



September 1, 2022

Addendum No. 2
Pleasant Street Phase 1
Reconstruction from River Road to 11th Street
EN-231-11
Noblesville, Indiana

To all plan holders of record:

ITEM # 1 – Contract Information Book

1. The Itemized Proposal has been revised with all revisions marked in **BLUE** (PDF Pages 23-27)
2. “Earth Retaining Systems” Prequalification has been Removed, marked in **BLUE** (PDF Pages 3, 31, 33)
3. Custom Art Formliner PDF’s have been Included with Associated Document Number 9

ITEM # 2 – Special Provisions

The following Special Provisions have been revised. All revisions are shown in **BLUE**:

1. SP 5 Permits
2. SP 26(h) Pay Items
3. SP 33 Field Tiles
4. SP 67 Road Closures and Traffic Restrictions
5. SP 111 Bypass Pumping
6. SP 113 Dewatering (**Sanitary**)
7. SP 117 Custom Art Formliners

ITEM # 3 – Plans

1. Neat Line on Retaining Wall Profiles Clarified (PDF Pages 169-173)
2. Decorative Asphalt Pavement Detail Revised (PDF Page 195)
3. Meter, Master Valve and Strong Box Added (PDF Pages 205, 206, 213-216)
4. Sign Sheet Summary Tables Revised (PDF Pages 239-244)
5. Hand Rail Summary Table Added (PDF Page 260)

ITEM # 4 – Itemized Proposal

1. Item 0072 – Hand Rail, Pedestrian Quantity Revised
2. Item 0199 – Sign, Sheet, With Legend, 0.080 IN Quantity Revised
3. Item 0200 – Sign, Sheet, With Legend, 0.100 IN Quantity Revised
4. Item 0201 – Sign, Sheet, With Legend, 0.125 IN Quantity Revised
5. Item 0295 – Hand Rail, Spare Panels Added
6. Item 0296 – Extruded Aluminum Street Name Sign Added



7. Item 0297 – Pipe, PVC SDR-26, 8”, Field Tile Restore (Undistributed) Added

ITEM # 5 – Associated Documents

1. Custom Art Formliners included as Associated Document #9

ITEM # 6 – Contractor Q&A

1. Contractor Q&A Document Included
2. Contractor should note that the original response to Question 50 from Addendum 1 has been revised in Addendum 2.

ITEM # 7 – Pre-Bid Meeting Minutes

1. Pre-Bid Meeting Minutes from 08/29/2022 Included.

If you wish to submit a bid, please do so according to the information provided in this ADDENDUM No. 1.

CITY OF NOBLESVILLE



Michael Maurovich, P.E.

Please acknowledge receipt of this Addendum by emailing mmaurovich@structurepoint.com, arodewald@noblesville.in.us and akrupski@noblesville.in.us. Also, please acknowledge this contract addendum in the contract documents within the proposal before submitting your bid.

Phone: 317-776-6330



| Pleasant Street - Question Log 09/01/2022 | | |
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| ID | Question | Response |
| 1 | Do you happen to have a projected start date for this project? | See contract special provisions for anticipated notice to proceed date |
| 2 | Line item 0285 appears to correspond to the Tree Planting Plan sheet 21 of the Hamilton County Bridge No. 310 plans. The plan calls for (390) Canopy Trees, 3-5 gal., (10) Canopy Trees, 2" DBH, and (201) Understory Trees & Shrubs, 3 gal. Can line item 0285 be broken out into these different tree and shrubs sizes with the correct quantities for accurate pricing? | Large Canopy Trees located in Zone A, B, and C are included in Item 285 (Plant, Deciduous Tree, Single Stem, Over 2 IN to 2.5IN). Understory Trees and Shrubs are included in item 110 (Plant, Deciduous Shrub, 18 to 24 IN). |
| 3 | Items 120 & 268 are duplicated. Will the City delete one of these items? | Item 120 has been deleted. See Addendum No. 1 |
| 4 | Items 119 & 259 are duplicated. Will the City delete one of these items? | Item 119 has been deleted. See Addendum No. 1 |
| 5 | Similar to MSE Walls 4 & 5 in the Bridge Plans, will the City provide summary tables for MSE Wall numbers 1 2 & 3 in the road plans? | Yes - see addendum 1 |
| 6 | In the bridge plans page 19 of 74, the causeway states to be between piers 2 & 3. After looking at the stream and depths, can the contractor relocate this causeway to be between piers 3 & 4 since this span is of lesser length and is shallower? | The temporary causeway was permitted to be constructed from the west bank to the eastern limits of the riprap around Pier 2 and then from the east bank to the western limits of the riprap around Pier 3, leaving the channel in Span B open between the limits of the causeway. This is identified with the "Temporary Diversion" callouts on page 19 of the Bridge Plans. An alteration to these maximum causeway limits would require coordination and approval from IDNR, USACE, and IDEM via addendums to the permits. Such requests for approval will be the responsibility of the Contractor. |
| 7 | Will the City add an item for cofferdam at pier 3? | No. The drilled shafts and precast debris wall panels at Pier 3 were designed to be constructed without a cofferdam or dewatering. Inclusion of such is acceptable, but the cost of which is to be included in other items in the contract |
| 8 | Page 28 of 74 in the bridge plans shows the BoM's for the CIP Coping. These are detailed with epoxy coated reinforcing steel. This is not a problem, however, are the MSE walls expected to have epoxy coated reinforcement? This is not standard practice nor is there a USP stating such requirements. | Construction of the MSE walls is to follow the current INDOT Specifications. Epoxy coated reinforcement in the MSE walls is not required. |
| 9 | Will the City revise the description on item 266 to read "Railing, Concrete C, Modified" to reflect the modification of the formliner? | Yes - see addendum 1 |
| 10 | Will the City provide an earthwork summary for the bridge? There are items for excavation, unclassified and excavation, foundation, unclassified which are not detailed in the road or bridge plans. | No. The common excavation for the MSE walls 4 & 5 was included in the roadway plans earthwork summary table. The cost of the excavation for the riprap around the piers is included in the cost of the riprap. The cost of the excavation for the drilled shafts is included in the cost of the drilled shafts. For Item 15 (Excavation Unclassified) see SP 128. For item 21 (Excavation, Foundation, Unclassified), the quantity includes the undercut for the pedestrian tunnel footer as detailed on page 178 of the roadway plans. |
| 11 | Will the City take another look at items 72 & 286? They appear to be similar but I cannot find any details on item 286 in either plan set. | Item 72 (Hand Rail, Pedestrian) shall be per the contract documents. Item 286 (Hand Rail, Steel) shall be per INDOT 604.09 and powder coated black. See SP 144 in Addendum 1. Hand Rail, Steel can be found on PDF Page 141 of the Roadway Plans. |
| 12 | Our (Insituform) pre-qualification application to INDOT is still pending, but has been submitted and is under review. We have been pre-qualified with INDOT but our company was purchased last year and the audited financials did not meet INDOT's requirements. The verbiage above states "including, but not limited to" – We hope to have our pre-qual approval prior to this bid date, but wanted to see if you would allow us to provide our quote to GCs. | Insituform may bid on the project |
| 13 | 0062 Swing Gate – Could not find location or detail in road plans. Please clarify. | See page 89 of the plans and SP 74 of the contract special provisions |

