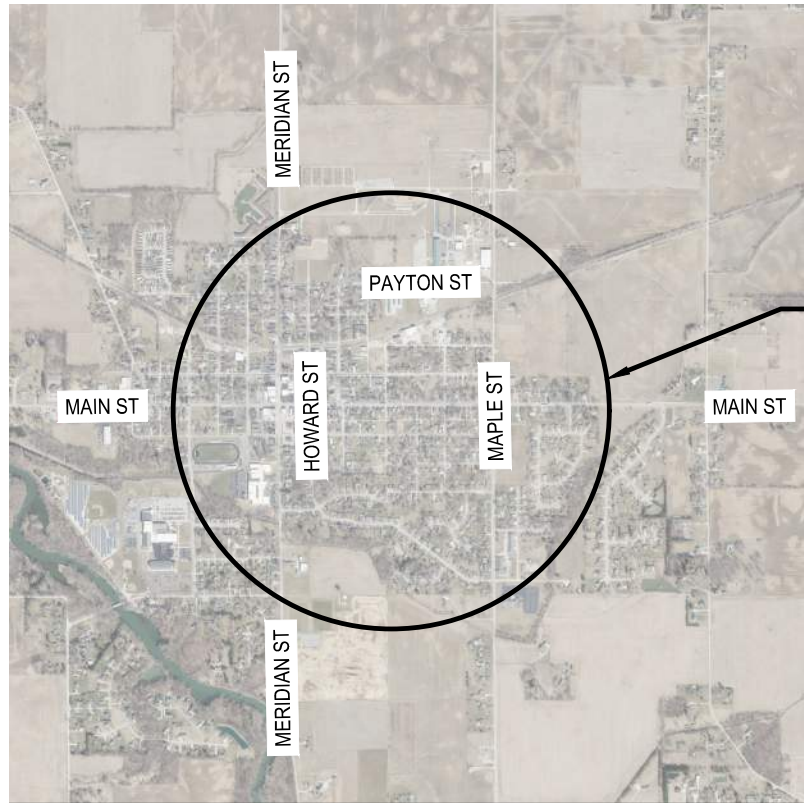
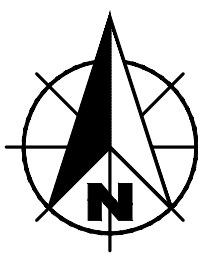


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

FOR THE

TOWN OF GREENTOWN, INDIANA

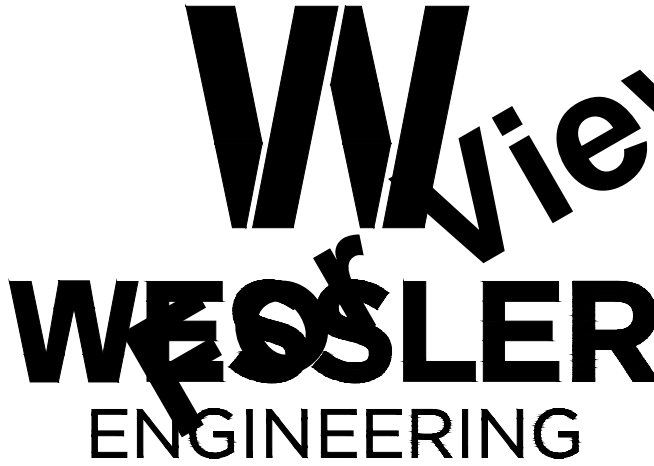


PROJECT LOCATION

GREENTOWN, INDIANA
VICINITY MAP
SCALE: NONE



STATE LOCATION MAP
SCALE: NONE



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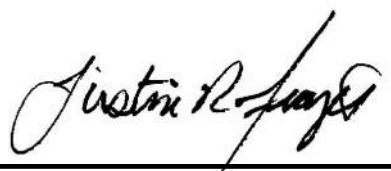
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DRAWINGS PREPARED FOR:

TOWN COUNCIL

- SCOTT DEYOE, PRESIDENT
- CRAIG STANDISH, VICE PRESIDENT
- DEBRA EVERLING, MEMBER
- MARK LANTZ, MEMBER
- JAMES SKINNER, MEMBER
- TERESA DUKE, CLERK TREASURER
- MICHAEL MAUK, UTILITY SUPERINTENDENT

JANUARY 2026

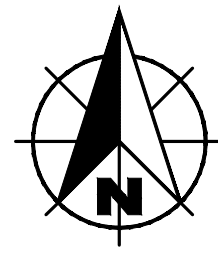
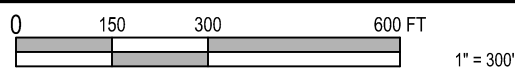
	 JUSTIN R. FRAZIER REGISTERED ENGINEER STATE OF INDIANA NO. 10606088
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Drawing: X:\Greentown\292525 Greentown 2026 COMMUNITY CROSSINGS\Sheets\292525-SS-Avg | Layout: IG2 | Plotted: 12/17/25 @ 03:03:54 | LastSavedBy: MasonF



IMAGERY FROM INDIANA STATE MAP.

LOCATION AND SCOPE OF WORK PLAN



**HORIZONTAL AND VERTICAL
CONTROL INFORMATION**

- NOTES:**
1. SURVEY CONTROL WORK WAS PERFORMED IN SEPTEMBER OF 2025.
 2. BEARINGS, DISTANCES, AND COORDINATES ARE INDIANA STATE PLANE, EAST ZONE, NAD 83 (2011) EPOCH 2010.00 AND ARE REPORTED IN U.S. SURVEY FEET.
 3. CONTROL POINTS WERE SET USING GPS.
 4. ELEVATIONS ARE NAVD88 DATUM AND ARE BASED ON GPS OBSERVATIONS ON PREVIOUS SURVEY WORK IN THE AREA.
 5. A LEVEL LOOP WAS PERFORMED FOR ALL CONTROL POINTS LISTED HEREON.

BENCHMARK DESCRIPTION:

TBM NO. 45 - CUT "X" IN WEST END OF HEADWALL AT 419 HOLLYWOOD DR, EL 831.85

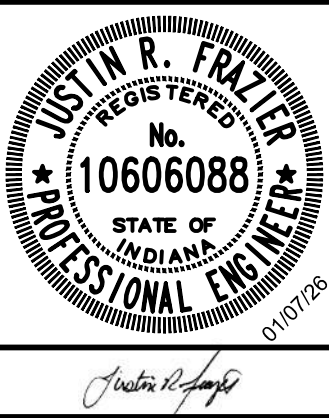
TBM NO. 83 - RAILROAD SPIKE ON NORTH SIDE OF LIGHT RAIL TRAIL #213 525; WEST SIDE OF AVALON COURT, APPROXIMATELY 100 FEET NORTHWESTERLY OF INTERSECTION WITH AVALON DRIVE EL 837.36

CONTROL POINTS				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP 80	1903502.43	246573.06	833.74	5/8" REBAR
CP 81	1903372.11	246813.44	836.96	5/8" REBAR
CP 82	1903216.01	246949.47	836.70	MAGNAIL

DRAWING INDEX	
SHEET NO.	DESCRIPTION
GENERAL	
01	TITLE SHEET
02	LOCATION PLAN AND DRAWING INDEX
03	GENERAL NOTES AND ABBREVIATIONS
ROADWAY IMPROVEMENT PLANS	
04 - 15	ROADWAY IMPROVEMENT PLAN
ROADWAY DETAILED PLANS	
18	PLAN & PROFILE - AVALON COURT
19	GRADING PLAN - AVALON COURT
MISCELLANEOUS DETAILS	
20 - 23	MISCELLANEOUS DETAILS
EROSION CONTROL DETAILS	
24 - 25	EROSION CONTROL DETAILS
ROADWAY CROSS SECTIONS	
26	CROSS SECTIONS - AVALON COURT

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	CHECKED BY	BAS				
	APPROVED BY	JRF				
	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER	292525-04-001				



2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS	
TOWN OF GREENTOWN, INDIANA	
LOCATION PLAN AND DRAWING INDEX	

SHEET NO.
02
TOTAL SHEETS
26

EXISTING FEATURES LEGEND					
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	BENCH MARK		CISTERN		EASEMENT - CONSTRUCTION/PERMANENT
	TEMPORARY BENCH MARK		ELECTRIC METER		LOT BOUNDARY
	SOIL BORING LOCATION		AIR CONDITIONING UNIT		PROPERTY BOUNDARY
	SECTION CORNER		UTILITY RISER (DEFINED BY UTILITY)		RIGHT-OF-WAY - TEMPORARY/PERMANENT
	DRILL HOLE IN CONCRETE/HARRISON MONUMENT		UTILITY PEDESTAL (DEFINED BY UTILITY)		SECTION BOUNDARY
	CONTROL POINT (SET/FOUND)		UTILITY MARKER (DEFINED BY UTILITY)		WETLANDS
	MAGNETIC NAIL (SET/FOUND)		JOINT POWER/TELEPHONE POLE		CONTOUR - INTERMEDIATE ELEVATION
	BOAT SPIKE (SET/FOUND)		LIGHT POLE		CONTOUR - INDEX ELEVATION
	PK NAIL (SET/FOUND)		LIGHT ON POWER POLE		OVERHEAD ELECTRIC
	RAILROAD SPIKE (SET/FOUND)		LIGHT ON JOINT POLE		OVERHEAD CABLE TV
	R/W MARKER - CONCRETE/GRANITE/STONE		POWER POLE		OVERHEAD TELEPHONE
	IRON PIPE/IRON PIN/REBAR (WITH DIAMETER)		TELEPHONE POLE		UNDERGROUND CABLE TV
	BRASS PLUG		LAMP POST		UNDERGROUND ELECTRIC
	CABLE TV MANHOLE		GUY ANCHOR		UNDERGROUND FIBER OPTIC
	ELECTRIC MANHOLE		GUY POLE OR STUB		GAS MAIN
	GAS MANHOLE		CONTROLLER CABINET		DIGESTER GAS
	OTHER MANHOLE		FLAG POLE		PETROLEUM MAIN
	TELEPHONE MANHOLE		POST		UNDERGROUND TELEPHONE
	TELEPHONE VAULT		GROUND LIGHT		WATER MAIN
	TRAFFIC MANHOLE		MAILBOX		WATER SERVICE
	TRAFFIC HANDHOLE		DOUBLE/MULTIPLE MAILBOX		FORCEMAIN
	WATER MANHOLE		MAST ARM POLE		GRAVITY SEWER PIPE
	AIR RELEASE VALVE		TRAFFIC SIGNAL STRAIN POLE		PLANT CHEMICAL LINE
	SANITARY SEWER MANHOLE		SIGNAL LOOP DETECTOR BOX		PLANT DRAIN LINE
	DRAINAGE/STORM SEWER MANHOLE		SIGNAL LOOP DETECTOR LOOP		TOP OF BANK/TOE OF SLOPE
	SANITARY SEWER CLEANOUT		SIGN - SINGLE POST		CENTERLINE OF DITCH/SWALE/STREAM
	SEPTIC TANK		SIGN - DOUBLE POST		FENCE - FIELD
	VALVE VAULT		SIGN - RAILROAD SIGNAL		FENCE - METAL
	BEEHIVE INLET		SIGN - RAILROAD CROSSING		FENCE - WOOD
	CURB INLET		BUSH		GUARDRAIL
	DROP INLET		STUMP		STREAM
	CATCH BASIN		TREE - CONIFEROUS		TREE/BRUSH LINE
	DOWNSPOUT		TREE - DECIDUOUS		
	GAS METER		ROCK OUTCROP		
	GAS VALVE		SATELLITE		
	GAS SERVICE VALVE		SPRINKLER CONTROL VALVE		
	PETROLEUM VALVE		WATER METER		
	PETROLEUM SHUTOFF VALVE		WATER VALVE		
	GAS STATION MONITORING WELL		WATER SERVICE VALVE		
	GAS STATION FILL CAP		WET WELL		
	NATURAL GAS WELL/STORAGE WELL		WET WELL		
	SPRINKLER HEAD		HYDRANT		
	YARD HYDRANT		PROCESS VALVE		

TABLE OF ABBREVIATIONS			
ABBREVIATION	DESCRIPTION	ABBREVIATION	DESCRIPTION
AFF	ABOVE FINISHED FLOOR	IPS	IRON PIPE SIZE
ALUM	ALUMINUM	ISPC	INDIANA STATE PLANE COORDINATE
APP	APPARENT	LB	POUND(S)
APPROX	APPROXIMATE(LY)	LF	LINEAR FEET
ASPH	ASPHALT	LN	LANE
ASSOC	ASSOCIATES	LS	LIFT STATION
ASTM	AMERICAN SOCIETY OF TESTING MATERIALS	MA EX	MATCH EXISTING
AVE	AVENUE	MJ	MECHANICAL JOINT
AVG	AVERAGE	MATL	MATERIAL
BLDG	BUILDING	MAX	MAXIMUM
BLVD	BOULEVARD	MH	MANHOLE
BM	BENCHMARK	MIN	MINIMUM
CO	CLEANOUT	MISC	MISCELLANEOUS
CI	CAST IRON	MNFR	MANUFACTURER
CL	CENTER LINE	N	NORTHING, NORTH
CMA	COLD MIX ASPHALT	NGS	NATIONAL GEODETIC SURVEY
CMP	CORRUGATED METAL PIPE	NO.	NUMBER
CMU	CONCRETE MASONRY UNIT	OC	ON CENTER
CONC	CONCRETE	OD	OUTSIDE DIAMETER
CONT	CONTINUOUS	PC	POINT OF CURVE (BEGIN CURVE)
CNR	CORNER	POLY	POLYETHYLENE
CP	CONTROL POINT	PI	POINT OF INTERSECTION
CPP	CORRUGATED PLASTIC PIPE	POT	POINT ON TANGENT
CR STN	CRUSHED STONE	PT	POINT OF TANGENT (END OF CURVE)
CYD	CUBIC YARD	PSI	POUNDS PER SQUARE INCH
D	DEPTH	PT	POINT
DI	DUCTILE IRON	PVC	POLYVINYL CHLORIDE
DI MJ	DUCTILE IRON MECHANICAL JOINT	R	RAILROAD
DBL	DOUBLE	ROW	RIGHT-OF-WAY
DIA	DIAMETER	RCP	REINFORCED CONCRETE PIPE
DIP	DUCTILE IRON PIPE	RD	ROAD
DIPS	DUCTILE IRON PIPE SIZE	S	SOUTH
DR	DRIVE	SR	STATE ROUTE
E	EASTING, EAST	SST	STAINLESS STEEL
EF	EACH FACE	SVA	SERVICE VALVE ASSEMBLY
EW	EACH WAY	SB	SOIL BORING
EA	EACH	SCHED	SCHEDULE
EJ	EAST - JAW IRON WORKS	SDR	STANDARD DIMENSION RATIO
EL	ELEVATION	SECT	SECTION
EX	EXISTING	SF	SQUARE FEET
EXP	EXPANSION	SHT	SHEET
FIN	FINISH FLOOR ELEVATION	SPECS	SPECIFICATION(S)
FM	FORCE MAIN	SQ	SQUARE
FND	FOUND	SRF	STATE REVOLVING FUND
FT	FEET	ST	STREET
FTG	FOOTING	STA	STATION
GALV	GALVANIZED	SYD	SQUARE YARD
GPS	GLOBAL POSITIONING SYSTEM	TBM	TEMPORARY BENCHMARK
HMA	HOT MIX ASPHALT	TC	TOP OF CASTING
HDPE	HIGH DENSITY POLYETHYLENE	TYP	TYPICAL
HORIZ	HORIZONTAL	UNO	UNLESS NOTED OTHERWISE
ID	INSIDE DIAMETER	USGS	US GEOLOGICAL SURVEY
IE	INVERT ELEVATION	VERT	VERTICAL
INC	INCORPORATED	VLV	VALVE
INDOT	INDIANA DEPARTMENT OF TRANSPORTATION	W	WIDTH, WEST
INSTR	INSTRUMENT	WSE	WATER SURFACE ELEVATION
INV	INVERT	YR	YEAR

*NOTE: THIS TABLE IS A LISTING OF TYPICAL ABBREVIATIONS AND MAY NOT INCLUDE ALL ABBREVIATIONS FOUND WITHIN THIS PLAN SET. IF A QUESTION ARISES ON THE MEANING OF AN ABBREVIATION NOT LISTED IN THIS TABLE, PLEASE CONTACT THE ENGINEER FOR CLARIFICATION.

UTILITY CONTACTS

COMMUNICATIONS

AT&T - DISTRIBUTION
ATTN: ATT INDIANA UTILITY COORDINATION
G09871@ATT.COM

ELECTRIC

DUKE ENERGY
100 S MILL CREEK RD
NOBLESVILLE, IN 46062
317-776-5320
ATTN: DON MCDUFFY
DEI-DLINE-COORD@DUKE-ENERGY.COM




SEWER, STORM, WATER

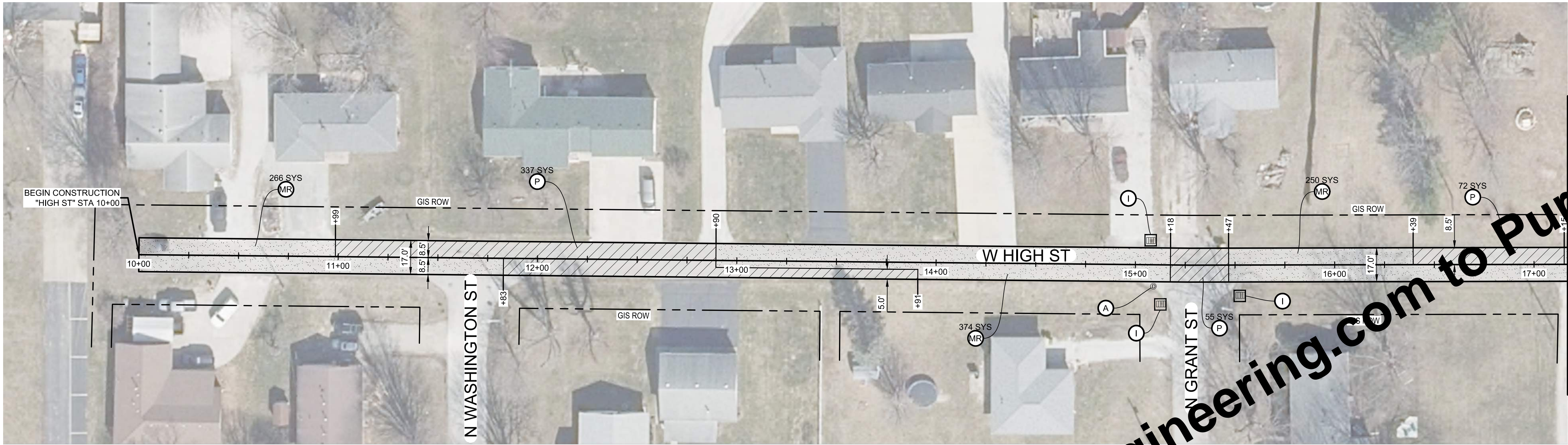
TOWN OF GREENTOWN
GREENTOWN, IN 46936
765-480-7032
ATTN: MICHAEL MAUK
MICHAEL.MAUK@TOWNOFGREENTOWN.COM

GAS

NIPSCO GAS (KOKOMO)
ATTN: UTILITY COORDINATION
UTILITYCOORDINATION@NISOURCE.COM

- GENERAL NOTES:
1. NOTIFY THE ENGINEER IF ANY CONFLICTING INFORMATION BECOMES APPARENT IN THE CONTRACT DOCUMENTS AS SOON AS POSSIBLE AND PRIOR TO THE COMMENCEMENT OF ANY WORK IN THE VICINITY OF OR RELATIVE TO THE APPARENT CONFLICT SO THAT CLARIFICATION MAY OCCUR PRIOR TO CONSTRUCTION.
 2. ANY ALTERATIONS TO THESE DRAWINGS NOT AUTHORIZED BY WESSLER ENGINEERING AND NOT IN ACCORDANCE WITH THE DRAWINGS, SPECIFICATIONS AND RECORDS ON FILE AT WESSLER ENGINEERING SHALL RELIEVE WESSLER ENGINEERING OF ANY RESPONSIBILITY FOR THE ACCURACY OF THE DRAWINGS.
 3. USE CAUTION DURING THE EXECUTION OF WORK TO PREVENT DAMAGE TO STATE, COUNTY, MUNICIPAL, AND PRIVATE PROPERTY. REPAIR ALL DAMAGES AS A RESULT OF OPERATIONS, INCLUDING DAMAGE TO DRAINAGE STRUCTURES, FIELD TILES, PUBLIC/PRIVATE ROADS, AND LANDSCAPING (INCLUDING FENCING). REPAIR AND REPLACE DAMAGED ITEMS AT NO ADDITIONAL COST TO THE OWNER. PERFORM ALL REPAIR AND REPLACEMENT WORK TO THE SATISFACTION OF THE PERMITTING AGENCY, THE OWNER AND THE ENGINEER.
 4. TAKE CARE TO AVOID DAMAGE TO PAVED AREAS WHICH ARE NOT SPECIFICALLY CALLED OUT FOR REPAIR OR REPLACEMENT. REPAIR, OR REPLACE ALL SUCH PAVEMENTS WHICH ARE DAMAGED BY CONSTRUCTION ACTIVITIES AND CONSTRUCTION TRAFFIC AT NO ADDITIONAL COST TO THE OWNER.
 5. OBTAIN ALL TEMPORARY EASEMENTS REQUIRED FOR THE CONSTRUCTION OF THE PROJECT AT NO ADDITIONAL COST TO THE OWNER.
 6. COMPLY WITH ALL APPLICABLE PERMITS AND REGULATIONS. APPLICABLE PERMITS ISSUED TO THE OWNER WILL BE MADE AVAILABLE TO THE CONTRACTOR. CONTACT ALL APPLICABLE PERMITTING AGENCIES WITHIN THE TIME PERIOD SPECIFIED BY THAT AGENCY PRIOR TO BEGINNING CONSTRUCTION.
 7. ALL EXISTING AND NEW UTILITY INFORMATION, INCLUDING BUT NOT LIMITED TO LOCATION, SIZE AND INVERT ELEVATION, IS SHOWN BASED UPON AVAILABLE INFORMATION. THE ENGINEER DOES NOT GUARANTEE OR ASSUME SUCH INFORMATION TO BE TRUE, ACCURATE, ALL INCLUSIVE OR EVEN APPROXIMATE. CONTACT THE INDIANA UNDERGROUND PLANT PROTECTION SERVICE (IUPPS) AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY CONSTRUCTION ACTIVITY. CONTACT NON-MEMBER UTILITIES DIRECTLY.
 8. DETERMINE WHICH UTILITIES MAY CONFLICT WITH WORK AND VERIFY THEIR LOCATION, SIZE AND ELEVATION PRIOR TO CONSTRUCTION AND DETERMINE IF THERE ARE ANY DISCREPANCIES OR CONFLICTS. IF ANY DISCREPANCIES OR CONFLICTS ARE DISCOVERED, NOTIFY THE ENGINEER AS SOON AS POSSIBLE.
 9. EXISTING UTILITY SERVICE AFFECTING INDIVIDUAL CUSTOMERS MAY NOT BE SHOWN ON THE DRAWINGS. ASSUME THAT UNDERGROUND SERVICE LINES FOR ALL UTILITIES EXIST TO EACH PROPERTY ALONG THE ROUTE OF THE PLANNED IMPROVEMENTS.
 10. COORDINATE ALL WORK WITH THE RESPECTIVE UTILITIES. SCHEDULE WORK ACCORDINGLY, AND NOTIFY ALL UTILITIES A MINIMUM OF TWO WEEKS IN ADVANCE OF ANY CONSTRUCTION ACTIVITY.
 11. COORDINATE PLANNED UTILITY SERVICE INTERRUPTIONS WITH THE RESPECTIVE UTILITIES AND THE UTILITIES' AFFECTED CUSTOMERS. SERVICE INTERRUPTIONS SHOULD NOT LAST MORE THAN FOUR (4) HOURS. GIVE WRITTEN NOTICE TO ALL AFFECTED UTILITY CUSTOMERS AND PROPERTY OWNERS AT LEAST TWENTY-FOUR (24) HOURS BUT NOT MORE THAN SEVENTY-TWO (72) HOURS PRIOR TO ANY PLANNED INTERRUPTION OF UTILITY SERVICE.
 12. USE CAUTION DURING THE EXECUTION OF WORK TO PREVENT DAMAGE TO EXISTING UTILITIES. REPAIR OR REPLACE ALL PUBLIC AND PRIVATE FACILITIES DAMAGED AS A RESULT OF CONSTRUCTION OPERATIONS.
 13. BRACE AND PROTECT ALL UTILITY POLES AND EXISTING STRUCTURES ADJACENT TO NEW EXCAVATIONS. UTILITY POLE BRACING SHALL BE AS DIRECTED BY THE GOVERNING UTILITY.
 14. MAINTAIN EXISTING STORMWATER DRAINAGE FOR THE ENTIRE DURATION OF THE PROJECT.
 15. DO NOT DISTURB EXISTING MANHOLES OR INLETS, UNLESS NOTED OTHERWISE.
 16. ALL EQUIPMENT, APPURTENANCES AND PIPING REMOVED AS PART OF THE DEMOLITION SHALL FIRST BE OFFERED TO THE OWNER FOR SALVAGE. DELIVER SALVAGED ITEMS SELECTED BY OWNER TO A LOCATION DESIGNATED BY THE OWNER OR ENGINEER. IN THE EVENT THE OWNER DOES NOT ELECT TO KEEP THE REMOVED ITEMS, REMOVE SUCH ITEMS FROM THE SITE AND DISPOSE OF AT A LOCATION APPROVED FOR SUCH DISPOSAL AT THE CONTRACTOR'S EXPENSE.
 17. COORDINATE STAGING AREA LOCATIONS WITH THE OWNER.
 18. TO CONTROL DUST, REMOVE SOIL FROM STREETS USED BY CONSTRUCTION TRAFFIC DAILY, VACUUM AND WATER AS NECESSARY AND/OR AS DIRECTED BY THE OWNER.
 19. CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMPS AND SIDEWALK.
 20. VERIFY EXISTING SEWER INVERTS AND LOCATIONS PRIOR TO CONSTRUCTION AND DETERMINE IF THERE ARE ANY DISCREPANCIES OR CONFLICTS.
 21. RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES.
 22. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
 23. CONTRACTOR SHALL MARK AND OWNER/ENGINEER SHALL APPROVE AREAS OF PAVEMENT REMOVAL PRIOR TO BEGINNING CONSTRUCTION.
 24. ONE TRAVEL LANE SHALL BE OPEN AT ALL TIMES DURING CONSTRUCTION, UTILIZING THE FLAGGER OPERATION.
 25. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AT LEAST ONE WEEK PRIOR TO CLOSING TRAVEL LANES AND DRIVEWAYS FOR CONSTRUCTION.

