



September 9, 2022

Addendum No. 3  
*Pleasant Street Phase 1*  
*Reconstruction from River Road to 11<sup>th</sup> 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 **PURPLE** (PDF Pages 23-27)

**ITEM # 2 – Special Provisions**

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

1. SP 15 Restoration of Disturbed Areas
2. SP 22 Construction Schedule
3. SP 29 Irrigation Systems and Pet Containment Systems
4. SP 110 Waterway Maintenance of Traffic
5. SP 111 Bypass Pumping
6. SP 115 Cured-In-Place Pipe Lining

The following Special Provision has been added in **PURPLE**:

1. SP 145 PG Asphalt Binder Material Cost Adjustment
2. SP 146 Galvanized Casing

**ITEM # 3 – Plans**

1. Pipe Removal Quantities added to Demolition Details (PDF Pages 48-49 of Roadway Plans)
2. Sidewalk, Remove quantity revised (PDF Pages 53-54 of Roadway Plans)
3. Underdrain Pipe Type for MSE Walls Revised (PDF Pages 168-173 of Roadway Plans)
4. PCCP for Approaches for Lines “PR-P3” & “PR-P4” on Approach Table Revised (PDF Page 261 of Roadway Plans)
5. Advance signage note revised (PDF Page 7 of Bridge Plans)
6. Tree Planting notes revised (PDF Page 21 of Bridge Plans)
7. Pedestrian Hand Rail detail revised (PDF Page 23 of Bridge Plans)
8. Aesthetic Logo Legend revised (PDF Page 38 of Bridge Plans)
9. Drilled Shaft reinforcing steel revised (PDF Page 42 of Bridge Plans)
10. Drilled Shaft reinforcing steel and Pier No. 3 Galvanizing note revised (PDF Page 43 of Bridge Plans)



11. Pier No. 3 Form Liner Detail added (PDF Page 44 of Bridge Plans)
12. Drilled Shaft reinforcing steel diagram revised (PDF Page 45 of Bridge Plans)
13. Reinforcing Steel Quantity revised (PDF Page 67 of 74).

**ITEM # 4 – Itemized Proposal**

1. Item 0009 – Sidewalk **Concrete**, Remove. “Concrete” removed from description. Quantity revised.
2. Item 0011 – Manhole, Remove quantity revised.
3. Item 0012 – Concrete, Remove quantity revised.
4. Item 0013 – Pipe, Remove quantity Revised.
5. Item 0073 – Curb, Remove quantity revised.
6. Item 0103 – Mulch, Decorative Stone pay item unit type changed.
7. Item 0123 – Pipe, Underdrain Quantity Revised
8. Item 0259 – Reinforcing Bars quantity revised.
9. Item 0298 – Payment Adjustment PG Asphalt Binder added
10. Item 0299 – Railroad Track Remove added
11. Item 0300 – Pipe, Type 4, Circular 6 IN added

**ITEM # 5 – Contractor Q&A**

1. Contractor Q&A Document Included
2. The following questions have revised responses:
  - a. 14
  - b. 26
  - c. 62
  - d. 66
  - e. 89
  - f. 90
  - g. 93
  - h. 96

If you wish to submit a bid, please do so according to the information provided in this ADDENDUM No. 3.

CITY OF NOBLESVILLE



Michael Maurovich, P.E.

Please acknowledge receipt of this Addendum by emailing [mmaurovich@structurepoint.com](mailto:mmaurovich@structurepoint.com), [arodewald@noblesville.in.us](mailto:arodewald@noblesville.in.us) and [akrupski@noblesville.in.us](mailto: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 09/09/2022		
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

14	<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 included with Addendum No. 3.</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>
20	<p>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.</p>	<p>Quantity has been revised. See Addendum 1</p>
21	<p>Item 280 (Conduit, Steel, 2.5In) – Can you please let me know where this conduit is to be installed?</p>	<p>Refer to pdf pages 64 and 66 of the Bridge Plans Refer to Addendum 1 for quantity revision</p>
22	<p>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?</p>	<p>SP 77 has been revised in addendum 1. See SP 85 for light pole and luminaire specifications.</p>
23	<p>Item 197 &amp; 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?</p>	<p>All sign posts are to be powder coated black per the Special Provisions. The "X" denotes the type of sign post (1 or 2).</p>

