



## Addendum 5 Solicitation 26-99362 Storm Damage Civil Sites Repairs

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

### NOTICE

- The pre-bid sign-in sheet is attached to this addendum.
- The Lester River Pedestrian Bridge drawing is attached.

**QUESTIONS** – Questions were asked and have been answered in *italics* below.

- How strict will material measurements be on site?
  - *We will not be measuring precisely. If the dimensioned damage is completed it is satisfactory. Proper documentation of damage is crucial in case material quantity changes arise.*
- Are the lump sum items (such as site restoration) guaranteed pay?
  - *Yes.*
- Do we specify a certain type of wood for the Hartley boardwalks?
  - *Yes.*
- Do some of the plan sets have multiple projects on them?
  - *Yes, Hartley and Lincoln Park both contain multiple projects in one plan set.*
- What are your bid award criteria?
  - *The project will be awarded based on lowest base bid cost.*
- Will there be any stormwater/city permits that the contractor is responsible for?
  - *Yes, and the contractor will be responsible for permit fees. Contractor is expected to apply for these City Permits at the time of construction. They are available on our website: Erosion Control Permit and an Excavation Permit. <https://duluthmn.gov/engineering/permits/>*
- Does FEMA have mark-up restrictions on change orders?
  - *No.*
- Is substantial completion set in stone for the end of 2026?
  - *No. It is preferred but timeline is dependent on permits.*
- How extensive of traffic control and signage is necessary?
  - *Do what is adequate to keep the public and contractor safe.*
- Does the contractor need to obtain street obstruction permits?
  - *Yes.*

- Is the Hartley bridge helical design on the contractor?
  - Yes.
- Can the contractor use mats to cross Tischer Creek?
  - Not sure. Leaning towards no but will follow up with permitting agencies to confirm.
- Can the contractor dam Trib 7 to complete woody debris removal?
  - No.
- How many sites can the contractor work on simultaneously?
  - As many as they want.
- Can the City flag the centerline of Trib 7?
  - Yes.
- Can prefabricated bridge suppliers be given to the contractor?
  - Yes, our main contact was Wheeler.
- Can the contractor cross Lester river with heavy equipment?
  - Not sure. Leaning towards no but will follow up with permitting agencies to confirm.
- Are there more bid packages to follow.
  - No, these two packages cover all repairs required from 2023/2024 disasters.
  
- Assuming all of the CSP pipe follow DOT specs for gauge required, but there is no mention of coating. What is needed, Galvanized, Aluminized or Polymeric?
  - Galvanized.
- At Lincoln Park Trail 10A & 10B alternate, Item 295 is listed as 16" x 10' CMP but 16" is not a standard size. Should this be 15" or 18"?
  - Use 15" instead of 16"
- At Piedmont Park 06, Item 236. Is the material required Aluminum or Aluminized coated steel? Also, what is the length required?
  - 15 foot Aluminum
- At Tree Farm #75, Item 505. Is the material required Aluminum or Aluminized coated steel? Also, what is the length required?
  - 25 foot Aluminum
- on page 51 Kingsbury bridge site 3a. The item #83 bridge repair mortar calls for 2.0 c.f. Of repair mortar but does not specify if the repair mortar is to be 1 inch thick or 2 inches deep, which 1 inch deep is 24 square feet and 2 inches deep is 12 square feet, maybe I am overthinking the work since the whole bridge needs fixed at about 300 square feet. Your only going to be able to fix couple stone at bottom of bridge and maybe 1 or 2 other cracks.

- You are correct in only a few stones can be fixed as that is what FEMA declared as damaged from the flood event. Based on the information, FEMA provided assume 1-inch-thick mortar repair. The exact locations to repair will need to be discussed during construction.
- Retaining wall on page c1.0 the specs call for taking down the existing wall saving the stone and relaying the stone on a new footing, I walked the site and there is no stone to salvage? The only section of wall standing is about 8 feet long and has block and plastered stone there would be nothing you could salvage, so the retaining wall would need all new stone and the plan does not call for where the stone would come from if they wanted to match the bridge it would have to come from some quarry or pit around this area I would assume to closely match existing bridge.
  - If there are no more stones remaining then all new stones matching the bridge stones will need to be utilized for the wingwall.
- On page 67 item number 277 Lincoln park bridge stone retaining wall the bid calls for replace mortared stone and site 9a-1? What's the 9a-1, is that the retaining wall?
  - Yes 9a-1 is from FEMA notation to specific a specific location along that retaining wall.
- Is the statement (replace mortared stone) tearing down the stone and relaying or just repair stone or taking down stone and putting new stone in place ?
  - One location along the wall the stones have fallen and need to be picked up at the base of the wall and put back in place. Where the new pipe is coming through the stone wall the stones will need to be removed for the pipe to come through then restack the stones around the pipe and mortar in place. All stone for this project is on site as they are much larger than the zoo stone so they haven't washed away.