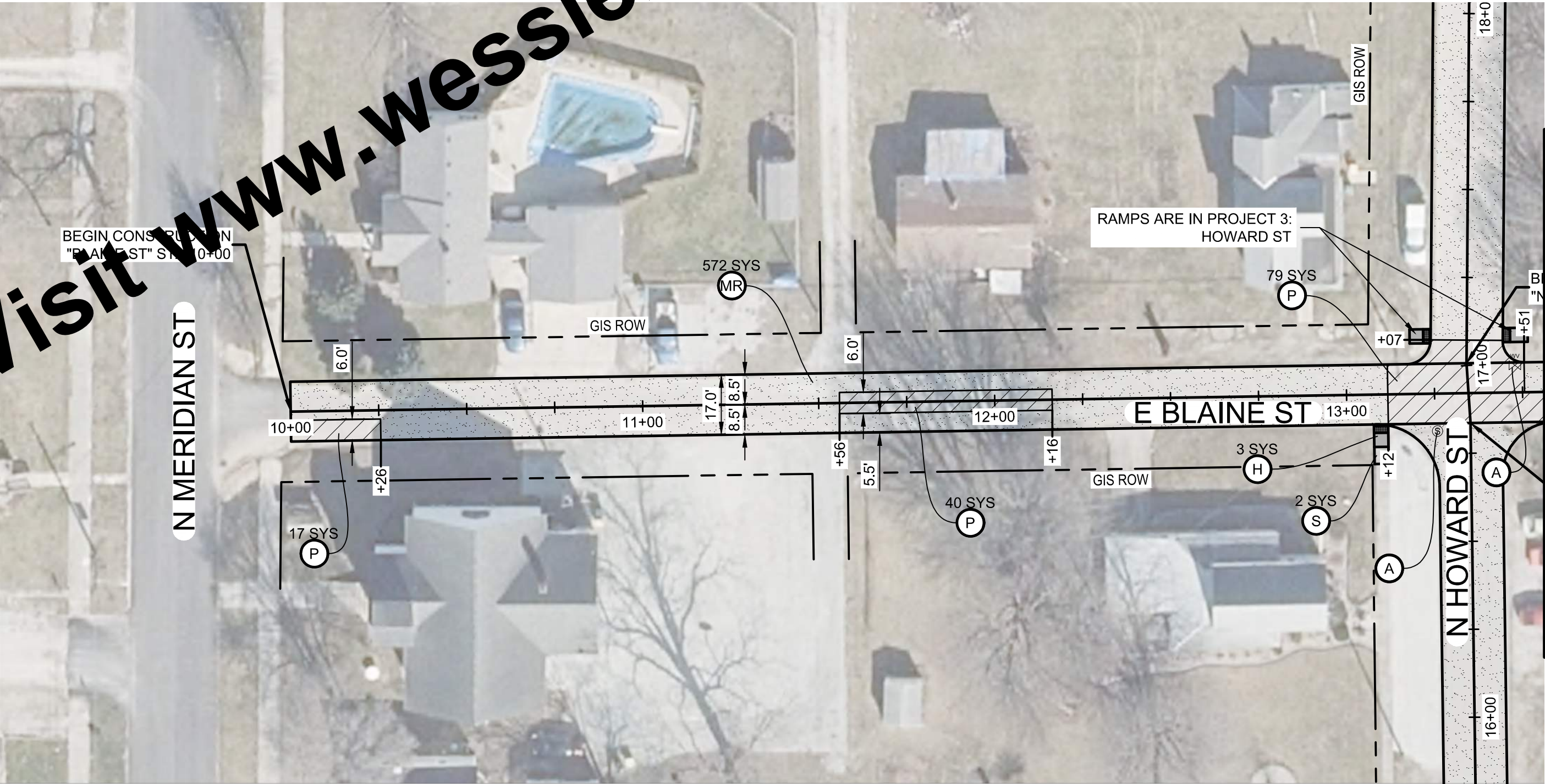
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	BAR IS ONE INCH LONG ON ORIGINAL DRAWING	CHECKED BY	BAS							TOWN OF GREENTOWN, INDIANA		03
		APPROVED BY	JRF							GENERAL NOTES AND ABBREVIATIONS		TOTAL SHEETS
		ISSUE DATE	JANUARY 2026									26
		PROJECT NUMBER	292525-04-001									



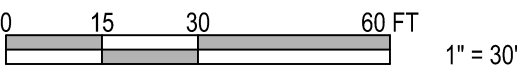
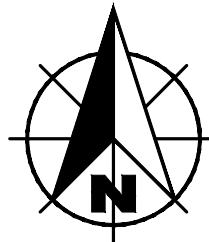
PROJECT 01 - HIGH STREET
SCALE: 1" = 30'



PROJECT 01 - HIGH STREET
SCALE: 1" = 30'



PROJECT 02 - BLAINE STREET
SCALE: 1" = 30'



GENERAL NOTES:

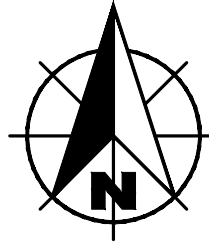
1. CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMPS AND SIDEWALK.
2. RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES.
3. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
4. CONTRACTOR SHALL MARK AND OWNER/ENGINEER SHALL APPROVE AREAS OF PAVEMENT REMOVAL PRIOR TO BEGINNING CONSTRUCTION.
5. IN GENERAL, ONE TRAVEL LANE SHALL BE OPEN AT ALL TIMES DURING CONSTRUCTION, UTILIZING THE FLAGGER OPERATION, UNLESS OTHERWISE APPROVED BY THE OWNER.
6. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AT LEAST ONE WEEK PRIOR TO CLOSING TRAVEL LANES AND DRIVEWAYS FOR CONSTRUCTION.
7. INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN OR AS DETERMINED NECESSARY BY CONTRACTOR TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA.

KEYED NOTES ○

- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

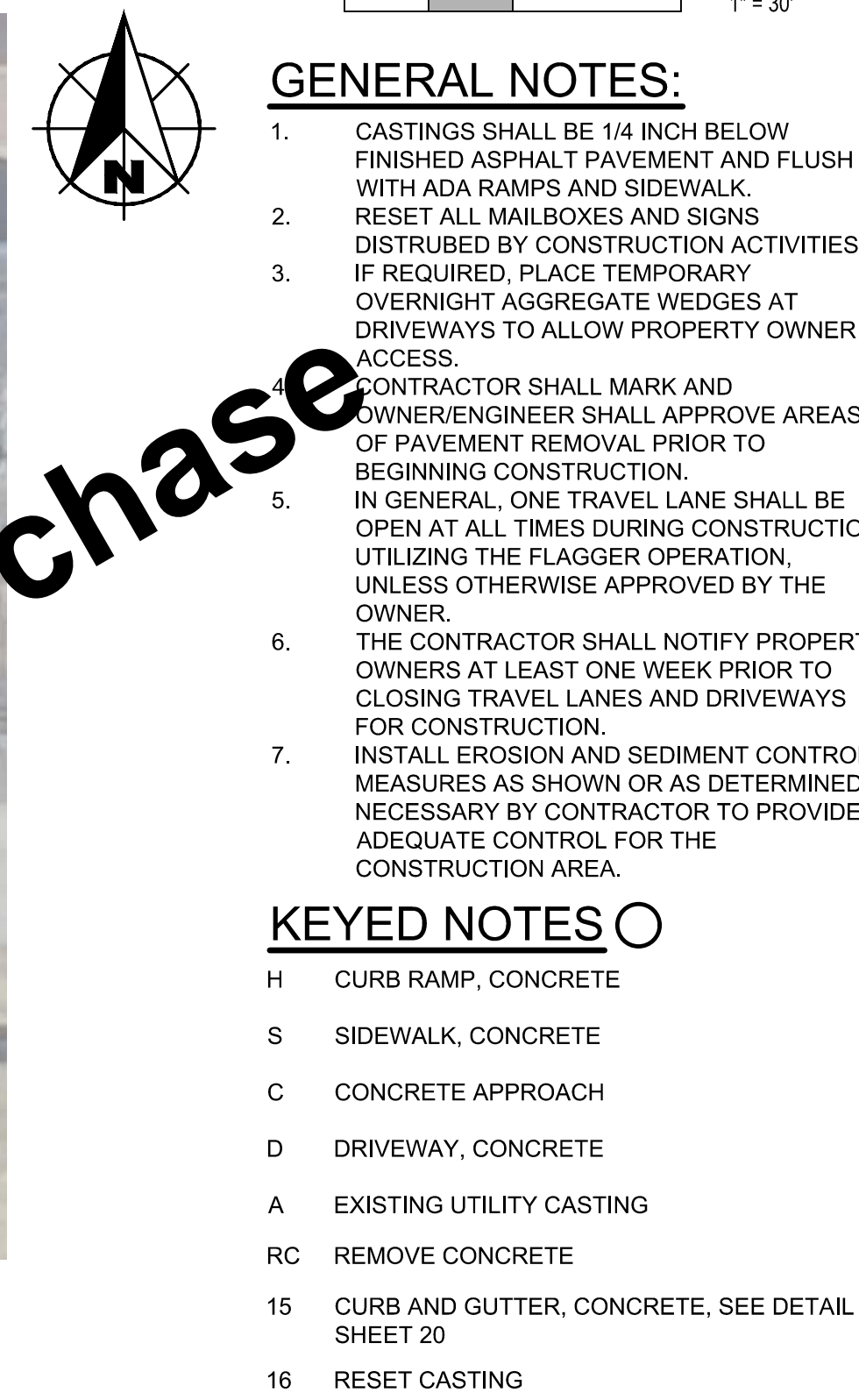
LEGEND

- 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
- SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- INLET PROTECTION, SEE DETAIL SHEET 25

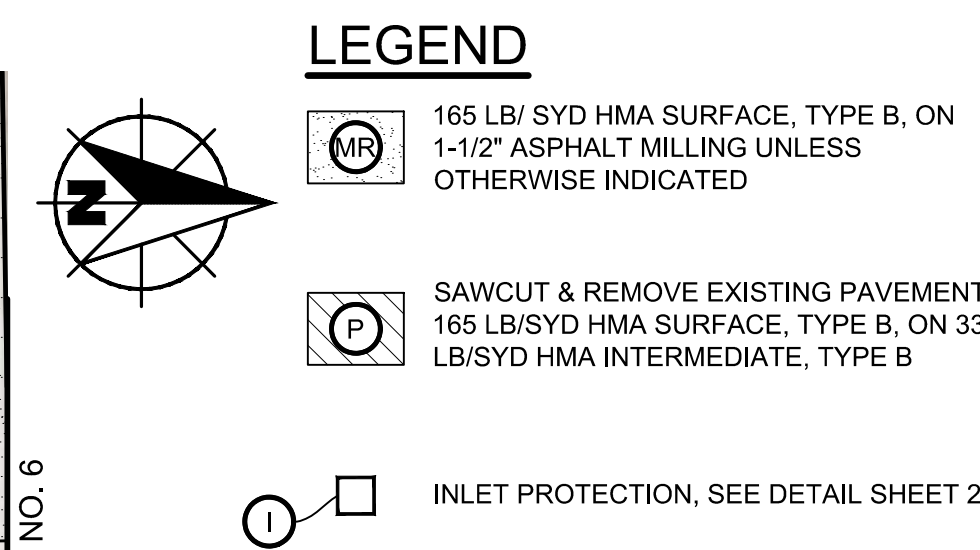


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	CHECKED BY	BAS						TOWN OF GREENTOWN, INDIANA		
	APPROVED BY	JRF						ROADWAY IMPROVEMENT PLAN		
	ISSUE DATE									
	JANUARY 2026									
	PROJECT NUMBER									
	292525-04-001									



PROJECT 02 - BLAINE STREET
SCALE: 1" = 30'



PROJECT 03 - HOWARD STREET
SCALE: 1" = 30'

For Viewing Purposes Only - Visit www.wesslerengineering.com to Purchase

PROJECT 02 - BLAINE STREET
SCALE: 1" = 30'

PROJECT 03 - HOWARD STREET
SCALE: 1" = 30'

KEY:


- H CURB
- S SIDEWALK
- C CONC
- D DRIVE
- A EXIST
- RC REMO
- 15 CURB SHEET
- 16 RESE

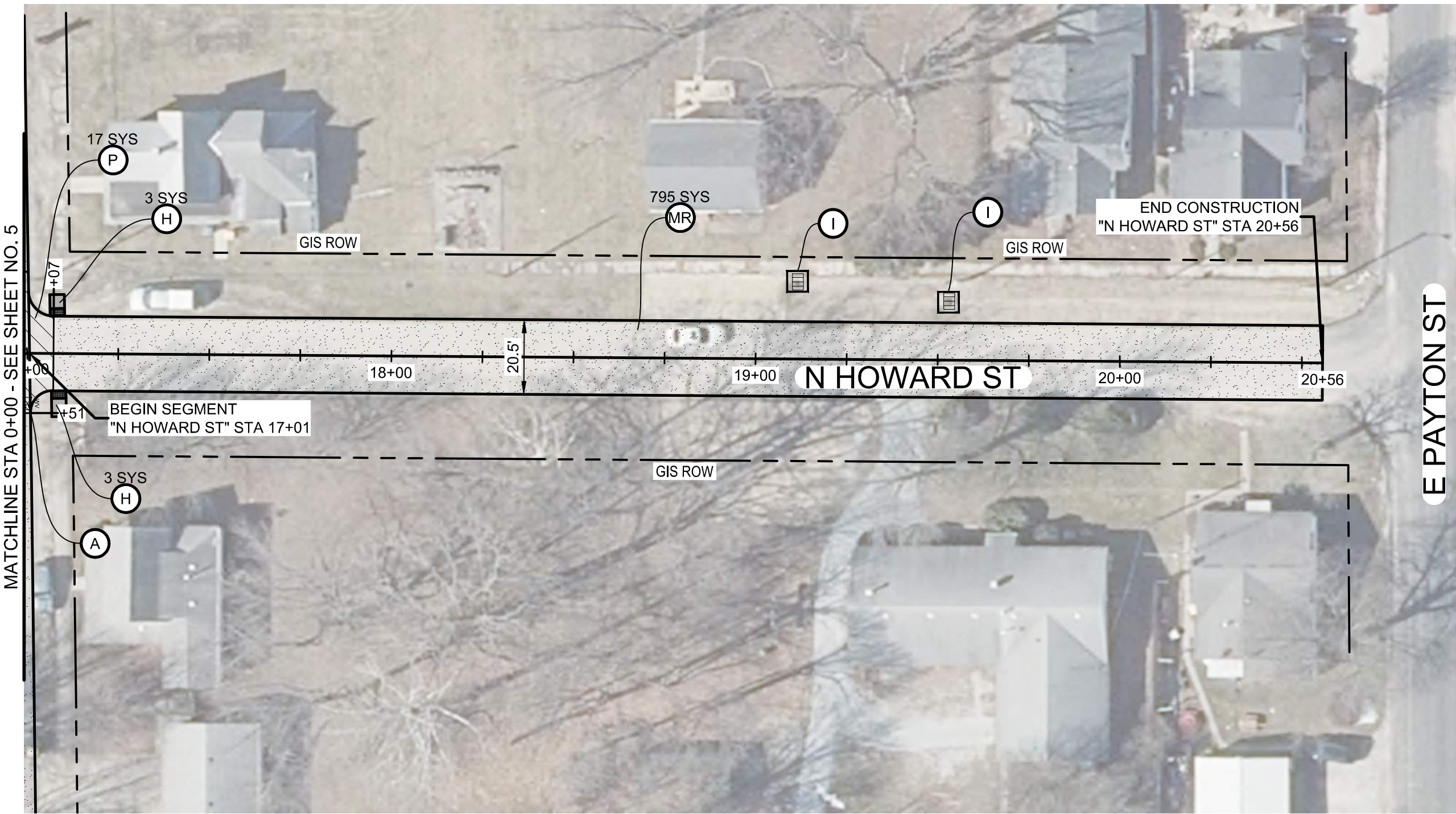
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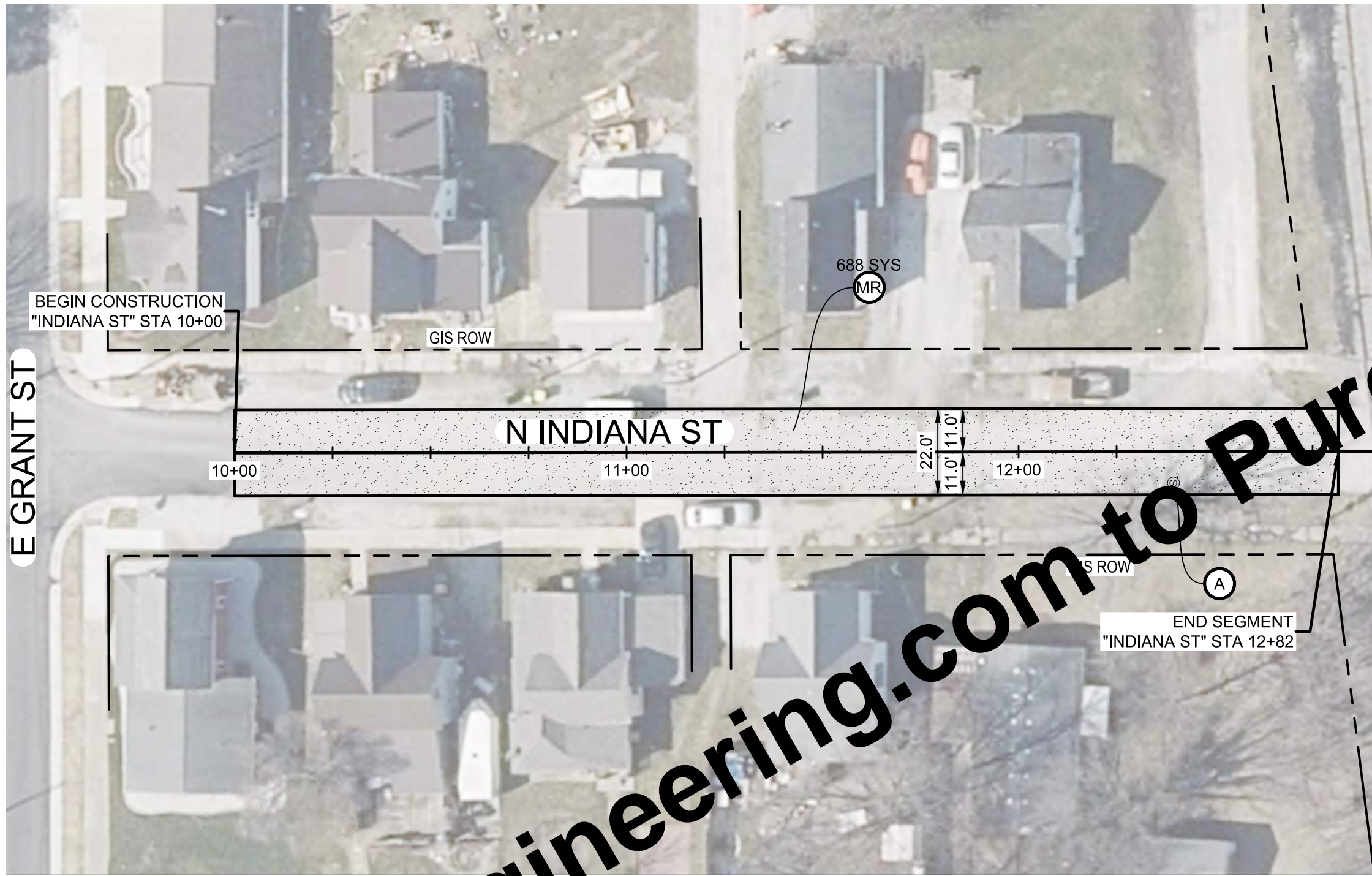
Notes:

- RAMPS ARE IN PROJECT 23: RAILROAD ST
- RAMP AND SIDEWALK ARE IN PROJECT 2: BLAINE ST
- EXISTING CONCRETE PAVEMENT PATCH
- BEGIN SEGMENT "N HOWARD ST" STA 13+15
- END SEGMENT "RAILROAD ST" STA 13+29
- END SEGMENT "N HOWARD ST" STA 16+84
- BEGIN SEGMENT "RAILROAD ST" STA 13+48
- RAMPS ARE IN PROJECT 23: RAILROAD ST
- EXISTING CONCRETE PAVEMENT PATCH
- EXISTING CURB
- BEGIN CONSTRUCTION "N HOWARD ST" STA 10+00
- END SEGMENT "N HOWARD ST" STA 12+61
- BEGIN SEGMENT "INDIANA ST" STA 16+88
- END SEGMENT "INDIANA ST" STA 16+71
- END CONSTRUCTION "BLAINE ST" STA 20+53

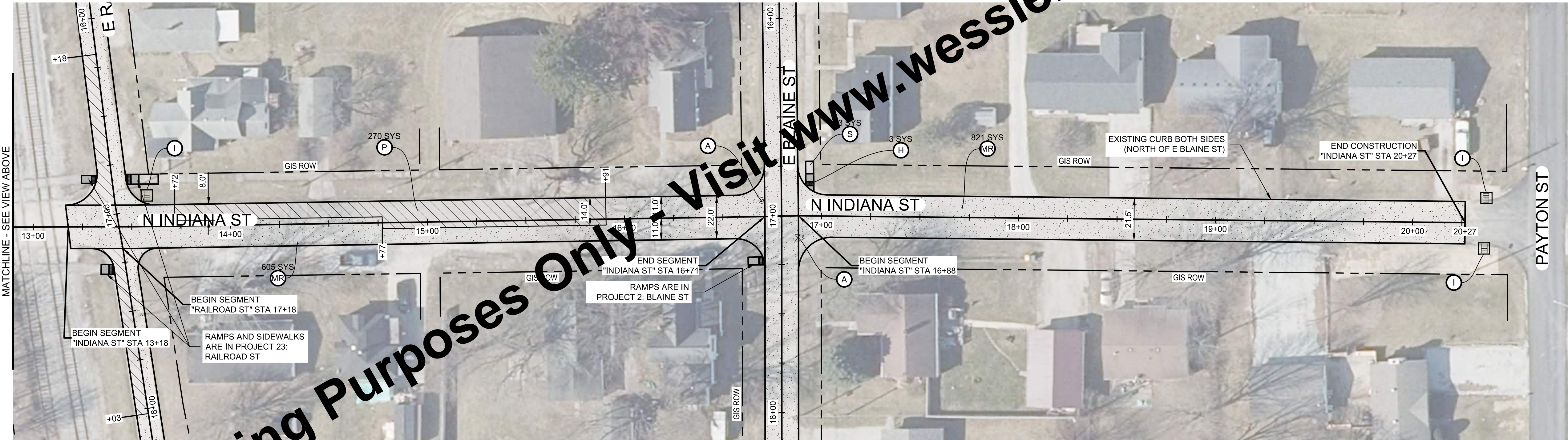
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BAR IS ONE INCH LONG ON ORIGINAL DRAWING <div></div>	CHECKED BY	BAS						TOWN OF GREENTOWN, INDIANA	
	APPROVED BY	JRF							
	ISSUE DATE								
	JANUARY 2026								
	PROJECT NUMBER								
	292525-04-001						ROADWAY IMPROVEMENT PLAN		



PROJECT 03 - HOWARD STREET
SCALE: 1" = 30'



PROJECT 04 - INDIANA STREET
SCALE: 1" = 30'



PROJECT 04 - INDIANA STREET
SCALE: 1" = 30'

0 15 30 60 FT
1" = 30'

GENERAL NOTES:

1. CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMP AND SIDEWALK.
2. RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
3. CONTRACTOR SHALL MARK AND OWNER/ENGINEER SHALL APPROVE AREAS OF PAVEMENT REMOVAL PRIOR TO BEGINNING CONSTRUCTION.
4. IN GENERAL, ONE TRAVEL LANE SHALL BE OPEN AT ALL TIMES DURING CONSTRUCTION. UTILIZING THE FLAGGER OPERATION, UNLESS OTHERWISE APPROVED BY THE OWNER.
5. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AT LEAST ONE WEEK PRIOR TO CLOSING TRAVEL LANES AND DRIVEWAYS FOR CONSTRUCTION.
6. INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN OR AS DETERMINED NECESSARY BY CONTRACTOR TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA.