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. <a href="https://noblesvilleparks.org/DocumentCenter/View/108/Noblesville-Alternative-Transportation-Plan-Part-5-PDF">https://noblesvilleparks.org/DocumentCenter/View/108/Noblesville-Alternative-Transportation-Plan-Part-5-PDF</a> Parts 1-6 are available at <a href="https://noblesvilleparks.org/DocumentCenter">https://noblesvilleparks.org/DocumentCenter</a> 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?	<b>Yes - See PDF Page 42 of Bridge Plans in Addendum 3</b>
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
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.
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 7 (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?	<b>Flow rates for the 36" and 60" sewers have been added to SP 111.</b>
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.
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.	<b>See SP 146 (Galvanized Casing) in Addendum 3.</b>
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 edger as needed for the 9th Street intersection. Adjacent to the Decorative Asphalt Logo, a custom template will be required.
76	Decorative Asphalt Type 4- P4: Referencing back to all of the previous questions with P4 incorporated into the design. 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?	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. 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 material 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. See Revised Detail 03 on PDF Page 195 of Roadway Plans in Addendum 2.
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?	The PreMark white transverse borders for crosswalks will be 12". See Revised Detail 02 on PDF Page 195 of Roadway Plans in Addendum 2. 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 of Roadway Plans in Addendum 2.
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	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. Can you please confirm if standard 617-64, per U.S. department of transportation for TL-2 connection is correct?	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.
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?	<b>Flow rates for the 36" and 60" sewers have been added to SP 111.</b>
90	Will an Index for Asphalt Pricing be provided?	<b>Asphalt Index has been added to the contract. See SP 145 in Addendum 3</b>
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).	<b>See revised Special Provision 29 in Addendum 3.</b>
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?	<b>Preferred sequence for utilities to relocate is 8th street area first, then 10th Street, then River Road and this has been communicated to all utilities. There are currently no phased timeline commitments from utilities.</b>
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 same 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.
101	1. The summary of quantities and approach table, page 261 of 364; Can a breakdown of the quantities on "Line PR-P3" and "River Rd RAB" be supplied verses just a total for each line? 2. We cannot find the PCCP for Approaches, 6" on Line PR-P3. We're not sure if the concrete sidewalk quantity overlaps with the approach quantity.	1. Quantities to remain as currently shown on the approach table. 2. 192 SYS PCCP for Approaches 6" should be shown on the PR-P4 line item. This has been rectified in Addendum 3. The remaining 150 SYS of PCCP for approaches is for the alley reconstruction as shown on PDF Page 142 of the Roadway Plans.
102	Is pay item number 0103, Mulch, Decorative Stone to be paid for by the SYS or CYS? Table on plan sheet has the proposal quantity of 1,053, but the unit as SYS.	SYS is correct. Itemized Proposal updated accordingly. See Addendum 3.
103	Pertaining to the removal of the existing bridge, SP 105, it states the Contractor shall provide and contract with a Secretary of the Interior-qualified professional... The Contractor shall create a demolition plan...  I have been through this before and the owner's representative is who hired the professional to review and submit our disassembly Subcontractor's plan to the SHPO. I can't imagine someone else would be post bid, creating a demolition and procedure plan and have our Subcontractor do the work in a different way than they have on previous contracts.  Will you please clarify who is performing which function, and who provides them. I do not want to miss something in the bid, or elevate the bid unnecessarily.	Contractor shall hire the qualified professional. Indiana DHPA maintains a list of qualified professionals that can be accessed here: <a href="https://www.in.gov/dnr/historic-preservation/help-for-owners/find-help/qualified-professionals/">https://www.in.gov/dnr/historic-preservation/help-for-owners/find-help/qualified-professionals/</a> Questions about whether a consultant can be considered qualified or on the list can be directed to the DHPA as indicated on the website.

