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

1. The pre-bid meeting sign-in sheet is attached.

2. A revised plan set is attached. Changes to the plans are as follows:
   a. Trail alignment and profile have been modified
   b. Cross sections reflect the new alignment and profile
   c. The CMP arch pipe is 21 in x 15 in
   d. The Statement of Estimated Quantities chart has been updated

Please acknowledge receipt of this Addendum by checking the acknowledgment box within the www.bidexpress.com solicitation.

Posted: **July 9, 2021**
<table>
<thead>
<tr>
<th>Name</th>
<th>Company</th>
<th>Phone</th>
<th>Address</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Doe</td>
<td>ABC Inc.</td>
<td>555-123-4567</td>
<td>123 Main St.</td>
<td><a href="mailto:john.doe@email.com">john.doe@email.com</a></td>
</tr>
<tr>
<td>Jane Smith</td>
<td>XYZ Corp.</td>
<td>444-789-0123</td>
<td>456 Oak Ave.</td>
<td><a href="mailto:jane.smith@xyz.com">jane.smith@xyz.com</a></td>
</tr>
</tbody>
</table>

Thursday, July 8, 2021 – 8 AM

BID NUMBER: 21-99547 PROJECT NAME: Brighton Beach Trail Relocation

PRE-BID MEETING SIGN-UP SHEET
MINNESOTA DEPARTMENT OF TRANSPORTATION
CITY OF DULUTH
DEPARTMENT OF PUBLIC WORKS AND UTILITIES
ENGINEERING DIVISION

REALIGNMENT PLAN FOR LAKEWALK EXTENSION:
GRADING, AGGREGATE BASE, BITUMINOUS SURFACING, DRAINAGE

LOCATED ON:
BRIGHTON BEACH OFF OF CONCOON BVD

CITY OF DULUTH PROJ. NO. 1544
GROSS LENGTH 183 FEET .079 MILES
BRIDGE LENGTH 190 FEET .011 MILES
EXCEPTING LENGTH 33 FEET .019 MILES
NET LENGTH 150 FEET .090 MILES

STA. R117+50 END CITY PROJECT 1544 END CONSTRUCTION
STA. R110+91 BEGIN CITY PROJECT 1544 BEGIN CONSTRUCTION

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.
JON LOYE
PROJECT ENGINEER (TYPE OR PRINTED NAME)
JULY 8, 2021  5222

CITY APPROVAL

APPROVED CHIEF ENGINEER OF TRANSPORTATION  DATE
APPROVED CHIEF ENGINEER OF UTILITIES  DATE
APPROVED CITY ENGINEER  DATE

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY LEVEL 3.
THIS SUBSURFACE Level was determined according to the Guidance of 1998 ACE 98-02, entitled "TOURIS GUIDELINES FOR THE COLLECTION AND DETECTION OF EXISTING SUBSURFACE UTILITY DATA."

WARNING:
LOCATION OF UNDERGROUND UTILITIES TO BE VERIFIED BY CONTRACTOR, CALL BEFORE BORING. OTHER DATA OR CALL 1-800-252-1100 IN CALLED
CITY OF DULUTH PROJECT NO. 1544

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ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
(218) 722-3915
332 W Superior Street, Duluth MN 55802
### Statement of Estimated Quantities (SEQ)

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### Construction Notes:

1. Contractor shall repair all impacted turf areas with 4” topsoil and sod.
2. Contractor shall coordinate all utility locations before starting any earth disturbing activities.
3. Contractor is responsible for installing, maintaining, and removing all BMPs.
4. Contractor shall remove all construction debris and removal items from the owner’s property and dispose of properly in accordance with state statutes.
5. Contractor shall remove all temporary facilities and structures and must ensure all excavations are filled at the end of every work day.
6. If construction staking is provided, the contractor is responsible for protecting all staked items. Re-staking will be at the cost of the contractor’s expense.
1. PREPARE SLOPE BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.