KEYED NOTES ○

- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

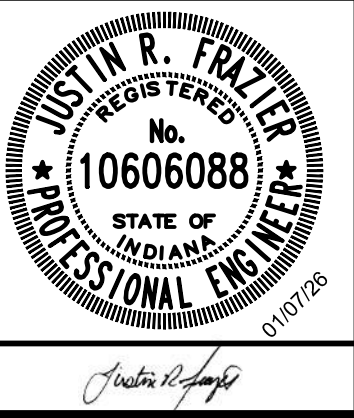
LEGEND

- MR 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
- P SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- INLET PROTECTION, SEE DETAIL SHEET 25

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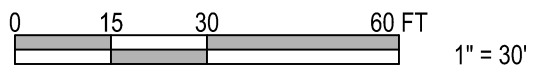
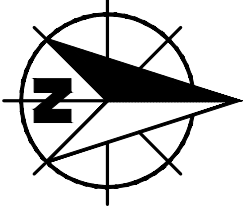
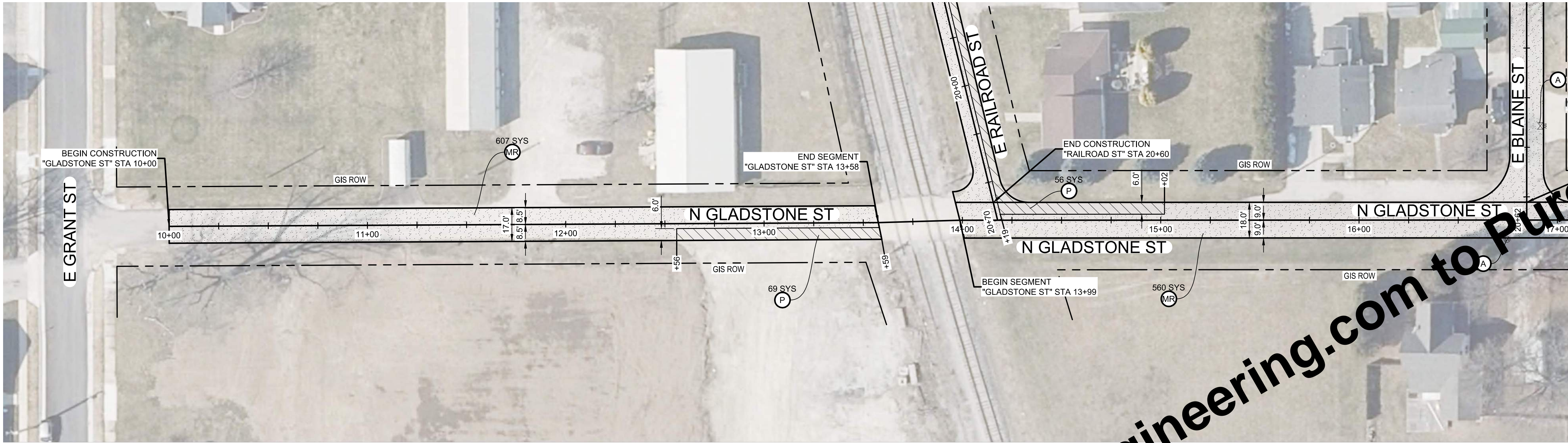
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	APPROVED BY	JRF				
	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER					
		292525-04-001				



2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS
TOWN OF GREENTOWN, INDIANA
ROADWAY IMPROVEMENT PLAN

SHEET NO.
06
TOTAL SHEETS
26



- GENERAL NOTES:**
1. CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMP AND SIDEWALK.
 2. RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES.
 3. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
 4. CONTRACTOR SHALL MARK AND OWNER/ENGINEER SHALL APPROVE AREAS OF PAVEMENT REMOVAL PRIOR TO BEGINNING CONSTRUCTION.
 5. IN GENERAL, ONE TRAVEL LANE SHALL BE OPEN AT ALL TIMES DURING CONSTRUCTION, UTILIZING THE FLAGGER OPERATION, UNLESS OTHERWISE APPROVED BY THE OWNER.
 6. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AT LEAST ONE WEEK PRIOR TO CLOSING TRAVEL LANES AND DRIVEWAYS FOR CONSTRUCTION.
 7. INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN OR AS DETERMINED NECESSARY BY CONTRACTOR TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA.

KEYED NOTES

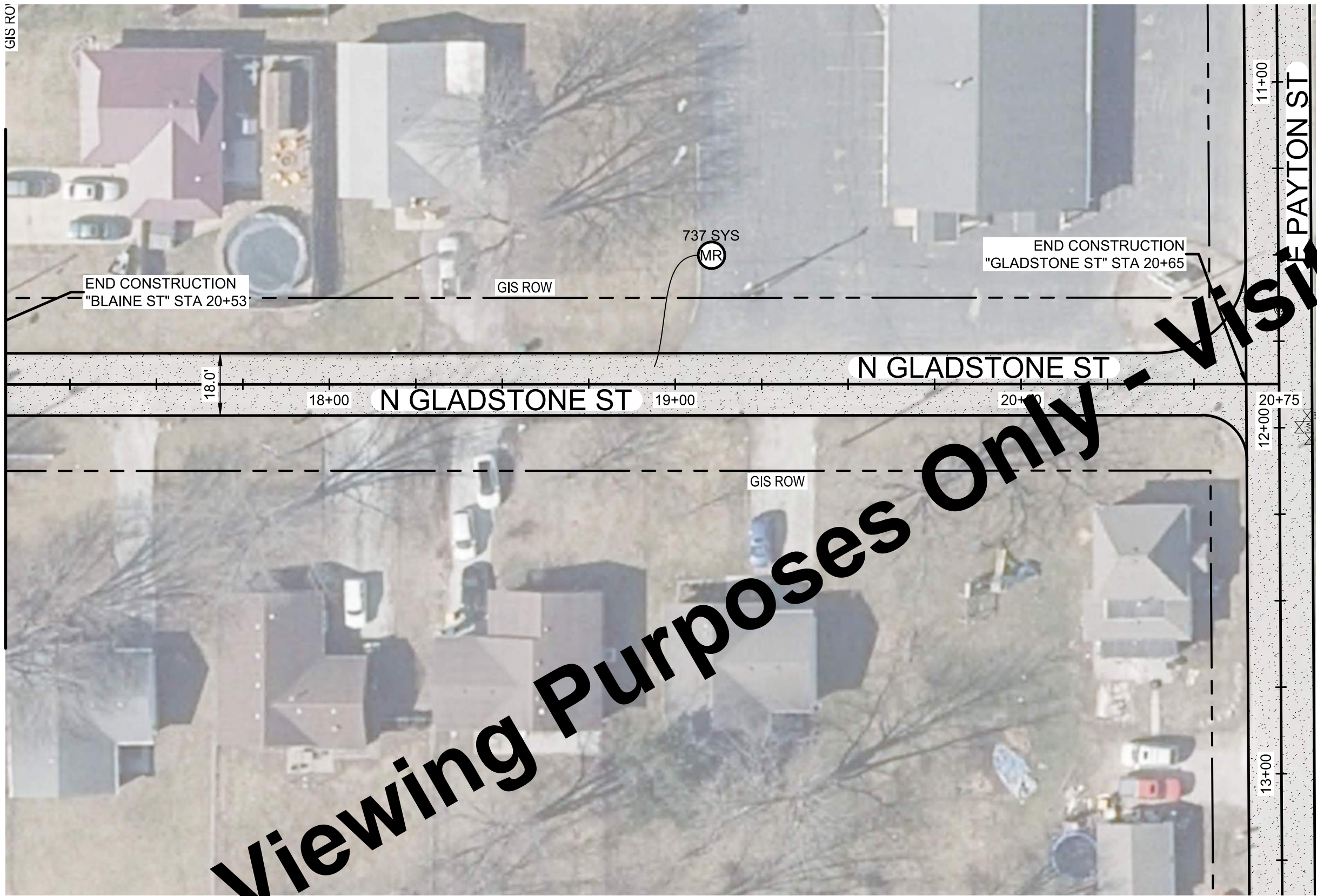
- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

LEGEND

- 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
- SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- INLET PROTECTION, SEE DETAIL SHEET 25

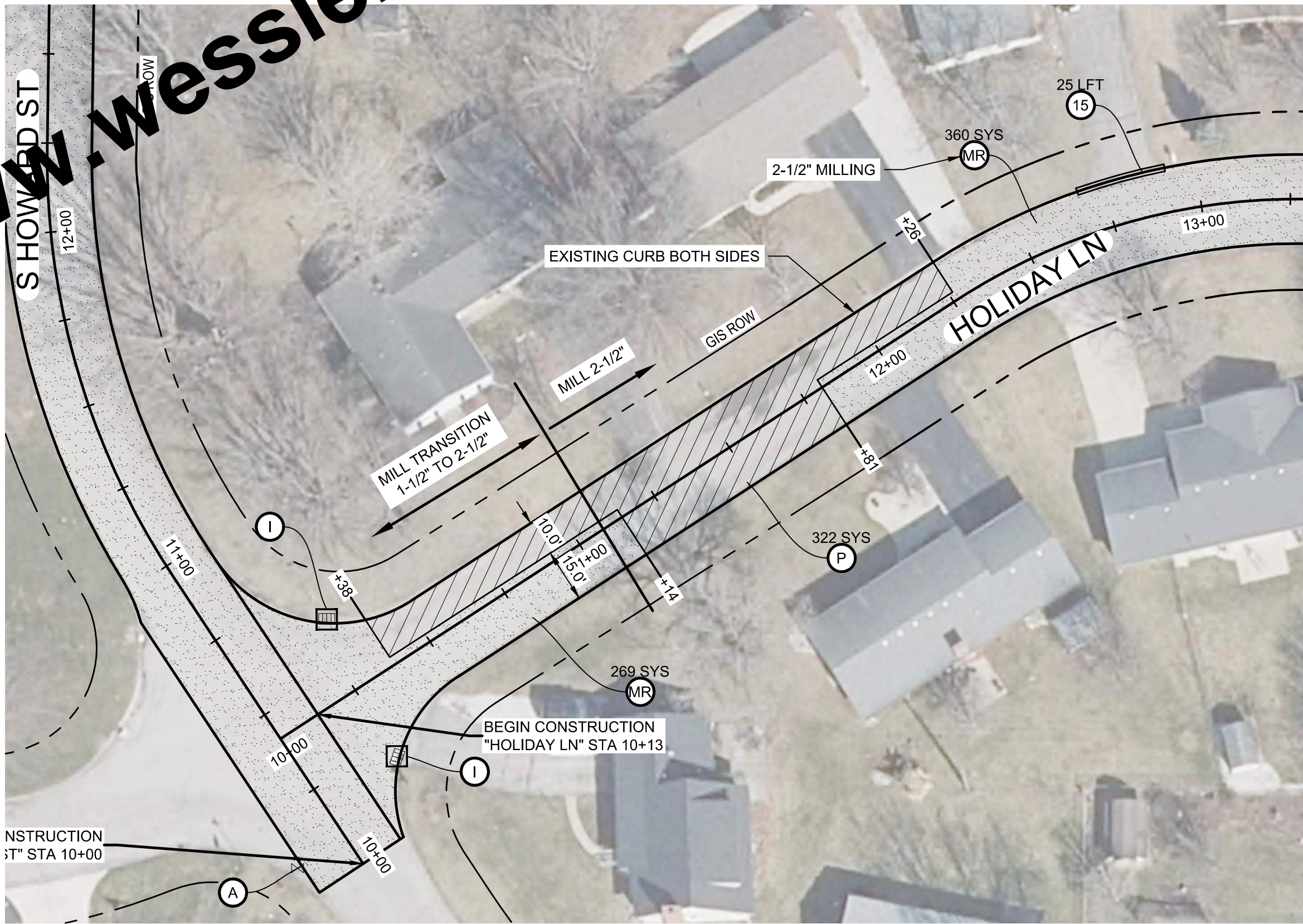
PROJECT 05 - GLADSTONE STREET

SCALE: 1" = 30'



PROJECT 05 - GLADSTONE STREET

SCALE: 1" = 30'



PROJECT 06 - HOLIDAY LANE

SCALE: 1" = 30'

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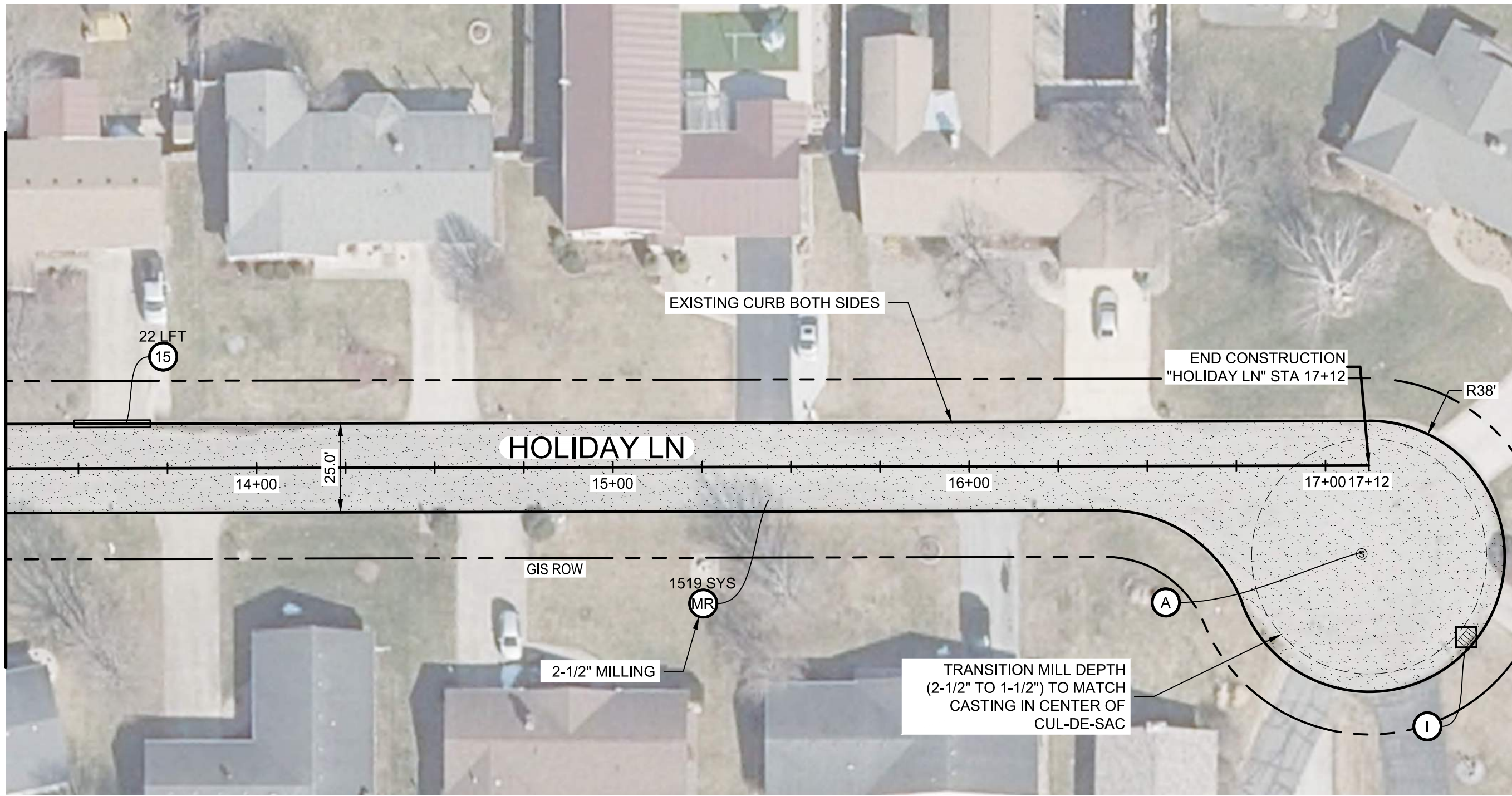
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	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER	292525-04-001				

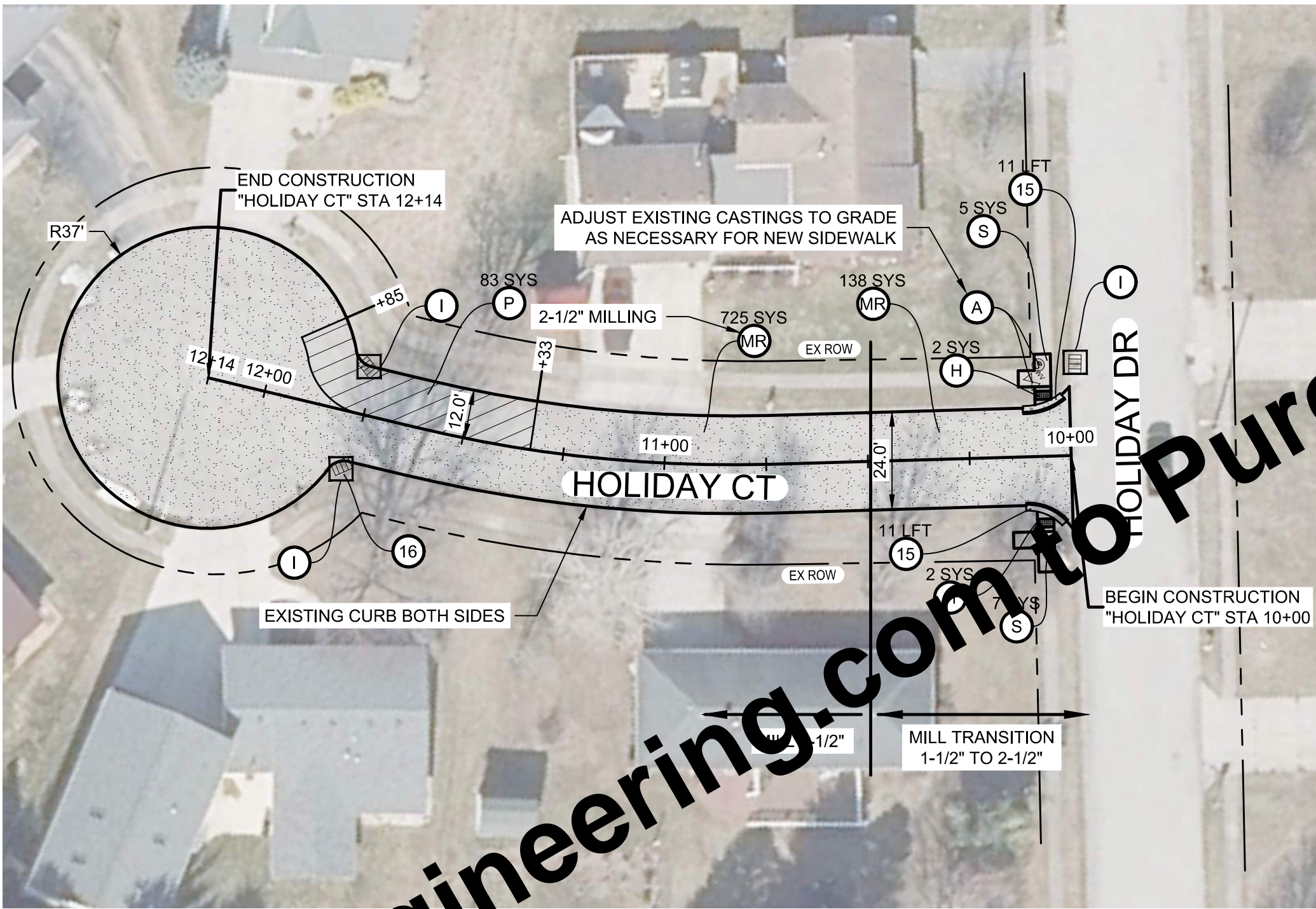


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS	
TOWN OF GREENTOWN, INDIANA	
ROADWAY IMPROVEMENT PLAN	

SHEET NO.	07
TOTAL SHEETS	26



PROJECT 06 - HOLIDAY LANE
SCALE: 1" = 30'



PROJECT 07 - HOLIDAY COURT
SCALE: 1" = 30'



PROJECT 08 - ELLIOT CIRCLE
SCALE: 1" = 30'



GENERAL NOTES:

1. CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMPS AND SIDEWALK.
2. RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
3. CONTRACTOR SHALL MARK AND OWNER/ENGINEER SHALL APPROVE AREAS OF PAVEMENT REMOVAL PRIOR TO BEGINNING CONSTRUCTION.
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6. INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN OR AS DETERMINED NECESSARY BY CONTRACTOR TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA.

