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Addendum 1
Solicitation #26-99507
AERIAL LIFT BRIDGE REHABILITATION

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

1. The attached S-0 Electronic Submission of Payrolls and Statements and Bidders Lists for Federally Funded Projects is hereby incorporated into the specifications and is applicable to this project.
2. Attached is the attendance list and presentation from the pre-bid meeting.

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

Posted: June 5, 2026

S-0 **ELECTRONIC SUBMISSION OF PAYROLLS AND STATEMENTS AND BIDDERS LISTS FOR FEDERALLY FUNDED PROJECTS**

REVISED 08/08/22 ◀ DO NOT REMOVE THIS DATE. IT NEEDS TO STAY IN FOR THE CONTRACTORS.

Use on Projects that are federally funded and are administered by MnDOT.

SP2020-12

These provisions govern: (1) how the Contractor and all Subcontractors must submit all certified payroll reports; (2) how the Contractor must submit electronic Subcontractor data; (3) how the Contractor and Subcontractors will demonstrate compliance with payment requirements; and (4) how Apparent Low Bidders must submit the Bidder/Quoter List. The Contractor must submit electronic payrolls through the AASHTOWare Project Civil Rights and Labor (CRL) system. These provisions supersede the requirements for paper submissions in SPECIAL PROVISIONS DIVISION A – LABOR and FHWA-1273, Section IV, paragraphs 3(b)(1) and 3(b)(2). These provisions supersede the DBE Consolidated Good Faith Efforts Form Parts E, F, G, and H; and the Contractor Payment Form provided in the DBE Special Provisions.

The Department will not provide additional compensation to ensure compliance with these provisions.

The MnDOT Contractor (Vendor) Lookup search engine, available at <https://transport.dot.state.mn.us/reference/refvendor.aspx>, allows Contractors to search for vendors, Subcontractors, and suppliers to ensure that they are in the CRL system.

S-0.1 SYSTEM REQUIREMENTS

The Contractor must submit certified payroll reports (CPRs), Bidder/Quoter List, prompt payment information, and Subcontractor data electronically into CRL. The Department will provide access to CRL. To use CRL, the Contractor must have the following:

- A computer running Windows 7 or newer
- Internet Explorer 11 or Google Chrome
- Microsoft Excel 2007 or newer
- Internet access

The CRL website is located at: <http://www.dot.state.mn.us/const/labor/civil-rights-labor.html>. The Department will provide login identification (ID) to designated employees of the Contractor and approved Subcontractors entered into the system for the Contract. The Contractor and all Subcontractors must follow the “Vendor Login Access to MnDOT AASHTOWare” located on the website prior to working on the Project. The login ID and password are unique to each designated employee and must not be shared with others.

Manuals, eLearning tools, and other important information are available on the CRL website.

S-0.2 CERTIFIED PAYROLL & SUBCONTRACTOR DATA SUBMISSION

The Contractor and all Subcontractors, including multiple truck operators (MTOs), must use CRL to submit CPRs. The Contractor must ensure that all Subcontractors have submitted their Vendor Forms to the Department and have received their login IDs prior to working on the Project. The Contractor must submit Request to Sublet data electronically into CRL prior to Subcontractors performing Work on the Project. The Engineer may at any time require, upon written demand, paper Request to Sublet documents from the Contractor for any Subcontractor(s) working on the Project; MTOs would be submitted on the MTO Request to Sublet form, available at: <http://www.dot.state.mn.us/const/labor/documents/forms/mtosubletform.pdf>.

The Contractor must request from the Engineer the Contract number and Project ID(s) and provide the information to approved Subcontractors working on the Project, including MTOs subject to SPECIAL PROVISIONS DIVISION A – LABOR. The Contractor may use the Contract search engine located at: <http://transport.dot.state.mn.us/reference/refprojectid.aspx>. The Contractor must ensure all Subcontractors

and MTOs submit CPRs electronically into CRL. The Contractor must provide assistance to their Subcontractors and MTOs to enter CPR data accurately into the system.

There are four ways to submit certified payrolls electronically into the system:

- Manually add, copy, or modify data into CRL;
- Import payroll data with the CRL payroll spreadsheet XML converter tool available at: <https://xml.cloverleaf.net/spreadsheet/>;
- Convert payroll system program data to Payroll XML and import into CRL. Information on how to convert to Payroll SML may be found at: <https://xml.cloverleaf.net/resourcekit/>; or
- The Contractor may submit, on behalf of a Subcontractor and MTO, a payroll based on a signed, certified paper payroll through the Electronic Proxy Payroll Process.

