ADDENDUM NO. 2B

April 4, 2024

TRI-CREEK SCHOOL CORPORATION - HOLTZ ROAD IMPROVEMENTS
Lowell, IN 46356

TO: ALL BIDDERS OF RECORD

This Addendum forms a part of and modifies the Bidding Requirements, Contract Forms, Contract Conditions, the Specifications, and the Drawings dated March 19, 2024 by Torrenga Engineering. Acknowledge receipt of the Addendum in the space provided on the Bid Form. Failure to do so may subject the Bidder to disqualification.

This Addendum consists of Page ADD 2B-1 which is being re-issued to include the attached Addendum No. 2 from Torrenga Engineering dated April 3, 2024, consisting of 1 page and 4 drawings.

Torrenga Engineering, Inc.

REGISTERED PROFESSIONAL ENGINEERS

907 Ridge Road
Munster, IN 46321
Phone 219.836.8918
www.torrenga.com

PROJECT: **Addendum Two**	1. **Addendum Two** **Holtz Road Improvements** Lowell, Indiana Torrenga Project No.: 2023-5056
CONTRACT NO.:	2023-5056
SPEC SECTION:	
SHEET NO.:	C-2.1, C-2.2, C-2.3, & C-4.0

1. Sheet C-2.1 IMPROVEMENT PLAN

- Milling, Tack Coat and 1.5" Pavement Resurfacing

2. Sheet C-2.2 IMPROVEMENT PLAN

- Milling, Tack Coat and 1.5" Pavement Resurfacing

3. Sheet C-2.3 IMPROVEMENT PLAN

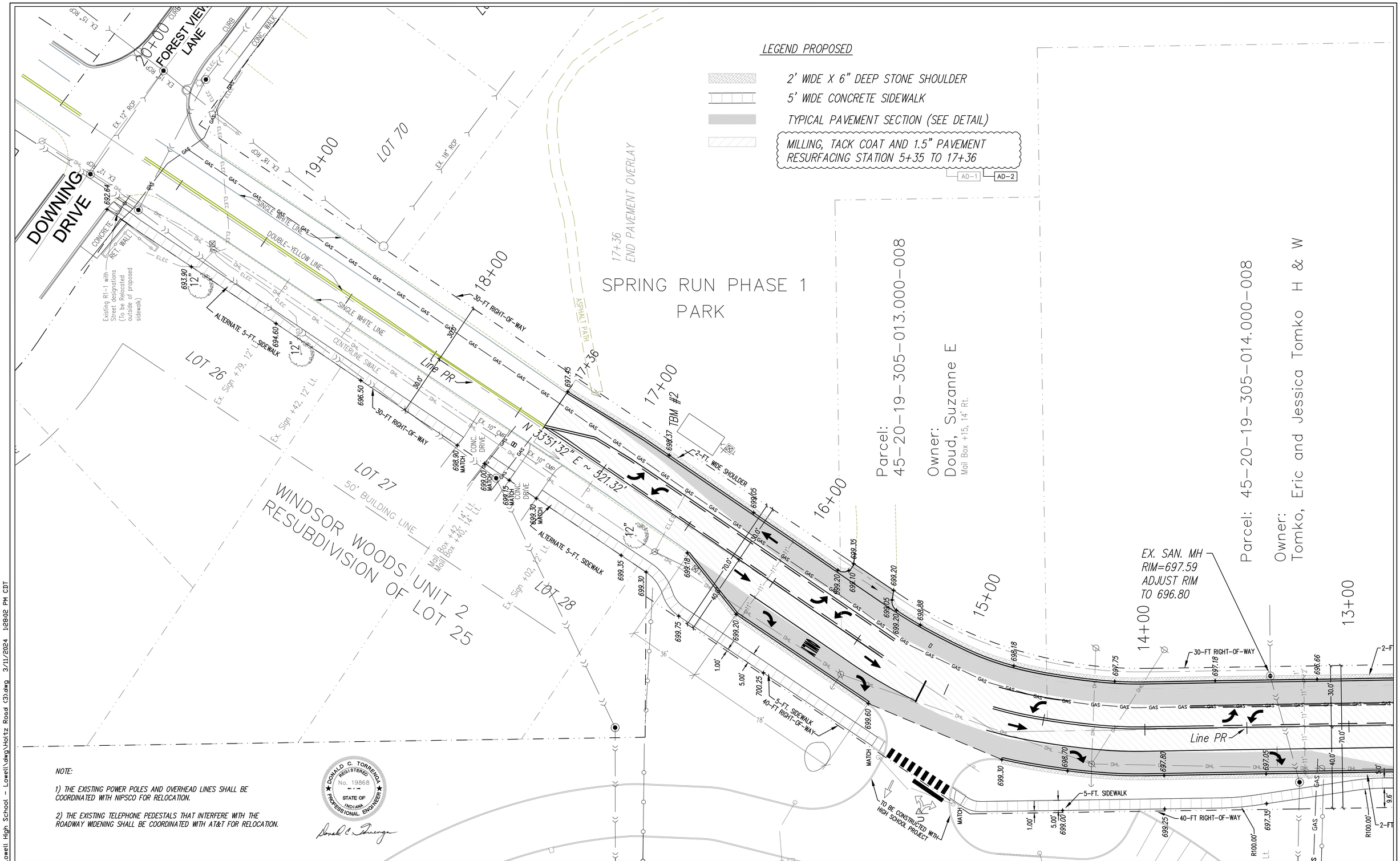
- Milling, Tack Coat and 1.5" Pavement Resurfacing