KEYED NOTES ○


- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

LEGEND

- 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
- SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- INLET PROTECTION, SEE DETAIL SHEET 25

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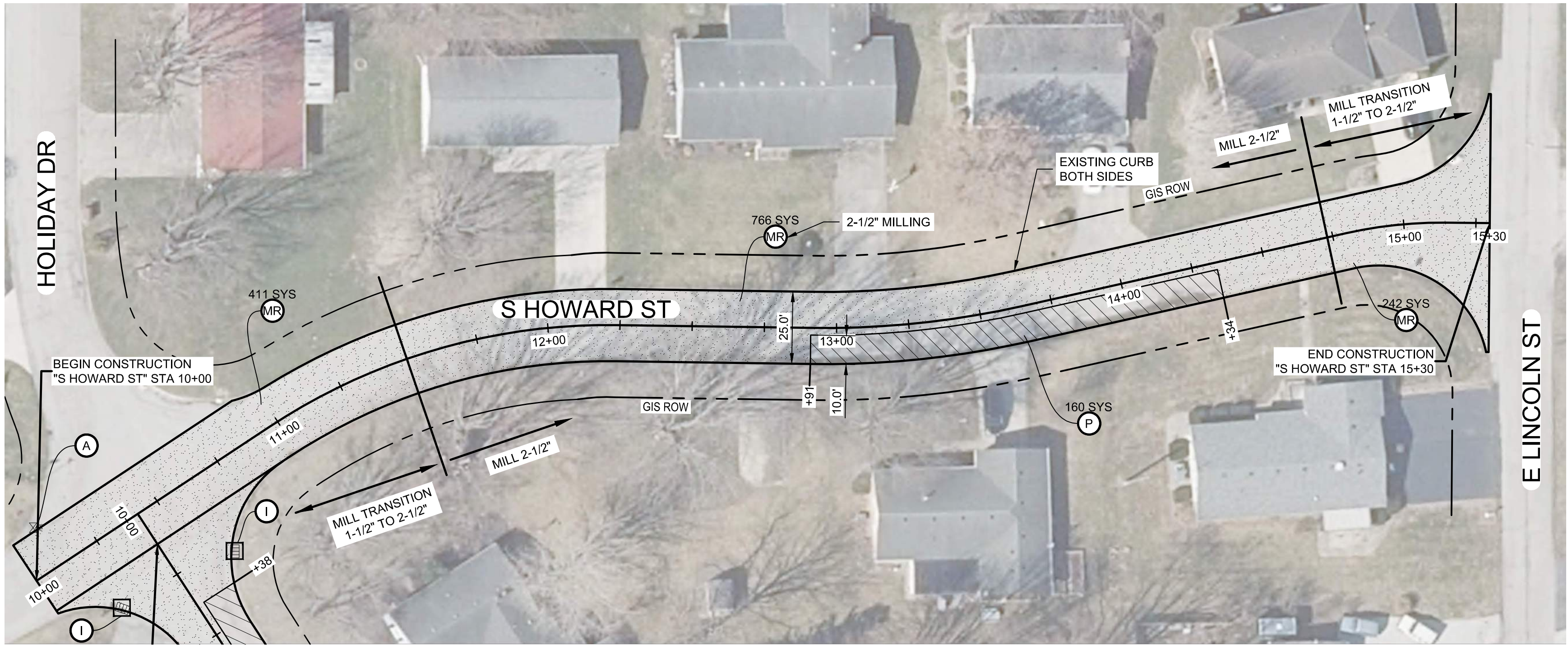
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	APPROVED BY	JRF				
	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER					
		292525-04-001				

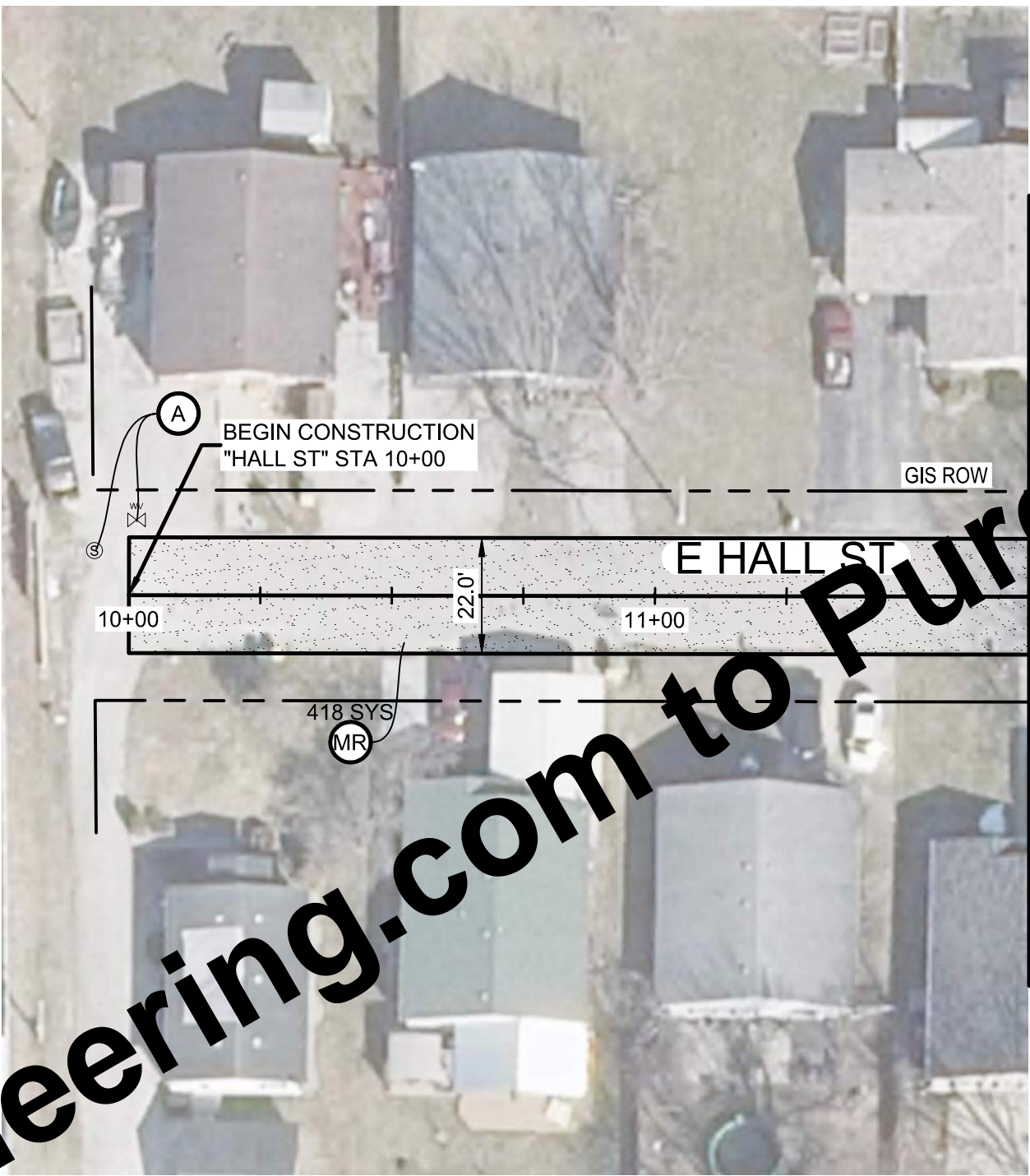


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS
TOWN OF GREENTOWN, INDIANA
ROADWAY IMPROVEMENT PLAN

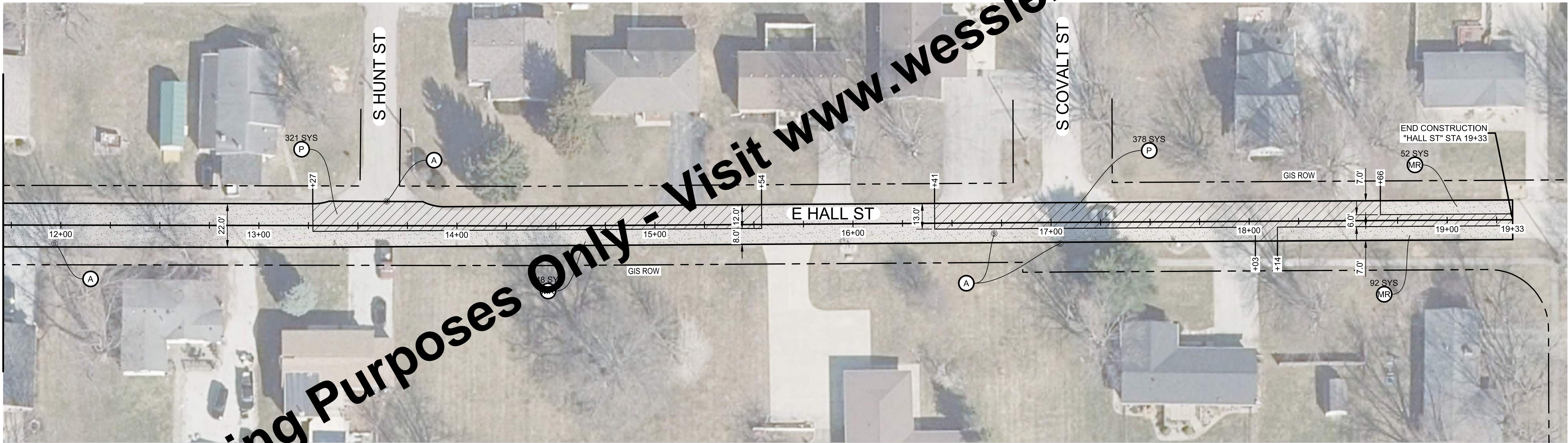
SHEET NO.
08
TOTAL SHEETS
26



PROJECT 09 - HOWARD STREET
SCALE: 1" = 30'



PROJECT 10 - HALL STREET
SCALE: 1" = 30'



PROJECT 10 - HALL STREET
SCALE: 1" = 30'

0153060

1" = 30'

GENERAL NOTES:

1.

CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMPS AND SIDEWALK.

2.

RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES.

3.

IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.

4.

CONTRACTOR SHALL MARK AND OWNER/ENGINEER SHALL APPROVE AREAS OF PAVEMENT REMOVAL PRIOR TO BEGINNING CONSTRUCTION.

5.

IN GENERAL, ONE TRAVEL LANE SHALL BE OPEN AT ALL TIMES DURING CONSTRUCTION, UTILIZING THE FLAGGER OPERATION, UNLESS OTHERWISE APPROVED BY THE OWNER.

6.

THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AT LEAST ONE WEEK PRIOR TO CLOSING TRAVEL LANES AND DRIVEWAYS FOR CONSTRUCTION.

7.

INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN OR AS DETERMINED NECESSARY BY CONTRACTOR TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA.

KEYED NOTES

H

CURB RAMP, CONCRETE

S

SIDEWALK, CONCRETE

C

CONCRETE APPROACH

D

DRIVEWAY, CONCRETE

A

EXISTING UTILITY CASTING

RC

REMOVE CONCRETE

15

CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20

16

RESET CASTING

LEGEND

MR

165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2\"/>

P

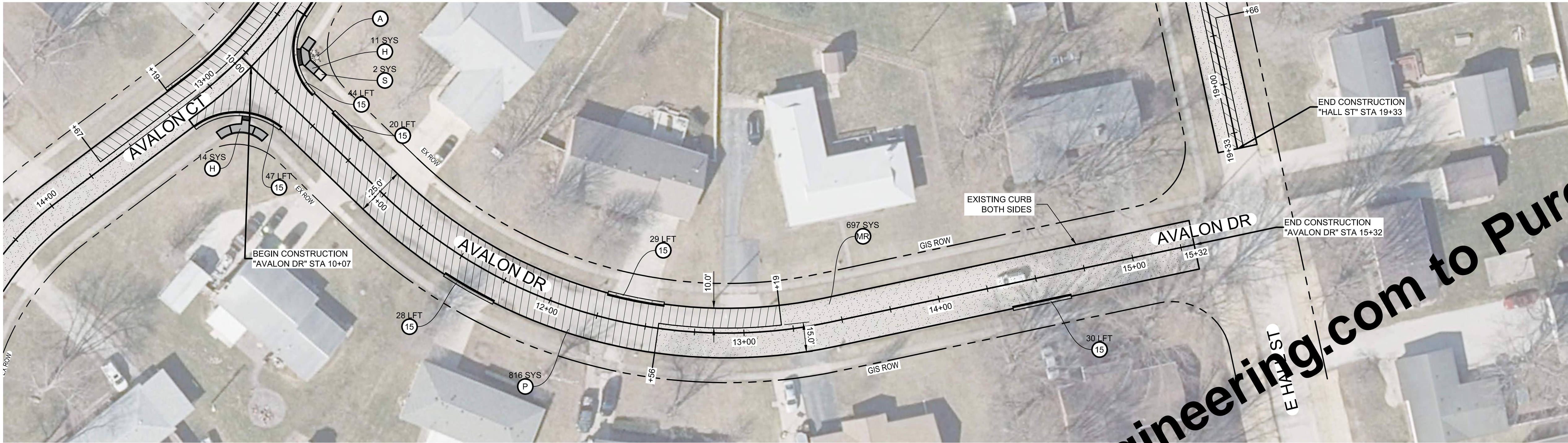
SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B

1

INLET PROTECTION, SEE DETAIL SHEET 25

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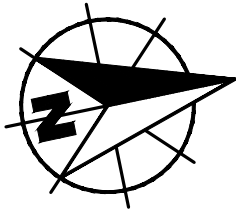
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	<div>CHECKED BY</div> <div>BAS</div>			TOWN OF GREENTOWN, INDIANA		09
	<div>APPROVED BY</div> <div>JRF</div>			ROADWAY IMPROVEMENT PLAN		TOTAL SHEETS
	<div>ISSUE DATE</div> <div>JANUARY 2026</div> <div>PROJECT NUMBER</div> <div>292525-04-001</div>					



PROJECT 11 - AVALON DRIVE
SCALE: 1" = 30'



PROJECT 12 - AVALON COURT
SCALE: 1" = 30'



0 15 30 60 FT
1" = 30'




GENERAL NOTES:

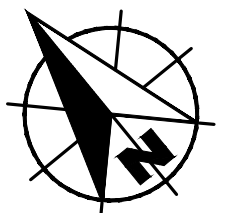
1. CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMP AND SIDEWALK.
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KEYED NOTES ○


- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

LEGEND

-  165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
-  SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
-  INLET PROTECTION, SEE DETAIL SHEET 25



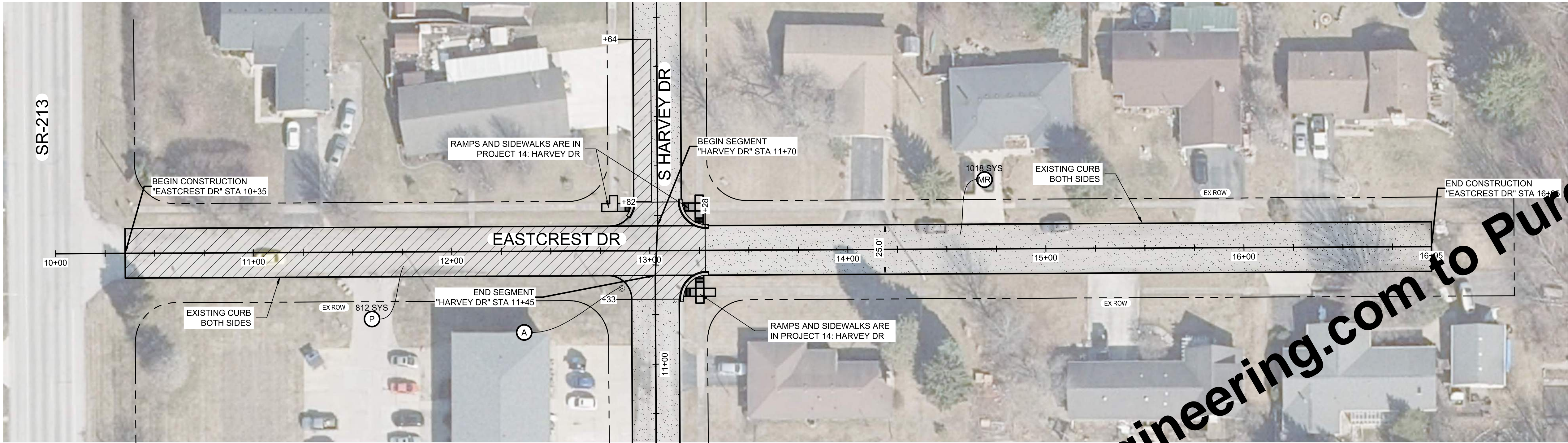
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	ISSUE DATE	JANUARY 2026				
	PROJECT NUMBER	292525-04-001				



2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS
TOWN OF GREENTOWN, INDIANA
ROADWAY IMPROVEMENT PLAN

SHEET NO.
10
TOTAL SHEETS
26



PROJECT 13 - EASTCREST DRIVE
SCALE: 1" = 30'



PROJECT 14 - HARVEY DRIVE
SCALE: 1" = 30'



0 15 30 60 FT
1" = 30'

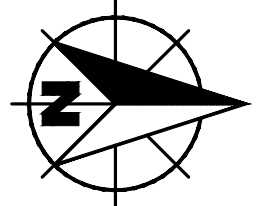
GENERAL NOTES:

1. CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMP AND SIDEWALK.
2. RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES.
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KEYED NOTES ○

- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

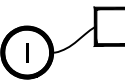
LEGEND



165 LB/SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED





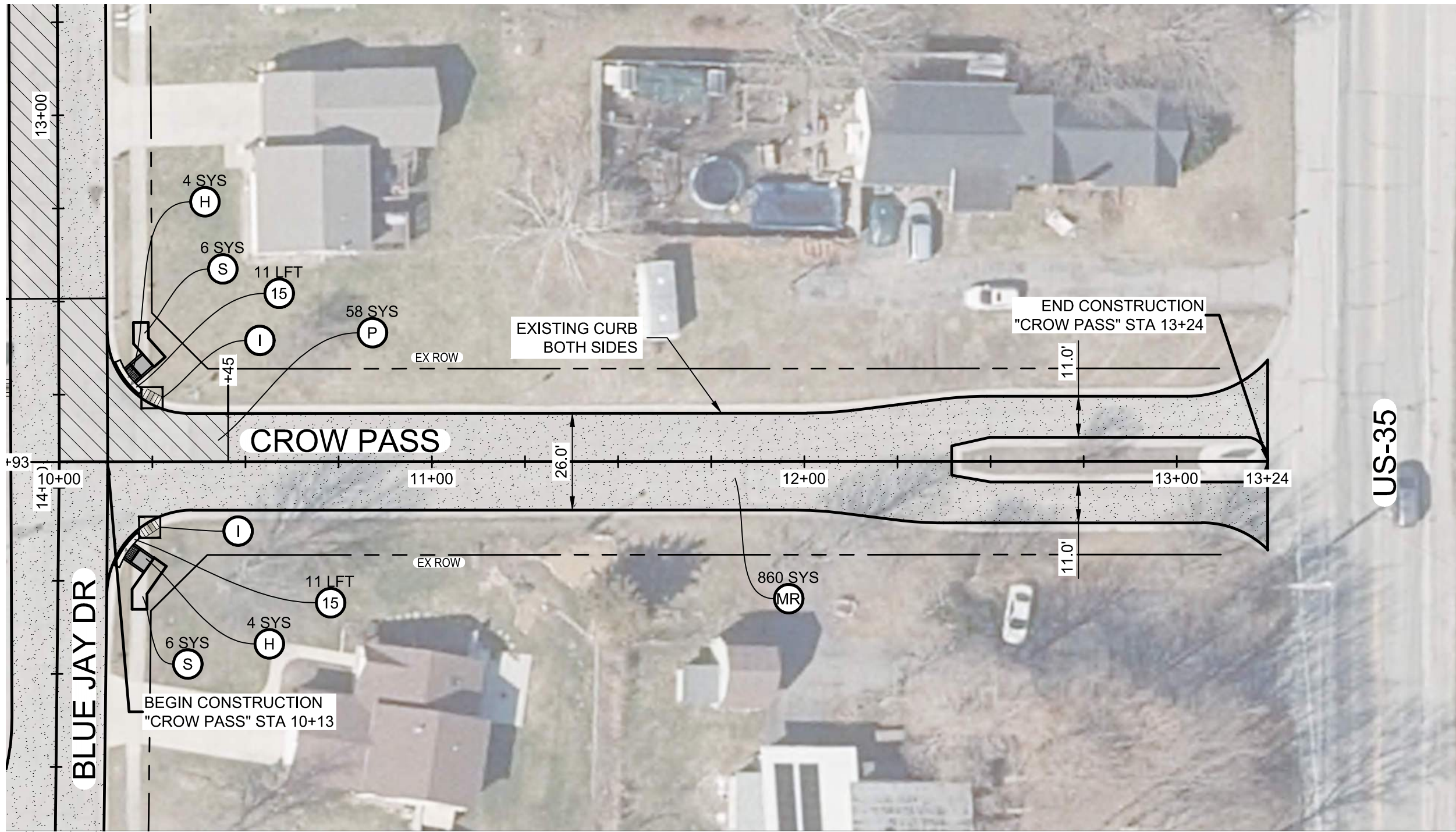
SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B



