADA Standards for Accessible Design" (2010 Standards), which replace and supersede the former Uniform Federal Accessibility Standards for new construction and alteration projects.
  - f. **The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 et seq.)** and DOC implementing regulations published at 15 CFR part 20 ("Nondiscrimination on the Basis

of Age in Programs or Activities Receiving Federal Financial Assistance”), which prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance.

- g. **Equal Opportunity** Parts II and III of Executive Order 11246 (30 *Fed. Reg.* 12319, 1965), as amended by Executive Orders 11375 (32 *Fed. Reg.* 14303, 1967) and 12086 (43 *Fed. Reg.* 46501, 1978), requiring Federally assisted construction contracts to include the nondiscrimination provisions of sections 202 and 203 of that Executive Order and Department of Labor regulations implementing Executive Order 11246 (41 CFR § 60-1.4(b) (“Equal Opportunity Clause”), 1991).
  - h. **Executive Order 13166 (August 11, 2000), “Improving Access to Services for Persons With Limited English Proficiency,”** requiring Federal agencies to examine the services provided, identify any need for services to those with limited English proficiency (“LEP”), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. The DOC issued policy guidance on March 24, 2003 (“Guidance to Federal Financial Assistance Recipients on the Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons”, 68 *Fed. Reg.* 14180) to articulate the Title VI prohibition against national origin discrimination affecting LEP persons and to help ensure that Recipients provide meaningful access to their LEP applicants and beneficiaries.
  - i. **3. Title VII Exemption for Religious Organizations.** Generally, Title VII of the Civil Rights Act of 1964 (42 U.S.C. § 2000e *et seq.*) provides that it shall be an unlawful employment practice for an employer to discharge any individual or otherwise discriminate against an individual with respect to compensation, terms, conditions, or privileges of employment because of such individual’s race, color, religion, sex, or national origin. However, Title VII, 42 U.S.C. § 2000e-1(a), expressly exempts from the prohibition against discrimination on the basis of religion, a religious corporation, association, educational institution, or society with respect to the employment of individuals of a particular religion to perform work connected with the carrying on by such corporation, association, educational institution, or society of its activities.
10. Contractor and its subcontractors shall not subgrant or subcontract any part of the approved Project to any agency or employee of the DOC or any other Federal department, agency, or instrumentality without prior written approval of the Grants Officer. Any such requests must be submitted to the City, who will submit for Grant Officer approval.
11. Compliance with the Copeland “Anti-Kickback” Act. Contractor shall comply with the Copeland “Anti-Kickback” Act (40 U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). Contractor and any subcontractors are prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled.
12. Pursuant to Executive Order 13043, Contractors are encouraged to enforce on-the-job seat belt policies and programs when operating company-owned, rented, or personally-owned vehicles.

Attachments:

Form CD-512

## CERTIFICATION REGARDING LOBBYING LOWER TIER COVERED TRANSACTIONS

Applicants should review the instructions for certification included in the regulations before completing this form. Signature on this form provides for compliance with certification requirements under 15 CFR Part 28, "New Restrictions on Lobbying."

### LOBBYING

As required by Section 1352, Title 31 of the U.S. Code, and implemented at 15 CFR Part 28, for persons entering into a grant, cooperative agreement or contract over \$100,000 or a loan or loan guarantee over \$150,000 as defined at 15 CFR Part 28, Sections 28.105 and 28.110, the applicant certifies that to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure occurring on or before October 23, 1996, and of not less than \$11,000 and not more than \$110,000 for each such failure occurring after October 23, 1996.

### Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

In any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure occurring on or before October 23, 1996, and of not less than \$11,000 and not more than \$110,000 for each such failure occurring after October 23, 1996.

**As the duly authorized representative of the applicant, I hereby certify that the applicant will comply with the above applicable certification.**

NAME OF APPLICANT

AWARD NUMBER AND/OR PROJECT NAME

PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE

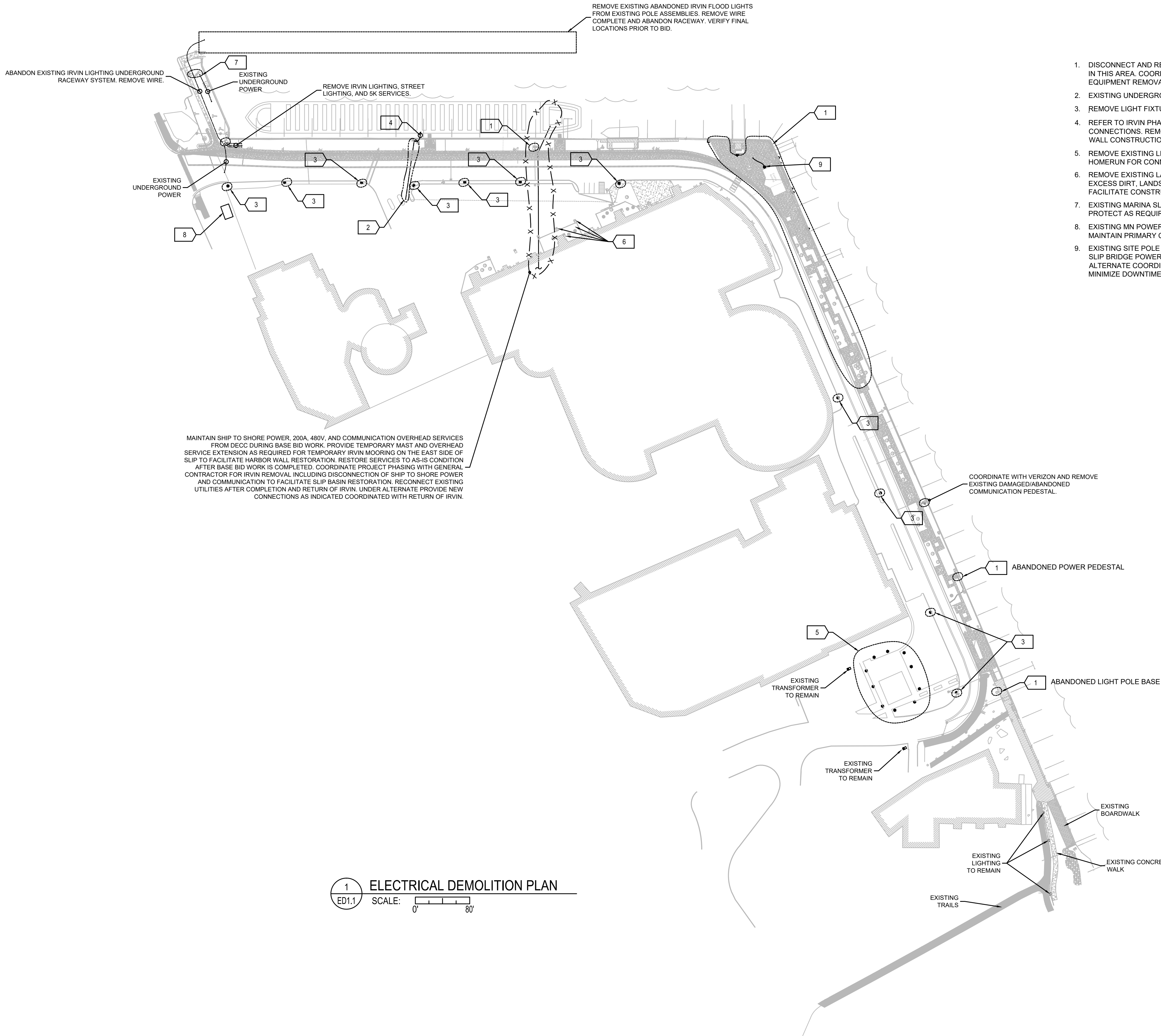
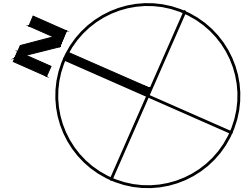
SIGNATURE