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| | <p>0072 Hand Rail, Pedestrian</p> <p>1.) Please reference attached my take-off. Pay Item quantity is 2,816 Lft. I can only locate approximately 2,162 Lft. A summary table similar to what was provided in plans for Timber Guardrail would be most helpful.</p> <p>2.) Please be made aware that it is our experience that the 1/8" thick wall material designated for use in the rails and pickets is weaker in this design application and will be highly susceptible to warpage during hot-dip galvanization process and bending during transportation. In addition, using the hollow pickets will require internally venting with minimum 1/2" diameter holes at each welded connection thus weakening each handrail weldment and in turn making them even more susceptible to warpage and bending. If steel is desired it is my recommendation that the material thickness be increased to a minimum 3/16" wall thickness, otherwise panel lengths would need to be no more than two posts ea.</p> <p>3.) SP # 56 Hand Rail, Spare Panels – You indicate that 10 panels are to be provided but do not indicate length desired of each panel required or type mounting, that is base plate (bridge mount) or long leg (foundation mount). Please clarify.</p> <p>4.) There is a single step handrail panel shown on sheet 141 of road plans. Please verify that this is the only step railing to be provided and what pay item is this railing to be included in.</p> | <p>1.) Pay item quantity for hand rail, pedestrian is correct and includes roadway and bridge handrail.</p> <p>2.) Thickness to be increased to 3/16" Minimum. Plan revision will be included with Addendum No. 2.</p> <p>3.) Foundations are to be foundation mount and the panel length is to be 6'-0" per the Noblesville Standard Drawings</p> <p>4.) Item 286 (Hand Rail, Steel) accounts for this hand rail panel. See Addendum 1.</p> |
| 15 | <p>is there a separate demo contract for the Pleasant St Phase 1? Has it already been let for bid?</p> | <p>The city has already contracted for early demolition of buildings for the project and all buildings are expected to be demolished by the end of September, 2022. All known improvements including foundations on the building parcels will be removed to the back of the sidewalk, or the back of the curb if no sidewalk is present. Trees will not be cleared by the city's building demo contractor and will be required to be cleared as part of this contract.</p> |
| 16 | <p>Will there be any goals for this project? MBE/WBE/VBE?</p> | <p>No</p> |
| 17 | <p>Plan sheet 14 of 74 of the bridge plans show an earthwork summary table. A note on the table states that "Benching and MSE wall undercut will not be paid directly, but shall be included in the cost of other items". The table indicates 60 cys of undercut for MSE walls, but looking at the geotechnical report and the plans, we are coming up with over 700 cys of undercut for the MSE walls as portions of the existing RR bed are to be removed within the MSE wall envelope below bottom of level pad. There is further undercut required for the roadway as undercuts are anticipated for yielding subgrade soils from STA 100+00 to 116+00.</p> <p>While it is standard practice to not pay for benching as it is a defined quantity, it is not common practice to not pay for actual quantity of undercuts performed as it is an undefined quantity that can not be anticipated at bid time. Please revise plan notes to state that undercuts for MSE wall and roadway will be paid for as common excavation.</p> | <p>Page 14 of the bridge plans is for reference only as noted on that sheet. The earthwork summary table included in the final roadway plans (PDF Page 56) shall be used for earthwork balance. Removal of railroad embankment material per the geotechnical report for retaining walls is included in the quantity for Item 14 (Excavation, Common).</p> <p>Undercut for MSE walls per the geotechnical report shall be paid for as Excavation, Unclassified. See SP 128 in Addendum 1.</p> <p>18" undercut for soils at risk of yielding per the geotechnical report is included in the quantity for item 15 (Excavation, Unclassified).</p> |
| 18 | <p>Bid Items 273,274 and 275 are for the drilled shafts for the piers. Typically INDOT item 728-11672, Drilled Shaft Exploratory Core is also included to cover the cost of the exploratory core that is required at each drilled shaft location prior to drilling the shaft to know precisely the location of competent rock. Please consider adding this bid item to the contract.</p> | <p>The exploratory cores will be completed by Terracon under a separate contract with the OWNER per SP 94 (Exploratory Cores). A bid item is not required for this work.</p> |
| 19 | <p>Can the IDNR Permit be amended to construct a full-width causeway?</p> | <p>IDNR Provided the following response:</p> <p><i>"As far as the full channel wide temporary crossing, we most likely would not approve that. That type of crossing would block boat, canoe/kayaking traffic as well as having a potential to negatively affect the fish, wildlife and botanical resources in the area. However, a definite answer cannot be made until we review plans and discuss with other divisions within the Department. "</i></p> |

