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Addendum 1
Solicitation 22-99310
RFP for Engineering Services for East 3rd Street Reconditioning

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

The following questions asked are answered in *italics* below.

General

1. Is work done under traffic or detoured?
Traffic can be detoured during the project but we would like to look at limiting disruptions through phasing and potentially doing some items under traffic.
2. Will the DTA adjust routes during construction?
DTA is reworking most of their routes and will be removing most of the buses from this stretch. Any remaining ones will be adjusted for construction.
3. What is the budget and funding sources for the project?
Funding is coming from federal highway funds, MSAS, and local funds. The total budget for construction is \$2,500,000.
4. Does the City have construction plans for the original roadway surfacing (and/or the bituminous lift placed over the concrete)?
The City has construction plans for the bituminous lift placed as part of the turnback process but we were not able to locate the original MnDOT construction plans.

Scope

1. What is the primary scope of work?
This is a reconditioning project focused on extending the life of the driving surface through a mill and overlay.
2. What are the anticipated concrete repairs?
We primarily want to see concrete repair typicals evaluated and included in the plans. We do know that we will have concrete panel replacements where lead service line replacements or other utility work has taken place. Otherwise we would like to see an evaluation of the surface for any obvious surface indicators of concrete repair needs to include in the plans and estimate with a follow up following milling to mark the actual limits of concrete joint repair. The intention is to only do joint repair in order to stabilize the concrete so it doesn't destroy the new asphalt road surface. We also anticipate that the existing concrete surface within the 6th Ave intersection will be replaced under this project.

3. What driveway and sidewalk replacements are anticipated?
Driveway and sidewalks will be evaluated for ADA compliance and excessive damage that impacts accessibility for replacement.
4. The RFP calls for a full topo survey of the full project corridor, is that correct?
Primarily the survey needs are focused on the intersections and where ADA improvements are possible. Limited cross sections are anticipated to be sufficient between these areas to fill in the topo but aren't going to be extensively used during design.
5. In looking at the pavement section and geo-tech portion, I assume the City wants borings (i.e. like 5-ft depth vs shallower cores) performed on the recommended spacing?
We're open to recommendations on the geo-tech evaluation but believe that coring could be used for at least some of the required exploration. As the project is a mill and overlay reconditioning project we recognize that there is not a lot of changes to the design that would be driven by what was discovered.
6. Public engagement---do you anticipate holding in-person meetings, virtual, or some combination?
The City's policy at this time is to limit in-person meetings as much as possible. At some point I would expect that we would get back to those, but I can't predict when exactly that might occur.
7. What is the design ton for the roadway, 10 ton?
We are targeting a 10-ton design, but as it is a reconditioning project there are limited upgrades available to increase the road capacity. As a turnback street there is an exemption in the state aid requirements to meet a 10-ton design.
8. How many curb bump-outs are likely to be constructed?
The City would like the consultant to work with the community and bike and pedestrian groups to evaluate each intersection for curb bump-outs. It is anticipated that half or less of the intersections within the project would have bump-outs added.

Signals and Street Lighting

1. Are existing signals interconnected now, and what type of traffic detection is in place today? Looked like maybe some had cameras, some loops...just wanted to get verification.
All the signals are interconnected. With the exception of 10 Ave East that is on fiber the rest are still on copper. We would want to see if there is a cost-effective way to upgrade these all to fiber. I suspect some are on cameras and others are on loops. We would likely want to have everything on cameras with IR and GPS EVP when the project is complete through.
2. Is street lighting included?
Street lighting on signals at intersections would be replaced with the signals however mid-block street lighting improvements are not part of this project scope.
3. Saw in City's CIP a breakdown of funding sources for the project—one included a line item mentioning lighting. Just to clarify, street lighting isn't a component of the design scope, correct?

Street lighting is not a component of the design scope aside from replacing the ones mounted on the traffic signals.

4. Is the City's preference going to be to replace all of the existing signals as part of the warrant justification process?

The City is open to removing signals from this road that are no longer warranted. Any removals would be included in the public meeting discussions, but it appears possible that only the signals at 6th Ave E, Lake Ave, and 4th Ave W will be warranted (10th Ave E was recently replaced and will not be evaluated in this project).

Underground Utilities

1. Will any sanitary sewer or watermain be reconstructed or have repairs done before or as part of this project (separately by City)? Just curious if any trouble spots that the City is contemplating digging up for repairs prior to resurfacing and how that might impact some areas of the street?

No mainline sanitary sewer or watermain will be reconstructed but city forces will be replacing four lead service lines from the main prior to the project.

2. Will storm sewer be televised/assessments made for potential replacement of structures or piping? If so, what is the timing of that assessment and do we already know the answer?

Storm sewer will be televised but the assessment won't be complete before responses to the RFP are due. There aren't any known repair locations yet.

3. What are the anticipated storm water improvements?

Televising will drive the storm water improvements but they are anticipated to be local spot improvements and structure replacements as required for intersection improvements.

Please acknowledge receipt of this Addendum by including a copy of it with your proposal. The pages included will not count toward any page limitation, if any, identified in the RFP.

Posted: March 25, 2022.