4. Sheet C-4.0 DETAILS & SPCIFICATIONS

- Revised Milling Detail & Typical Pavement Resurfacing.

- Revised Typical Pavement X-Section regarding Geotextile Fabric.

interoffice memorandum



NOTE:

1) THE EXISTING POWER POLES AND OVERHEAD LINES SHALL BE COORDINATED WITH NIPSCO FOR RELOCATION.

2) THE EXISTING TELEPHONE PEDESTALS THAT INTERFERE WITH THE ROADWAY WIDENING SHALL BE COORDINATED WITH AT&T FOR RELOCATION.

DONALD C. TORRENGA REGISTERED No. 19868 STATE OF INDIANA PROFESSIONAL ENGINEER

Donald C. Torrenga

NORTH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

CLIENT:
Tri-Creek School Corporation
19290 Cline Avenue
Lowell, Indiana 46356

JOB NO: 2023-5056

SCALE: 1" = 20'

04-03-2024 AD-2
03-28-2024 AD-1
REVISIONS:
DATE: 03-11-2024

HOLTZ ROAD - IMPROVEMENTS
LOWELL, INDIANA

IMPROVEMENT PLAN

TORRENGA ENGINEERING, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
907 RIDGE ROAD, MUNSTER, INDIANA 46321
Tel. No.: (219) 836-8918 website: www.torrenga.com

SHEET
C-2.1

FILE NO:Z:\2023-5013 Lowell High School - Lowell\dwg\Holtz Road (3).dwg 3/11/2024 12:802 PM CDT

Owner: Tomko, Eric

Subdivision Name:
SPRING RUN PHASE 1

13+00 | 12+00 | 11+00 | 10+00 | 9+00 | 8+00 | 7+36 | 7+00

LOT 48 | LOT 47 | LOT 46 | LOT 45 | LOT 1

HOLTZ ROAD

SPRING RUN LANE

Line PR

Ex. MH
RIM=697.65
INV=695.15
ADJUST RIM TO MATCH PAVEMENT ELEVATION

25' ~ 12" PVC
W/ END SECTION
@ 0.22%

2-FT. WIDE SHOULDER
30-FT RIGHT-OF-WAY
SWALE
2-FT. WIDE SHOULDER
INV.
EDGE OF ASPHALT
5-FT SIDEWALK
40-FT RIGHT-OF-WAY
TO BE CONSTRUCTED WITH HIGH SCHOOL PROJECT
NO RIGHT TURN
DO NOT ENTER SIGN
EX. STOP SIGN
R100.00'
R35.00'
R25.00'
MATCH
TC
Ex. 8" Sanitary Sewer
FOL
DHL
CONC.
BRICK WALL
TBM #3
Ex. 6" PVC SAS
INLET
RIM=696.48
INV=693.48
10"CPP
12"CPP
MANHOLE
EXISTING BUILDING

LEGEND PROPOSED

- 2' WIDE X 6" DEEP STONE SHOULDER
- 5' WIDE CONCRETE SIDEWALK
- TYPICAL PAVEMENT SECTION (SEE DETAIL)
- MILLING, TACK COAT AND 1.5" PAVEMENT RESURFACING STATION 5+35 TO 17+36 (AD-1, AD-2)