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| 20 | Item 279 (Conduit, Steel, 2In) has a great deal more qty than what is shown in the plans. I am coming up with approx. 1,600 in the bridge railing, and another approx. 1,600 for the lighting. Plan qty is 10,219 lft. This leaves approx. 7,000 feet of conduit that is not shown on the plans. | Quantity has been revised. See Addendum 1 |
| 21 | Item 280 (Conduit, Steel, 2.5In) – Can you please let me know where this conduit is to be installed? | Refer to pdf pages 64 and 66 of the Bridge Plans Refer to Addendum 1 for quantity revision |
| 22 | Item 208 (Light Pole Ornamental) – The CIB states that these light poles are “TBD”. When can we expect to receive what pole and luminaire is to be installed? | SP 77 has been revised in addendum 1. See SP 85 for light pole and luminaire specifications. |
| 23 | Item 197 & 198 (Sign Posts) – CIB calls out for Sign Post “X” to be Powder coated Black. Are all the sign post to be black on this project? | All sign posts are to be powder coated black per the Special Provisions. The “X” denotes the type of sign post (1 or 2). |
| 24 | Can the “Noblesville Alternative Transportation Plan – 2015” be made available? Need details on the Trail Signage. | Please refer to the City’s web page for the Noblesville Alternative Transportation Plan - 2015. https://noblesvilleparks.org/DocumentCenter/View/108/Noblesville-Alternative-Transportation-Plan-Part-5-PDF Parts 1-6 are available at https://noblesvilleparks.org/DocumentCenter inside the “Parks & Trails” Folder |
| 25 | Can not find the portable traffic signals listed on the plan sheets. Can this be detailed as it is a LS price. | Sheet 36 of the roadway plans for Detour Route Phase 3 shows the Portable Signal Req'd at the intersection of 16th Street and Greenfield Avenue. See SP 75 (Temporary Signal Timing Plan) for additional details. |
| 26 | Page 42 of 74 shows the pier details. The cage for the columns shows the vertical bars (831, 832, 833 & 834) to run from the shaft to the pier cap. Will the City and its Designer consider shortening these vertical bars and adding splice bars so that the entire cage does not have to be suspended during the pouring of the shafts? | Yes - this will be provided in a future plan revision. |
| 27 | Page 51 of 74 shows the beam details. The ninth note on this page states the stirrups shall be epoxy coated. Should this be revised to be galvanized? | No. The stirrups are to be epoxy coated. In accordance with SP 96 (Galvanized Rebar) please provide non-ferrous spacers to separate the beam stirrups from the deck reinforcement to ensure the two rebar types are not in direct contact with one another. |
| 28 | The third page of the CIB states the qualification of bidders. One of the pre-qual requirements is for "Drilled Foundations". This is also reiterated on the bid submittal affidavits of subs and suppliers. There are only a handful of prequalified contractors who meet this requirement which may impact bid results. Does the pre-qualified contractor have to perform 100% of the drilled shaft work or is this requirement for the actual drilling of the shafts only? Please clarify. | A prequalified contractor is required for both the drilling and casting of the drilled shafts. A separate contractor may assemble and place the reinforcement within the shafts, but a prequalified contractor must drill and pour the shafts. |
| 29 | SP's 55, 87, 97, 98, 100 & 118 all mention various concrete elements on the project that shall be colored. For simplicity, will the City add an item "Surface Seal, Modified" to encompass all the color on the project instead of making the color incidental to each of the concrete items? It is also unclear in the plans and SP's if the PF Rails on the bridge are to be colored. Please Clarify. | On the bridge, approach slabs, and terminal joints, the raised median and overlooks at the piers are to be colored. The limits of the overlooks that are to be colored are shown on Sheet 38 of 74 in the bridge plans. The concrete in the PF bridge railings are not to be colored, other than the Hamilton County and City of Noblesville logos as described in the associated special provisions. A separate modified surface seal pay item will not be added. |
| 30 | There are 2 bid items with the exact same name and quantities. Item #119, REINFORCING BARS, 138,856.0 LBS Item #259, REINFORCING BARS, 138,856.0 LBS Will you please clarify if one of these (#119) is a duplicate? If not, please specify where each is used. | Item 119 has been deleted. See Addendum No. 1 |
| 31 | The Irrigation Plan shows only one controller; the River Road RAB is approximately 4,050' from the 8th St. and 10th St. RABs. This distance exceeds the operational capacity of specified controller, which can only operate a valve up to 1,000' from the controller location. Furthermore, there appears to be a bridge separating the River Road RAB from the others. We assume this system will have 2 separate controllers? | Each roundabout will have a separate controller with a plastic pedestal. See PDF Pages 205, 206, 213-216 of the Roadway Plans in Addendum 2 |

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| 32 | Typically, controllers on RAB projects are mounted in P1 cabinets or something similar; this plan does not show a P1 or other cabinet. Should we plan to install these on a pedestal? | See response to question 31 |
| 33 | There is no irrigation in the turf area of the River Road RAB or surrounding median areas; the other RABs are completely planted, but figured the River Road RAB would/should have coverage over the entirety of the RAB and that this was overlooked in design. | The scope of work does not include irrigating any turf areas. |
| 34 | This plan includes a total linear foot count of 5,600'+ of drip tube; our suggestion would be to substitute hi-pop sprays with MP Rotator nozzles for the drip tube. The advantages are more complete coverage, smaller watering window, and far less maintenance cost; disadvantages are lower distribution uniformity and possibility of overspray. | Drip tube is preferred for flower beds. The drip tube will not affect the water window, as watering can be at any time. |
| 35 | The plan is designed around 15 GPM at a constant 60 psi; based on historical data, we recommend the inclusion of a booster pump at each of the points of connection to deliver this flow to pressure requirement. | The plan is designed between 10 and 15 GPM, and a 60 psi water connection is provided for each roundabout. |
| 36 | This design does not include any backflow enclosures (StrongBox); are those to be included? | Yes, include Strongbox enclosures. See PDF Pages 205, 206, 213-216 of the Roadway Plans in Addendum 2 |
| 37 | This design does not include any master valves; are those to be included? | Yes, include master valves. See PDF Pages 205, 206, 213-216 of the Roadway Plans in Addendum 2 |
| 38 | We assume an electrical source will be provided for the controller and (possibly) the booster pump; if there are no P1 cabinets on site, where will the electrical points of connection be located? | The location of required electrical source(s) will need to be coordinated with Duke Energy |
| 39 | This system design utilizes traditional spray heads instead of rotary nozzles (MP nozzles); most municipal/commercial installations opt for MP Rotators because they are significantly more efficient, have significantly lower application rates/GPM meaning fewer valves for the same coverage, better wind resistance, improved coverage, etc. | Traditional spray heads will be utilized to reduce the watering window of spray heads. |
| 40 | The sleeve layout is incomplete. In order to utilize a single controller for the eastern RAB group, we will need sleeves connecting all parts of the area; the plan does not show all necessary sleeves. | See response to question 31 |
| 41 | Can you please tell me the difference between the RRFB "A" and RRFB "B". The CIB only call outs the RRFB "A" and nothing for the RRFB "B". From looking at the plans they look to be the same, however it is hard to tell due to the type A note having a detail on the plan sheets?? | See Revised Special Provision 58 in Addendum 1 |
| 42 | It also appears some of the type "B" are double sided and some are single sided. It would make it a great deal easier if you would make one type single sided and the other type double sided. | The different type of assemblies are for the different pole bases required. A separate pay item will not be made for the double-sided sign assemblies. See Special Provision 58 in Addendum 1. |
| 43 | The bridge plans, MSE walls #4 & #5 have quantity tables for panels, cap, #8s, Str backfill #8s, and B-Borrow. The road plans, MSE walls #1, #2, and #3 do not have quantity tables. Will you please provide the quantity tables for walls 1, 2, and 3? | Yes. See Addendum 1 |
| 44 | will you please provide a detail for the Slip Joint Covers for the MSE walls 2 and 3? | Slip joint details will be the responsibility of the wall manufacturer. |
| 45 | In regard to Item #62: Swing Gate - Special Provision 74 references that the item is to consist of two gate leaves with a double gate latch. However, SP 74 also indicates that the "Swing Gate shall be constructed as shown on the plans". Upon review, we did not see any detail provided as to the requirements of the Swing Gate on the project. The only reference to this item shown on the plans is on Page 89 of 364 which shows the location of the Swing Gate only. Could a detail of the required Swing Gate on the project please be provided? | Yes. See PDF Page 15 of Roadway Plans in Addendum 1. |
| 46 | In regard to Item #286: Hand Rail, Steel - We did not see any mention in the CIB or either set of Plans indicating what is required for this item. Could clarification please be provided as to what is expected for Pay Item #286: Hand Rail, Steel? | See Page 141 of the Roadway Plans. Refer to SP 144 in Addendum 1. |