DATE

## **APPENDIX C**

### **ELECTRICAL DESIGNS FROM PRIOR SEAWALL PROJECT**

[illegible]



1 ELECTRICAL DEMOLITION PLAN  
ED1.1 SCALE: 0' 80'

GENERAL NOTE

A. IT IS THE RESPONSIBILITY OF THIS CONTRACTOR TO PROVIDE COMPLETE DEMOLITION TO FACILITATE NEW CONSTRUCTION IN PHASES REQUIRED. FIELD VERIFY EXISTING CONDITIONS PRIOR TO BID. NO EXTRAS WILL BE ALLOWED DUE TO CONTRACTORS LACK OF KNOWLEDGE OF EXISTING CONDITIONS, SCOPE, AND/OR SCHEDULE.

KEYNOTE: [Symbol]

1. DISCONNECT AND REMOVE LIGHT FIXTURES, POWER, SECURITY AND DATA DEVICES IN THIS AREA. COORDINATE WITH CITY OF DULUTH POLICE DEPARTMENT FOR CCTV EQUIPMENT REMOVAL AND REINSTALLATION.
2. EXISTING UNDERGROUND FIBER OPTIC CABLE TO REMAIN. PROTECT AS REQUIRED.
3. REMOVE LIGHT FIXTURE, POLE, BASE, AND BRANCH CIRCUITING COMPLETE.
4. REFER TO IRVIN PHASING PLAN NOTE FOR SHIP TO SHORE TEMPORARY CONNECTIONS. REMOVE EXISTING COMM. PEDESTAL AND REINSTALL AFTER SLIP WALL CONSTRUCTION IS COMPLETE.
5. REMOVE EXISTING LIGHTING SYSTEMS IN THIS AREA COMPLETE. SALVAGE EXISTING HOMERUN FOR CONNECTION TO NEW AS INDICATED ON SHEET E1.2.
6. REMOVE EXISTING LANDSCAPE, INCLUDING BUT NOT LIMITED TO TREES, SHRUBS, EXCESS DIRT, LANDSCAPE WALLS AND ELECTRICAL CONNECTIONS IN AREA TO FACILITATE CONSTRUCTION OF NEW MN. POWER SERVICE AREA.
7. EXISTING MARINA SLIP SERVICE TRANSFORMER AND EQUIPMENT TO REMAIN. PROTECT AS REQUIRED AND MAINTAIN SERVICE CONTINUITY.
8. EXISTING MN POWER SWITCHGEAR TO REMAIN. COORDINATE WITH MN POWER AND MAINTAIN PRIMARY CONTINUITY FOR SERVICES NOT AFFECTED BY DEMOLITION.
9. EXISTING SITE POLE WITH CITY OF DULUTH SECURITY CAMERAS ARE SERVED FROM SLIP BRIDGE POWER SYSTEM. MAINTAIN AND PROTECT UNDER BASE BID. UNDER ALTERNATE COORDINATE REMOVAL WITH INSTALLATION OF NEW AS INDICATED TO MINIMIZE DOWNTIME.

Consulting Engineers P.A.

91 Main Street SUPERIOR, WI 54080

715.718.2193 - amineers.com

TWIN CITIES - IRON RANGE

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

PRINT NAME

DAVE T. BLUME

SIGNATURE

DATE

10/20/2017

LC NO

2467

**Gausman & Moore**  
Mechanical and Electrical Engineers  
501 South Lake Avenue  
Duluth, Minnesota 55802  
Phone: 218.722-5566  
Project No. 84877

REV.	DATE	DESCRIPTION	REV.
1	10/20/2017	ISSUED FOR BIDDING	
2	11/01/2017	ADDENDUM E1	
3			
4			
5			
6			
7			
8			
9			

DECC SEAWALL PROJECT

CITY OF DULUTH

350 HARBOR DRIVE

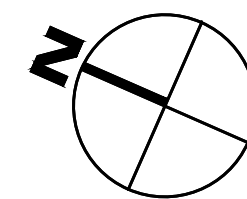
DULUTH, MN

ELECTRICAL OVERALL DEMOLITION PLAN

JOB No: 84877  
DATE: 10/20/2017  
DRAWN BY: B. ANDERSON  
DESIGNED BY: S. HAEDTKE

SHEET:

E1.1



# 5 E1.2 SOUTH SERVICE POINT POWER RISER DIAGRAM NTS



**KEYNOTE.** 

1. PULLBOX 12" x 12" HANDHOLE. FOR CONNECTION TO EXISTING CIRCUITRY MADE AVAILABLE FOR STATUE AND SURROUNDING LIGHTING.
2. AT POLE LOCATIONS DH-P4, DH-P7, DH-P10 AND DH-P13. INSTALL 200A/120V GF RECEPTACLE WITH DEDICATED CIRCUIT AND 50A/240V/10, NEMA 6-50R IN FACTORY COVERED BACKBOXES INTEGRATED IN POLE. INSTALL WP IN-USE OVERCAPS.
3. AT POLE LOCATIONS DH-P3, DH-P5, DH-P6, DH-P8, DH-P9, DH-P11, DH-P12 AND DH-P14. INSTALL 200A/120V GF RECEPTACLE WITH DEDICATED CIRCUIT IN FACTORY COVERED BACK BOXES INTEGRATED IN POLE. INSTALL WP IN-USE OVERCAPS.
4. INSTALL ECHELON SYSTEM OCCUPANCY SENSOR ON LIGHT FIXTURE. VERIFY EXACT MOUNTING REQUIREMENTS PRIOR TO INSTALLATION.
5. PROVIDE WIRELESS OUTDOOR LIGHTING CONTROLLER INTEGRAL OR MOUNTED TO EACH TYPE 'A', 'A-1', 'A-2', 'B', LIGHT FIXTURE AS MANUFACTURED BY ECHELON CONTROLS LUMEWAVE SERIES.
6. PROVIDE ECHELON LUMEWAVE SYSTEM GATEWAY MOUNTED WITHIN CABINET.
7. INSTALL ECHELON SYSTEM PHOTOCELL ON EXTERIOR OF CABINET FOR CONTROL OF LIGHT FIXTURES.