DONALD C. TORRENGA REGISTERED No. 19868 STATE OF INDIANA PROFESSIONAL ENGINEER

NORTH

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

CLIENT:
Tri-Creek School Corporation
19290 Cline Avenue
Lowell, Indiana 46356

JOB NO: 2023-5056

SCALE: 1" = 20'

04-03-2024 AD-2
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DATE: 03-11-2024

HOLTZ ROAD - IMPROVEMENTS
LOWELL, INDIANA

IMPROVEMENT PLAN

TORRENGA ENGINEERING, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
907 RIDGE ROAD, MUNSTER, INDIANA 46321
Tel. No.: (219) 836-8918 website: www.torrenga.com

SHEET
C-2.2

Owner:
Novak, Kenneth W & Cathrine L
Novak Living Trust dtd 11/20/15
(Kenneth W & Cathrine L Novak RL)

Owner:
Speedway SuperAmerica, LLC

HOLTZ ROAD

LOT 1

5+35 BEGIN PAVEMENT OVERLAY

7+36

7+00

6+00

5+00

4+00

3+00

2+00

1+00

Existing Speed Limit 20 MPH Sign

Existing S1-1 School Zone Sign

20-FT RIGHT-OF-WAY

30-FT RIGHT-OF-WAY

40-FT RIGHT-OF-WAY

Line PR

EDGE OF ASPHALT

N 00°52'14" W ~ 1473.50'

30.0

70.0

40.0

20.0

10.8'

10.7'

11.6'

10.4'

10.6'

10.5'

EX. STOP SIGN

EX. STOP SIGN

STOP SIGN

BRICK WALL

CONC. SWALE

CONC. WALK

DHL

FOL

ST

LEGEND PROPOSED

2' WIDE X 6" DEEP STONE SHOULDER

5' WIDE CONCRETE SIDEWALK

TYPICAL PAVEMENT SECTION (SEE DETAIL)

MILLING, TACK COAT AND 1.5" PAVEMENT RESURFACING STATION 5+35 TO 17+36

AD-1 AD-2

NORTH

GRAPHIC SCALE

20 0 10 20 40 80

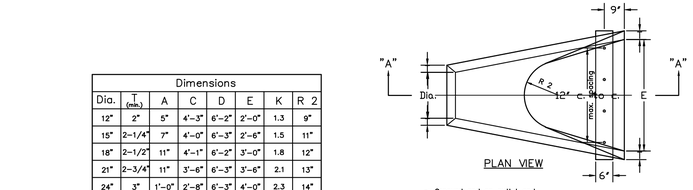
(IN FEET)
1 inch = 20 ft.

DONALD C. TORRENGA REGISTERED No. 19868 STATE OF INDIANA PROFESSIONAL ENGINEER

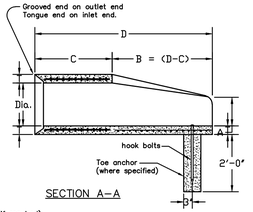
CLIENT: Tri-Creek School Corporation 19290 Cline Avenue Lowell, Indiana 46356 JOB NO: 2023-5056 SCALE: 1" = 20'	04-03-2024 AD-2 03-28-2024 AD-1 REVISIONS: DATE: 03-11-2024	HOLTZ ROAD – IMPROVEMENTS LOWELL, INDIANA IMPROVEMENT PLAN	TORRENGA ENGINEERING, INC. CONSULTING ENGINEERS & LAND SURVEYORS 907 RIDGE ROAD, MUNSTER, INDIANA 46321 Tel. No.: (219) 836-8918 website: www.torrenga.com	SHEET C-2.3

FILE NO:Z:\2023-5013 Lowell High School - Lowell\dwg\Holtz Road (3).dwg 3/11/2024 12:02 PM CDT

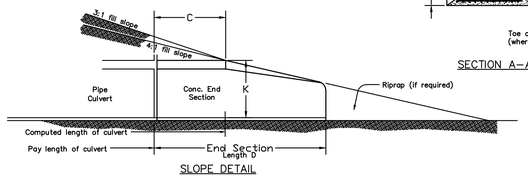
Dimensions							
Dia.	T (min.)	A	C	D	E	K	R 2
12"	2"	5"	4'-3"	6'-2"	2'-0"	1.3	9"
15"	2-1/4"	7"	4'-0"	6'-3"	2'-6"	1.5	11"
18"	2-1/2"	11"	4'-1"	6'-2"	3'-0"	1.8	12"
21"	2-3/4"	11"	3'-6"	6'-3"	3'-6"	2.1	13"
24"	3"	1'-0"	2'-8"	6'-3"	4'-0"	2.3	14"
27"	3-1/4"	1'-1"	2'-5"	6'-3"	4'-6"	2.6	14-1/2"
30"	3-1/2"	1'-2"	1'-10"	6'-3"	5'-0"	2.9	15"
33"	3-3/4"	1'-3"	3'-6"	8'-3"	5'-6"	3.1	17-1/2"
36"	4"	1'-5"	3'-1"	8'-3"	6'-0"	3.4	20"