### **Boardwalk Design**

- Would a boardwalk system consisting of galvanized, ground-bearing footing pans; treated 4x4 posts; and manufactured galvanized steel brackets supporting 5x8 panels be acceptable as an alternative boardwalk design? This proposed system will meet all applicable loading requirements. In addition, it will reduce the overall square-foot footprint within the wetland and present a lower side profile, which will minimize potential restrictions to water flow. The footing pan and bracket system also allows for future vertical adjustments to accommodate flooding, erosion, or seasonal ground movement.
  - No this is not acceptable. The boardwalks must be an in-kind wood replacement of what was there to qualify for disaster funding.

### **Harley Park Site One (1)**

- Would a steel bridge constructed with I-beams beneath the deck, along with a timber deck and railing installed on the proposed helical foundations, be an acceptable alternative to the 2x12 framed bridge? All required loading and design criteria will be met.

- No this is not acceptable. The bridge must be an in-kind replacement of what was there to qualify for disaster funding.

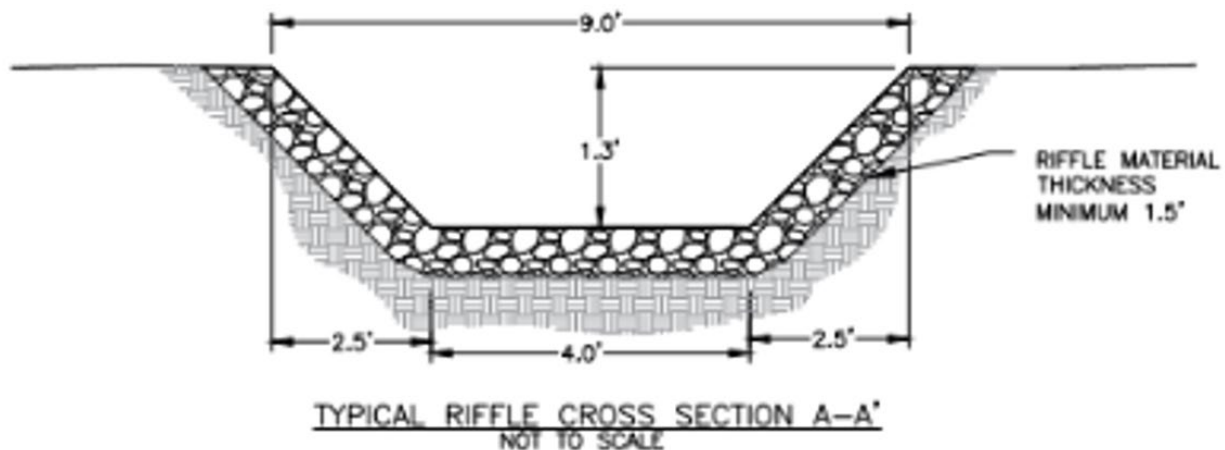
### Lester River Bridge

- Would a steel bridge constructed with I-beams beneath the deck, along with a timber deck and railing installed on the proposed concrete footings, be acceptable for the bridge replacement? All required loading and design criteria will be met. Additionally, would this approach be acceptable as a replacement for the proposed glulam approaches, allowing the entire bridge structure to utilize a single, uniform design system.
  - No, bid as is described.

### Clarifications

#### Hartley Park

- Fence removal and relocation will be incidental to trail relocation.
- Debris removal from Trib.7 to be marked in the field by owner prior to contractor removal. Focus is on woody debris, may require two site visits. Initial site visit to remove material that is visible on surface. Second visit after multiple rain events to uncover woody debris buried under sediment. Removal per the typical section detail below.