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| 47 | In regard to Item #61: Steel-Backed Timber Guardrail Terminal Section Type SBT-FAT - The pay item quantity for Item #61 is 3 Each. However, the guardrail summary table on Page 260 of 364 shows a quantity of 4 Each. Based on the layout of the SBTGR on the project, we believe this quantity should actually be 5 Each. The SBTGR runs on Line "PR-P3" appear to be correct. However, the quantity listed for the "River Rd Roundabout" appears to be combined as these are shown on the plans as two (2) separate runs of approximately 370 LFT and 355 LFT. Each of these runs of SBTGR would require its own SBT-FAT end terminal. Therefore, we believe there should be 3 Each SBT-FAT end terminals required on Line "PR-P3" and 2 Each SBT-FAT end terminals required on the "River Rd Roundabout" for a total of 5 Each on the project. Please advise. | Quantity has been revised. See Addendum 1 |
| 48 | In regard to Item #85 - Monument, B - The pay item indicates a quantity of 53 Each. However, the Monument Table on Page 260 of 364 only shows a quantity of 11 Each. Please advise. | Quantity has been revised. See Addendum 1 |
| 49 | Are we sticking with INDOT specs with the DG (Fluorescent Yellow) signs? | INDOT Standards should be followed for fluorescent signs. |
| 50 | Typically, Noblesville uses Extruded street sign blades, however this is not specified on the bid documents. My question is do you want Extruded street name blades or non-extruded blades? If you do what Extruded blades it would require another pay item. | Yes. All D3-1 Signs should be double-sided Extruded street name blades. See Addendum 2. |
| 51 | confused on the existing building demolition. Demolition Plans state "Completed by Others" on ALL parcels except parcel #12 (assuming just inadvertently left off). BUT, the Building Demolition Reports make it appear that most parcels are being removed as part of this contract. Please clarify. | Parcel 12 demolition is completed by others. See response to question 15 about building demolition. Plan Note has been updated to reflect this. |
| 52 | Will a flat top 3 sided structure be acceptable in lieu of the arched top shown sheet 178 of 364 of the roadway plans? | No |
| 53 | Is stump grinding an acceptable method for removing the stump and root ball or will they need to be excavated? | See SP 26 Item H. |
| 54 | Are we to assume all trees within the construction limits are to be removed or does the tree clearing need to follow the right of way? | Contractor shall clear trees within the construction limits in accordance with SP 69 (Tree Removal). |
| 55 | Will the log jam on the east side of the rail road bridge need to be removed under the tree clearing or will there be a separate line item added for debris removal? | See SP 90 Debris Removal in Waterway |
| 56 | The Pleasant St and Doves Ct EXT street sign blades aren't listed under double sided? Is this an oversight? | Yes. All D3-1 Signs shall be double-sided Extruded street name blades. See PDF Pages 239-244 in the Roadway Plans in Addendum 2. |
| 57 | The sizing for RIVER RD (D3-1) Reads 66 x 18 x .125 on the summary but is sized incorrectly on the spec sheet | See Addendum 1 |
| 58 | The 36" x .100ga Yields have the wrong square footage on the summary. Some are listed as 3.9, others are listed as 9sf | 3.9 SFT is correct. See PDF Pages 239-244 in the Roadway Plans in Addendum 2. |
| 59 | There is a pair of 60x9 and 36x9 EXT Pleasant St and 11th St that are listed incorrectly on the summary as R3-1's. (page 242). they are actually D3-1 Ext. street blades. | Sign Codes have been revised. See PDF Page 242 in the Roadway Plans in Addendum 2. |
| 60 | Can you please clarify the response for the extruded street name signs, that the city does not want Extruded Street Sign Blades? | All D3-1 Signs should be double-sided Extruded street name blades. See PDF Pages 239-244 in the Roadway Plans in Addendum 2. Response to Question 50 has been revised. |
| 61 | The Galvanized Rebar special provision (SP 96) requires all galvanized reinforcing steel is to be in accordance with ASTM A123 or ASTM A767. Is rebar that complies with ASTM A1094 an acceptable alternate? | Yes |
| 62 | Can the city provide flow rates for the 60" sanitary sewer that gets relined and the 36" sanitary the gets relocated? | Flow rates will be included in a future addendum |
| 63 | Special Provision 33 mentions field tile repair will be paid under pay item "Pipe, PVC SDR-26, 8", Field Tile Restore". Will this pay item be added before the bid? | 100 LFT undistributed quantity added to contract. See Addendum 2 |
| 64 | What is the extent of the debris removal mentioned in special provision 90? | All large trees, branches, and trash positioned against or upstream of the existing RR bridge piers within the project's construction limits are to be removed at the direction of the Engineer in accordance with the associated SP 90. |

