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Addendum 1
Solicitation 21-99263
RFP for Engineering Svcs for Trail Relocation due to Brighton Beach Bank Failure

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

1. The project folder on the City website has been renamed to better identify the scope of work. The solicitation name is now 21-99263 RFP for Engineering Svcs for Trail Relocation due to Brighton Beach Bank Failure.
2. The proposal due date on the cover page listed the wrong date. The date has been corrected to March 10, 2021 and is now consistent with the schedule within the proposal.
3. The pre-bid meeting sign-in sheet is attached.
4. The schedule is very important on this project, as we need to stay ahead of the TPCU project occurring this spring/summer.
 - a. We plan to bid construction about 60 days after firm selection so construction can begin as soon as possible in the spring.
 - b. Estimates for construction will be needed as soon as possible.
 - c. The trail paving for the TPCU is planned for mid-summer. It's possible to hold off until fall if this project gets delayed, but July is the preferred timeframe.
5. The trail/roadbed is to be moved inland to prevent erosion and avoid high wave mark. There is no set distance for moving the trail back, but the location must be within reason and is preferred to be near the current berm location, if possible. The existing roadbed needs to be preserved in place as much as possible in order to provide working room for a follow-on project which will address shoreline erosion issues. The focus of this project is to retreat away from the unstable shoreline and establish a new more stable location for this trail alignment.
6. Wetland impact information is needed by May 1, 2021.
7. The City wants to avoid heavily engineered solutions (sheet pile, concrete walls, etc.) if possible. We're looking for a more passive solution based on relocation and retreat away from the shoreline.

8. A separate project in the near future will include cleaning up the rest of the Brighton Beach shoreline, and will include cleanup of concrete/debris in the water line and regrading and stabilization of the coastal condition.
9. The road project by City Engineering is not fully designed yet, but the City Project Manager will coordinate with Engineering to be sure the projects won't compromise each other.
10. The stationing in the provided plans are not exact.
11. The City will provide a tree survey. If any significant trees are in the best trail path, they should be relocated or replaced with new at nearby locations to be determined by City staff.
12. No work is to be performed in or near the water. Water permits have not been requested and would delay the project.
13. There is FEMA funding on this project, and may be other funding sources. There is no set budget, but would like to stay under \$150,000 for construction and \$40,000 for professional services in order to avoid an impact to the timeline.
14. Trail design needs to comply with Department of Transportation bikeway transportation design standards (turn radius, slopes, fall zones, etc.)

The following questions asked are answered below:

15. Has an alignment for the trail relocation been established? If so, has this been vetted (reviewed, public process, etc.)? If not, what type of approval process (City) does it need to go through? Will City Council be involved? If further public process is required, how much could that change the proposed schedule? *We anticipate trail alignment to be driven by limitations imposed by wetland crossing issues. No public or council involvement is needed. City staff will work out alignment questions on site with chosen design firm.*
16. Coastal Engineering – It appears they may want a proposal for firming the bank against further erosion as well. Has anything been proposed yet, or other history, whether at Brighton Beach or similar type shoreline locations? Per the proposal, it appears the City desires or is committed to having the trail under construction and completed this year on a rapid schedule. However, they also state that the coastal engineering project needs to happen before the trail project is completed. Does all shoreline work need to be completed by final completion date or just an approved shoreline plan and for the trail base to be relocated? *A separate project will address any bank stabilization needs identified during this project. However, this project is mostly focused on getting the trail alignment in this one area moved back away from the failing bank and getting the*

earthwork done in a timely manner. Existing roadbed is to be preserved as much as feasible to provide temporary protection and working room for follow-on projects that will address the shoreline stabilization issues.

17. Is the existing road being relocated to a separate location or just being eliminated all together? *The existing road is being moved to a different location and is not an issue for this project. The trail alignment resulting from this project will move that infrastructure off of the existing roadbed through this area. The existing roadbed needs to be left intact for now.*
18. There may be significant earthwork involved with relocating the trail away from the shore, would it be possible to alter the vertical elevation of the trail outside of the stationing provided to accommodate a better earthwork balance? *The vertical elevation of the new trail alignment needs to connect with the proposed trail at both ends of this current project and conform to prescribed trail accessibility grade requirements throughout its course.*
19. Has any soil boring been done further away from the shore than the existing roadway? We understand that bedrock was found in those locations to be sufficiently deep but wondering if there was additional information on bedrock further from the shore? *We have data from 3 or 4 borings along this projects length but only within the bed of the current road bench.*
20. Has any public input been provided, or will public input be obtained on alternate trail location as established through this design? *No further public process is anticipated for this project.*
21. In addition to the existing conditions CAD files, will the proposed design CAD files be available to the selected contractor? What design requirements is the proposed trail based on to meet the funding criteria? *All design documents created during the design process will become City of Duluth property and could be released to the selected contractor if determined necessary. This project is small and simple so the City expects minimal need for such data transfer and the design firm will be required to provide layout and grade staking to support construction.*
22. What design requirements is the proposed trail based on to meet the funding criteria? *Project documentation will need to conform to FEMA requirements as well as standard City of Duluth standards. No interaction with funding agencies will be required of the design team short of standard documentation requirements.*
23. What are the estimated project costs allotted for the relocation and stabilization project? *We expect the chosen design firm to develop cost estimates when a design option is chosen with City staff. Again, bank stabilization is NOT part of this project scope beyond estimating and proposing scale and scope of any such need based on how far*

away from the bank we can move the trail alignment. The entire purpose of this project is to minimize or eliminate the need for constructed shoreline stabilization by retreating away from the shoreline.

24. Will any funding administrative services be required under this scope? *No.*

25. Can the corridor be closed to pedestrian and vehicular traffic during construction? *Yes.*

26. Will the City be provide a bathymetric survey for the underwater areas fronting the 800-ft of damaged shoreline? A bathymetric survey is recommended to most-accurately support the wave/long-term erosion analysis in this area. *A bathymetric survey is not provided and not required. This project is only to retreat the trail away from the shoreline and failing bank in this one area before the TPCU construction can happen in this location. A separate project will address the damaged shoreline.*

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

Posted: **March 1, 2021**



PRE-BID MEETING SIGN-IN SHEET

RFP 21-99263 Engineering Svcs for Brighton Beach Bank Failure

February 23, 2021 – 1:00 pm

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