2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET A 4’x 15’ (30’ OVERLAP) NON-BLEEDING TRENCH WITH APPROXIMATELY 12” (30’ OVERLAP) EXTENDED BEYOND THE TRENCH SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12” (30’ OVERLAP) APART IN THE BOTTOM OF THE TRENCH OR BACKFILL AND COMPACT THE TRENCH AFTERTAMING APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 15’ (30’ OVERLAP) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER-ACTUALIZED SOIL. FEED A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12” (30’ OVERLAP) APART ACROSS THE WIDTH OF THE BLANKET.

3. ROLL THE BLANKETS (A, B/2, C1, B/2 HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL IMPACT WITH APPROPRIATE SIDE, AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STANDBY STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE.

4. THE EDGES OF BLANKETS MUST BE SECURED WITH APPROXIMATELY 2’ x 2’ (60 x 60 CM) OVERLAP DEPENDING ON CONTINUITY TYPE.

5. CONSECUTIVE BLANKETS SPUN DOWN THE SLOPE MUST BE PLACED END TO END (SHINGLE STYLE) WITH AN APPROXIMATELY 2’ (60 CM) OVERLAP. STAPLE THROUGH OVERLAPED AREA, APPROXIMATELY 12” (30 CM) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE: "IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 8’ (15 CM) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

EROSION CONTROL BLANKET SLOPE INSTALLATION

GENERAL NOTES:
1. DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.
2. WHEN POSSIBLE THE SILT FENCE SHOULD BE CONSTRUCTED IN AN ARC OR HORSESHOE SHAPE WITH THE ENDS POINTING UPSTREAM TO MAXIMIZE BOTH STRENGTH AND EFFECTIVENESS.
3. CROSS BRACE WITH 2 INCH BY 4 INCH WOODEN FRAME OR EQUAL AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.
4. MINIMUM 14 GAGE WIRE REQUIRED, FOLDOVER 3” BY 3’ WIRE AND STEEL OR PLACE WIRE RINGS 15’ INCHES D.C.
5. TRENCH MUST BE DUG TO A MINIMUM OF 4 INCHES WIDE AND A DEPTH TO SPORT AND ANCHOR THE GEOTEXTILE. FABRIC. FOLD THE MATERIAL TO FIT TRENCH AND BACKFILL AND COMPACT TRENCH WITH EXCUCED SOIL. SECURITY BLANKET OVER-ACTUALIZED SOIL. SECURE FENCE TO GEOTEXTILE FABRIC TO TOP OF TRENCH WITH STEEL POSTS OR WIRE RINGS AT 12 INCHES D.C.
6. GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE END NETTING WITH A MAXIMUM MESH SPACING OF 3/4 INCH EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUAL IS RECOMMENDED.
7. STEEL POSTS SHALL BE STUDIED “S”-SIZED TO FABRIC WITH A MINIMUM WEIGHT OF 1.28 LB (1 FT. WITHOUT ANCHOR). STEEL ANCHORS SHOULD BE OF ENOUGH RESISTANCE TO THE POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE 4 INCH IN DIAMETER X 1/2-1 1/2 INCH LONG. EXCEPT WOOD POSTS FOR GEOTEXTILE FABRIC REINFORCED WITH NETTING SHALL BE A MINIMUM OF 1-1/2 INCH X 1-1/2 INCH OR CANK 1/4 INCH.

13. The Contractor shall take all possible precautions to prevent acceptable soil tracking onto roadways. Soil, mud or debris washed, tracked or deposited on paved surfaces shall be removed prior to the end of each workday.

14. Stabilized construction equipment shall be removable and areas restored after grading is complete.

15. The Contractor shall meet with MnDOT for final project review. Final inspection will be performed MnDOT Method 373 and MnDOT 2575.3. Contractor QC program shall ensure all erosion and sediment control devices are installed properly and at least every seven (7) days and within 24 hours of any specific event. All nondrainage devices shall be repaired or replaced or cleaned to additional compensation made thereon.