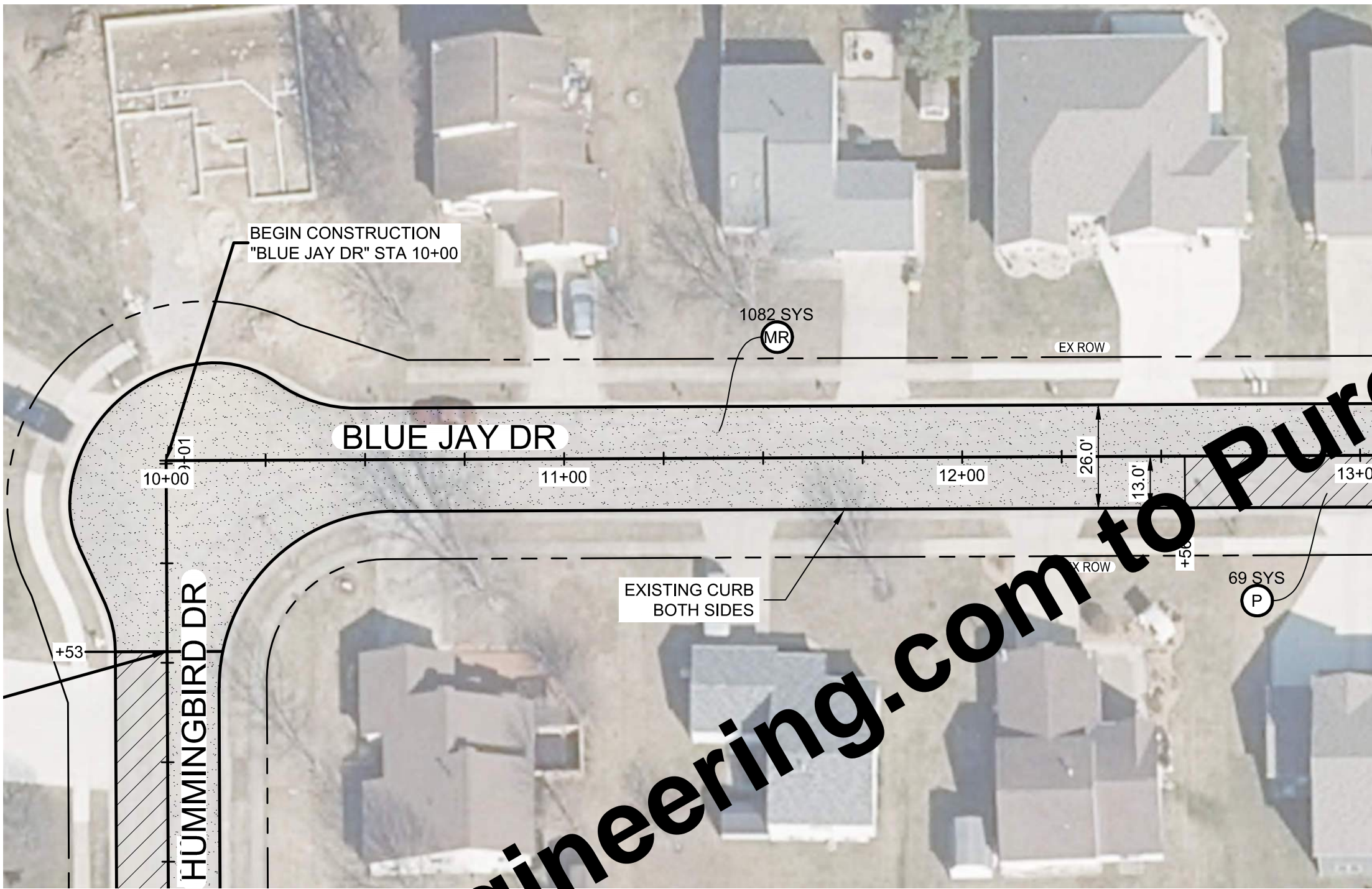
INLET PROTECTION, SEE DETAIL SHEET 25

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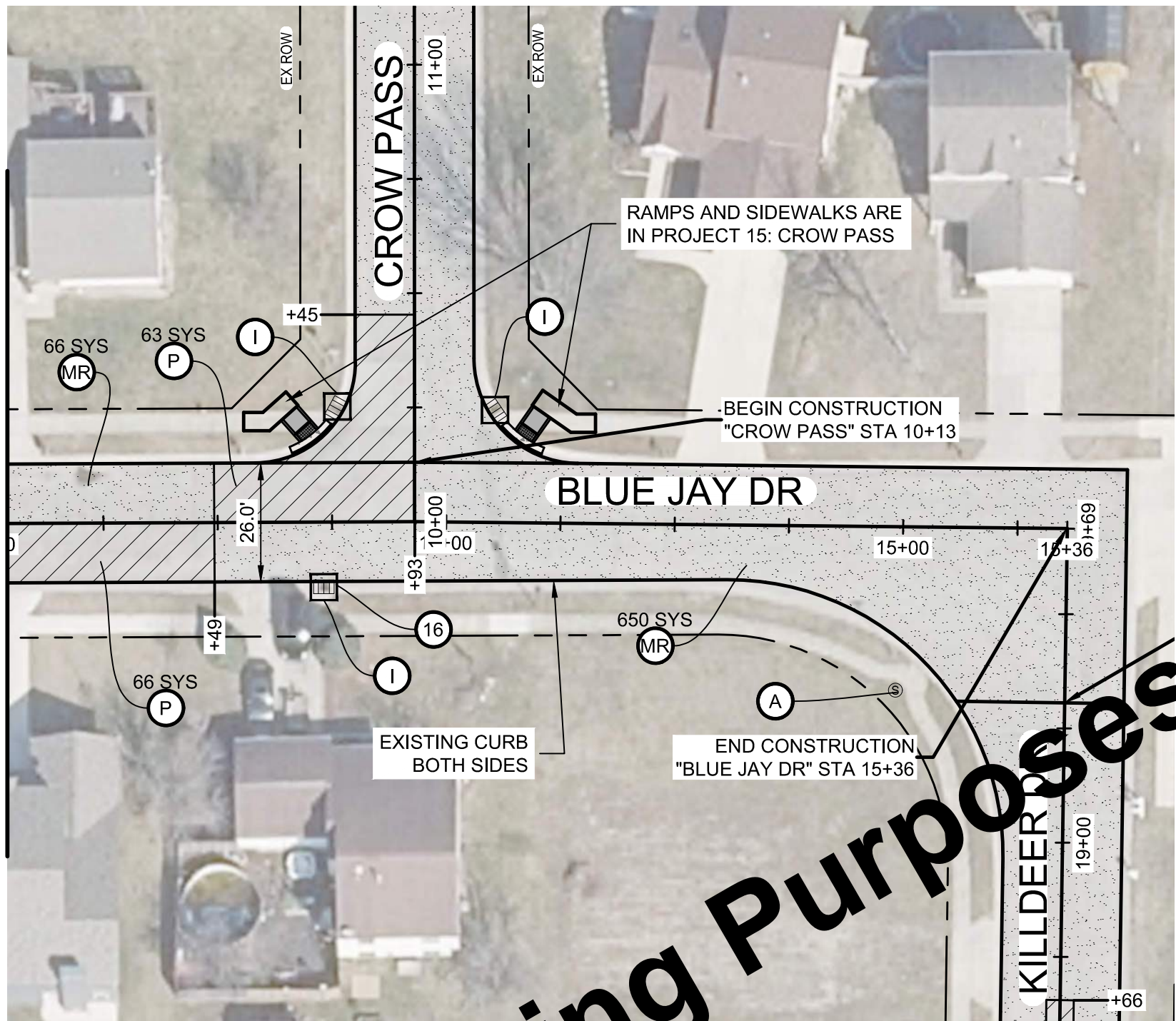
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	APPROVED BY	JRF						ROADWAY IMPROVEMENT PLAN		
	ISSUE DATE									
	JANUARY 2026									
	PROJECT NUMBER									
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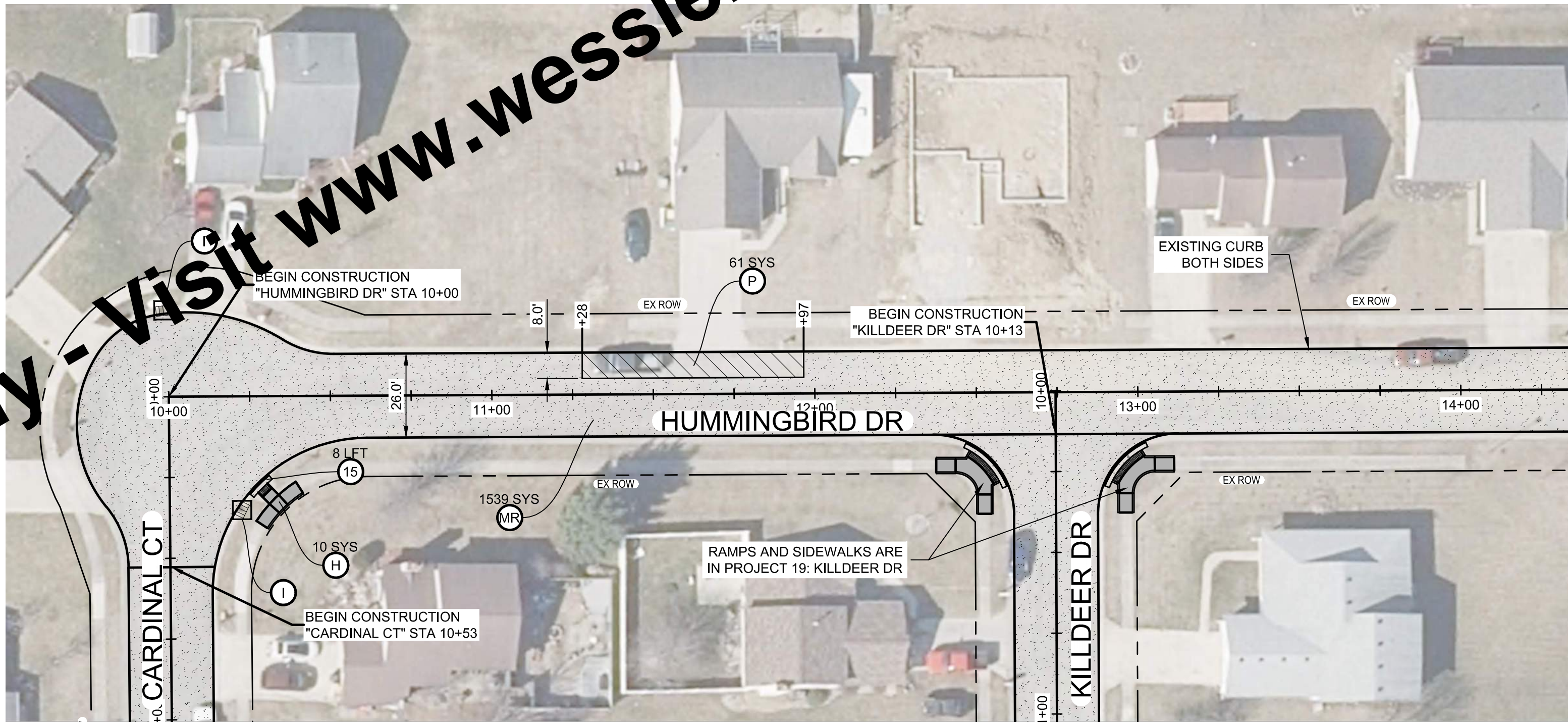
PROJECT 15 - CROW PASS
SCALE: 1" = 30'



PROJECT 16 - BLUE JAY DRIVE
SCALE: 1" = 30'



PROJECT 18 - BLUE JAY DRIVE
SCALE: 1" = 30'



PROJECT 17 - HUMMINGBIRD DRIVE
SCALE: 1" = 30'

-
- GENERAL NOTES:**

 1. CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMP AND SIDEWALK.
 2. RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES.
 3. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
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KEYED NOTES



 - H CURB RAMP, CONCRETE
 - S SIDEWALK, CONCRETE
 - C CONCRETE APPROACH
 - D DRIVEWAY, CONCRETE
 - A EXISTING UTILITY CASTING
 - RC REMOVE CONCRETE
 - 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
 - 16 RESET CASTING

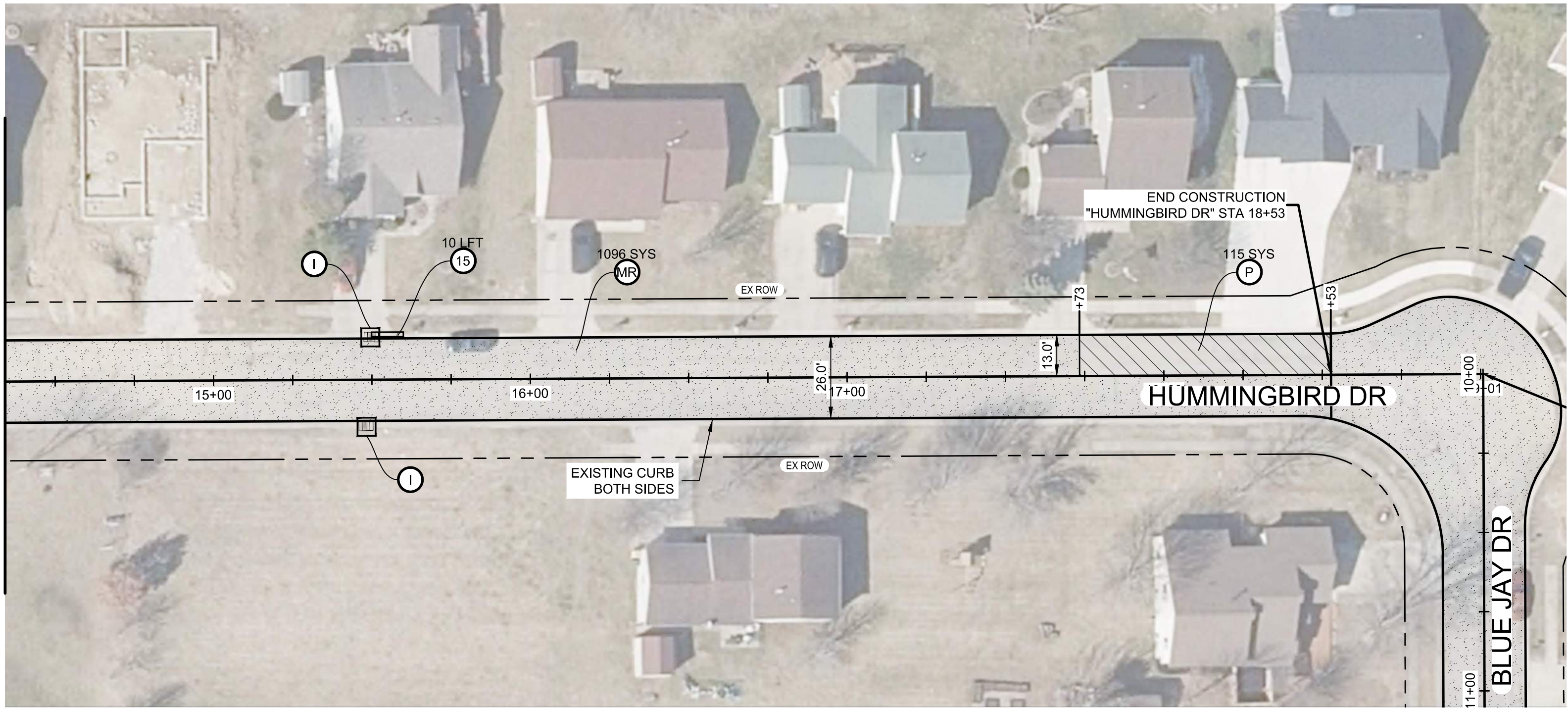
LEGEND

 - 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
 - SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
 - INLET PROTECTION, SEE DETAIL SHEET 25

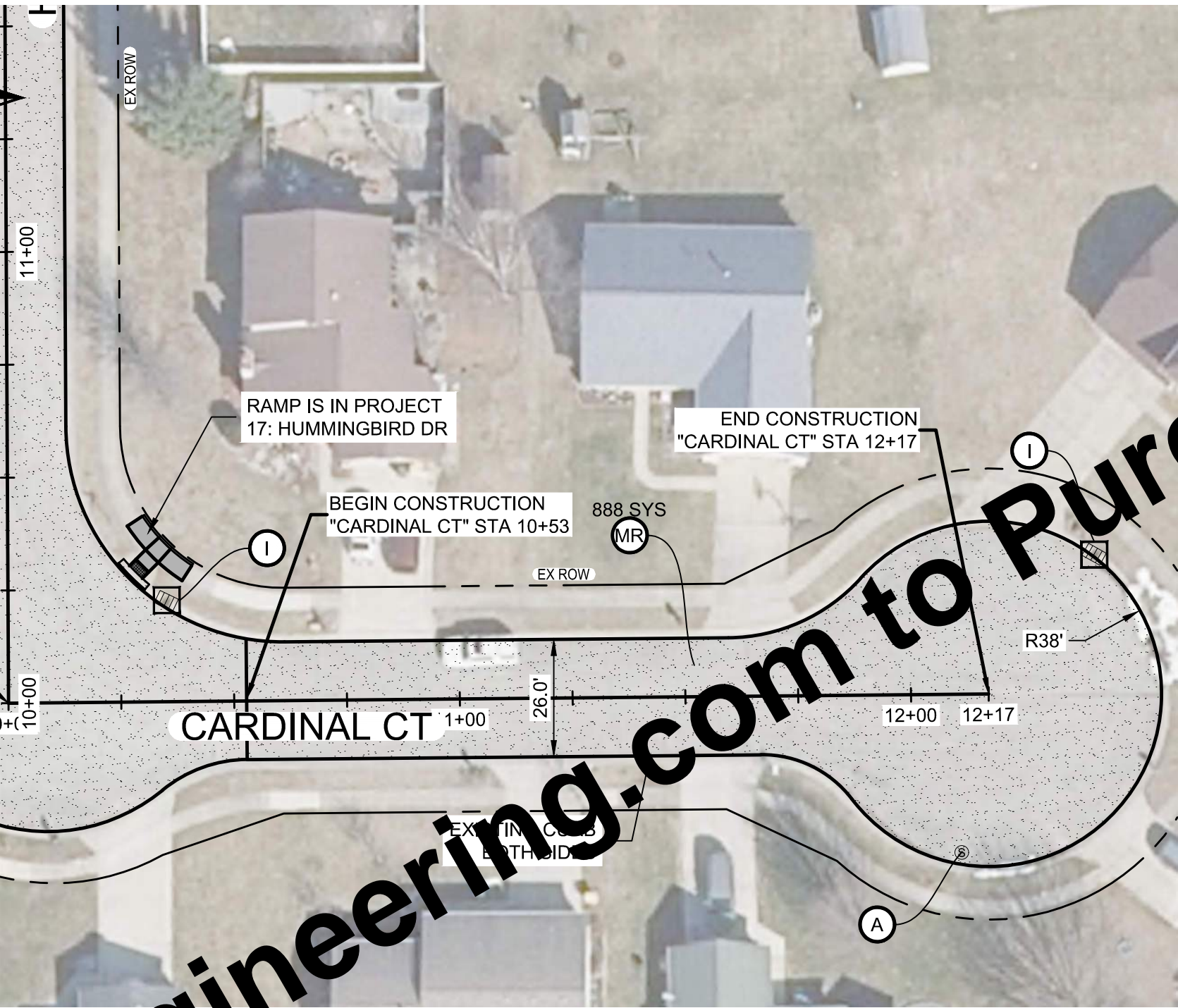
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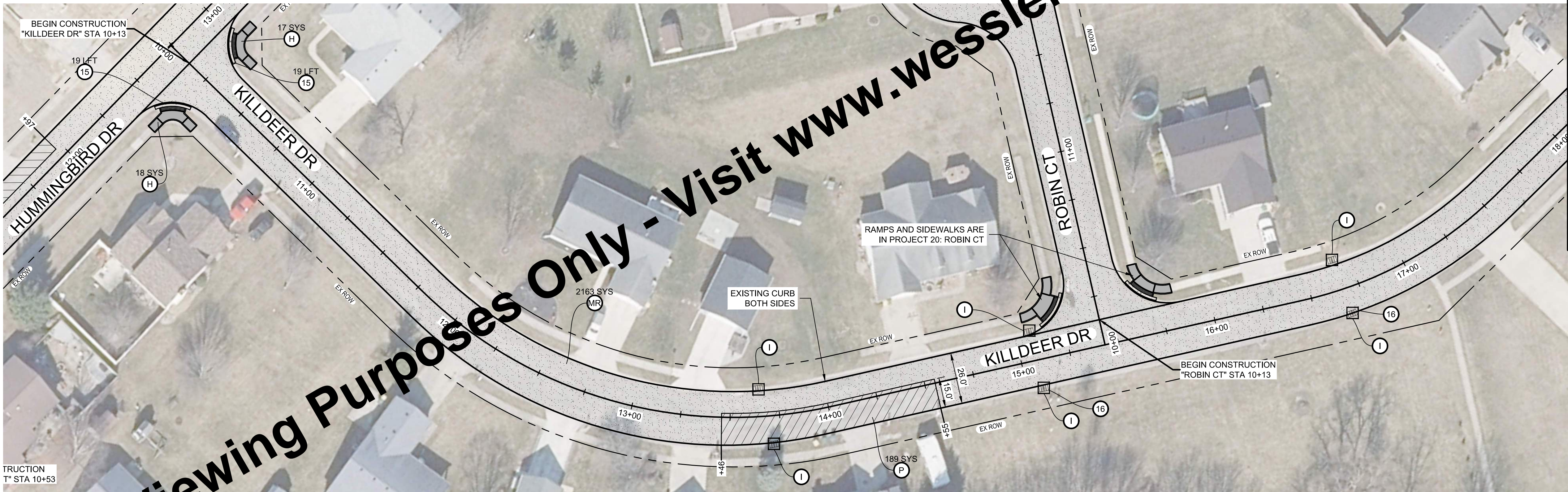
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	APPROVED BY	JRF							ROADWAY IMPROVEMENT PLAN	
	ISSUE DATE									
	JANUARY 2026									
	PROJECT NUMBER									
	292525-04-001									



PROJECT 17 - HUMMINGBIRD DRIVE
SCALE: 1" = 30'



PROJECT 18 - CARDINAL COURT
SCALE: 1" = 30'



PROJECT 19 - KILLDEER DRIVE
SCALE: 1" = 30'

0 15 30 60 FT
1" = 30'

GENERAL NOTES:

1. CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMP AND SIDEWALK.
2. RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES.
3. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
4. CONTRACTOR SHALL MARK AND OWNER/ENGINEER SHALL APPROVE AREAS OF PAVEMENT REMOVAL PRIOR TO BEGINNING CONSTRUCTION.
5. IN GENERAL, ONE TRAVEL LANE SHALL BE OPEN AT ALL TIMES DURING CONSTRUCTION, UTILIZING THE FLAGGER OPERATION, UNLESS OTHERWISE APPROVED BY THE OWNER.
6. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AT LEAST ONE WEEK PRIOR TO CLOSING TRAVEL LANES AND DRIVEWAYS FOR CONSTRUCTION.
7. INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN OR AS DETERMINED NECESSARY BY CONTRACTOR TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA.

KEYED NOTES ○

- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

LEGEND

- MR 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
- P SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- INLET PROTECTION, SEE DETAIL SHEET 25

Drawing: X:\Greentown\2026\2026 Community Crossings\Sheets\2026-04-001.dwg | Layout: P10 | Plotted: 12/17/25 @ 03:08:18 | LastSavedBy: Maser.F

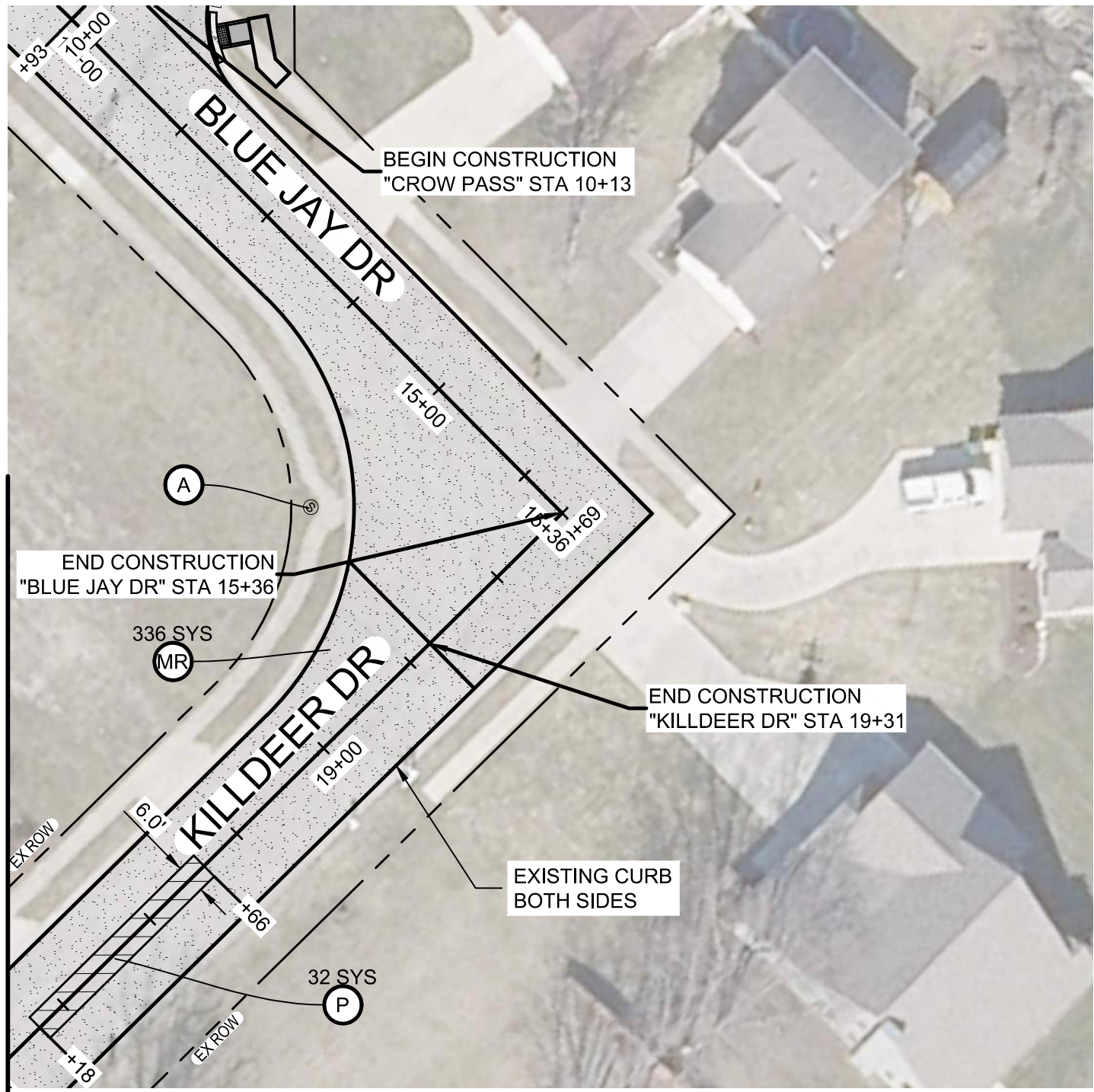
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	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER					
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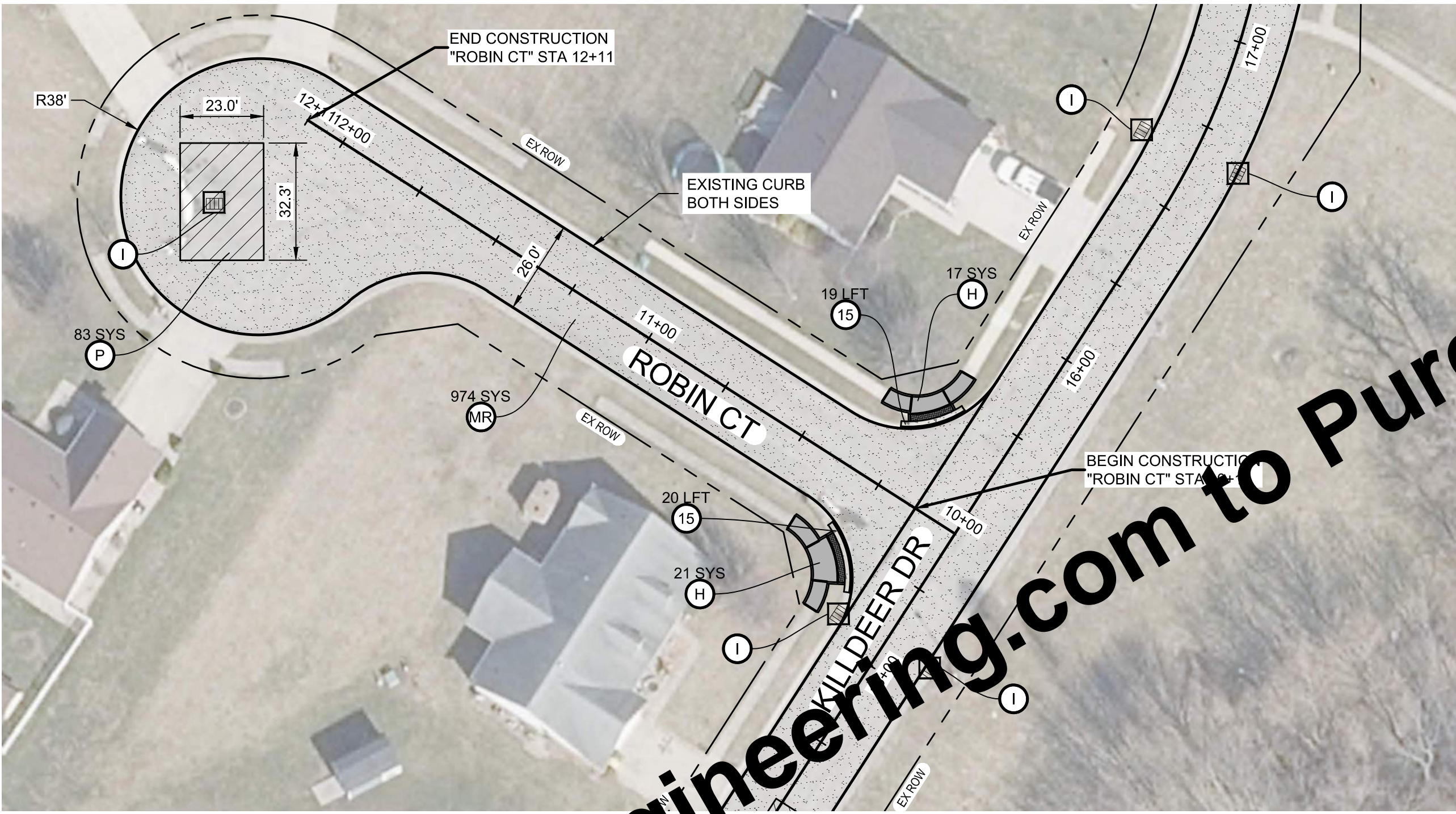


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS
TOWN OF GREENTOWN, INDIANA
ROADWAY IMPROVEMENT PLAN

SHEET NO.
13
TOTAL SHEETS
26



PROJECT 19 - KILLDEER DRIVE
SCALE: 1" = 30'



PROJECT 20 - ROBIN COURT
SCALE: 1" = 30'



PROJECT 21 - PAYTON STREET
SCALE: 1" = 30'

0 15 30 60 FT
1" = 30'

GENERAL NOTES:

- CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMPS AND SIDEWALK.
- RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES.
- IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
- CONTRACTOR SHALL MARK AND OWNER/ENGINEER SHALL APPROVE AREAS OF PAVEMENT REMOVAL PRIOR TO BEGINNING CONSTRUCTION.
- IN GENERAL, ONE TRAVEL LANE SHALL BE OPEN AT ALL TIMES DURING CONSTRUCTION, UTILIZING THE FLAGGER OPERATION, UNLESS OTHERWISE APPROVED BY THE OWNER.
- THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AT LEAST ONE WEEK PRIOR TO CLOSING TRAVEL LANES AND DRIVEWAYS FOR CONSTRUCTION.
- INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN OR AS DETERMINED NECESSARY BY CONTRACTOR TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA.