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| 65 | Where is the storage location for the disassembled railroad bridge? Does the facility have access for heavy equipment to unload the members? | Coordination between the City of Noblesville, Hamilton County, and potential recipients of the RR bridge are ongoing. The final selection of the relocation facility has not yet been made. As a revision to the associated special provision in the CIB, the location may be selected outside of the Noblesville city limits but will still be located within Hamilton County. It is likely the location will be within one of the nearby cities. Access for heavy equipment will be determined once the final selection of location is made. |
| 66 | Plan sheet 43 of 74 Pier Detail note states the following, "For Pier 3 only, the top of the permanent casing, after attachment of the side retainers, etc. for the debris walls, shall be hot dipped galvanized to a depth of at least 22'-0". Refer to Special Provision." The special provisions do not discuss galvanizing of permanent casing, please clarify the intent of this note. | An associated special provision will be added via a future addendum. The top of the casing for the shafts at Pier 3, along with the plates used for the precast debris wall side retainers, are to be hot dipped galvanized in accordance with ASTM A123. Galvanizing of the top portion of the casing for these four shafts and the attached side retainers will not be measured. The cost for galvanizing of the top portion of the casing for these four shafts and the attached side retainers shall be included in the cost of "Drilled Shaft Permanent Casing". |
| 67 | Retaining wall drawings pages 169-173 identify control line 2 and control line 3 as both being (neat line), please confirm which control line is used to determine the neat line quantities of MSE wall. | Control line clarified. See PDF Pages 169-173 of the Roadway Plans in Addendum 2. |
| 68 | Could the (2) Peony Art graphic designs mentioned in special provision 117 be provided? Does the City of Noblesville have a preferred vendor for this custom form liner? | The custom art formliners have been included as Associated Document #9. See addendum 2 - the city does not have a preferred vendor |
| 69 | Could the logo and text for street designation design information be provided?, As mentioned in Special Provision 117 | Information included with Addendum 2. See Associated Document #9_Custom Art Formliner Drawings. SP 117 has been revised with this Addendum 2. |
| 70 | Both the road plans and bridge plans indicate steel backed timber guardrail by (W) on the west end of the bridge, along line PR-P2-A. No quantities are indicated on the plan/profile sheets, and no steel backed timber guardrail is reflected in the guardrail summary for line PR-P2-A. Please review and advise. | Quantities are provided on PDF pages 58-59 of the Roadway Plans. The guardrail summary table on PDF Page 260 of the Roadway Plans has been revised to include the station breakdown. See Addendum 2. |
| 71 | In regards to item 264, Railing Steel, PF-1 (modified), and item 265 Railing Steel, PF-1, both bid quantities of 666 feet. It would appear that the railing on the North side of the bridge would be the modified PF-1 railing, as it has rails on both sides of the post, versus standard PF-1 railing only having rails on one side of the post, as indicated on the South side of the bridge. Yet all notations regarding the railings on either side of the bridge are called out as PF-1 MODIFIED railings. Even though the bid quantities are the same, a clarification, should be made. Please review and advise. | Plan Sheet 58 of 74 of the bridge plans depicts the two bridge railings, refer to sections "N-N" and "S-S". Both PF-1 railings are modified due to the non-standard dimensions and formliners used to construct the concrete pedestals. The north bridge railing is also modified as the horizontal tube rails at the top are to be installed on both sides of the railing. The upper half of the south bridge railing is to follow the INDOT standard drawings without modification. The difference in nomenclature for the upper half of each respective railing is accurately shown in the aforementioned sections on Sheet 58 as well as the elevations shown on Sheets 57 & 58. |
| 72 | Can a summary table with stationing and run lengths be provided for item 72, pedestrian hand rail? This would help validate the bid quantity and locations for this item. | Yes - Hand Rail Summary Table added. See PDF Page 260 of the Roadway Plans in Addendum 2. |
| 73 | Decorative Asphalt Type 1—P1: 1. Will these Trafficpatterns XD (TPXD) surfaces have a custom trail border, P4, incorporated into the offset brick pattern or will P4 be part of the offset brick stamping pattern? | P4 will not be part of the pattern. See response to Question # 76 |
| 74 | Decorative Asphalt Type 2- P2: Will these Trafficpatterns XD (TPXD) surfaces have a custom trail border, P4, incorporated into the cobble pattern or will P4 be part of the cobble stamping | P4 will not be part of the pattern. See response to Question # 76 |
| 75 | Decorative Asphalt Type 3- P3: 1. Will this Trafficpatterns XD (TPXD) surfaces have a custom trail border, P4, incorporated into the scallop pattern or will P4 be part of the scallop stamping pattern? 2. Please note the templates available for the scallop imprint on page 10 of the design manual. Was the intention to create a custom template for this application? | 1. P4 will not be part of the pattern. See response to Question # 76 2. The intent was to utilize the standard scallop imprint combined with top and bottom edge as needed for the 9th Street intersection. Adjacent to the Decorative Asphalt Logo, a custom template will be required. |