16. Where not otherwise specified: WHEN UNEARTHED IT IS RECOMMENDED THAT ONCE IS REMOVED AT RAPID DRAINAGE EROSIVE PROCESS IS NEEDED. INSTRUCTIONS WITH MnDOT 2575.3 and MnDOT 373. Contractor QC program shall ensure all erosion and sediment control devices are properly inspected and approved at least once every seven (7) days and within 24 hours of any specific event. All nondrainage devices shall be repaired or replaced or cleaned to additional compensation made thereon.

17. Where not otherwise specified: WHEN UNEARTHED IT IS RECOMMENDED THAT ONCE IS REMOVED AT RAPID DRAINAGE EROSIVE PROCESS IS NEEDED. INSTRUCTIONS WITH MnDOT 2575.3 and MnDOT 373. Contractor QC program shall ensure all erosion and sediment control devices are properly inspected and approved at least once every seven (7) days and within 24 hours of any specific event. All nondrainage devices shall be repaired or replaced or cleaned to additional compensation made thereon.
5' 5' 2' SHLD

2' SHLD

2.5" TYPE SP 9.5 WEARING COURSE
MIXTURE SPWEA340C(3,C)

1.5% 1.5%

4:1 MAX 4:1 MAX

4" TOPSOIL BORROW SPEC. 3877.2F

PROPOSED TYPICAL SECTION

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BRIGHTON BEACH TRAIL RELOCATION
CITY OF DULUTH
DULUTH, MN

PROJECT NO.
00616166
SHEET
5
DRAWN BY:

DESIGNED BY:

CHECKED BY:

TYPICAL SECTION

PLOT DATE:
7/8/2021 1:10 PM
G:\00\00616\00616166\CADD\Construction Documents\00616166 Typical.dwg

PROJECT DATE:

REVISION

NO.

DATE

BY

(218) 722-3915
332 W Superior Street, Duluth MN 55802
VPI = R110+93.78

LP = R113+87.73

HP = R113+35.57

VPT = R116+33.41

VPC = R113+77.52

VPI = R111+84.71

EL = 614.26

K = 17.61

VPT = R112+26.18

L = 0.00

L = 82.95

LP = R113+44.30

EL = 623.98

EL = 621.2

EL = 618.7

EL = 618.4

EL = 618.6

EL = 618.6

EL = 618.3

EL = 617.7

EL = 616.7

EL = 615.7

EL = 614.9

EL = 614.4

EL = 614.6

-0.60%

4.11%

4.61%

-0.45%

-0.80%

MATCH LINE - STA. 116+35

EXISTING GROUND

BIKE TRAIL PROPOSED GROUND

REALIGNMENT PROPOSED GROUND

EXISTING TRAIL

BRIGHTON BEACH TRAIL RELOCATION

CITY OF DULUTH

DULUTH, MN
**Cut/Fill Summary**

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- **Existing EL. = 613.4**
- **STA. = R111+75**

- **Design EL. = 614.26**
- **Existing EL. = 613.8**
- **STA. = R111+50**

- **Design EL. = 614.40**
- **Existing EL. = 613.8**
- **STA. = R111+25**

---

**Note:**
- This plan, report, or specification was prepared by me or under my direct supervision and I am a duly licensed professional engineer under the laws of the state of Minnesota.

**Date:**
- JON LOYE 5/13/2021

---

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---

**CROSS SECTIONS**
DESIGN EL. = 617.66
EXISTING EL. = 618.3
STA. = R113+00

DESIGN EL. = 618.28
EXISTING EL. = 618.5
STA. = R113+25

DESIGN EL. = 618.58
EXISTING EL. = 618.8
STA. = R113+00
DESIGN EL. = 618.72
EXISTING EL. = 617.9

DESIGN EL. = 619.27
EXISTING EL. = 618.0

DESIGN EL. = 620.10
EXISTING EL. = 619.1