KEYED NOTES

H CURB RAMP, CONCRETE
S SIDEWALK, CONCRETE
C CONCRETE APPROACH
D DRIVEWAY, CONCRETE
A EXISTING UTILITY CASTING
RC REMOVE CONCRETE
15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
16 RESET CASTING

LEGEND

165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED

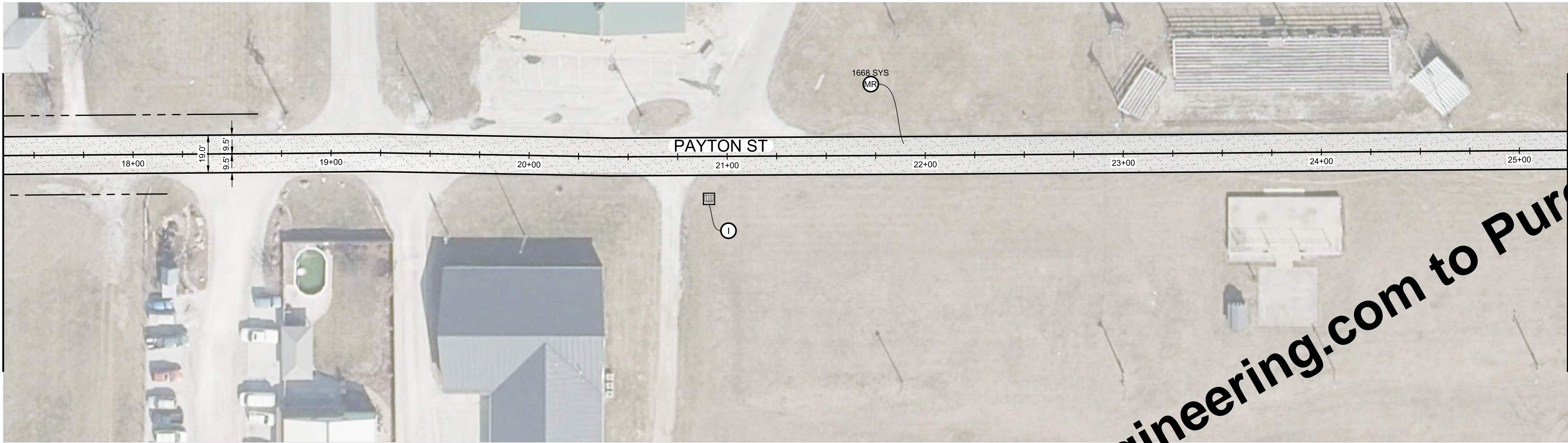
SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B

INLET PROTECTION, SEE DETAIL SHEET 25

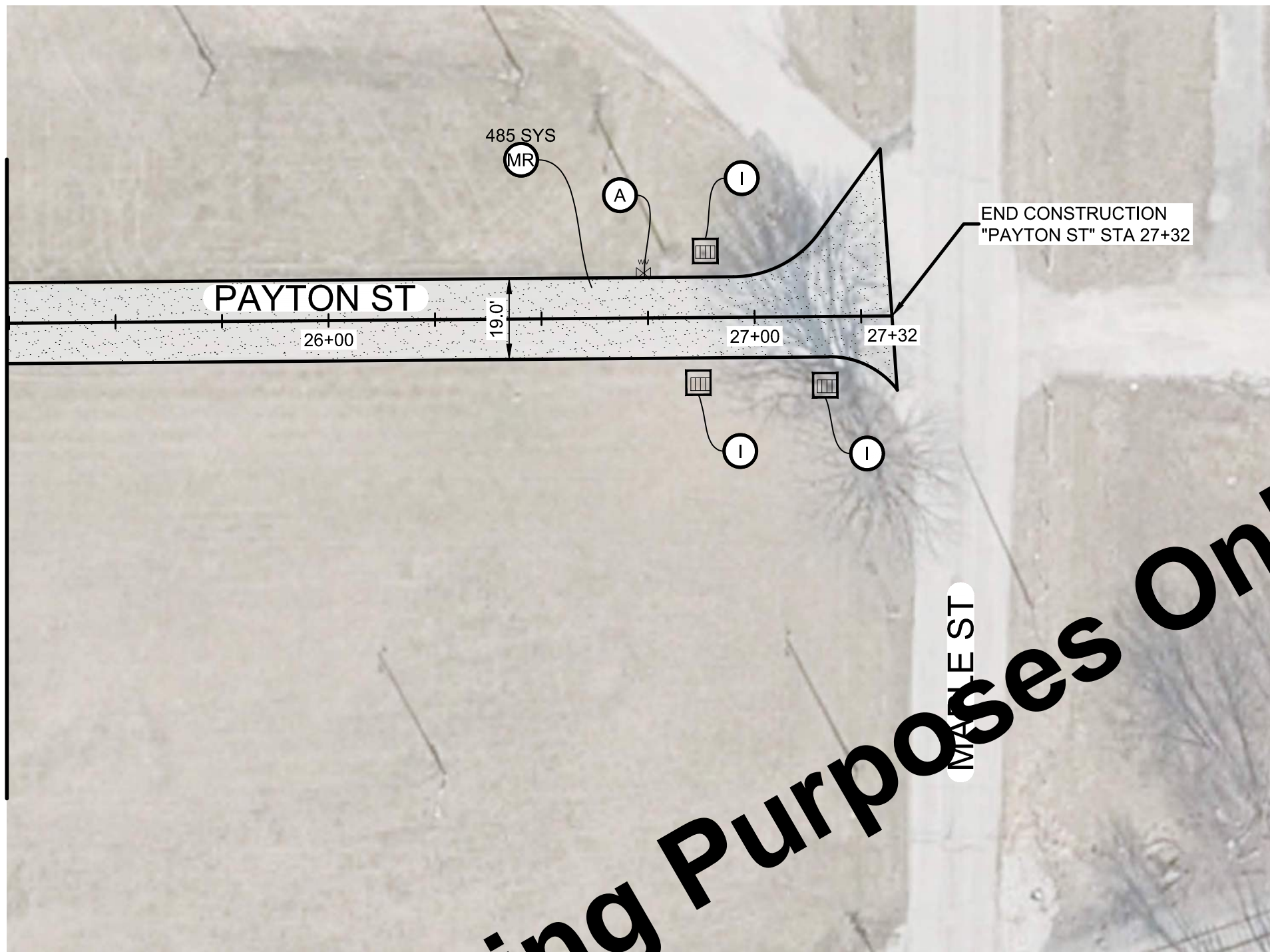
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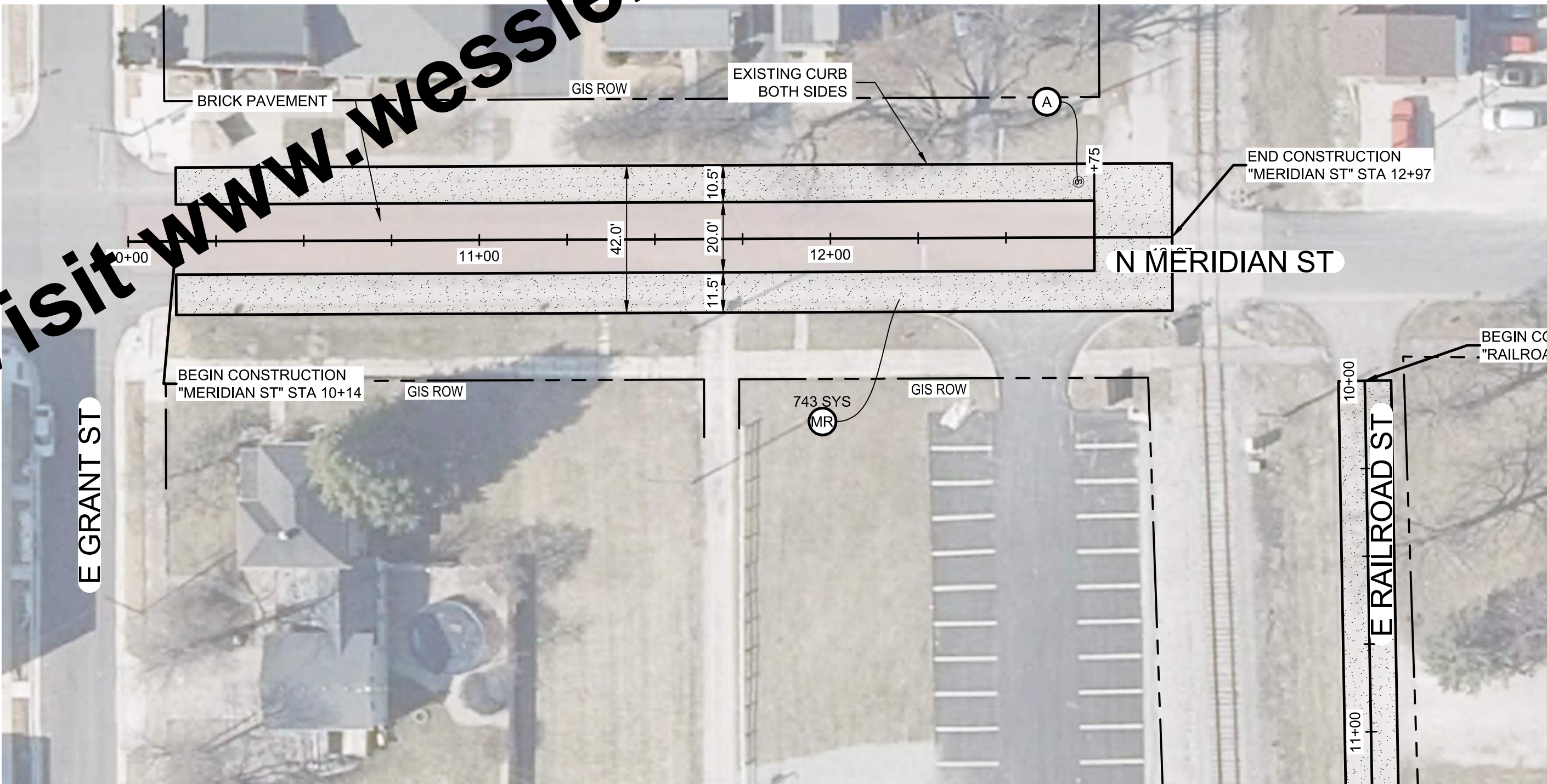
<div>SCALE VERIFICATION</div> <div>BAR IS ONE INCH LONG ON ORIGINAL DRAWING</div> <div><div></div></div>	<div>DRAWN BY</div> <div>MTF</div>	<div>NO.</div>	<div>DATE</div>	<div>INITIALS</div>	<div>REVISION DESCRIPTIONS</div>	<div><div><div>JUSTIN R. FRAZIER</div><div>REGISTERED</div><div>No.</div><div>10606088</div><div>STATE OF INDIANA</div><div>PROFESSIONAL ENGINEER</div><div>01/10/28</div></div><div><div>W</div><div>WESSLER</div><div>ENGINEERING</div><div>More than a Project™</div></div></div>	2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS			<div>SHEET NO.</div>
	<div>CHECKED BY</div> <div>BAS</div>						TOWN OF GREENTOWN, INDIANA			14
	<div>APPROVED BY</div> <div>JRF</div>						ROADWAY IMPROVEMENT PLAN			TOTAL SHEETS
	<div>ISSUE DATE</div>									26
	<div>JANUARY 2026</div>									
	<div>PROJECT NUMBER</div> <div>292525-04-001</div>									



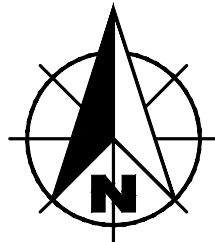
PROJECT 21 - PAYTON STREET
SCALE: 1" = 30'



PROJECT 21 - PAYTON STREET
SCALE: 1" = 30'



PROJECT 22 - MERIDIAN STREET
SCALE: 1" = 30'



0 15 30 60 FT
1" = 30'


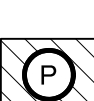

GENERAL NOTES:

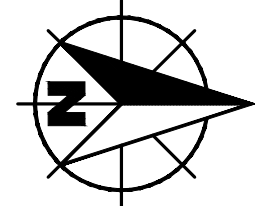
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7. INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN OR AS DETERMINED NECESSARY BY CONTRACTOR TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA.



KEY NOTES ○

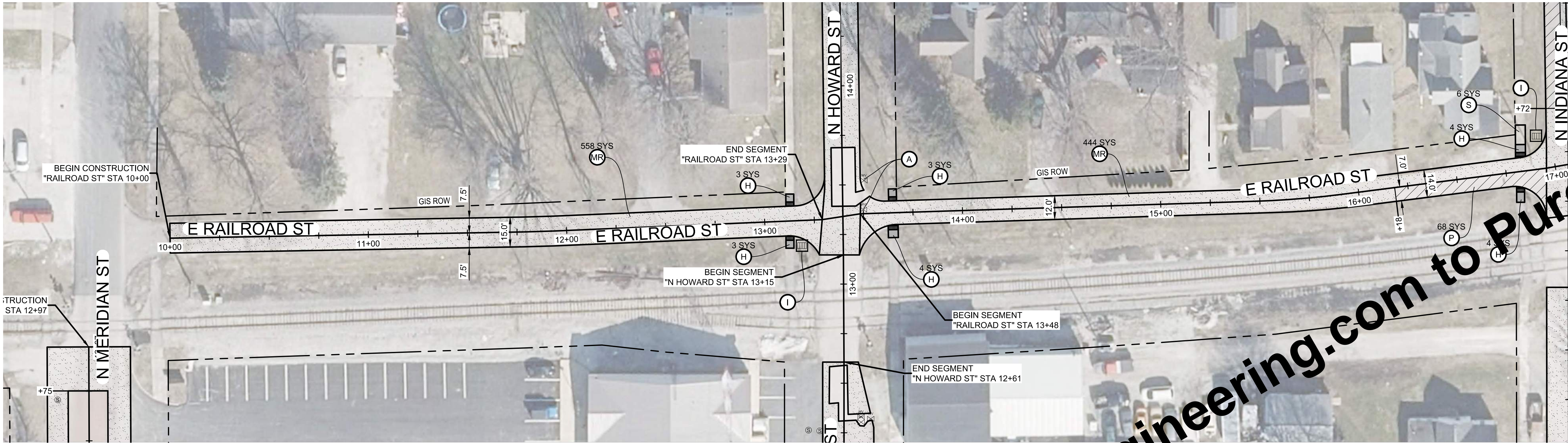
- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

LEGEND

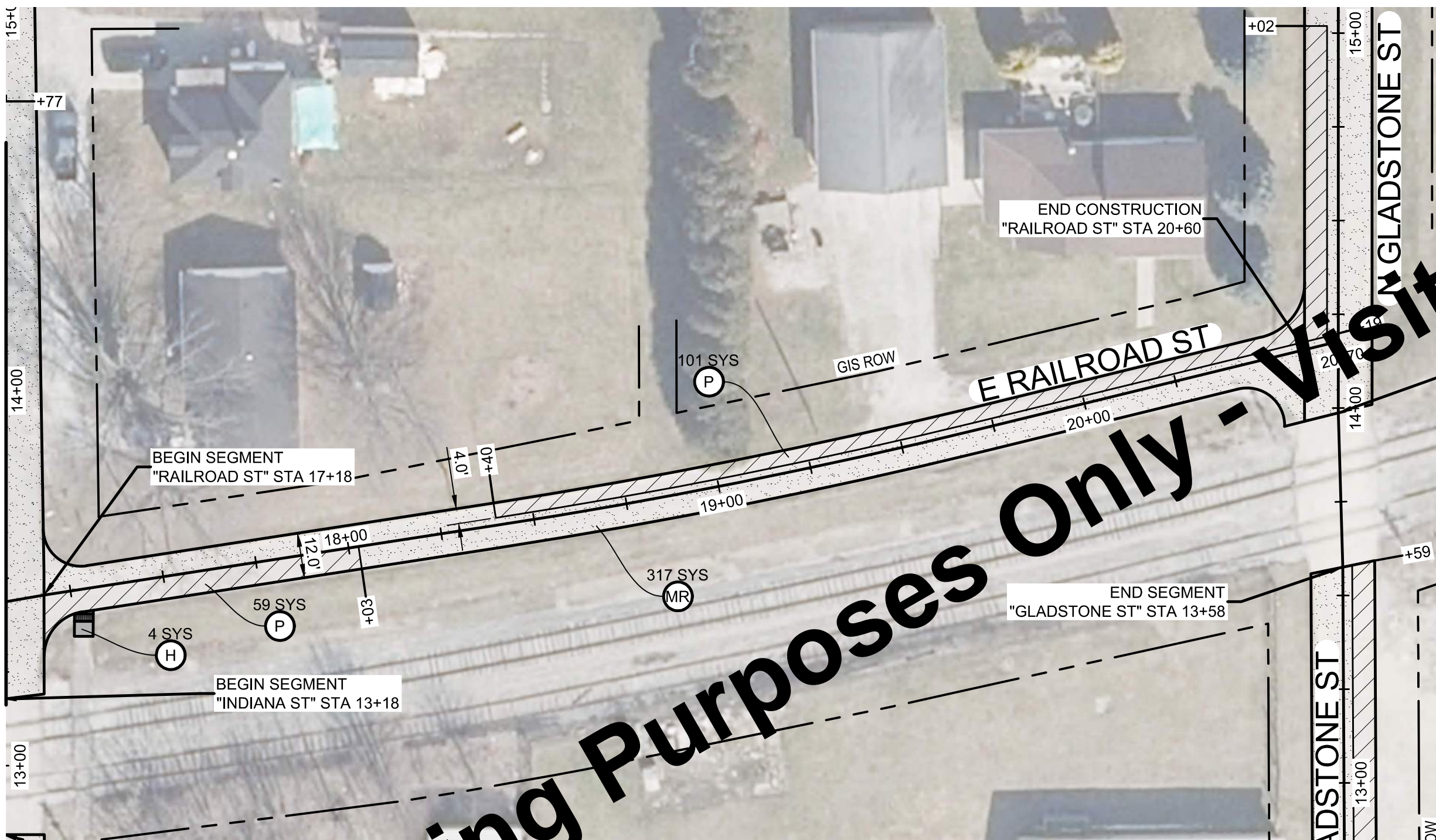
-  165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
-  SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
-  INLET PROTECTION, SEE DETAIL SHEET 25



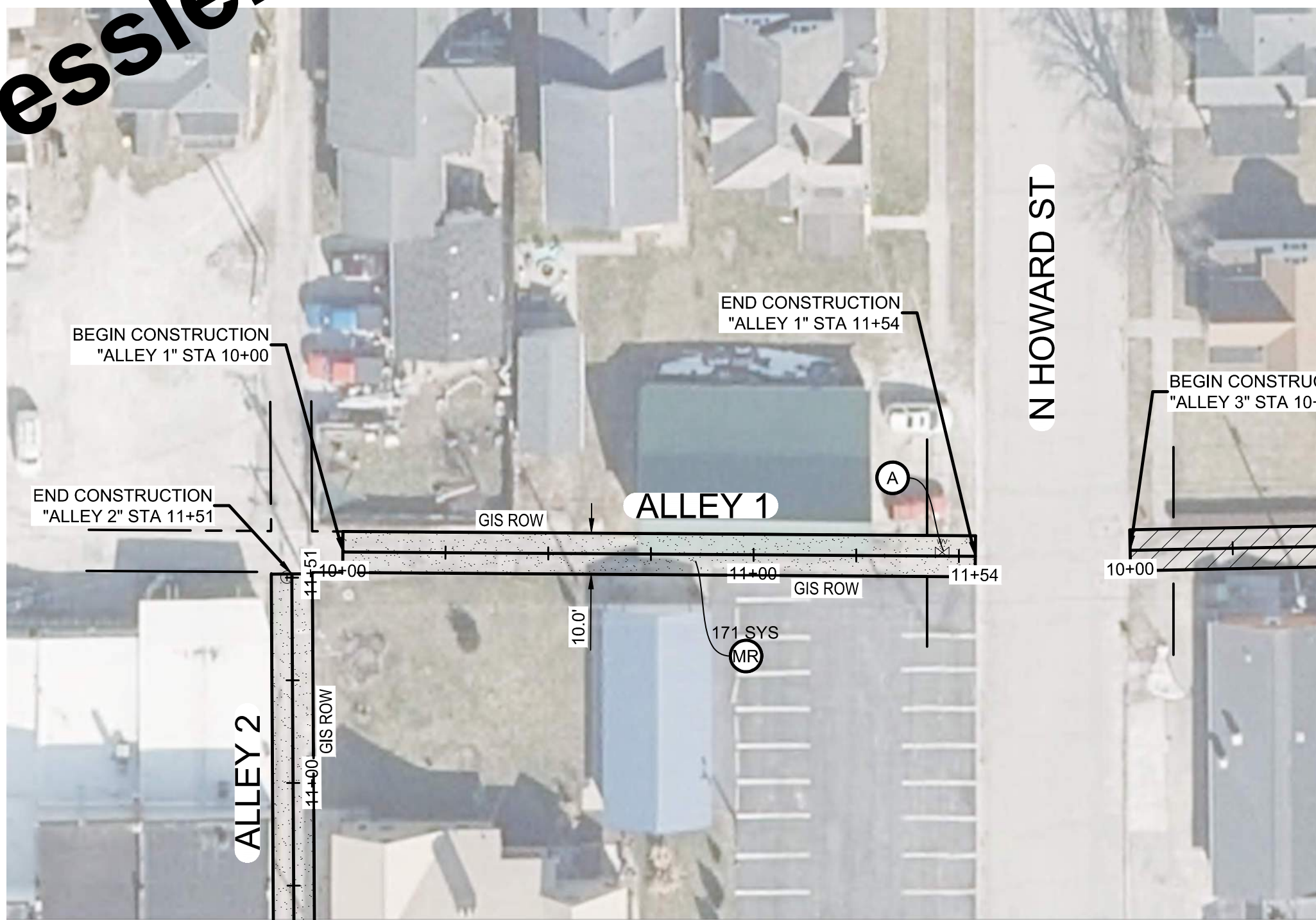
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	CHECKED BY	BAS						TOWN OF GREENTOWN, INDIANA			
	APPROVED BY	JRF						ROADWAY IMPROVEMENT PLAN			
	ISSUE DATE										
	JANUARY 2026										
	PROJECT NUMBER										
	292525-04-001										



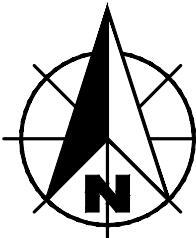
PROJECT 23 - RAILROAD STREET
SCALE: 1" = 30'



PROJECT 23 - RAILROAD STREET
SCALE: 1" = 30'



PROJECT 24 - ALLEY 1
SCALE: 1" = 30'



0 15 30 60 FT
1" = 30'

GENERAL NOTES:

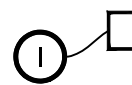
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- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

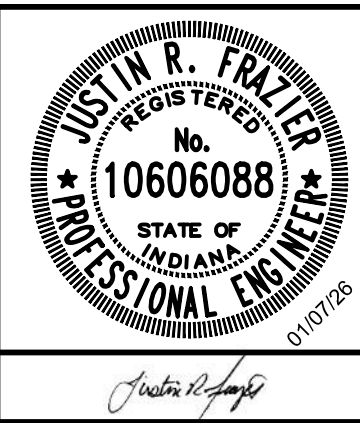
LEGEND

- 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
- SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- INLET PROTECTION, SEE DETAIL SHEET 25