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| 76 | <p>Decorative Asphalt Type 4- P4: Referencing back to all of the previous questions with P4 incorporated into the design.</p> <p>The plans show an 8" wide x 16" repeating end to end border. Please note the border templates available on page 13 of the design manual. Was the intention to create a custom template for this application?</p> | <p>The design intent was to create a custom template for this application. The width of the border will no longer be 8" wide, but will be 12" wide instead. This will reduce the need to field cut the TrafficPattern XD material, which is available in 12" or 24" widths.</p> <ol style="list-style-type: none"> 1. Where the border runs parallel to the centerline of Walnut Street, this material will increase to 12" in total width towards the curb. 2. Where the border runs perpendicular to Walnut Street between Decorative Asphalt Type 1 and Decorative Asphalt Type 2, this materail will increase to 12" in total width toward the Decorative Asphalt Type 2. 3. Adjacent to the Decorative Asphalt Logo, a custom template will be required, this template will be 12" in total width. <p>See Revised Detail 03 on PDF Page 195 of Roadway Plans in Addendum 2.</p> |
| 77 | Decorative Asphalt Type 5- P5: Is this a surface applied vs. imprinted design? | The stripes will be a uniform 2' height. See Revised Detail 02 on PDF Page 195 of Roadway Plans in Addendum 2. |
| 78 | Decorative Asphalt Type 6- P6: 1. What are the dimensions of the Sienna and White stripes for these crosswalks? Not width, but what is their height? 2', 3'? 2. What is the width of the PreMark white transverse borders for these crosswalks? | <p>The PreMark white transverse borders for crosswalks will be 12". See Revised Detail 02 on PDF Page 195 of Roadway Plans in Addendum 2.</p> <p>The width of all Decorative Asphalt Type 6 crosswalks will increase from the width shown on the original plans until the crosswalk width is a multiple of 2'. See Revised Detail 02 on PDF Page 195 orf Roadway Plans in Addendum 2.</p> |
| 79 | I see the owner will be retaining the form liners. Should we order the quantity we believe we will need, or will you specify the quantity? | Do not include additional form liners beyond what is required to construct the project. The form liners must be delivered to the owner in good condition where they may be re-used according to SP 117 |
| 80 | <p>The city of Noblesville standards do not have a standard detail for steel backed guardrail connection to the bridge, as required to be included in the steel backed guardrail item, per special provision.</p> <p>Can you please confirm if standard 617-64, per U.S. department of transportation for TL-2 connection is correct?</p> | FHWA Standard 617-64 shall be used for the connection between the TPF-1 transitions and the steel-backed timber guardrail. |
| 81 | Would the City consider allowing cement powder instead of the specified cement slurry for Contract Item 25 Subgrade Treatment 1BC? There has been a shortage of ready-mix concrete trucks this year that we expect to continue into the timeframe for this project. Also cement powder tends to perform better when dealing with adverse weather/soil conditions that are often experienced on projects with tight schedules. | Cement powder is allowable in lieu of cement slurry. If contractor wishes to substitute cement powder, a dust control plan shall be submitted for approval two weeks prior to operations |
| 82 | Bridge Plans Page 43 of 74 first note states the side retainers shall be attached prior to hot dip galvanized. Due to potential fluctuations in pile depth and casing tolerances, can these side retainers be attached in the field for pier #3? | Yes. If this is selected, it is recommended to remove the zinc prior to welding and then reapply the zinc coating over the welded area after welding in accordance with the ASTM A780. |
| 83 | In regards to the drilled shaft specification, it is unclear which testing method will be used and it is unclear who is responsible for the testing materials if the type of testing is different than that specified in the contract book. Please clarify. | RSP 728-B-203, Drilled Shaft Foundations, requires the contractor to prepare the drilled shafts for either CSL or IRS testing. However, for this project, these tests will not be performed. The Contractor is not required to perform or coordinate for either CSL or IRS testing. Instead, the Owner will contract separately for Thermal Integrity Profiler (TIP) testing. The Contractor shall notify the Engineer at least 30 days prior to production drilling and again at 3 days prior to production drilling to allow for the Engineer to coordinate with the TIP testing consultant. The Contractor, through coordination with the Engineer, shall install the necessary devices within the drilled shafts for the TIP testing. The cost of the installation of the TIP testing devices within the shaft shall be included in the cost of Drilled Shaft 60 IN Diameter. |
| 84 | In regards to prequalification, will the city eliminate the requirement for "Earth Retaining Systems" or clarify such requirement? Such requirement is typically required for cut-walls and not MSE Walls which would fall under INDOT's standard D(a) or D(b) prequalification which is bridges over land or water. | Earth Retention/Retaining systems has been removed. See addendum 2. |

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| 85 | As I understand, the city wants "a bird" on both sides of the precast arch (see liner layout Retaining Wall Drawings.pdf) The "beak of the bird" points to the right (see liner drawings 1 Pleasant Street ...pdf) Do I need to flip the "bird" so that the "beak" always point towards the "arch" or can the "beak" point towards the right on both sides of the arch? | See Associated Document #9_Custom Art Formliner Drawings in Addendum 2 for wall panel images |
| 86 | How is Curb and Gutter Removal to be paid? | Removal of all curb, including curb and gutter, regardless of type, shall be paid for as "Curb, Remove" (Item 0073) |
| 87 | When does the pavement marking operation need to be completed? | Pavement markings shall be complete prior to the roadway being fully opened to traffic |
| 88 | With respects to the galvanized rebar, is ASTM 1094 acceptable | ASTM 1094 is acceptable. |
| 89 | Are flows for the sanitary sewers expected to be provided? | Flows will be provided in a future addendum. |
| 90 | Will an Index for Asphalt Pricing be provided? | Pending Response |
| 91 | What is expected for the custom artwork for Pier 3? | See Associated Document #9_Custom Art Formliner Drawing in Addendum 2. |
| 92 | Where are custom artwork formliners required? | Custom artwork formliners are required for the MSE Walls, Pedestrian Tunnel and Pier 3 as shown on the plans and in the Special Provisions |
| 93 | SP 29 Irrigation Systems and Pet Containment Systems - this section says IF an existing irrigation or pet containment system is damaged during construction, it is the contractors responsibility to repair - cost included in other items. The contractor cannot quantify the possible impact of this pre-bid or after - any attempt would be adding money to bid that may not even be needed. Please consider changing this to a re-imbusement repair by negotiated change order (or something like that). | Pending Response |
| 94 | MOT for phase 2 sheet 34 calls for "Detectable Warning Surface". Assume this is calling for a temporary curb ramp but there is no pay item. How is payment for this to be covered? | Quantities for the temporary detectable warning surface are included in Item 70 DETECTABLE WARNING, CAST IRON, 2'X2' |
| 95 | HMA Pavement - 401 and 402 INDOT specifications are referenced for asphalt mixes. Is it the intent to test density per cores and gradation per plate samples for 401 mixes AND have respective bonus / penalty per INDOT specifications as well? | HMA Pavement testing shall be per SP 26 |
| 96 | Have the Utilities that are relocating been given a certain area priority list - preferred sequence? If so, can that information be relayed? | Pending Response |
| 97 | There are no separate intermediate completion dates for phases - just durations. Is there a certain point the project must be at by end of 2023? | No; however all durations shall be measured in consecutive days. Contractor shall schedule roadway closures and restrictions such that cold weather will not cause delays in the maximum durations listed in SP 67 |
| 98 | Other than NOT being able to construct phase 2 and phase 3 at same time, can other phase combinations happen at same time or must project be built in sequence of phases in the plans? | Yes - other phases may be constructed concurrently. |
| 99 | Item 63 (Unit Paver Type 1) or Item 64 (Unit Paver Type 2) do not appear to be shown on the plan sheets, besides in legend areas. All the crosswalks appear to be stamped asphalt and the ADA detectable areas have item 70 (Detectable Warning Cast Iron 2ftx2ft). Please clarify where these 2 items are to be placed, if at all. | Unit Paver Type 1 is called out in Keyton P9 on PDF Page 193 of the Roadway Plans, where it occurs in a band across Walnut Street, east of the intersection with 9th Street. On PDF Page 192 of the Roadway Plans, Unit Paver Type 1 is used in the sam way, in a band across Walnut Street West of the intersection with 9th Street. (it is not called out with a keynoted in this location). Unit Paver Type 2 occurs in one location on PDF Page 193 of the Roadway Plans, where it is located in a band across Walnut Street, west of the intersection with 10th Street. It is called out with Keynote P10. |
| 100 | The truck apron concrete typically has a D-1 Contraction Joint item that goes along with it. There is no mention of D-1 Contraction joints in the item list, special provisions or the plans. Please clarify if a D-1 Contraction joint item is to be added, included in cost of other items or NOT used at all. | D-1 joints are not required for the truck aprons. |