#### Hartley Bridge

- Existing helicals are to be removed.
- There are no existing soil boring for the bridge.

#### Lincoln Park

- Stones to repair stacked stone wall are on site.

#### Lester Pedestrian Bridge-

- See original design detail for pricing of Alt bid.
- Contractor to remove existing concrete abutments.
- No tree removal or damage is permitted, contractor must avoid damage to the adjacent old growth white Pines.

#### **City Permitting-**

|   |    |
|---|----|
| Amity Creek South Side (Vermillion to Jean Duluth)            |    |
| Amity Trail Site #1   | 1  |
| Amity Trail Site #2   |    |
| Lester River Hiking Trail                                     | 2  |
| Amity Creek Hawk Ridge Trail (Jean Duluth to Skyline)         |    |
| Lester Ski Trails Site #4                                     | 3  |
| Lester Ski Trails Site #5                                     |    |
| Lester Ski Trails Site #6                                     |    |
| Lester Ski Trails Site #10                                    |    |
| Lester Ski Trails Site #11                                    |    |
| Lester Snowmobile Trail Site #1                               |    |
| Tree Farm   |    |
| Lester Snowmobile Trail Site #2                               | 4  |
| Lester River Concrete Snowmobile Bridge                       | 5  |
| Lester River Timber Pedestrian Bridge                         | 6  |
| 42nd Avenue East Beach  | 7  |
| Chester Hiking Trails Below Skyline Site #10                  | 8  |
| Chester Hiking Trails Below Skyline Site #7                   | 9  |
| Chester Hiking Trails Below Skyline Site #9                   | 10 |
| Chester Hiking Trails Below Skyline Site #11                  |    |
| Chester Culvert at 8th/9th Bridge                             | 11 |
| Congdon Park Bridal Path Site #1                              | 12 |
| Congdon Park Bridal Path Site #2                              |    |
| Congdon Park Bridal Path Site #3                              |    |
| Hartley Nature Center   | 13 |
| Brewer Park Site #5   | 14 |
| Brewer-Haines snowmobile bridge, Brewer Park Snowmobile Trail | 15 |
| Lincoln Park  | 16 |
| Mission Creek Snowmobile Trail Site #3a                       | 17 |
| Mission Creek Snowmobile Trail Site #3B                       |    |
| Mission Creek Snowmobile Trail Site #3c                       |    |
| Mission Creek Trail Site 11A,B                                | 18 |
| Mission Creek DT Site 07                                      | 19 |
| Mission Creek DT Site 08                                      |    |
| Mission Creek DT Site 08a                                     |    |
| Piedmont Park Trail Nordic Site 07A,B                         | 20 |
| Piedmont Snowmobile Trail Site 2                              |    |
| Piedmont Park Trail Nordic Site 08A,D                         | 21 |
| Superior Zoo Kingsbury Trail Site #7a                         | 22 |
| Superior Zoo Kingsbury Trail Site #7b                         |    |
| Superior Zoo Kingsbury Trail Site #7c                         |    |
| Lake Superior Zoo Kingsbury Bridge Site 3A                    | 23 |

AMI utilized this grouping for City Shoreland Permits. Contractor to assume same grouping for other City permits. (23 permits by type)

Please acknowledge receipt of this Addendum by checking the acknowledgement box within the solicitation at [www.bidexpress.com](http://www.bidexpress.com).