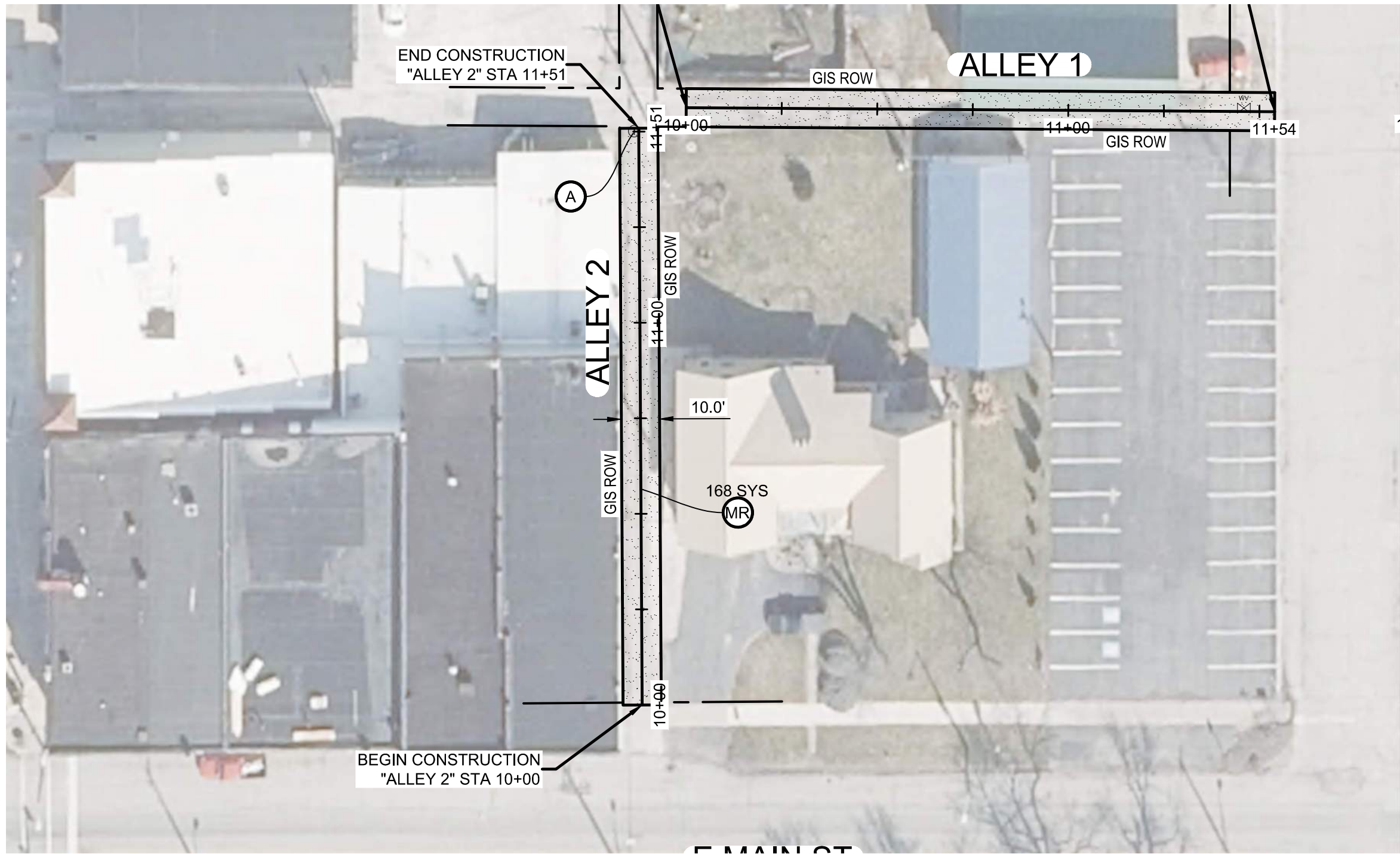
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User: JFrazier
Title: 2026 Community Crossings Road Improvements
Date: 1/10/2026
Scale: 1" = 30'

SCALE VERIFICATION	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
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	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER					
		292525-04-001				

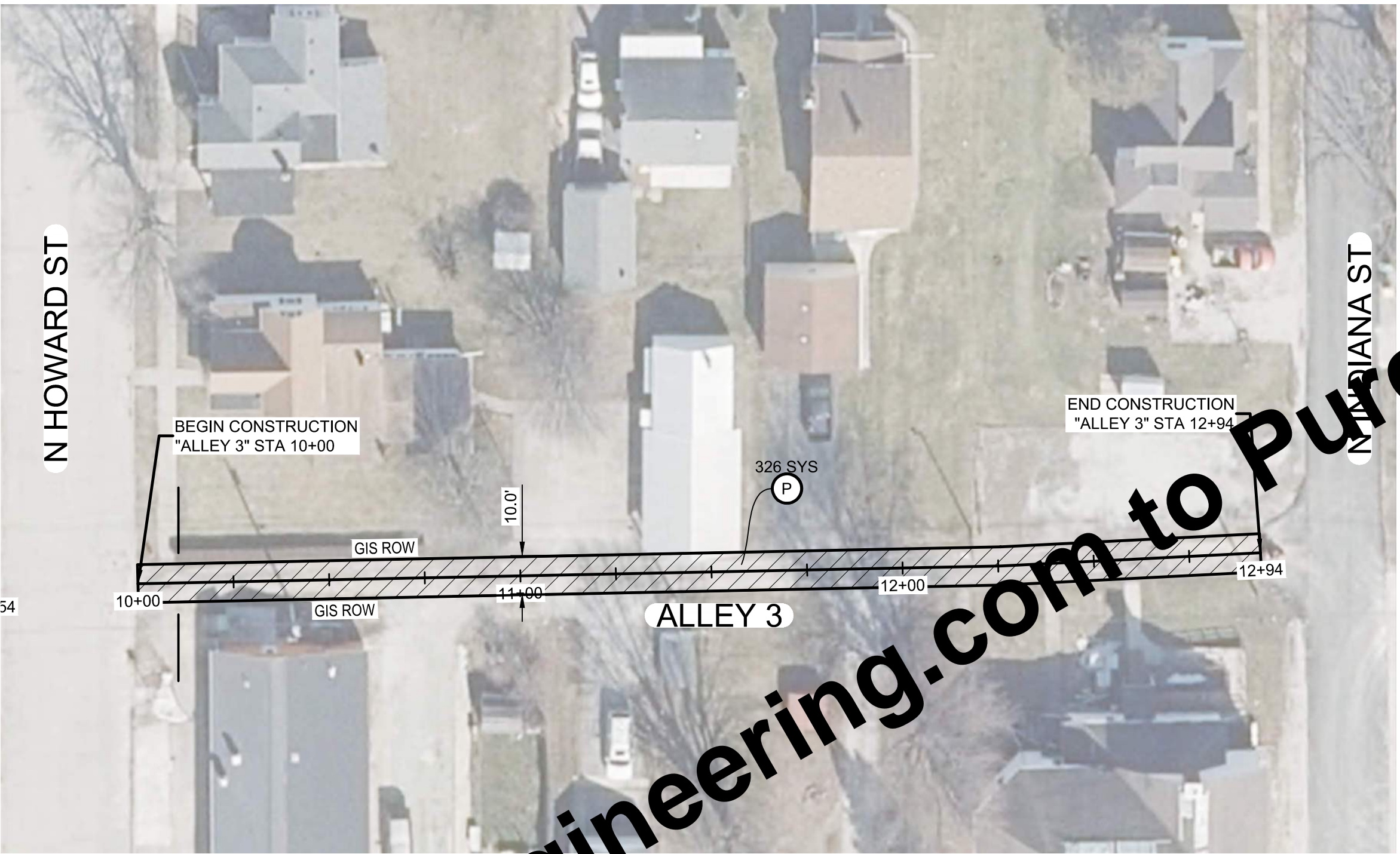


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS
TOWN OF GREENTOWN, INDIANA
ROADWAY IMPROVEMENT PLAN

SHEET NO.
16
TOTAL SHEETS
26



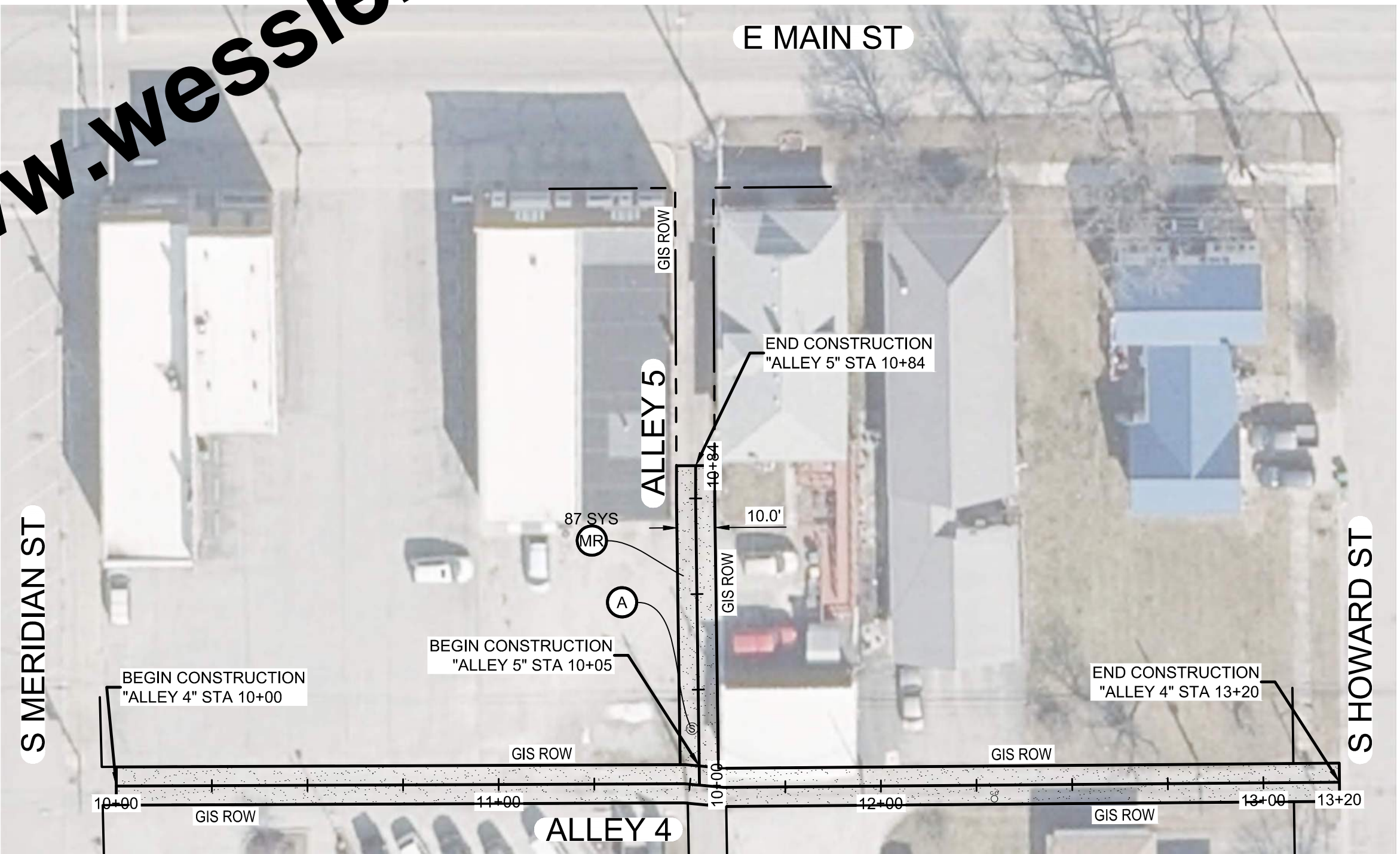
PROJECT 25 - ALLEY 2
SCALE: 1" = 30'



PROJECT 26 - ALLEY 3
SCALE: 1" = 30'



PROJECT 27 - ALLEY 4
SCALE: 1" = 30'



PROJECT 28 - ALLEY 5
SCALE: 1" = 30'

0 15 30 60 FT
1" = 30'

GENERAL NOTES:

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- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

LEGEND

- MR 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
- P SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- INLET PROTECTION, SEE DETAIL SHEET 25

Drawing: X:\Greentown\292525 Greentown 2026 COMMUNITY CROSSINGS Road Improvements\Drawings\Layout\PN14.dwg | Plot: 12/17/25 @ 03:09:47 | Last Saved By: Mason.F

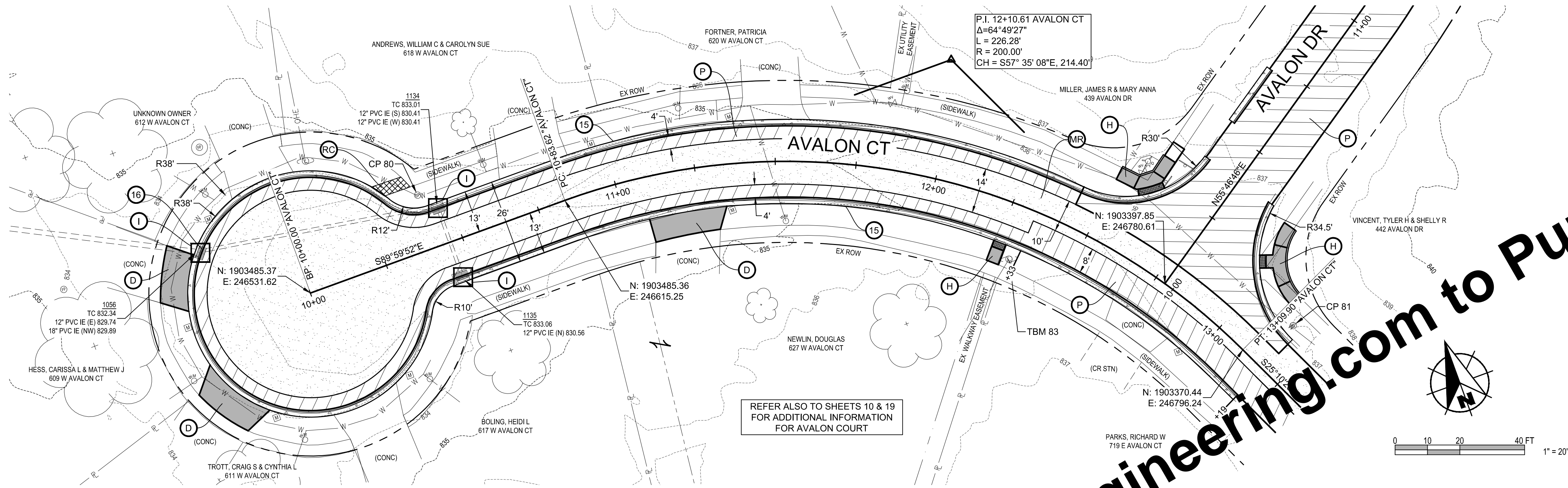
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	APPROVED BY	JRF				
	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER					
	292525-04-001					



2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS
TOWN OF GREENTOWN, INDIANA
ROADWAY IMPROVEMENT PLAN

SHEET NO.
17
TOTAL SHEETS
26



PLAN VIEW - AVALON CT
SCALE: 1" = 20'

SHEET CLARIFICATION:

- THIS SHEET INCLUDES SUPPORTING DESIGN INFORMATION FOR A PORTION OF THE IMPROVEMENTS FOR AVALON COURT. REFER ALSO TO SHEETS 10 & 19 FOR ADDITIONAL INFORMATION.

GENERAL NOTES:

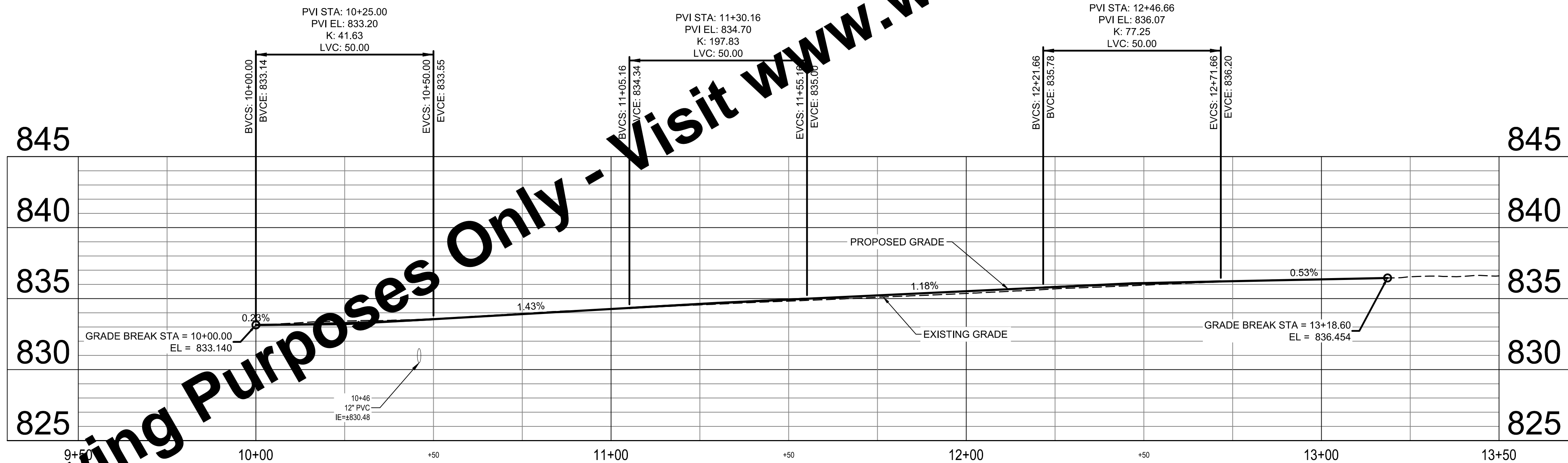
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- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

LEGEND

- 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
- SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- INLET PROTECTION, SEE DETAIL SHEET 25



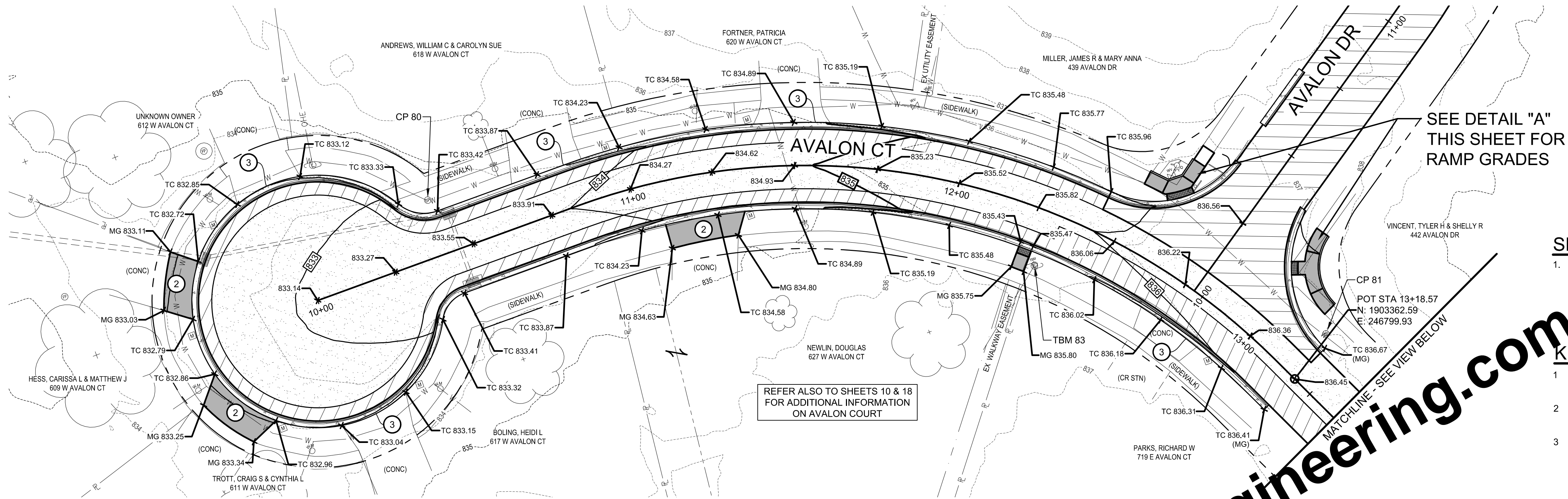
PROFILE - AVALON CT
HORIZ SCALE: 1" = 20'
VERT SCALE: 1" = 5'

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BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	CHECKED BY	BAS				
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	PROJECT NUMBER					
		292525-04-001				

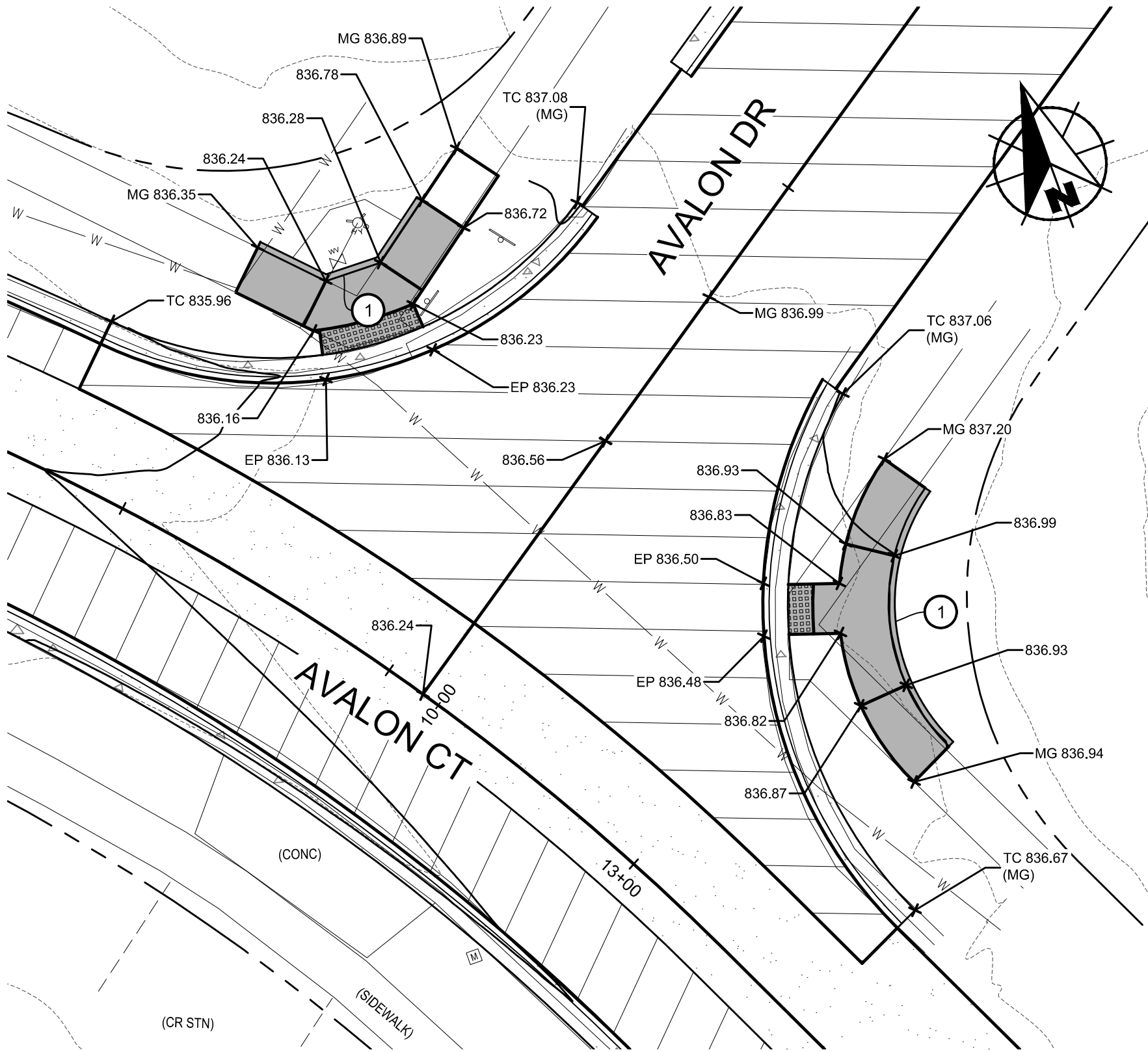


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS
TOWN OF GREENTOWN, INDIANA
PLAN & PROFILE - AVALON COURT

SHEET NO.
18
TOTAL SHEETS
26



ELEVATION DETAIL - AVALON COURT
SCALE: 1" = 20'



DETAIL "A"
SCALE: 1" = 10'

SHEET NOTES

1. THIS SHEET INCLUDES SUPPORTING DESIGN INFORMATION FOR A PORTION OF THE IMPROVEMENTS FOR AVALON COURT. REFER TO SHEETS 10 & 18 FOR ADDITIONAL INFORMATION.