**AMI**  
Consulting Engineers P.A.  
91 Main Street SUPERIOR, WI  
715-718-2193 - [amiengineers.com](http://amiengineers.com)  
TWIN CITIES - IRON RANGE

I HEREBY CERTIFY THAT THIS PLAN  
 SPECIFICATION OR REPORT WAS PREPARED  
 BY ME OR UNDER MY DIRECT SUPERVISION  
 AND THAT I AM A DULY LICENSED  
 PROFESSIONAL ENGINEER UNDER THE  
 LAWS OF THE STATE OF MINNESOTA

PRINT NAME: DAVE T. BLUME  
 SIGNATURE: *Dave T. Blume*  
 DATE 1/01/2017 LIC. NO. 24671

**Gausman  
& Moore**  
Mechanical and  
Electrical Engineers  
601 South Lake Avenue  
Suite 310  
Duluth, Minnesota 55802  
(218) 722-2555 FAX (218) 722-9306  
Project No. 84537

[illegible]

DECC SEAWALL PROJECT  
CITY OF DULUTH  
350 HARBOR DRIVE  
DULUTH, MN

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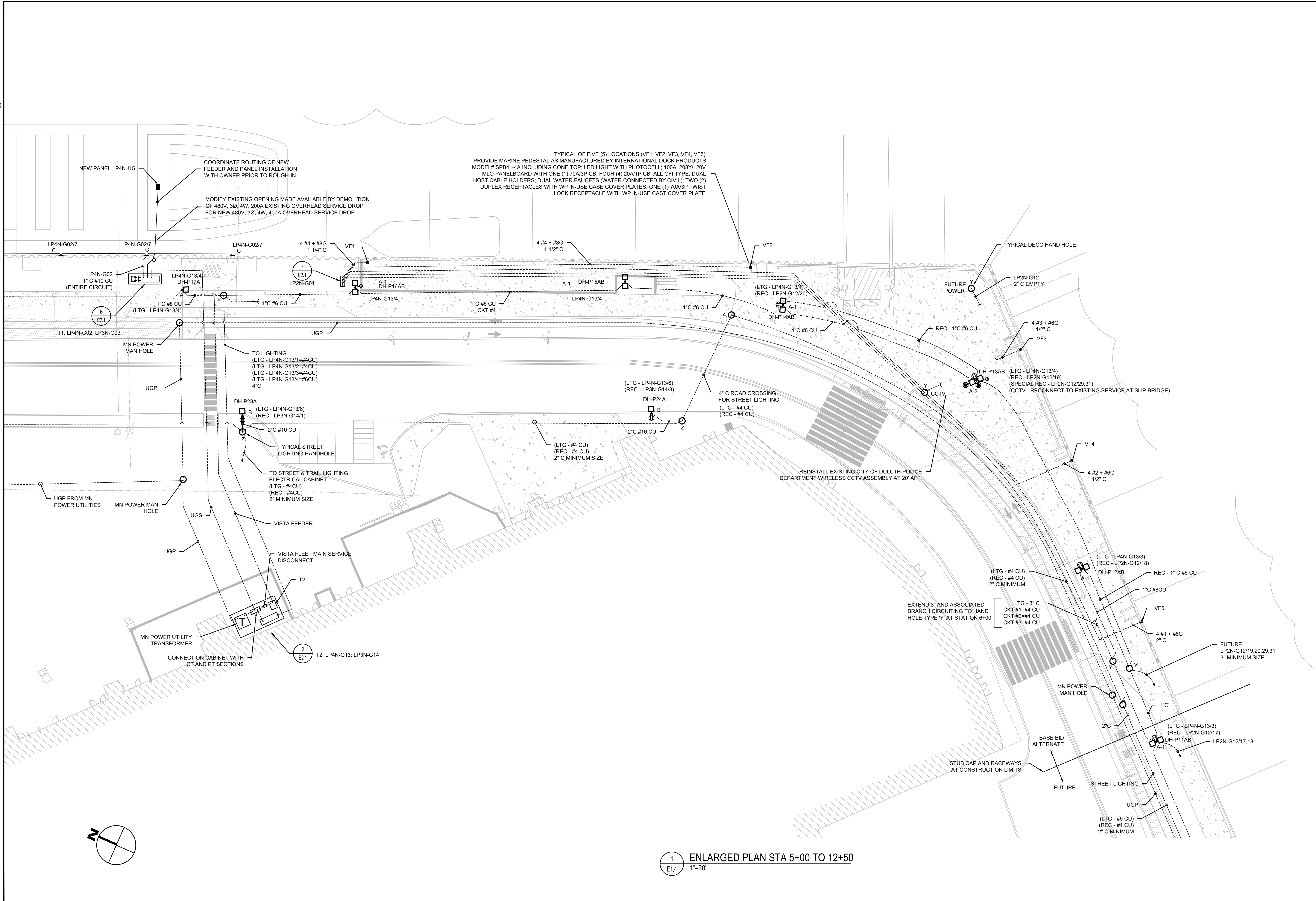
OVERALL ELECTRICAL SITE PLAN

JOB No: 84877  
DATE: 10/20/2017  
DRAWN BY: B.ANDERSON  
DESIGNED BY: S.HAEDTKE


SHEET:

E1.2

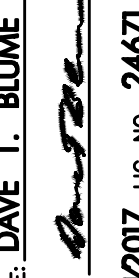




1 ENLARGED PLAN STA 5+00 TO 12+50  
E1.4 1\"/>

**AMI**  
Consulting Engineers P.A.  
91 Main Street SUPERIOR, WI  
715.718.2193 - amiengeers.com  
TWIN CITIES - IRON RANGE

1. HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, AND ALL ATTACHED DOCUMENTS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: **DAVE T. BLUME**  
SIGNATURE:   
DATE: **10/20/2017** LIC. NO. **24671**

**Gausman & Moore**  
Mechanical and Electrical Engineers  
501 South Lore Avenue  
Suite 310 Minneapolis, MN 55402  
Duluth, MN 55802  
Project No. 84877