DATE: AUGUST 29, 2022

RE: EN-231-11 PLEASANT STREET PHASE 1 PRE-BID MEETING MINUTES

DISCUSSION TOPICS

Attendees:

| | | |
|------------------|-------------------------|----------------------------------------------------------------------------------------------|
| Bruce Fenimore | Beaty Construction | bfenimore@beatyinc.com |
| Max Meiser | Beaty Construction | mmeiser@beatyinc.com |
| Brent Swonger | C-Tech Corp. | bswogner@c-techinc.net |
| Luke Watkins | Sunbelt Rentals | luke.watkins@sunbeltrental.com |
| Bill Seibert | SAK Construction | Bseibert@sakcon.com |
| Eric Jordan | Rieth-Riley | ejordan@rieth-riley.com |
| Matt Alexander | Rieth-Riley | malexander@rieth-riley.com |
| Jeremiah Morrell | CMC Rebar | Jeremiah.morrell@cmc.com |
| Jon Day | USI | jday@usiconsultants.com |
| John Horvet | Superior Construction | jhorvet@superiorconstruction.com |
| Jay Ferguson | Insituform | jferguson@aegion.com |
| Makayla Kelley | Midwest Paving | makayla.kelley@midwestpavingllc.com |
| Luke Kessler | American Structurepoint | lkessler@structurepoint.com |
| Regan Milner | Terracon | Regan.Milner@terracon.com |
| Mike Wigger | Terracon | mwigger@earthengr.com |
| Brad Davis | Hamilton County | bradley.davis@hamiltoncounty.in.gov |
| Todd Kirk | Milestone | todd.kirk@milestonelp.com |
| Matt Schaaf | White Construction | matt.schaaf@whiteconstruction.com |
| Tyler Robinson | E&B Paving | tyler.robinson@ebpaving.com |
| Sydney Roule | Milestone | sroule@milestonelp.com |

| | | |
|-------------------|-------------------------|------------------------------------------------------------------------------------|
| Jimmy Evans | Rieth-Riley | jevans@rieth-riley.com |
| Rich Schroeder | Globe Asphalt | rschroeder@globeasphalt.com |
| Jordan Bosse | American Structurepoint | jbosse@structurepoint.com |
| Michael Maurovich | American Structurepoint | mmaurovich@structurepoint.com |
| Cory Mahan | CHA | cmahan@chacompanies.com |
| Brandon Arnold | USI | barnold@usiconsultants.com |
| Andrew Rodewald | City of Noblesville | arodewald@noblesville.in.us |
| Ali Krupski | City of Noblesville | akrupski@noblesville.in.us |
| Earl Settles | Milestone | esettles@milestonelp.com |
| Jim Hellmann | City of Noblesville | jhellmann@noblesville.in.us |
| Matt Lee | Hamilton County | Matt.lee@hamiltoncounty.in.gov |

1. Introductions

a. Project Team

- i. City of Noblesville
- ii. Hamilton County
- iii. Roadway Design – American Structurepoint/A&F Engineering
- iv. Bridge Design - USI
- v. Geotechnical – Earth Exploration
- vi. Construction Inspection – CHA/USI

Ms. Krupski provided an overall description of the project to the group, as well as gave an overview of the future phases that are scheduled to let in September of 2023.

b. Attendees

Introductions were made around the room for those present. For list of attendees, see [previous](#).

2. Project Description

a. Phase 1 (This project)

1.21 miles of new construction of full-depth HMA pavement for Phase 1 of the Pleasant Street Corridor project from River Road to 11th Street. Also included with the project is construction of a roundabout at River Road, two roundabouts at 8th Street, a roundabout at 10th Street, a new bridge 310 over the White River, disassembly and removal of the existing railroad bridge over the White River, retaining walls, sanitary and storm sewer infrastructure, shared-use path, guardrail, a pedestrian tunnel, landscaping, and all associated incidentals.

3. Future Phases

a. Phase 2 (letting 9/14/2023)

0.50 Miles of roadway reconstruction and widening existing Pleasant Street from 11th Street (End of Phase 1) to 19th Street. Includes a new bridge over Wilson Drain (3 sided structure) and 2 lane roundabout at 19th Street.

b. Phase 3 (letting 9/14/2023)

0.56 Miles of new alignment roadway construction from the western limit of Phase 1 to the intersection of SR 32 and Hague Road. Includes a new bridge over Cicero Creek, MSE Walls, Roundabout at Hague Road/SR 32, and two pedestrian tunnels under Pleasant Street and SR 32 for the Midland Trace Trail.

4. Phase 1 Bidding Schedule

- a. 8/15/2022 - Plans were made available for contractors
- b. 8/29/2022 - This Pre-bid meeting
- c. 9/8/2022 Prior to 9:00 am - Last Day for Questions
- d. 9/13/2022 @ 9:00 am – Bid opening in the Council Chambers
- e. Anticipated Addenda
 - i. 8/25/2022 – Addendum 1 issued
 - ii. 9/2/2022 – Addendum 2 issued w/pre-bid minutes
 - iii. 9/9/2022 – Addendum 3 issued (if needed)

5. Concurrent Projects in the Area

| Project | INDOT Contract Number |
|----------------------------------------------|-------------------------------|
| S.R. 32 Reconstruction | R-41500 |
| 141 st St./S.R. 37 Reconstruction | R-42616 |
| 146 th St./Allisonville Rd. | R-41313 |
| Greenfield Avenue Bridge Rehabilitation | N/A (Hamilton County Project) |
| Nickel Plate Trail Construction | City of Noblesville EN-346 |

- a. SR 32 & River Road RAB (2023) - R-37748
- b. SR 38 & Oakmont RAB (2023/2024) - R-42226
- c. SR 38 & Logan Street RAB (2024) - R-42227

Ms. Krupski went over the bidding schedule as shown on the meeting agenda and discussed projects that will be in construction during the construction of Pleasant Street. Information regarding adjacent construction activities include:

- a. S.R. 32 Reconstruction (INDOT Contract R-41500) is from 6th Street to 13th Street
- b. 141st/S.R. 37 Reconstruction (INDOT Contract R-42616) is not expected to have direct impact on the Pleasant Street Project
- c. 146th/Allisonville (INDOT Contract R-41313) will be bid next year and be in construction at same time as Pleasant Street
- d. S.R. 32 & River Road RAB (INDOT Contract R-37748) Construction 2023. Coordination will be required.
- e. S.R. 38 & Oakmont RAB (INDOT Contract R-42226) Construction 2023-2024. No direct impact, but construction will be at same time.
- f. S.R. 38 & Logan Street RAB (INDOT Contract R-42227) Construction 2024. No direct impact, but construction will be at same time.