Month-End Truck Report forms must be submitted directly to the Engineer and not through the electronic system.

The Engineer may at any time require, upon written demand, paper certified payroll reports from any Contractor(s) working on the Project.

S-0.3 BIDDER/QUOTER LIST REQUIREMENTS

The Apparent Low Bidder (ALB) is required to submit a Bidder/Quoter List electronically in CRL. The ALB must ensure that all Subcontractors and suppliers are listed in CRL by using the MnDOT Contractor (Vendor) Lookup search engine located at: <https://transport.dot.state.mn.us/reference/refvendor.aspx>. If a company is not listed or if any company information is incorrect, the ALB must ensure that the Subcontractor or supplier submit a Vendor Form, available at: <http://www.dot.state.mn.us/const/labor/documents/forms/contractorform.pdf>. The electronic list is completed by selecting the name of the firm from a prepopulated vendor list. The Contractor must enter the information below for each Subcontractor or supplier who provided a quote or bid to perform Work or supply Materials on the Project:

- Firm name (selected from drop-down list); and
- Bid items/scope of Work the firm will perform and total dollar amount of each bid item.

This requirement applies to all DBE and non-DBE Subcontractors and suppliers. The Bidder/Quoter List is due on the Submission Due Date specified in the DBE Special Provisions. The Contractor must submit the name of the company's authorized signatory. If you need additional assistance, please contact the Department's Office of Civil Rights.

S-0.4 PAYMENT

The Contractor shall enter all payments made to the first tier Subcontractor(s) into the Payment area of CRL for each estimate. The first tier Subcontractor will validate their payments received from the Contractor and must enter any payments made to lower tier Subcontractor(s). Lower tier Subcontractors must validate their payments received.

S-0.5 MINNESOTA GOVERNMENT DATA PRACTICES ACT

All CRL data are subject to the Minnesota Government Data Practices Act (MGDPA), Minnesota Statutes, Chapter 13. All users of CRL, including Bidders, Contractors, and Subcontractors, must establish security measures to prevent access to not public data or risk facing civil remedies under Minnesota Statutes, section 13.08, for the unauthorized access to or release of not public data.

S-0.6 APPROVAL OF PAYROLLS

"Approval" of payrolls within CRL does not indicate that the Department's Labor Compliance Unit has reviewed this data for accuracy or compliance with prevailing wage laws, nor does it indicate approval in

writing as discussed in the Standard Specifications. "Approval" of payrolls within CRL only indicates that specific payrolls have been received by the Department's District offices. The Department reserves the right under the Contract and SPECIAL PROVISIONS DIVISION A – LABOR to review payrolls to ensure compliance with State and Federal prevailing wage laws and other applicable labor laws.

Rehabilitation of Duluth Aerial Lift Bridge

Pre-Bid Conference

June 2, 2026





Bridge Information & Overview

- State Bridge No. L6116 (Aerial Lift Bridge – Duluth, MN)
 - Iconic and vitally important historic steel vertical lift truss bridge
 - On National Register of Historic Places under Criterion C: Engineering, nationally rare bridge engineering type.
 - 502 feet in overall length with a 386-foot-long steel vertical lift truss span.
 - Carries Lake Avenue, with average daily traffic in excess of 6,200, over Lake Superior’s Duluth Shipping Channel.
 - Only accessway for 1300 residents of Park Point and its businesses, hotels and senior care homes
 - 386-foot-long steel vertical lift truss raises 126 feet to provide 141 feet of vertical clearance
 - Enables commercial shipping traffic to enter and leave the ports of Duluth, MN and Superior, WI.
 - Allows approx. 900 vessels to move 35 million short tons of freight annually, #1 tonnage port on the Great Lakes (2023)



Project Work Scope

Overall Scope Items with Major Plan Sheets Reference:

- Lift Span Pathway Replacement (*Shts. 5-13*)
- Lift Span Truss Strengthening (*Shts. 14-19*)
- Lift Span Roadway Deck Grating Replacement (*Shts. 20-23*)
- Approach Pathway Repairs (*Shts. 24-29*)
- Abutment, Footing and Counterweight Repairs (*Shts. 30-35*)
- Approach Roadway Resurfacing (*Shts. 36-40*)
- Lift Span & Overhead Truss Repainting (*Shts. 41-43*)
- Traffic Control (*Shts. 44-51*)

Lift Span Pathway Replacement

- The lift span pathways are supported/cantilevered off the exterior sides of each truss with an ornamental metal railing along the outer edge and a plate beam railing with a steel cable above serving as the barrier between pedestrian and vehicular traffic.