REV. BY:	DESCRIPTION	DATE:	REV.	DATE:
	ISSUED FOR BIDDING	10/20/2017		
	ADDENDUM E1	11/01/2017		

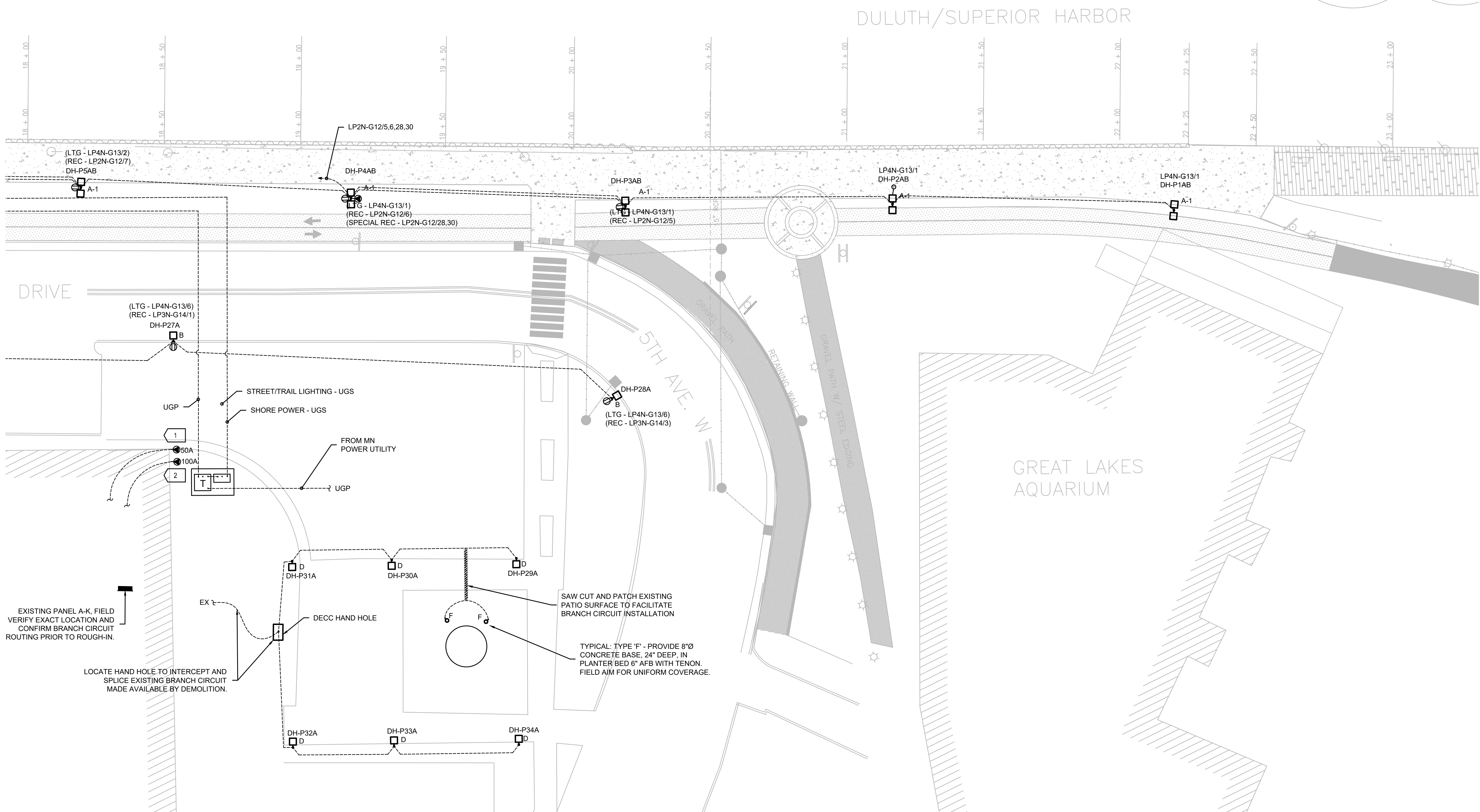
DECC SEAWALL PROJECT  
CITY OF DULUTH  
350 HARBOR DRIVE  
DULUTH, MN

ENLARGED PLAN  
STA 5+00 TO 12+50

JOB No: 84877  
DATE: 10/20/2017  
DRAWN BY: B.ANDERSON  
DESIGNED BY: S.HAEDTKE

SHEET:  
**E1.4**





**KEYNOTE:**

1. PROVIDE 50A, 208Y/120V, 3Ø, 4W RECEPTACLE MATCHING DECC PLUG CONFIGURATION. EXTEND 1" C WITH 4 #6 + #10G TO NEW 50A/3P CB TYPE AND RATING TO MATCH EXISTING.
2. PROVIDE 100A, 208Y/120V, 3Ø, 4W RECEPTACLE MATCHING DECC PLUG CONFIGURATION. EXTEND 1 1/4" C WITH 4 #3 + #8G TO NEW 100A/3P CB TYPE AND RATING TO MATCH EXISTING.

DULUTH/SUPERIOR HARBOR

DRIVE

5TH AVE. W

RETAINING WALL

GREAT LAKES  
AQUARIUM

1 ENLARGED PLAN STA 18+00 TO 22+50  
E1.6 1"=20'



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, AND ALL OTHER DOCUMENTS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND IN ACCORDANCE WITH THE PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA  
PRINT NAME: DAVE T. BLUME  
SIGNATURE: [Signature]  
DATE: 10/20/2017 LIC. NO. 2467

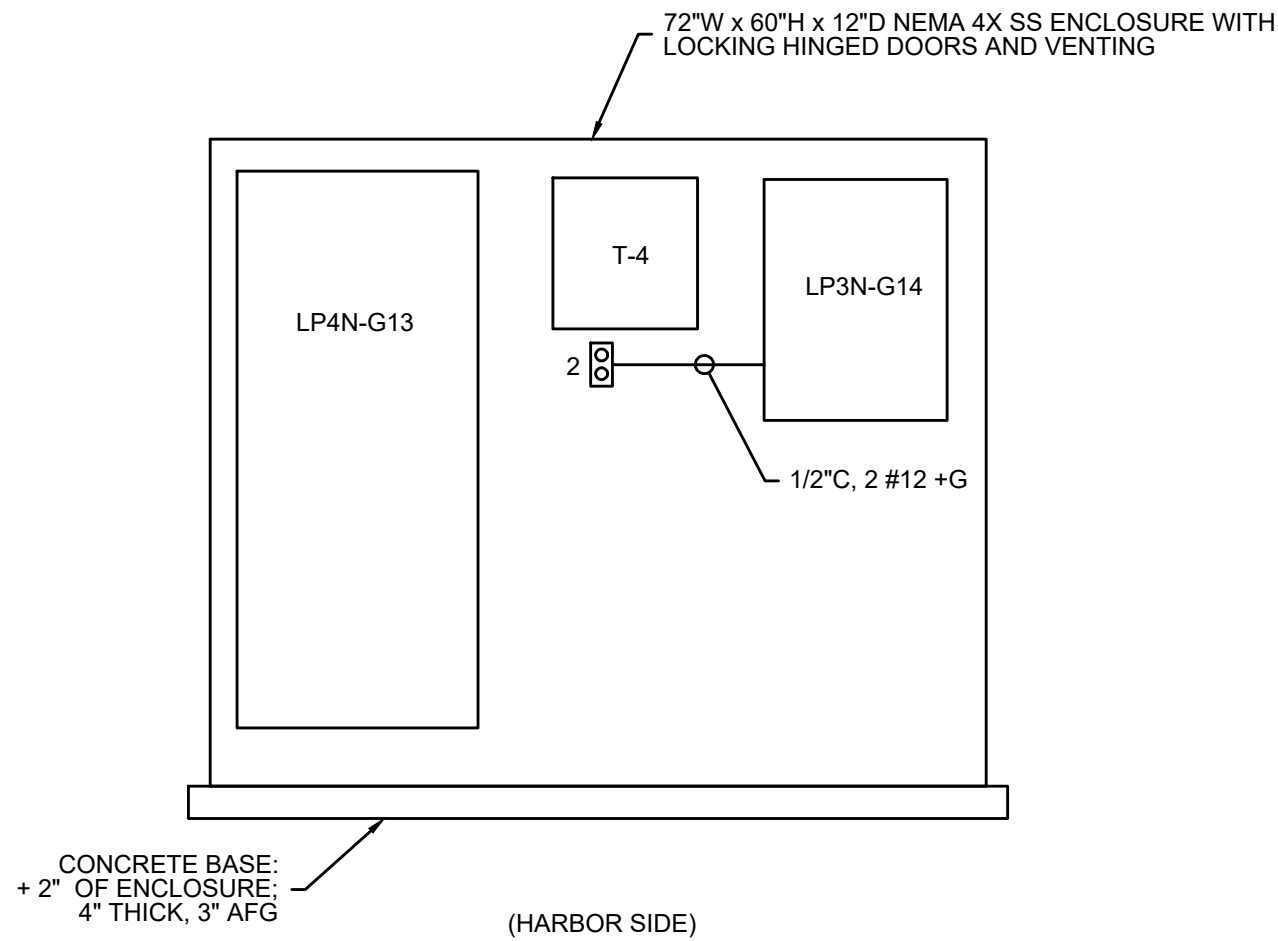
Gausman & Moore  
Mechanical and Electrical Engineers  
501 South Lake Avenue  
Suite 310  
Duluth, MN 55802  
Phone: 612-272-1333  
Project No. 84877