- g. [Greenfield Avenue Bridge Rehabilitation](#). This is a local county project. Details about the schedule will be provided when available.
- h. [Nickel Plate Trail Construction \(City of Noblesville EN-346\)](#). 2023 Construction. Nickel Plate Trail will connect to southern extents of Pleasant Street Project.

Mr. Maurovich went through the remainder of the agenda for the group, highlighting major components of the project:

6. Traffic Maintenance

- a. River Road Roundabout
 - i. Phased Construction – remain open to traffic
 - ii. 150 Days consecutive to complete construction
 - iii. Must coordinate with River Road roundabout at SR 32
- b. River Road to 6th Street
 - i. No Restrictions – new alignment.
- c. White River Bridge
 - i. Waterway MOT Plan for maintenance and closures
 - ii. Must maintain open channel through construction zone
 - iii. Contractor may close the channel during critical operations
 - iv. Contractor may submit overnight or long term closures between November 1 to March 1.
 - v. Note White River Canoe Company operates in this area and needs to be given notice to any changes in Waterway traffic.
- d. 6th Street to 11th Street
 - i. 8th Street and 10th Street cannot be closed at the same time
 - 1. Coordinate closures with SR 32 resurfacing project
 - 2. May need to coordinate with 146th Street/Allisonville Road
 - ii. 8th Street closure
 - 1. 150 consecutive calendar days
 - iii. 10th Street Closure
 - 1. 75 consecutive calendar days
- e. Substantial Completion Date – November 1, 2024
- f. Final Completion Date – June 15, 2025 (for all project items including landscaping)

7. Utilities

- a. Work plans provided in documents
- b. Anticipated dates for utilities to be clear are included in the contract special provisions. They will be relocating starting this fall and anticipated to be clear by spring 2023
- c. City of Noblesville Sanitary work is included in this contract
- d. New Alignment construction from River Road to 5th Street is majority utility free

-
- e. The project team is currently meeting with utilities on a bi-weekly basis to stay on track with relocations. We will invite the selected contractor to participate in those meetings once the project has been awarded.
8. Permits
- a. IDEM 401 – Approved
 - b. USACE 404 – Pending approval
 - i. Anticipated to have approval by contractor NTP
 - c. Construction Stormwater General – Approved
 - d. ~~IDEM Sanitary Sewer – Anticipated 11/1/2022~~ – Not required for this project
 - e. DNR Construction in a Floodway – Approved
9. Notable Items
- a. Early Building Demolition
 - i. The city is currently working to demolish buildings required for this project
 - ii. Parcels with existing buildings have been \ will be cleared of improvements up to the back of existing sidewalk (sidewalk remains) or the back of curb if there is no sidewalk.
 - 1. Driveways, patios fences etc.
 - 2. Known foundations/basements
 - 3. Utilities cut and capped at the RW line

Mr. Rodewald stated that the demolition should be complete by the end of September, 2022.
 - iii. Trees will **not** be cleared by the building demolition contractor and are included in this Pleasant Street contract.
 - b. Notice to Proceed – anticipated date of November 13, 2022
 - c. Early Tree Clearing for utilities – contractor shall clear those trees required for utility relocations by December 1st, 2022.
 - d. Bridge Construction
 - i. Removal of existing bridge
 - 1. Bridge will need to be disassembled, match marked, and relocated to storage.
 - 2. Currently exploring locations – more details forthcoming
 - ii. Temporary Causeway
 - iii. DNR Response to question about modifying the permit for a full causeway
 - iv. Drilled shafts at interior piers
 - v. Driven piles at end bents
 - vi. Proximity of Drilled shafts to Force Main
 - vii. Decorative pier formliners

e. Road Construction

i. Alternate Bid – HMA vs. SMA surface

ii. Aesthetic Items

1. MSE Wall Face Panels

a. Type 2 includes reusable Peony Formliner

The artist's drawings are included within Addendum 2.

2. Stamped Asphalt

a. Trail crossings, Walnut Street

3. Trees and other various hardscape items included

iii. Pedestrian Tunnel

iv. Lighting

1. City Street and trail lighting is designed and constructed by Duke. Need to coordinate with Duke for installation of street lighting items.

2. Bridge, MSE Wall, and Tunnel lighting are part of this contract.

v. Geotechnical concerns

1. Potential Undercut quantities per Geotech report for bid included in Excavation, Unclassified and assumed that this is not suitable

vi. Regulated Materials Removal

1. North part of 8th Street

2. 10th Street

f. Questions?

The following questions were discussed. Please see the QA in Addendum 2 for official Responses:

a. Would the City consider allowing cement powder instead of the specified cement slurry for Contract Item 25 Subgrade Treatment 1BC? There has been a shortage of ready-mix concrete trucks this year that we expect to continue into the timeframe for this project. Also cement powder tends to perform better when dealing with adverse weather/soil conditions that are often experienced on projects with tight schedules.

Response: Cement powder is allowable in lieu of cement slurry. If contractor wishes to substitute cement powder, a dust control plan shall be submitted for approval two weeks prior to operations.

b. When does the pavement marking operation need to be completed?

Response: Pavement markings shall be complete prior to the roadway being fully opened to traffic.

c. With respects to the galvanized rebar, is ASTM 1094 acceptable?

Response: ASTM 1094 is acceptable.

- d. Are flows for the sanitary sewers expected to be provided?
Response: Flows will be provided in a future addendum.

- e. Will an Index for Asphalt Prices be provided?
Response: Pending Response with future addendum.

- f. What is expected for the custom artwork for Pier 3?
Response: See Addendum 2 for custom artwork for Pier 3.

- g. Where are custom artwork formliners required?
Response: Custom art formliners are required for the MSE Walls and Pier 3 as shown on the plans and in the Special Provisions.

Respectfully,
Mike Maurovich, PE
Project Manager

cc: Those present, Ali Krupski