Lift Span Pathway Replacement

- Surface distortion is present throughout the pathways including corrosion to the path steel pans and grating resulting in need for replacement of entire pathway grating and concrete infill.



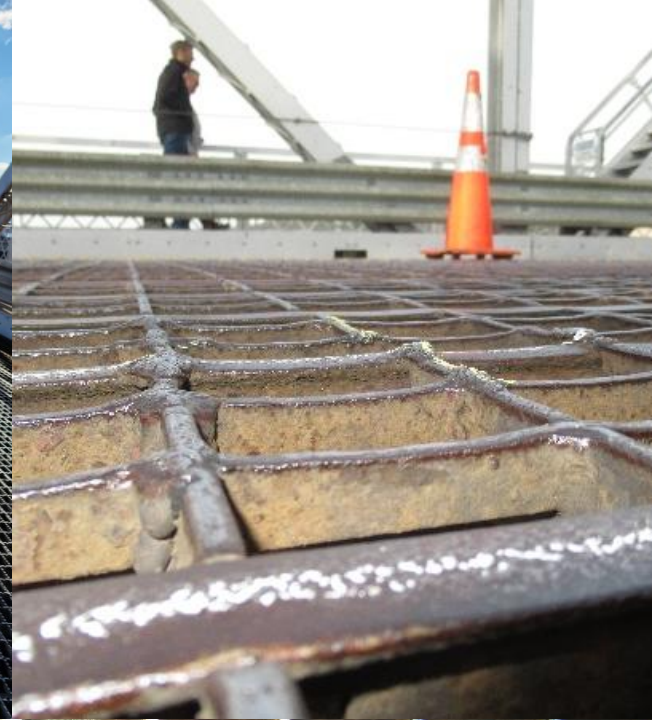
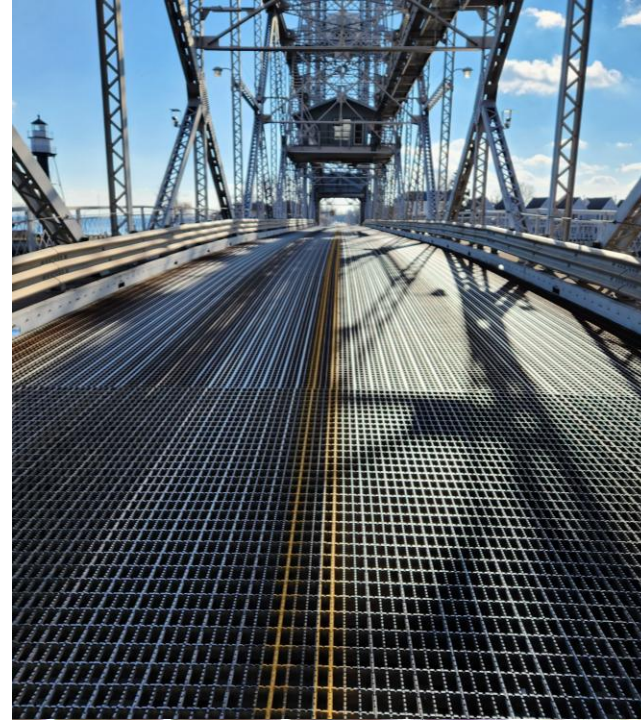
Lift Span Truss Strengthening

- Due to deterioration present and low-capacity ratings, strengthening to the truss connections and floor system will be completed through rivet (with dome head bolts) replacement and plating to improve the load capacity for current highway vehicular loading requirements.



Lift Span Roadway Deck Grating Replacement

- Deck grating includes widespread surface rust and wear with holes in the main grating support I-bars and some missing transverse and longitudinal grating bars resulting in need to replace original grating.
- End bays were previously replaced in 2018 and are to remain.



Approach Pathway Repairs

- The approach pathway is comprised of a reinforced concrete deck with cantilevered support beams.
- Spot locations of repair/reconstruction to be completed due to areas of cracked, delaminated and spalled concrete throughout.



Approach Pathway Repairs

- The northeast approach pathway comprised of corroding stay-in-place forms and steel support posts is to be reconstructed to match the original cantilevered reinforced concrete approach pathways.



Abutment, Footing and Counterweight Repairs

- Concrete surface repair to be completed at abutments, concrete tower footings, and lift span counterweights.
- Special surface finish to be applied to all exposed exterior concrete surfaces following repairs.



Approach Roadway Resurfacing

- Remove and replace bituminous approach surfacing, waterproof abutment roof (concrete surface Directly beneath the bituminous), and reconstruct curb and gutter at select locations.