DATE:	REV:	DESCRIPTION	REV. BY:
10/20/2017	---	ISSUED FOR BIDDING	---
11/01/2017	---	ADDENDUM E1	---
---	---	---	---
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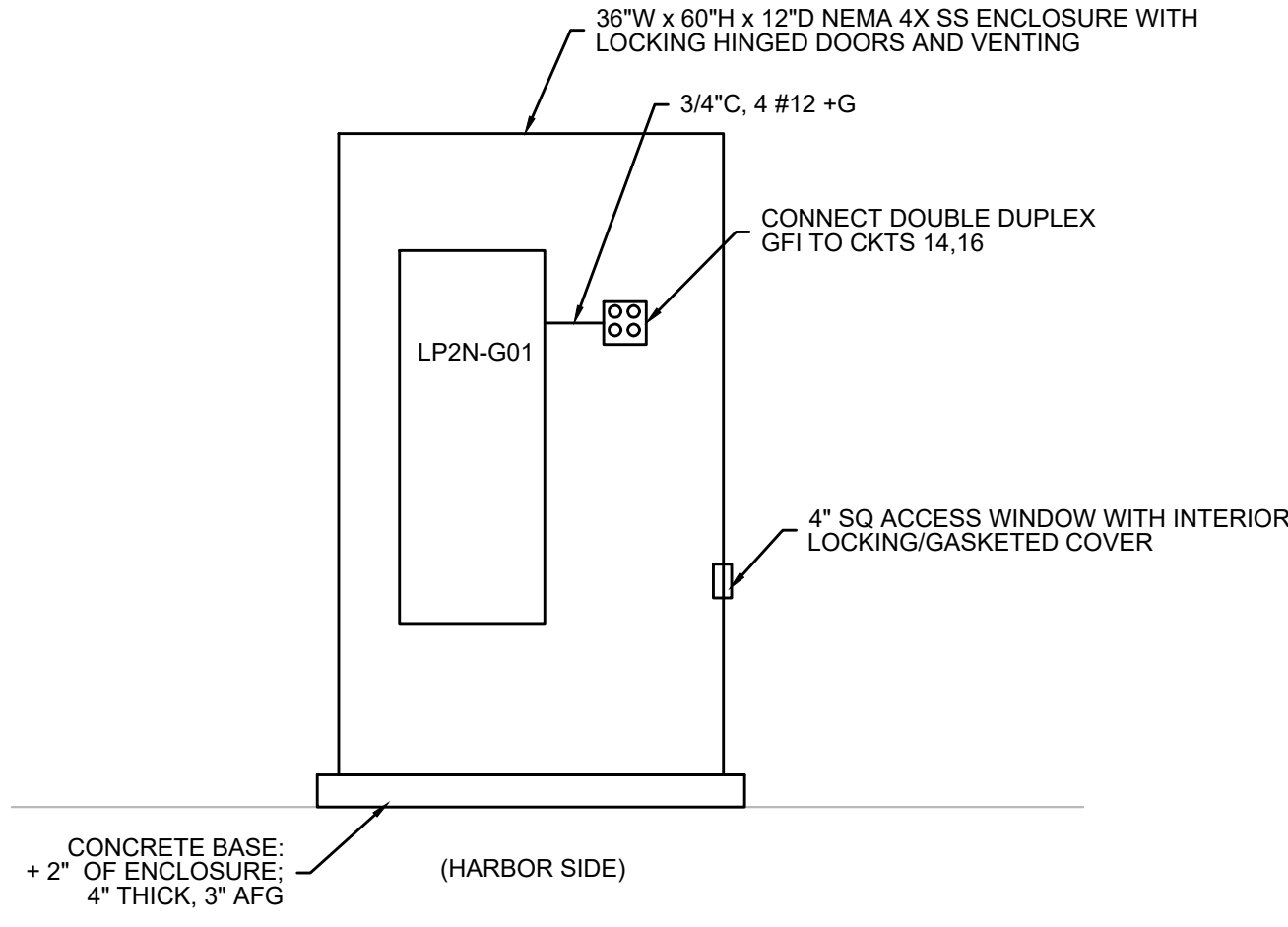
DECC SEAWALL PROJECT  
CITY OF DULUTH  
350 HARBOR DRIVE  
DULUTH, MN  
ENLARGED PLAN  
STA 18+00 TO 22+50