PLAN VIEW

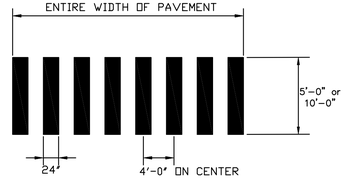


SECTION A-A



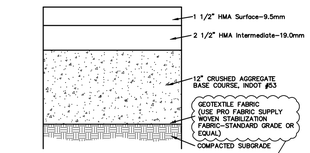
SLOPE DETAIL

PRECAST CONCRETE END SECTION
NOT TO SCALE



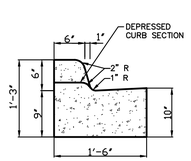
NOTE:
1. ALL REGULATOARY SIGNS SHALL BE HIGH INTENSITY AND IN ACCORDANCE WITH THE INDIANA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, MOST RECENT EDITION.
2. ALL PAVEMENT MARKINGS SHALL BE WHITE THERMOPLASTIC AND SPAN ACROSS APPROACH LANES.

CONTINENTAL CROSS WALK DETAIL
NOT TO SCALE

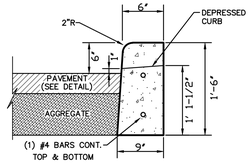


NOTES:
1. WHERE FILL IS REQUIRED, SUBGRADE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698 METHOD OF TESTING.

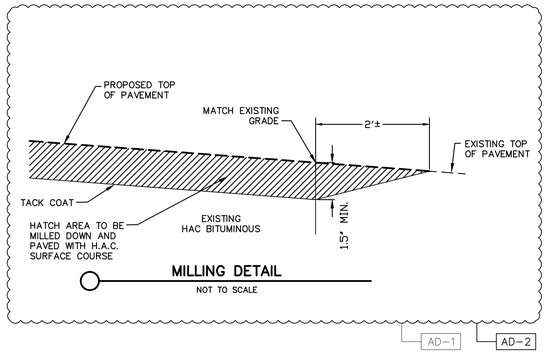
TYPICAL PAVEMENT X-SECTION
NOT TO SCALE



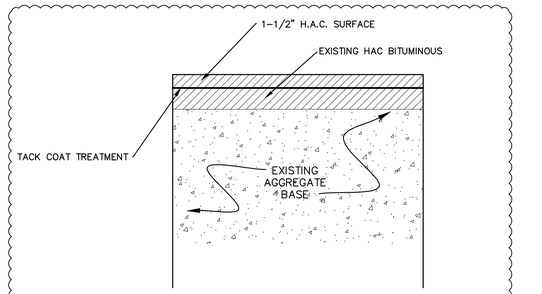
COMBINED CONCRETE HIGH BACK CURB AND GUTTER
NOT TO SCALE



BARRIER CURB DETAIL
NOT TO SCALE



MILLING DETAIL
NOT TO SCALE

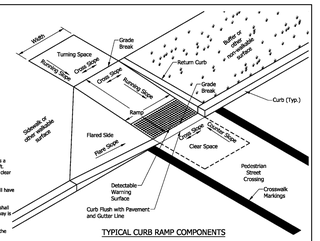


TYPICAL PAVEMENT RESURFACING
NOT TO SCALE

INDEX	
SHEET NO.	SUBJECT
1	Curb Ramp Drawing Index and General Notes
2-3	Perpendicular Curb Ramp Typical Placement
4	Perpendicular Curb Ramp Component Details
5	One-Way Directional Perpendicular Curb Ramp Typical Placement
6	One-Way Directional Perpendicular Curb Ramp Component Details
7	Parallel Curb Ramps Typical Placement
8	Parallel Curb Ramp Component Details
9	Blended Transition Curb Ramp, Depressed Curb Ramp and Diagonal Curb Ramp Typical Placement
10	Blended Transition Curb Ramp Component Details
11	Median Cut Through and Median Perpendicular Curb Ramp Typical Placement
12-13	Detectable Warning Surface Placement and Configuration
14	Detectable Warning Surface Details