Posted: April 10, 2026



# SIGN-IN SHEET

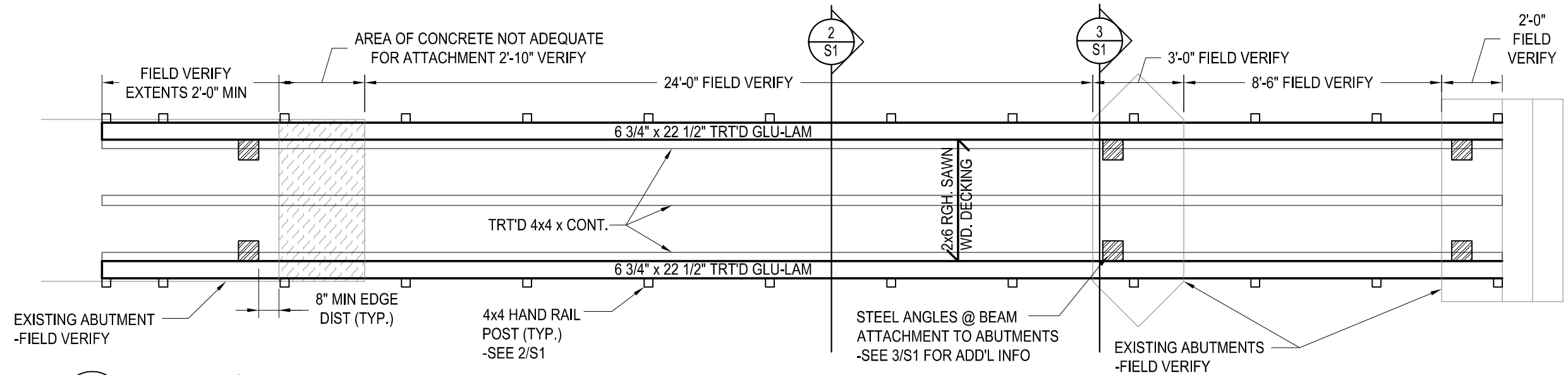
PROJECT: Storm Damage Repair project, Civil Work

