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 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 2nd Street side of City Hall. The box is a black metal box in the small patch of land between the parking spaces and W. 2nd 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.**
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 seawall 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 5th 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

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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
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.


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 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.

(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 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
5. Designate and remove all existing infrastructure, security and data devices, as provided. Coordinate with electric utility companies and fire code requirements. Provide site-specific requirements.

6. Existing underground fiber optic cable to remain. Protect as required.

7. Remove light fixture, pole base, and branch circuits as complete.

8. Remove existing drainage system for pipe to pipe temporary, as required.

9. Remove existing conduit in raceway system. Remove wire.

10. Reconnect existng conduit to service, as required.

11. Remove light poles, fixtures in the area complete, as required. Existing assembly and connections to remain as indicated on sheet E-7.

12. Minimize downtime.

13. Existing underground services and equipment to remain. Coordinate with on power and data connections in the area complete for new work not approved by designer.

14. Existing site with city of Dallas permits. Changes are defined from city on permit. Review project under break of ground.

15. Contractor for Irvin removal including disconnection of ship to shore power service extension as required for temporary Irvin mooring on the east side of Decc during base bid work. Provide temporary mast and overhead services.
112.5KVA TRANSFORMER
ground per NEC requirements to site lighting (street/trail LTG)
LP4N-G13 480Y/277V 100A (VISTA)
LP2N-G01 208Y/120V 300A (IRVIN)
LP4N-G02 480Y/277V 600A
TYPICAL FEEDER TO VISTA FLEET MARINE PEDESTALS VF1-VF5

T-2480Y-208Y/120V 75KVA TRANSFORMER

TYPICAL PROVIDE METER BASE PER MN. POWER REQUIREMENTS. METER, CT'S, PT'S, AND INTERCONNECT WIRING BY MN. POWER.

OCCUPANCY SENSORS  ARE LOCATED AT ENTRY/EXIT POINTS ASSOCIATED WITH SPECIFIED ZONE. COORDINATE EXACT LOCATIONS AND QUANTITIES WITH CITY OF DULUTH AND MANUFACTURER FOR CONTROL REQUIREMENTS.

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.

PROVIDE ECHELON LUMEWAVE SYSTEM GATEWAY MOUNTED WITHIN CABINET.

INSTALL ECHELON SYSTEM PHOTOCELL ON EXTERIOR OF CABINET FOR CONTROL OF LIGHT FIXTURES.

NORTH SERVICE POINT POWER RISER DIAGRAM

SOUTH SERVICE POINT POWER RISER DIAGRAM

OVERALL ELECTRICAL SITE PLAN

APPROX. 40' TYP.
APPROX. 90' TYP.
APPROX. 100' TYP.
APPROX. 110' TYP.
TYPICAL:
SPLICE LIGHTING AND RECEPTACLE BRANCH CIRCUIT CONDUCTORS WITH #12 CU TO FIXTURE LEADS AT ALL LIGHTING POLE/RECEPTACLE COMBINATIONS. COMPLETE SPLICE IN POLE BASE ADJACENT HAND HOLE WITH 18" SERVICE LOOP.

UNDERGROUND PRIMARY EXTENSION BY MN. POWER UTILITIES

TYPICAL:
1" C #10 CU
1" C #8 CU

TYPICAL:
SURFACE MOUNT WP BOX WITH GFI RECEPTACLE ON TYPE 'B' POLE ADJACENT TO MAST ARM.

LP4N-G02/7

EX UG FIBER
RECONNECT EXISTING FIBER, ROUTE THROUGH EXISTING ACCESS POINT.

RESET EXISTING COMMUNICATION PEDESTAL
PROVIDE 2" RSC MAST FROM 6' BFG IN 8"Ø CONCRETE BASE, TO 4' AFG. CAP, PRIME, AND PAINT TO MATCH IRVIN. PROVIDE STRAIN RELIEF AND 10' SERVICE LOOP.
**Typical of Five (5) Locations (VF1, VF2, VF3, VF4, VF5):**

- **Marine Pedestal:** Manufactured by International Dock Products Model # SPB41-4A including cone top; LED light with photocell; 100A, 208Y/120V molded case MCCP panel board with one (1) 70A/3P CB, four (4) 20A/1P CB. All GFI type; dual host cable holders; dual water faucets (water connected by civil); two (2) duplex receptacles with WP in-use case cover plates; one (1) 70A/3P twist lock receptacle with WP in-use case cover plate.

- **Extends 3" and associated branch circuiting to hand hole type 'Y' at station 6+00**
EXISTING HAND HOLE: LOCATE HAND HOLE TO INTERCEPT AND SPLICE EXISTING BRANCH CIRCUIT MADE AVAILABLE BY DEMOLITION.

DECC HAND HOLE:

EX
UGP

(LTG - LP4N-G13/1)

(RC - LP2N-G12/6)

(SPECIAL RC - LP2N-G12/28,30)

LP4N-G13/1

LP4N-G13/1

(LTG - LP4N-G13/6)

(REC - LP3N-G14/3)

SAW CUT AND PATCH EXISTING PATIO SURFACE TO FACILITATE BRANCH CIRCUIT INSTALLATION.

TYPICAL: TYPE 'F' - PROVIDE 8"Ø CONCRETE BASE, 24" DEEP, IN PLANTER BED 6" AFB WITH TENON. FIELD AIM FOR UNIFORM COVERAGE.

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.
1. Field verify existing circuit voltage and adjust driver tap setting respectively.

2. Type D fixtures to use pole base 14"Ø, 8' deep and 3" above finished grade.

3. Fixture types 'A', 'A-1', 'A-2' and 'B' furnish with wireless lighting controls matching City of Duluth requirements as manufactured by Echelon.

4. Refer to Specification Section 260943 Network Lighting Controls. Provide 7-pin receptacle to facilitate installation of wireless control module as manufactured by Echelon. At Contractor and manufacturer's option the 7-pin receptacle may be replaced with base mounted control module CPD3000 as manufactured by Echelon.