JOB No: 84877  
DATE: 10/20/2017  
DRAWN BY: B.ANDERSON  
DESIGNED BY: S.HAEDTKE

SHEET:  
E1.6



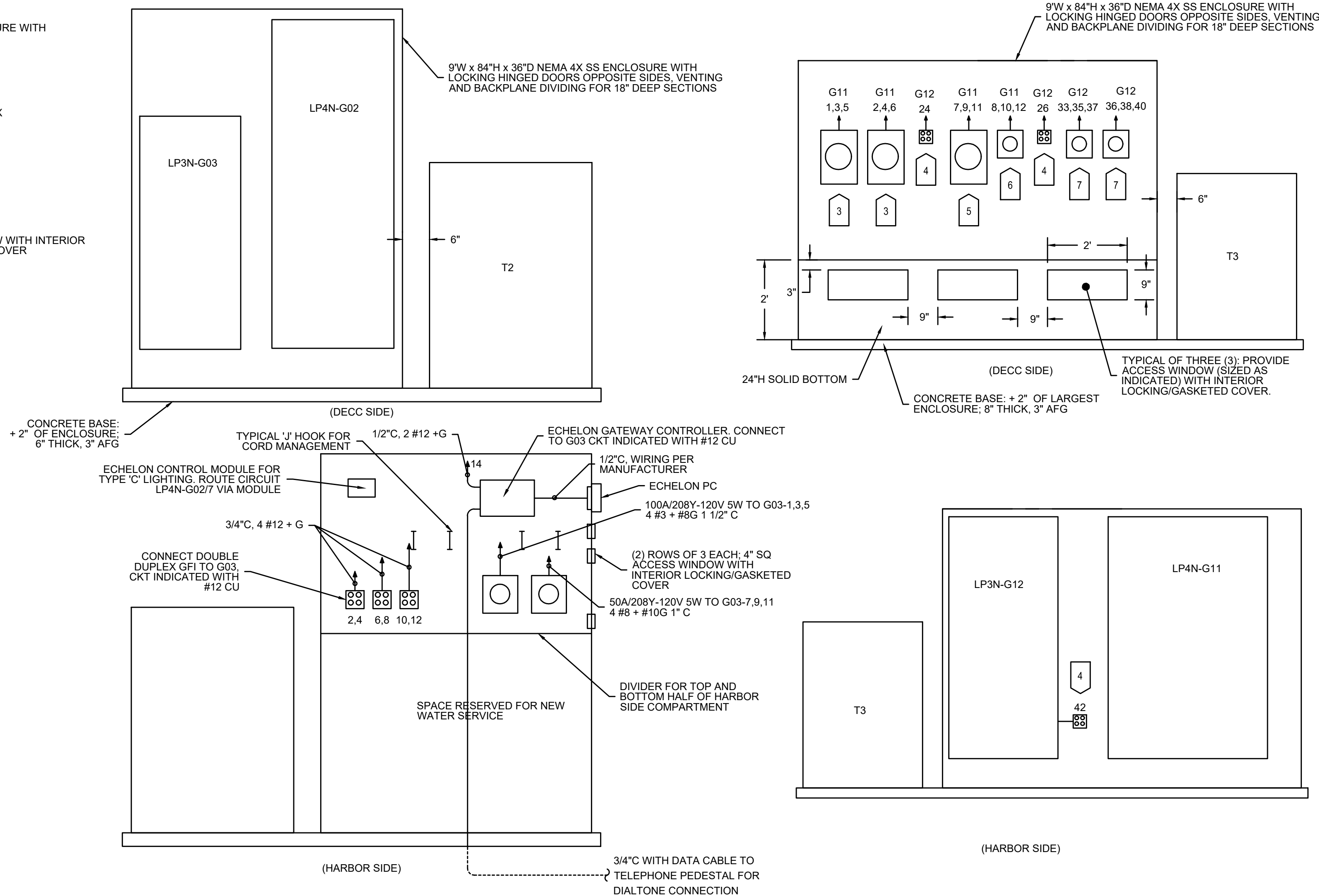
2 STREET & TRAIL LTG ELECTRICAL CABINET DETAIL  
E1.2 NTS



7 VISTA ELECTRICAL CABINET DETAIL  
E1.2 NTS

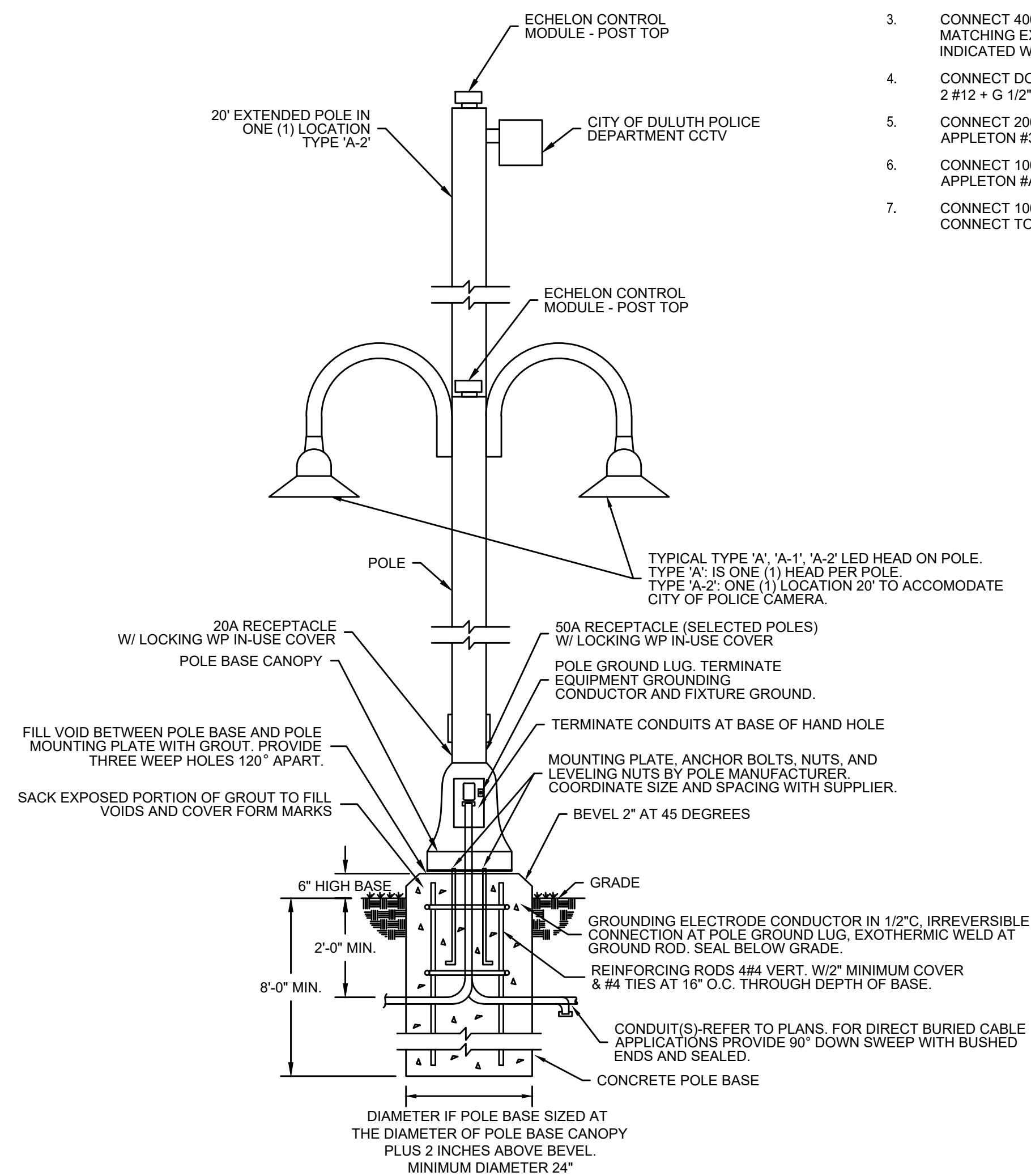
KEYNOTE.

- ENCLOSURE SIZES AND EQUIPMENT LAYOUT ARE SHOWN FOR DESIGN INTENT. FINAL SIZES AND LAYOUT BY CONTRACTOR. ADJUST SIZES BASED ON ACTUAL EQUIPMENT AND SUBMIT ENCLOSURE COORDINATION DRAWINGS INCLUDING BUT NOT LIMITED TO, MATERIAL SPECIFICATIONS, ELEVATIONS, SECTIONS, FLOOR OPENINGS WITH INCOMING RACEWAY LAYOUT, LABELING, AND DIMENSIONAL DATA.
- PROVIDE EXTERIOR ENCLOSURE LABEL.
- CONNECT 400A, 480V, 3W NON GROUND PIN AND SLEEVE RECEPTACLE MATCHING EXISTING COAST GUARD PLUG. CONNECT TO PANEL/CKT INDICATED WITH 3 #500 KCMIL IN 3"C.
- CONNECT DOUBLE DUPLEX RECEPTACLE TO PANEL/CKT INDICATED WITH 2 #12 + G 1/2"C.
- CONNECT 200A, 480V, 4W RECEPTACLE AS MANUFACTURED BY APPLETON #304428 TO PANEL/CKT INDICATED WITH 4 #3/0 + #6G.
- CONNECT 100A, 480V, 4W STY 1 RECEPTACLE AS MANUFACTURED BY APPLETON #ADR1044 TO PANEL/CKT INDICATED WITH 4 #3 + #8G IN 1 1/4"C.
- CONNECT 100A, 208V, 4W RECEPTACLE MATCHING DECC CONFIGURATION. CONNECT TO PANEL/CKT INDICATED WITH 4 #3 + #8G IN 1 1/4"C.

