



**REQUEST FOR BIDS**  
**Tunnel Maintenance and Repair**  
**DULUTH TRANSIT AUTHORITY**

**Addendum #1**

July 3, 2023

1. The DTA held a prebid meeting on June 22, 2023. Attendees were Daryl Carlson, Western Specialty Contractors, Cody Soleman, Northland Constructors, Justin Arnold, Brandon Thompson, Mark Ness, Nancy Brown, DTA.
2. Please note that the short term repairs in the Culvert Inspection Report only includes repairing the scour at the inlet, cleaning and painting the exposed and corroding reinforcement on the culvert walls, and grout filling the invert of the disjointed 24-inch RCP storm pipe. The scope does not require the rocks to be jetted out of the storm pipe.
3. Please refer to the Culvert Inspection Report by LHB dated December 2019, page 5:

“The culvert floor is scoured, especially at the inlet of the culvert. The average scour depth at the inlet is 1 inch over 14 feet of the 16-foot-width (Photo 4). Additionally, at the culvert inlet (segment 1), there is an area of deep scour up to 3 1/2 inches deep with exposed reinforcing. This scour is located beneath the outlet of a storm drainage pipe (30-inch RCP) in the wall of the box culvert (Photo 5). The area of deep scour measures 7 feet long by 2 feet wide. There is exposed reinforcing which has experienced minor loss of steel section.”

Please revise the estimated scour area to 9 feet long by 2-feet 6 inches wide. The average depth of the scour is approximately 1-inch, but in some areas it is up to 4 inches deep. These are estimates and does not represent the actual measurement of the scour area. Bidder is required to conduct field measurements for pricing. No adjustment will be made after Bids are received for the scour repairs.