GENERAL NOTES:

1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. Ramp or Blended Transition. A ramp or blended transition shall be used to lower or raise the sidewalk to connect with the street or highway.
3. Turning Space. A turning space shall be provided at the top of a perpendicular ramp, bottom of a parallel ramp, or where the pedestrian travel requires a change in direction. A common turning space may be shared by adjacent ramps. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk by a curb, retaining wall, building, or feature over 2 inches in height, the minimum clear dimension shall be 4 ft x 5 ft, with the 5 ft dimension in the direction of the ramp running slope.
4. Flared Side. A flared side shall be used adjacent to a walkable surface. A flared side may be used adjacent to a non-walkable surface. A flared side shall have a maximum slope of 10.00% measured parallel to the back of the curb.
5. Return Curb. A return curb is placed perpendicular to the roadway curb. A return curb may be used adjacent to a non-walkable surface. A return curb shall not be used adjacent to a walkable surface. The return curb may be omitted where the non-walkable surface is flared and the curb adjacent the roadway is tapered to meet the flush curb at the bottom of the ramp.
6. Clear Space. A clear space shall be provided beyond the bottom grade break of a curb ramp wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. The clear space shall have a minimum clear dimension of 4 ft x 4 ft.
7. Detectable Warning Surface. A detectable warning surface shall consist of truncated domes and be placed at each street, highway, or railroad crossing. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and be placed the entire width of a ramp, blended transition, or turning space.
8. Running Slope. The running slope of a ramp, blended transition, or turning space shall be measured parallel to the direction of pedestrian travel.
   a. A running slope of 2.00% or less is considered level.
   b. A ramp shall have a maximum running slope of 8.33% but shall not require a ramp length to exceed 15 ft.
   c. A blended transition shall have a maximum running slope of 5.00%.
   d. A turning space shall have a maximum running slope of 2.00%.
9. Width. Unless otherwise noted, minimum width of a ramp, blended transition, or turning space, excluding flared sides or return curb, shall be 4 ft.
10. Grade Break. A grade break at the top and bottom of a ramp, blended transition, or turning space shall be perpendicular to the running slope. Grade breaks shall not be within the ramp, blended transition, turning space, or detectable warning surface. Grade breaks shall be flush. Vertical discontinuities shall not be greater than 1/2 in. Where a discontinuity is greater than 1/4 in, the surface shall be beveled with a slope not steeper than 1V:2H.
11. Cross Slope Exceptions. The cross slope of a ramp, blended transition, or turning space shall be measured perpendicular to the direction of pedestrian travel.
    a. The maximum cross slope at a pedestrian street crossing without yield or stop control shall be 5.00%.
    b. The maximum cross slope at a pedestrian street crossing with yield or stop control shall be 2.00%.
    c. The maximum cross slope at a midblock crossing shall be the established grade of the adjacent roadway.
12. Counter Slope. A counter slope is the cross slope of the gutter or street adjacent the running slope of the ramp, blended transition, or turning space. See Standard Drawing E 804-SWCR-01 for counter slope details.
13. Objects such as a utility cover, wash frame, and grating shall be placed outside the curb ramp.
14. Curb ramps shall be placed within the marked crosswalk area.
15. Drainage inlets should be located uphill from a curb ramp to prevent ponding in the path of pedestrian travel.



TYPICAL CURB RAMP COMPONENTS

INDIANA DEPARTMENT OF TRANSPORTATION

CURB RAMP DRAWING INDEX AND GENERAL NOTES

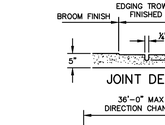
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-01

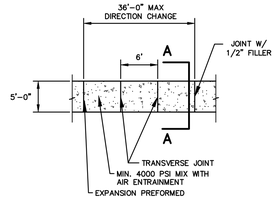
DAVID H. BORUFF REGISTERED No. 10200124 STATE OF INDIANA PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/20/18
DESIGN STANDARDS ENGINEER DATE

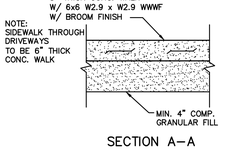
/s/ John Lecklie 04/23/18
CHIEF ENGINEER DATE