DATE: 4/7/2026

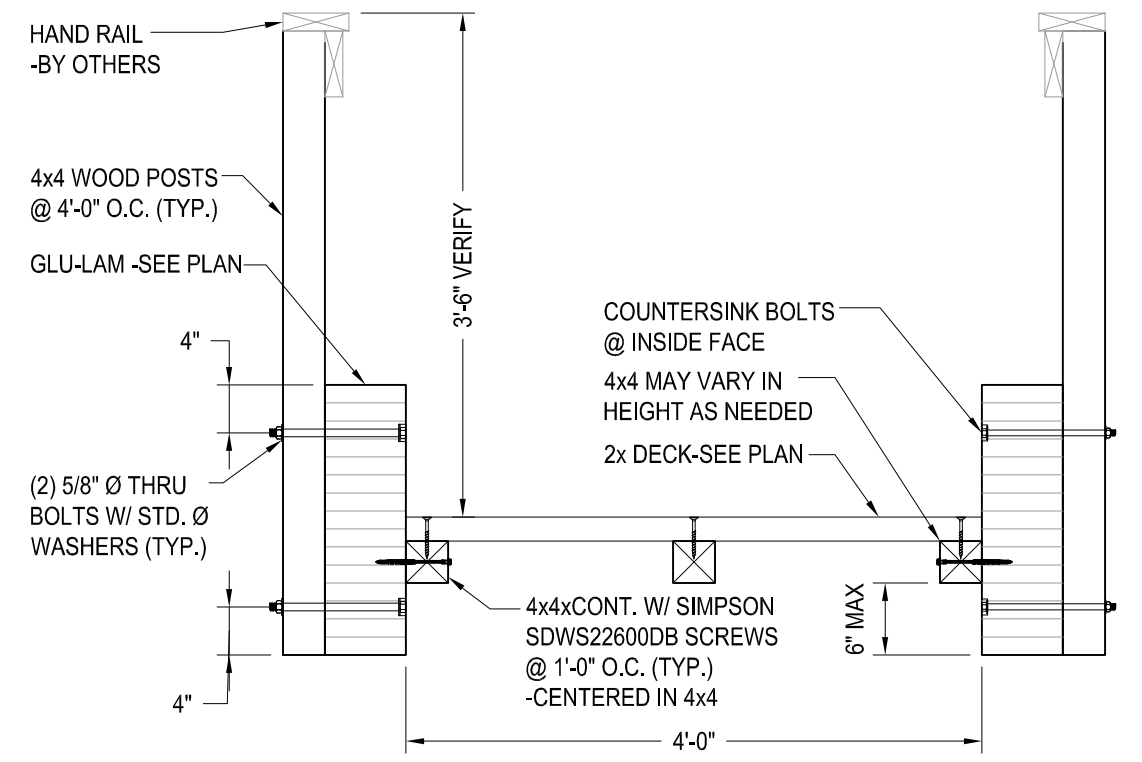
TIME: 8:00 AM

LOCATION: 1532 W. Michigan St, Duluth MN 55806

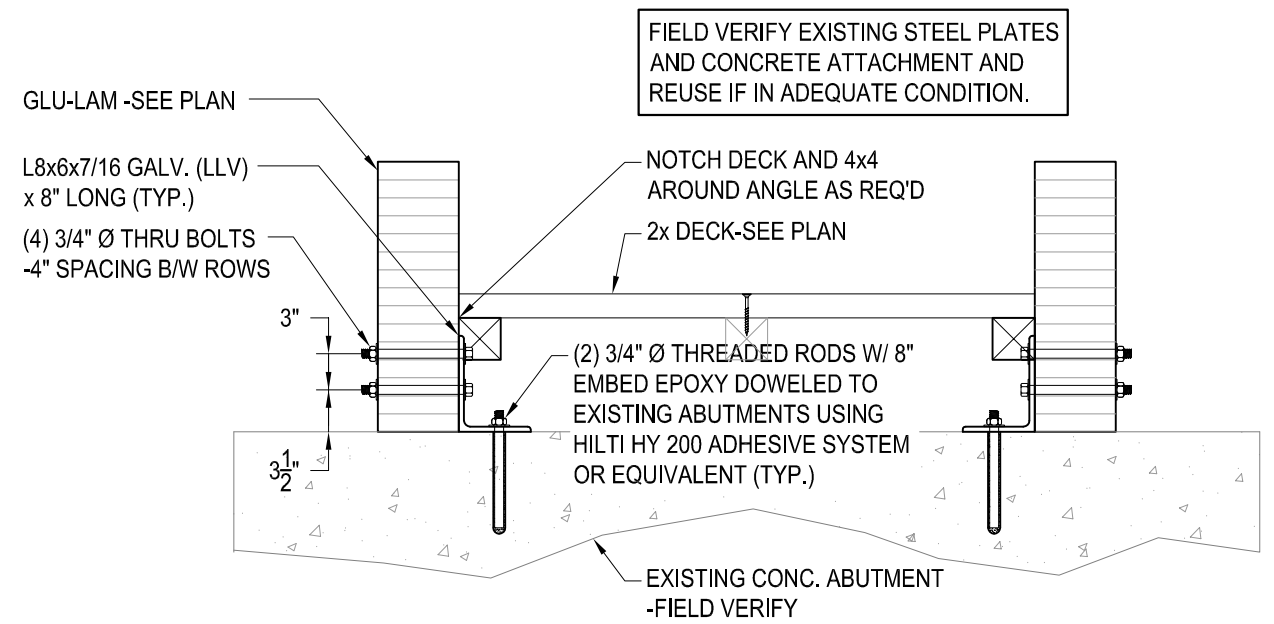
| NAME           | COMPANY                    | PHONE        | E-MAIL                                |
|----------------|----------------------------|--------------|---------------------------------------|
| Mason Pichetti | True North Excavating, LLC | 218-576-2547 | mason.pichetti@truenorthex.com        |
| Justin Eng     | MJ Companies               | 218-499-1443 | mjcompaniesmn@gmail.com               |
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| Connor Houle   | Northland Constructors     | 218 341 3835 | connor.houle@northlandconstructors.us |
| Andy Dammer    | Veit                       | 218-341-1843 | Andy.Dammer@veitusa.com               |
| Jon Brastowitz | Veit                       | 218-350-1037 | Jon.Brastowitz@veitusa.com            |
|                |                            |              |                                       |
|                |                            |              |                                       |
|                |                            |              |                                       |
|                |                            |              |                                       |



1  
S1  
**FRAMING PLAN**  
1/4"=1'-0"



2  
S1  
**TYPICAL SECTION**  
3/4"=1'-0"



3  
S1  
**SECTION @ BEAM TO ABUTMENT CONNECTION**  
3/4"=1'-0"



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Project Name:  
**LESTER RIVER PEDESTRIAN BRIDGE**  
  
Duluth, MN

NCE Project #16-367  
Date: 6-24-2016  
Drawn By: RTT  
Checked By: MRU

Revisions:

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**PLAN / SECTIONS**  
sheet title  
sheet number  
**S1**