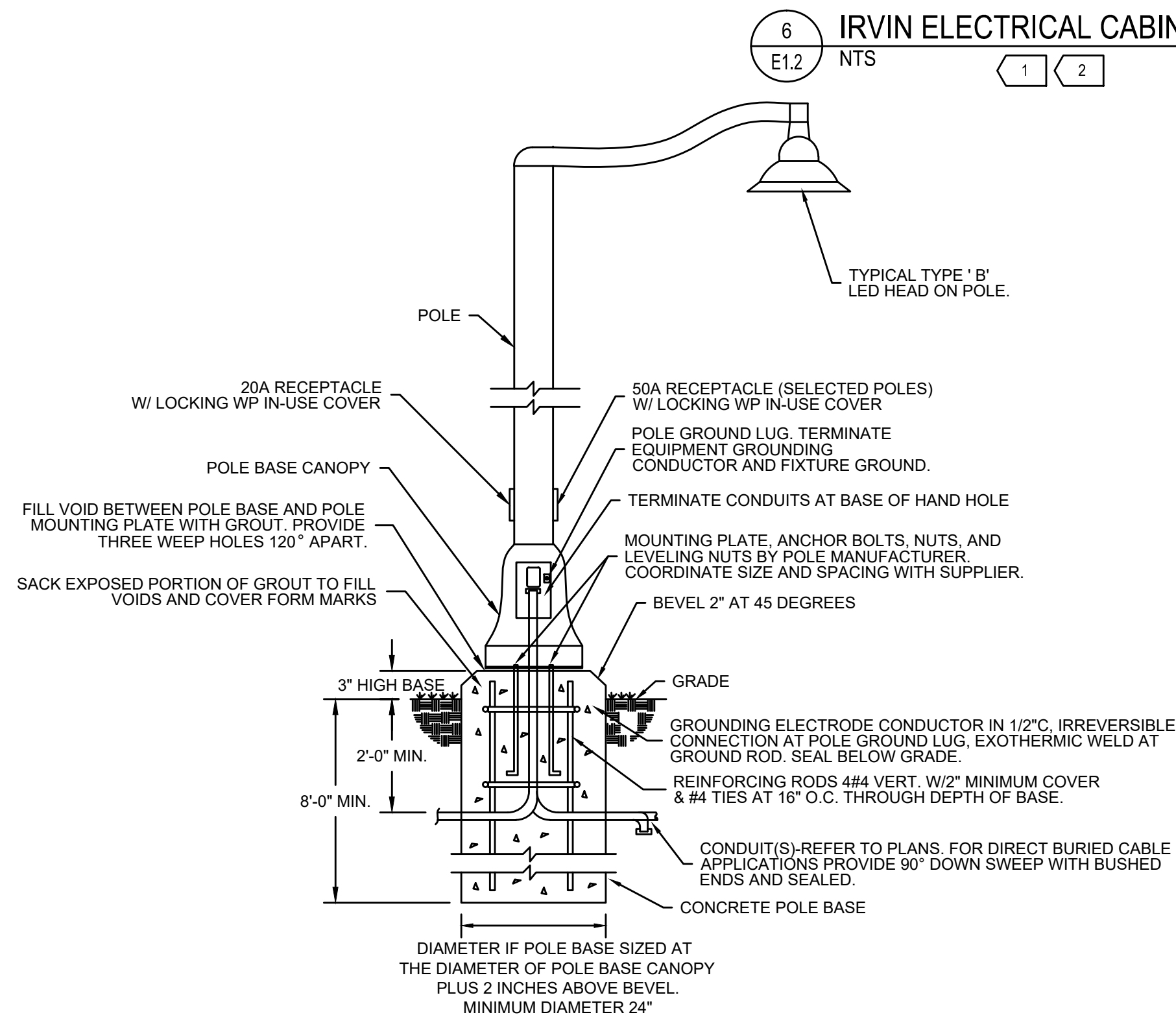


6 IRVIN ELECTRICAL CABINET DETAIL  
E1.2 NTS

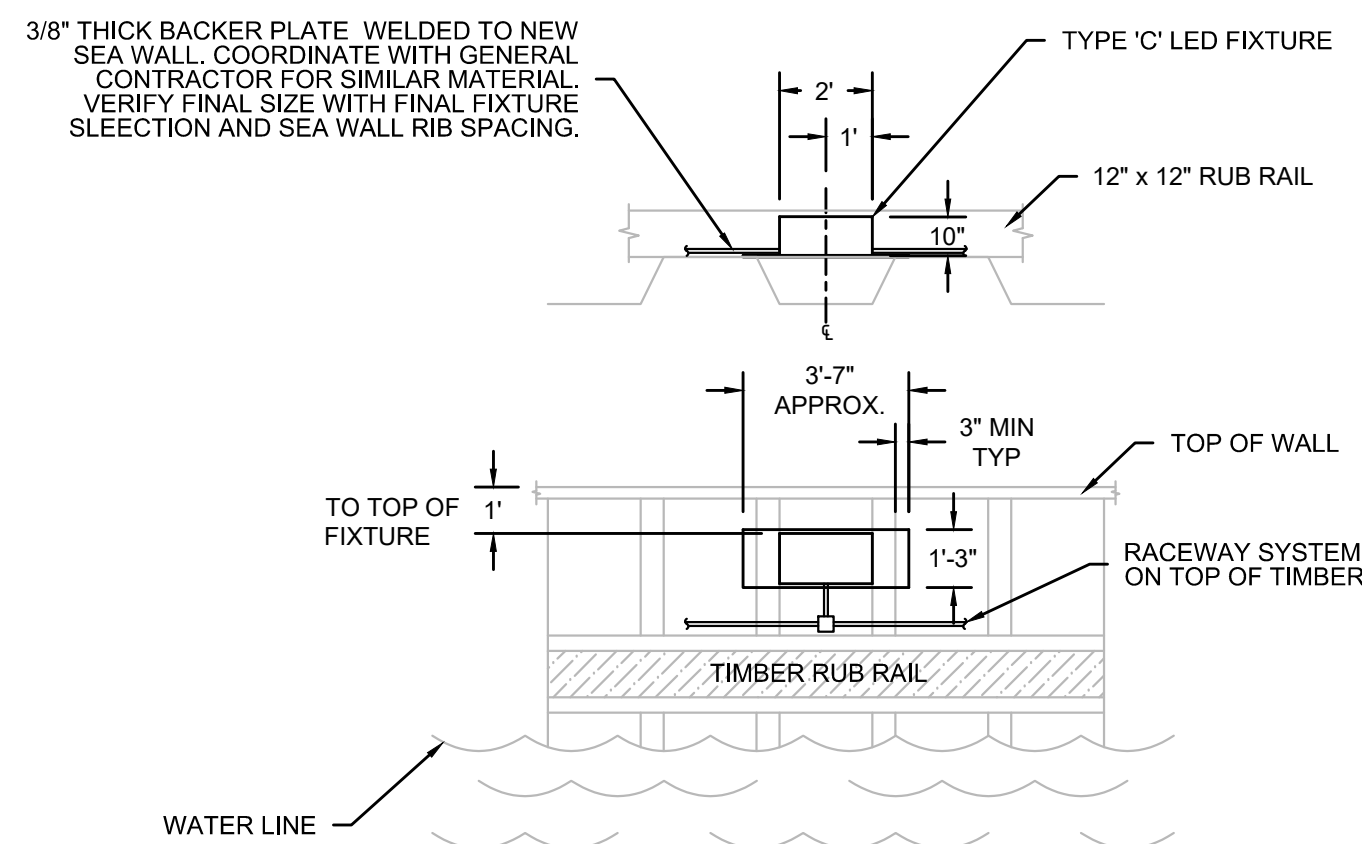
1 SHORE POWER ELECTRICAL CABINET DETAIL  
E1.2 NTS