JOINT DETAIL

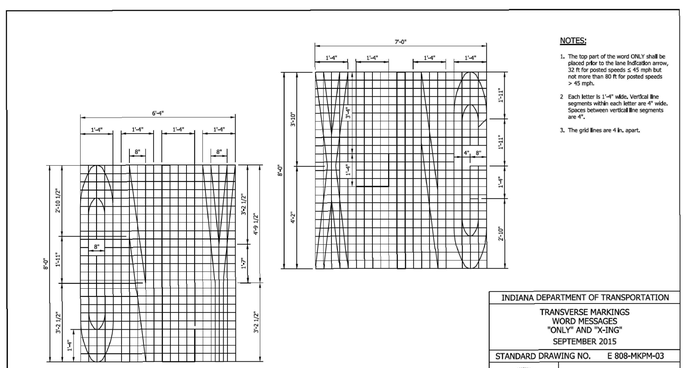


SIDEWALK PLAN



SECTION A-A

TYPICAL SIDEWALK DETAIL
NOT TO SCALE



NOTES:

1. The top part of the word ONLY shall be placed prior to the lane indication arrow, 32 ft for posted speeds ≤ 45 mph but not more than 80 ft for posted speeds > 45 mph.
2. Each letter is 1'-4" wide. Vertical line segments within each letter are 4" wide. Spaces between vertical line segments are 4".
3. The grid lines are 4 ft. apart.

INDIANA DEPARTMENT OF TRANSPORTATION

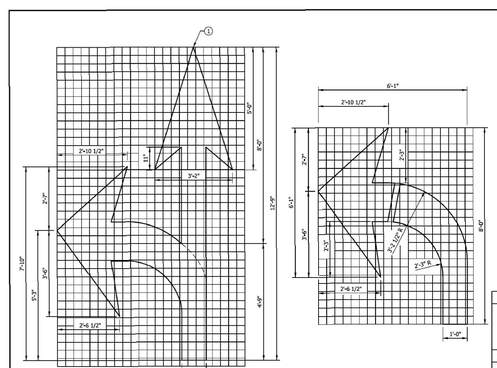
TRANSVERSE MARKINGS
WORD MESSAGES
"ONLY" AND "X-ING"
SEPTEMBER 2015

STANDARD DRAWING NO. E 808-MKPM-03

DAVID H. BORUFF REGISTERED No. 60900348 STATE OF INDIANA PROFESSIONAL ENGINEER

/s/ David H. Boruff 03/04/15
DESIGN STANDARDS ENGINEER DATE

/s/ Mark R. Miller 03/06/15
CHIEF ENGINEER DATE



LEFT/THRU ARROW ③

LEFT ONLY ARROW ③

NOTES:

① The tip of the lane indication arrow closest to the stop line shall be 20 ft in advance of the nearest edge of the stop line.

2. The grid lines are 4 ft. apart.

③ Reverse the dimensions of the left arrow for a right/thru or right only arrow.

INDIANA DEPARTMENT OF TRANSPORTATION

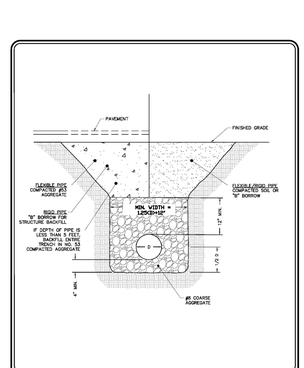
TRANSVERSE MARKINGS
TURN ARROWS
SEPTEMBER 2015

STANDARD DRAWING NO. E 808-MKPM-02

DAVID H. BORUFF REGISTERED No. 60900348 STATE OF INDIANA PROFESSIONAL ENGINEER

/s/ David H. Boruff 03/04/15
DESIGN STANDARDS ENGINEER DATE

/s/ Mark R. Miller 03/06/15
CHIEF ENGINEER DATE



STANDARD DETAILS
PIPE BEDDING

Page 60

DONALD C. TORRENGA REGISTERED No. 19868 STATE OF INDIANA PROFESSIONAL ENGINEER

Donald C. Torrenga

TORRENGA ENGINEERING, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
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website: www.torrenga.com

HOLTZ ROAD – IMPROVEMENTS
LOWELL, INDIANA

DETAILS & SPECIFICATIONS

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03-28-2024 AD-1
REVISIONS:
DATE: 03-11-2024

CLIENT:
Tri-Creek School Corporation
19290 Cline Avenue
Lowell, Indiana 46356

JOB NO: 2023-5056

SCALE: NTS

SHEET
C-4.0

FILE NO: Z:\2023-5013 Lowell High School - Lowell\dwg\Holtz Road Details.dwg 12/8/2023 11:47:58 AM CST