104	On page 227 of the Contract Book under SP 115 (Cured-in-Place Pipe Lining), Section 3.5, Item B "Steam Curing styrene-based resin is prohibited" conflicts with Page 227 of the Contract Book under SP 115 (Cured-in-Place Pipe Lining) Section 3.5, Item D, Part 6: "After the installation of the liner is completed, the Contractor shall use UV, hot water, or steam system capable of providing the required amount of heat uniformly throughout the section for a complete cure of the resin.". Please confirm that steam curing is allowed.	Item B has been removed. See Revised SP 115 in Addendum 3
105	On Page 227 of the Contract Book under SP 115 (Cured-in-Place Pipe Lining) Section 3.5, Item F is quite restrictive and is not anything we have seen before for a standard sewer system CIPP project. We would ask that the Item F be removed from the specification.	Item F has been removed. See Revised SP 115 in Addendum 3
106	Request that the specification that calls for air testing of the CIPP once completed (SP 115, Section 3.8, Item D) be removed and replaced with: <i>D. Gravity pipe leakage testing in accordance with ASTM F1216, Section 8.2</i> <i>1. If pipe segegment is greater than 36-inch in diameter or contains service laterals, gauge the water tightness of the CIPP under a positive head during the curing process.</i>	Item D1 has been removed and Item D2 has been revised. See Revised SP 115 in Addendum 3
107	Is there a need for any Test Piles at either abutment and if so, will an item be added?	No test piles are reqiured at end bents. They are to be driven to practical refusal per Geotechnical Report.
108	There are several removal items without a pay item that could vary drastically. Would you consider adding removal items for Fence, mailbox, guardrail, and railroad tracks?	Fence, Mailbox, and Guardrail removal items shall be included in Clearing Right of Way. A line item has been added for Railroad Track, Remove. See Addendum 3
109	Could you clarify the earthwork summary in regards to the benching. The table suggests benching to be included in the common quantity, then says it is not paid for directly. Does this mean the common ex number will be decreased by this amount?	There is no direct payment for benching. The required benching is included in the common excavation quantity as shown.
110	Is there any reinforcing steel needed for the Truck aprons? Is there a jointing plan?	There is no reinforcing steel in the truck aprons. Sawed joints are required at 12' max. spacing.
111	There is no pay item for retaining wall removal? How is this paid for?	Existing retaining walls within the project limits that are to be removed are to be paid for under Clearing Right of Way.
112	On sheet 53 of the plans, removing 895 lft of existing track is mentioned. There does not appear to be a pay item for this work. Please clarify how the existing railroad track removal is to be paid for.	A line item for Railroad Track, Remove has been added to the Itemized Proposal. See Addendum 3.
113	Seeding is shown on some sheets, but not others. Can you please clarify seeding extents?	All areas within construction limits shall be seeded unless otherwise noted on plans. See revised SP 15 in Addendum 3.
114	Was the curb on the NW corner of the IDI lot included in the 1,310' of curb remove on Page 52 of the Roadway Plans? The callout does not point to this area.	Yes. The 1,310' applies to all of the curb, remove at the IDI lot.
115	What is your intent, with regards to steel backed timber post installation, where geotextile material is present? If posts are augured in or posts are driven, this may damage the geotextile	Guardrail posts may be driven or augured through geotextile. Geotextile may be cut to prevent tearing.
116	Can the the following products be listed for an as equal: Listed: Bega Standard Façade Floodlight Model 77 155 or approved equal Our equal: <a href="https://insightlighting.com/download/me-white-light-specification-sheet/">https://insightlighting.com/download/me-white-light-specification-sheet/</a>  Listed: NorthStar Lighting TWL-S-3-175-5-5SQ-FC-V1 or approved equal Our equal: <a href="https://www.schreder.com/sites/default/files/2019-11/FV32_LED_ProductSheet_EN.pdf">https://www.schreder.com/sites/default/files/2019-11/FV32_LED_ProductSheet_EN.pdf</a>  Listed: Washington Base Pole, model no. 120550504UW, produced by Valmont Industries Our equal: <a href="https://www.sternberglighting.com/files/view-file/supportfiles/7401b1a0feaeec479bcd28eea63018a5/252/locale_file/5200-barrington-4-27-22.pdf">https://www.sternberglighting.com/files/view-file/supportfiles/7401b1a0feaeec479bcd28eea63018a5/252/locale_file/5200-barrington-4-27-22.pdf</a>  Listed: Open Deluxe Acorn LED fixture by Duke Energy Our equal: <a href="https://hubbellcdn.com/specsheet/kl_leb19dceled_spec.pdf">https://hubbellcdn.com/specsheet/kl_leb19dceled_spec.pdf</a>	Products will not be listed as equal; however they will be considered based on the following: Listed: Bega Standard Façade Floodlight Model 77 155 or approved equal Our equal: <a href="https://insightlighting.com/download/me-white-light-specification-sheet/">https://insightlighting.com/download/me-white-light-specification-sheet/</a> <b>As long as coverage is equal to or greater than the listed item this will be acceptable.</b>  Listed: NorthStar Lighting TWL-S-3-175-5-5SQ-FC-V1 or approved equal Our equal: <a href="https://www.schreder.com/sites/default/files/2019-11/FV32_LED_ProductSheet_EN.pdf">https://www.schreder.com/sites/default/files/2019-11/FV32_LED_ProductSheet_EN.pdf</a> <b>As long as coverage is equal to or greater than the listed item this will be acceptable.</b>  Listed: Washington Base Pole, model no. 120550504UW, produced by Valmont Industries Our equal: <a href="https://www.sternberglighting.com/files/view-file/supportfiles/7401b1a0feaeec479bcd28eea63018a5/252/locale_file/5200-barrington-4-27-22.pdf">https://www.sternberglighting.com/files/view-file/supportfiles/7401b1a0feaeec479bcd28eea63018a5/252/locale_file/5200-barrington-4-27-22.pdf</a> <b>More information about the specific model being requested is needed for approval.</b>  Listed: Open Deluxe Acorn LED fixture by Duke Energy Our equal: <a href="https://hubbellcdn.com/specsheet/kl_leb19dceled_spec.pdf">https://hubbellcdn.com/specsheet/kl_leb19dceled_spec.pdf</a> <b>More information about the specific model being requested is needed for approval.</b>
117	SP 106 Will the City allow the following product which was not listed as approved? Sherwin Williams Anti-Graffiti B97 C150	Yes.
118	SP 118 Will the City allow the following Manufacturer which was not listed as an approved Manufacturer but is similar? H&C	Yes.
119	SP 47 This spec specifies that all underdrain be double-walled smooth bore. Does this apply to the 6" underdrain on the entire job? Including the underdrain at MSE walls?	INDOT Standard Type 4 pipe is acceptable for the MSE wall underdrain. See Addendum 3.
120	The bridge plans show buoy spacing for the waterway traffic maintenance details that differs from the unique special provisions. Which is correct?	The values shown on the plans are correct. The SP 110 (Waterway Maintenance of Traffic) has been revised accordingly
121	Sheet 7 of the bridge plans calls for a sign to be placed on the north side of the Field Drive bridge while the USP requires the sign to be aerial. Which is correct?	SP 110 (Waterway Maintenance of Traffic) is correct. The plans have been revised accordingly.