Lift Span Repainting (Lower Region)

- The entire floor system and lower region of truss is to be blasted clean to near white and repainted to match existing previously repainted steel surfaces on bridge.



Overhead Truss Repainting

- The entire paint system on the overhead truss is to be blasted clean to near white including lead abatement and repainted to match existing previously repainted steel surfaces on bridge.



Contract Dates & Traffic Flexibility

SP-36 (1806)

Contract Dates

- Anticipated Start Date – September 1, 2026 (SP-36.1)
- Coast Guard Approved Bridge Operational (Lift) Closure Periods
 - January 15 to March 23 (of same year) – approved for 2027, 2028 and 2029
 - January 15 to March 15, 2030 – period pending due to Coast Guard rules (3 years)
- Intermediate Completion Dates (SP-36.3)
 - June 15, 2028 – complete all pathway reconstruction on east side of bridge
 - June 15, 2029 – complete all pathway reconstruction on west side of bridge
- Final Completion Date – June 30, 2030 (SP-36.3)

Traffic Flexibility

- Single Lane Traffic (SP-36.2) – City Controlled Signal System on Bridge
 - Sept. 15 to May 30 – allowed at anytime.
 - June 1 to Sept. 14 – allowed between 9:00 PM and 7:00 AM only.
- Vehicle/Pedestrian Closure Periods (SP-36.3)
 - 15 Minutes Maximum – not more than 2x per hour or 8x per 24-hour period.
 - 2 Hours Maximum – only 10 total overnights allowed throughout duration of project and will only be permitted from 1:30 AM to 6:00 AM.
 - Traffic must be cleared after each 2-hour closure.
 - Need to expediently accommodate emergency service vehicles during closure period if access across the bridge is required.



Sequencing

SP-36 (1806)

Sequencing (SP-36.3)

- Lift span strengthening work shall be completed prior to lift span repainting.
- Lift span repainting shall be completed prior to replacement of the lift span pathways to ensure new pathway grating and concrete infill is not abraded by the paint removal and blasting work.
- Deck grating removal and new deck grating installation work shall not occur until the lift span region beneath has been repainted. In addition to ensure new deck grating is not abraded by the paint removal blasting work, the deck grating removal and replacement limit shall be maintained no closer than 2 feet to the transition zone between existing and newly painted surfaces.
- Special Surface Finish (Inplace) work shall not begin until all historic concrete surface repairs and Reconstruct Pathway (Types 2 and 3) items have been completed.
- Approach roadway resurfacing work scope shall be completed after all lift span pathway replacement, lift span repainting and roadway deck grating replacement work has been completed.

Blasting and Repainting

SP-33 (1717),
SP-35 (1804),
SP-71 (2476),
SP-72 (2476),
SP-73 (2478),
SP-74 (2478)

Blasting and Repainting

- Regions of the overhead truss shall not be enclosed for painting operations at the same time regions of the lift span truss are enclosed. (To ensure wind loading to the structure is not compounded.) (SP-36.3)
- No more than 20% of the overhead truss may be encapsulated at a time (to control wind load forces). (SP-33.2)
- Pay quantities for Organic Zinc Rich Paint System (Old) (Type 1 & 2)- Sq. Ft. pay quantity acceptance (or dispute) is required at start of blasting operations. (SP-73)
- Protection of Non-Painted Surfaces- Due to electrical components and mechanical machinery, special attention is required to safeguard systems from blasting or overspray contamination. (SP-74)
- Night Construction and Noise (8pm-6am)- Hotel and residences within 500 ft of the bridge. (SP-35.1)

Bridge Balancing

SP-52 (2433)

Bridge Balancing

- Initial span balance measurement to be performed at start of project.
- Target is for bridge to operate span heavy by 10,000lb- balance adjustment at that time may be required.
- Contractor is to perform continuous span imbalance calculations/ tracking at all times during the work- and to maintain the 10,000lb span heavy configuration at all times bridge is operated.
- Span balance is to be re-measured at the completion of the work and bridge final configured to the 10,000lb span heavy configuration.

Bridge Operation

SP-11,
SP-36 (1806)

Bridge Operation

- City Bridge Operators will maintain operation of the bridge.
- Contractor shall have an on site designated “Opening Safety Representative” at all times work is occurring on site and the bridge is in operation (all times except coast guard permitted operational closure periods).
- Contractor’s “Opening Safety Representative” will be solely responsible for communicating to Bridge Operator that the bridge is clear and safe for lift operations.
- Clearance for lift operation is required within 4 minutes of notification from Bridge Operator that operation is required



Questions