3 POLE BASE DETAIL - 6" AFF  
E2.1 NTS



4 POLE BASE DETAIL - 3" AFF  
E2.1 NTS



5 IRVIN ACCENT LIGHTING DETAIL  
E2.1 NTS

- NOTE:
- BACK PLATE SIZE (APPROXIMATE): 3/8" x 3'-7" x 1'-3"
  - LIGHT FIXTURE 'C' TO BE INSTALLED INVERTED TO LIGHT THE SIDE OF SHIP TOWARDS THE DECK

REV. BY:	DESCRIPTION	DATE	REV.
1	ISSUED FOR BIDDING	10/20/2017	1
2	APPROVED E1	11/01/2017	2
3			3
4			4
5			5

DECC SEAWALL PROJECT CITY OF DULUTH 350 HARBOR DRIVE DULUTH, MN	DETAILS SHEET
--	---------------

JOB No: 84877  
DATE: 10/20/2017  
DRAWN BY: B.ANDERSON  
DESIGNED BY: S.HAEDTKE

LP2N-G01																			
PANEL NAME: LP2N-G01		VOLT: 208Y120		BUS SIZE: 400 AMPS								REMARKS:							
LOCATION: EXTERIOR		PH: 3		MAIN BRKR: 300 AMPS								SERVICE RATED							
MOUNTING: SURFACE		WIRE: 4		GND BUS: YES								GFI: NO							
RM. NO.	LOAD DESCRIPTION	TYPE	BRKR	CCT								CCT	BRKR	TYPE	LOAD DESCRIPTION	RM. NO.			
VF1	VESSEL PEDESTAL			1	7766			7766				2			VESSEL PEDESTAL	VF2			
				3		7766			7766			4							
				5		7766	7766			7766		5							
VF3	VESSEL PEDESTAL			7	7766			7766				8			VESSEL PEDESTAL	VF4			
				9		7766			7766			10							
				11		7766	7766			7766		12							
VF5	FUTURE			13				1920				14	200	R	RECEPTACLE	CAB			
				15				1920				16	200	R	RECEPTACLE	CAB			
				17								18			SPACE				
				19								20			SPACE				
				21								22			SPACE				
				23								24			SPACE				
				PER PHASE TOTAL VA				32684	32884	31064						11/1/2017			
				TOTAL CONNECTED VA						97032	V.A.								
				TOTAL CONNECTED AMPS						269	AMPS								
				3x HIGHEST PHASE						98952	V.A.								
				HIGHEST AMPS						275	AMPS								

LP4N-G11																			
PANEL NAME: LP4N-G11		VOLT: 480Y277		BUS SIZE: 1200 AMPS								REMARKS:							
LOCATION: EXTERIOR		PH: 3		MAIN BRKR: 1200 AMPS								SERVICE RATED							
MOUNTING: SURFACE		WIRE: 4		GND BUS: YES								GFI: YES							
RM. NO.	LOAD DESCRIPTION	TYPE	BRKR	CCT								CCT	BRKR	TYPE	LOAD DESCRIPTION	RM. NO.			
	ALDER MACKINAW			1	88640			88640				2			MACKINAW ALDER				
				3		88640			88640			4							
				5				88640				6							
	LAKE GUARDIAN			7	44320				22160			8			R/WK/VI				
				9		44320				22160		10							
				11				44320			22160	12							
	XPRM T-3	C		13	88640							14			SPARE				
	(LP3N-G12)			15		88640						16	1000						
				17				88640				18							
				19								20			SPACE				
	SPACE			21								22			SPACE				
	SPACE			23								24			SPACE				
	SPACE			25								26			SPACE				
	SPACE			27								28			SPACE				
				PER PHASE TOTAL VA				332400	332400	332400						11/1/2017			
				TOTAL CONNECTED VA						997200	V.A.								
				TOTAL CONNECTED AMPS						1199	AMPS								
				3x HIGHEST PHASE						997200	V.A.								
				HIGHEST AMPS						1199	AMPS								

LP3N-G14																			
PANEL NAME: LP3N-G14		VOLT: 208Y120		BUS SIZE: 60 AMPS								REMARKS:							
LOCATION: EXTERIOR		PH: 3		MAIN BRKR: 20 AMPS								SERVICE RATED							
MOUNTING: SURFACE		WIRE: 4		GND BUS: YES								GFI: NO							
RM. NO.	LOAD DESCRIPTION	TYPE	BRKR	CCT								CCT	BRKR	TYPE	LOAD DESCRIPTION	RM. NO.			
ODD	STREET REC. ODD POLES	R	200	1	1500				150			2	200	R	CAB REC				
EVEN	STREET REC. EVEN POLES	R	200	3		1500				150		4	200	C	ECHOLON CONTROLS				
	SPACE			5								6			SPACE				
	SPACE			7								8			SPACE				
	SPACE			9								10			SPACE				
	SPACE			11								12			SPACE				
				PER PHASE TOTAL VA				1680	1680	0						11/1/2017			
				TOTAL CONNECTED VA						3360	V.A.								
				TOTAL CONNECTED AMPS						9	AMPS								
				3x HIGHEST PHASE						5040	V.A.								
				HIGHEST AMPS						14	AMPS								

LP4N-I15																							
PANEL NAME		LP4N-I15		VOLT:		480Y277										BUS SIZE:		400 AMPS		REMARKS:			
LOCATION:		IRVIN		PH:		3										MAIN BRKR:		400 AMPS				SERVICE RATED	
MOUNTING:		SURFACE		WIRE:		4		V.A.		V.A.		V.A.		V.A.		V.A.		GND BUS:		YES			
RM. NO.	LOAD DESCRIPTION			TYPE	BRKR	CCT								CCT	BRKR	TYPE	LOAD DESCRIPTION	GFI NO		RM. NO.			
	BACKFEED TO EXISTING					1	55460							2			SPARE						
	-			200/3		3		55460						4	20/3		-						
						5			55460					6			-						
	SPACE					7								8			-		SPARE				
	SPACE					9								10	50/5		-						
	SPACE					11								12			-						
	SPACE					13								14	20/1		SPARE						
	SPACE					15								16	20/1		SPARE						
	SPACE					17								18	20/1		SPARE						
	SPACE					19								20	20/1		SPARE						
	SPACE					21								22	20/1		SPARE						
	SPACE					23								24	20/1		SPARE						
	SPACE					25								26			SPACE						
	SPACE					27								28			SPACE						
	SPACE					29								30			SPACE						
	SPACE					31								32			SPACE						
	SPACE					33								34			SPACE						
	SPACE					35								36			SPACE						
	SPACE					37								38			SPACE						
	SPACE					39								40			SPACE						
	SPACE					41								42			SPACE						
PER PHASE TOTAL VA								55460	55460	55460											11/1/2017		
TOTAL CONNECTED VA								166390	VA														
TOTAL CONNECTED AMPS								200	AMPS														
3 x HIGHEST PHASE								166390	VA														
HIGHEST AMPS								200	AMPS														