122	Sheet 38 of the bridge plans calls for the overlooks at the piers to be stamped with a "Random Belgian Flagstone" pattern while the USP calls for a "Random Belgian Slate" pattern. Which is correct?	SP 100 (Overlook Pattern and Color) is correct. The plans have been revised accordingly.
123	Have the pier formliner designs been determined?	Yes, partially. The textured finish within the arched recesses as described in SP 95 (Formliner) has not yet been finalized. However, Sheet 44 of the bridge plans has been revised to show the design of the additional (custom) formliner. Detailed electronic files of the custom design will be available to the awarded contractor following Notice to Proceed. Selection of the textured finish will be made available to the contractor per SP 95 (Formliner).
124	Other than the identified bedrock, what problematic soil conditions should be anticipated?	Granite boulders are present above the bedrock. Chert in the limestone bedrock is present. Refer to the Geotechnical report for more information.
125	Anything unique to the pile driving operation?	The contractor is responsible for the pre-construction driveability analysis as part of their hammer submittal (per ISS 701.04a1).
126	Will the City provide police presence for the delivery of the concrete beams? After a site visit with the beam manufacturer, there is only one route available to access the east side of the bridge and special coordination is required with private homeowners and the City of Noblesville to make the necessary turns to safely deliver the beams.	This will be considered upon request