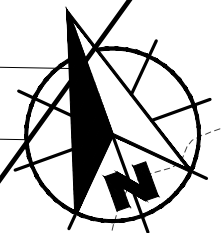
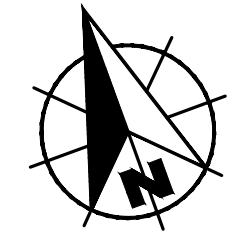
KEYED NOTES

- 1 CURB HEIGHT VARIES FROM 0 TO 6 INCHES
- 2 REFER TO DRIVE APPROACH DETAIL ON SHEET 20
- 3 DOWEL NEW CURB TO EXISTING DRIVEWAY PER APPROACH DETAIL ON SHEET 20


GENERAL NOTES:

1. PLACE NEW ASPHALT PAVEMENT FLUSH WITH ADA RAMPS.
2. RESET ALL MAILBOXES AND SIGNS DISTRIBUTED BY CONSTRUCTION ACTIVITIES.
3. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
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ELEVATION DETAIL - AVALON COURT
SCALE: 1" = 20'



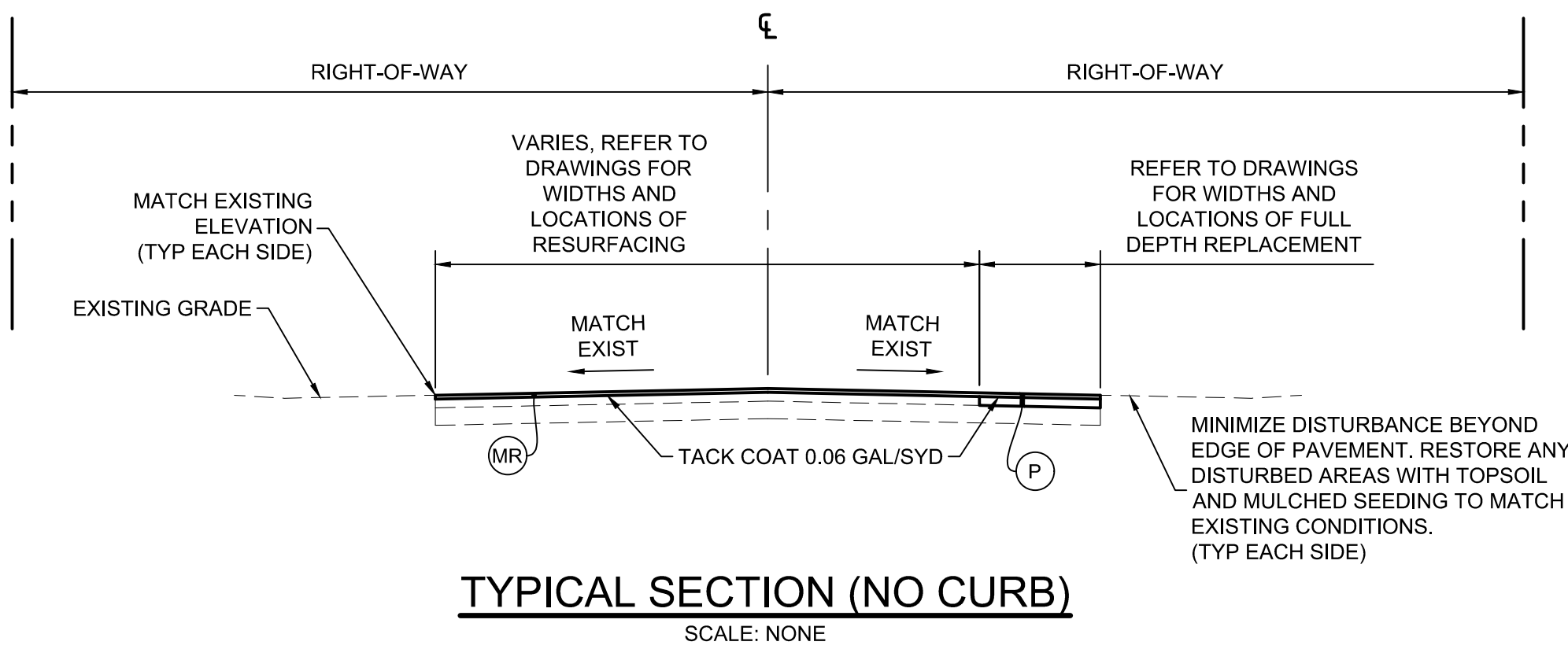
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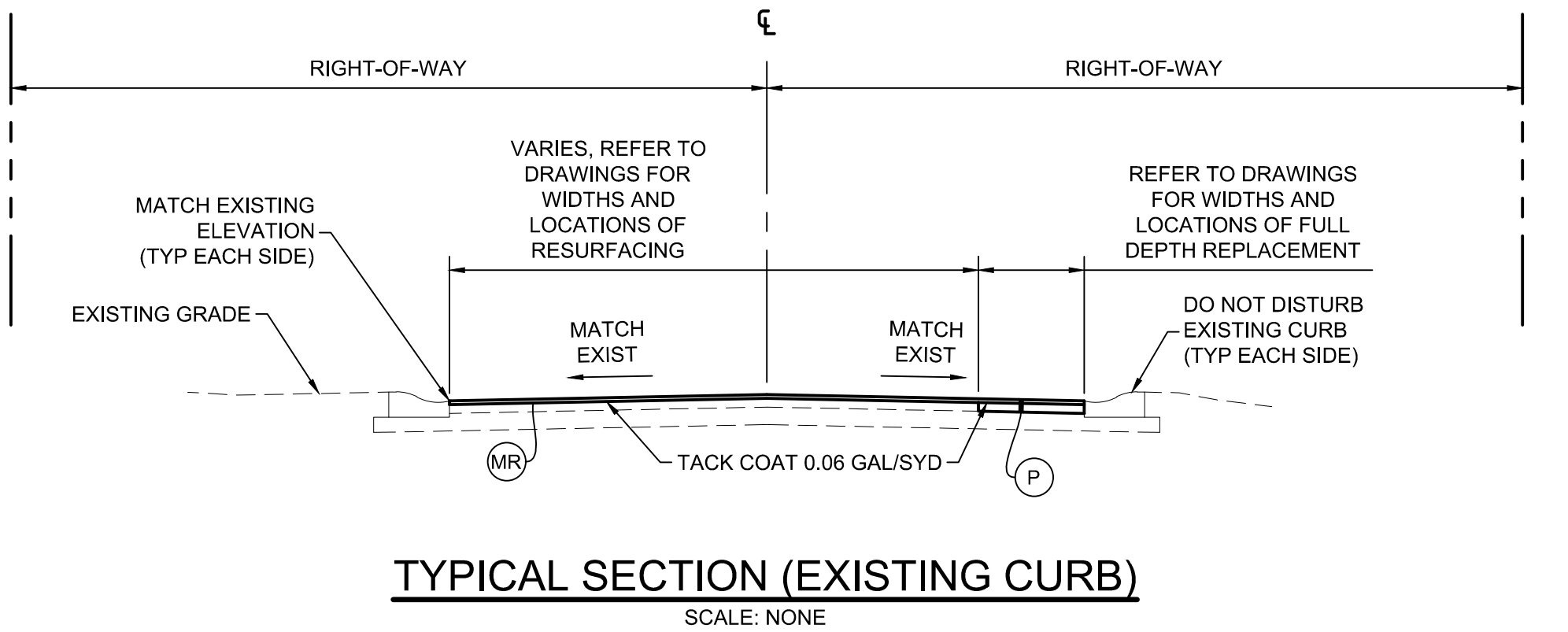


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS	
TOWN OF GREENTOWN, INDIANA	
GRADING PLAN - AVALON COURT	

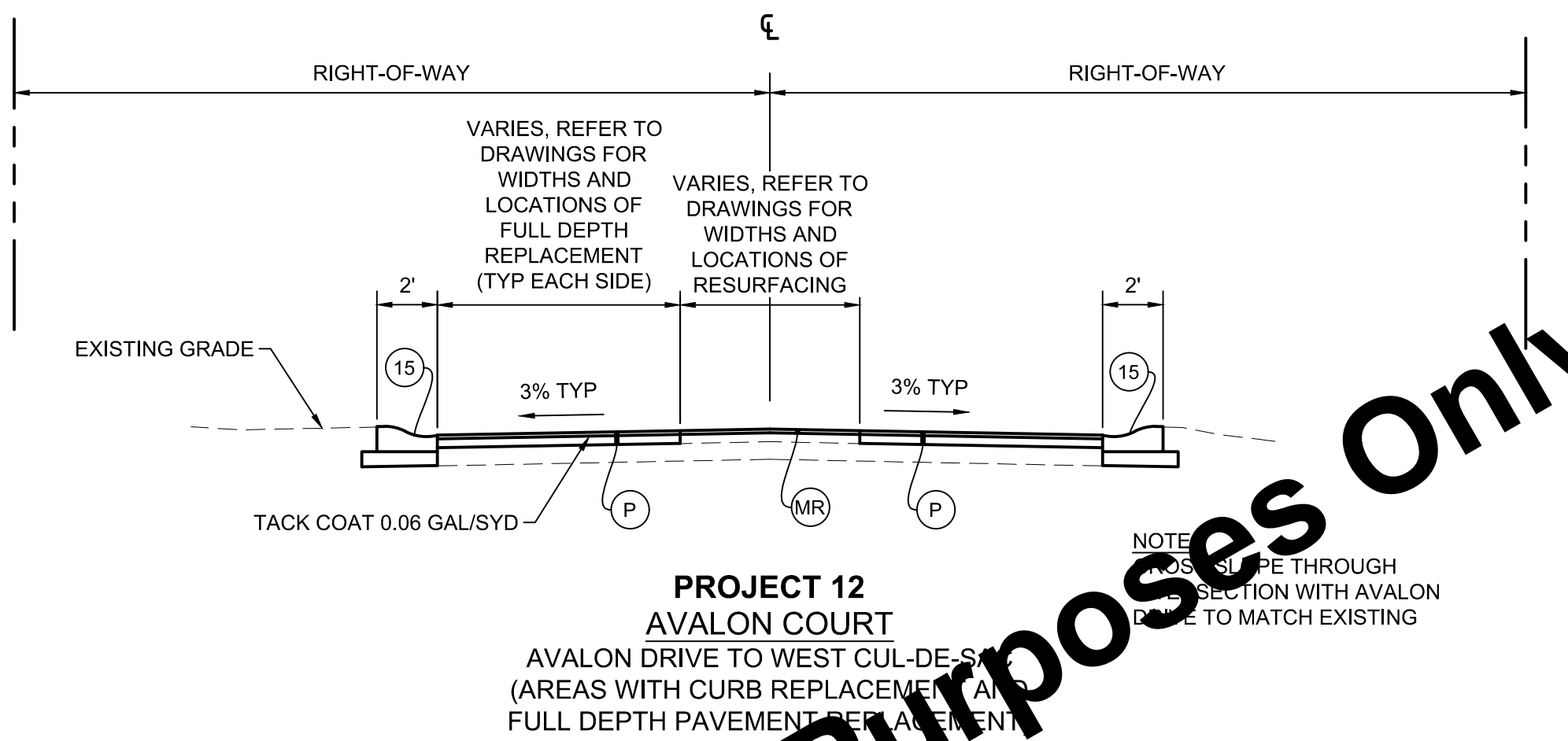
SHEET NO.	19
TOTAL SHEETS	26



TYPICAL SECTION (NO CURB)
SCALE: NONE



TYPICAL SECTION (EXISTING CURB)
SCALE: NONE



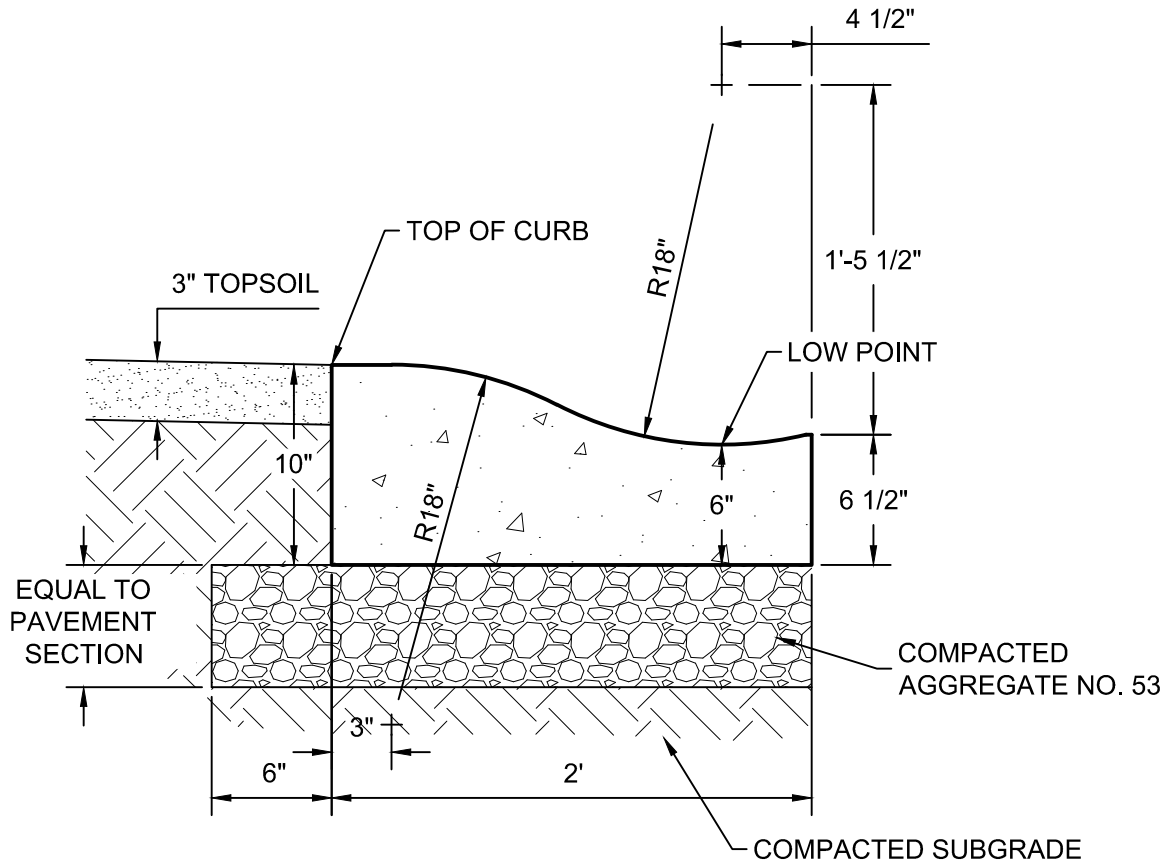
PROJECT 12
AVALON COURT
AVALON DRIVE TO WEST CUL-DE-SAC
(AREAS WITH CURB REPLACEMENT AND
FULL DEPTH PAVEMENT REPLACEMENT)

NOTES:

- ALL WORK SHALL BE DONE WITHIN EXISTING RIGHT-OF-WAY. NO WORK SHALL BE DONE OUTSIDE RIGHT-OF-WAY.
- ASPHALT MILLING SHALL BE 1.5" BELOW THE EXISTING GRADE. THE EXISTING PAVEMENT SHALL BE CUT TO PROVIDE A VERTICAL FACE OF 1.5" FOR THE TERMINUS OF THE NEW SURFACE.

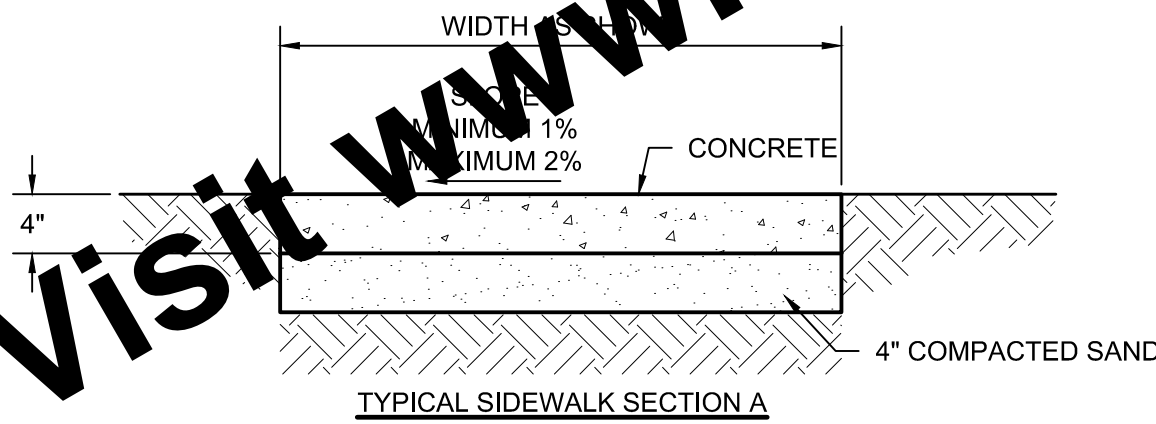
LEGEND:

- MR 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING
- P SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL THIS SHEET

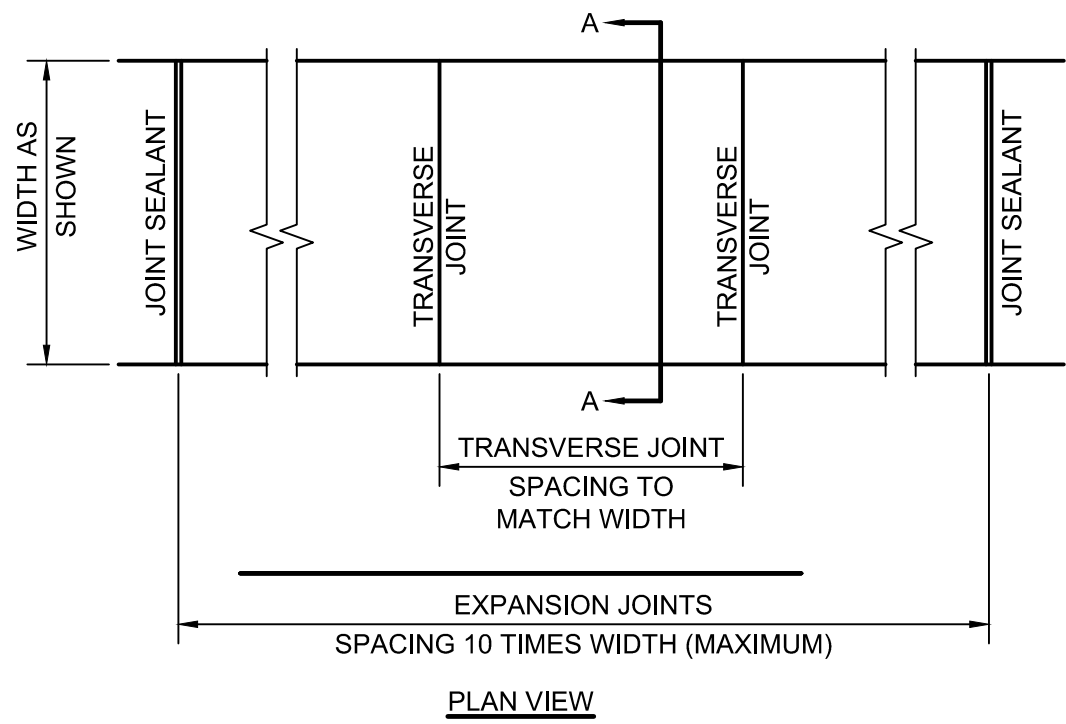


NOTES:
1. REFER TO SPECIFICATIONS FOR MATERIAL AND CONSTRUCTION REQUIREMENTS

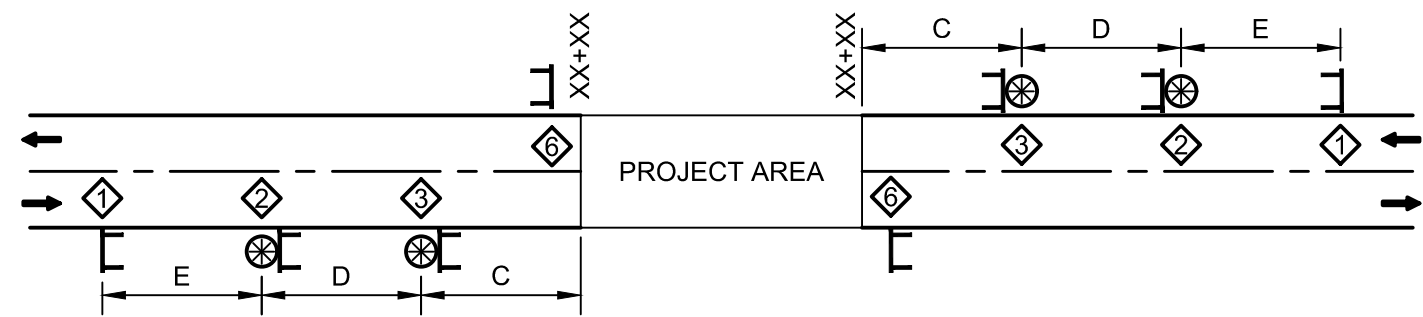
CONCRETE CURB AND GUTTER
(2' ROLLED CURB)
SCALE: NONE



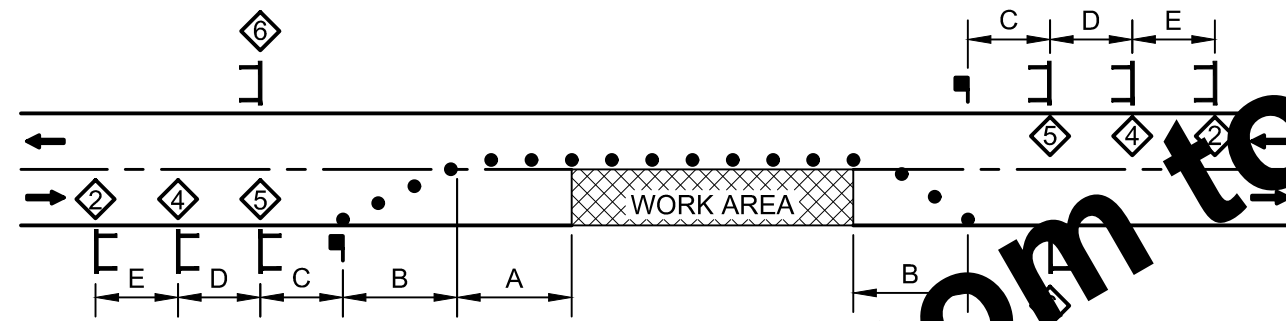
TYPICAL SIDEWALK SECTION A



CONCRETE SIDEWALK
SCALE: NONE



CONSTRUCTION SIGN PLACEMENT
SCALE: NONE



TEMPORARY FLAGGING OPERATION
SCALE: NONE

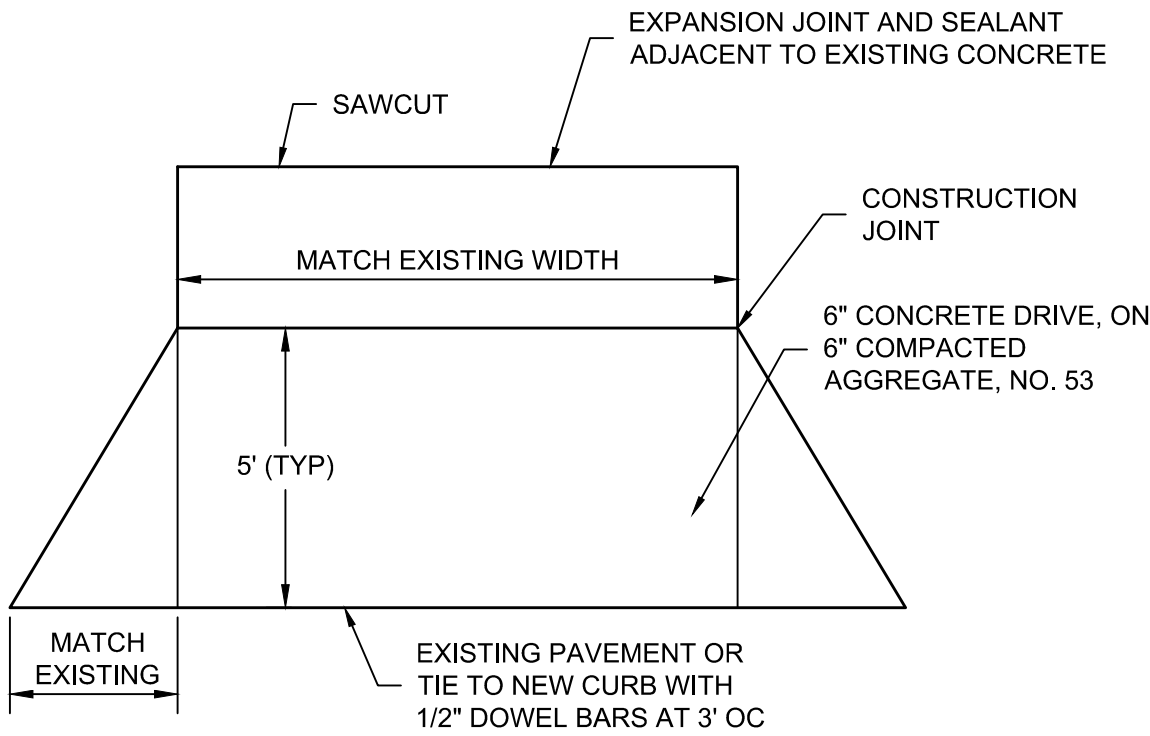
- WORK AREA(S)
- TYPE A CONSTRUCTION WARNING LIGHT
- "ROAD WORK AHEAD" (W20-1) OR "UTILITY WORK AHEAD" (W21-7)
- "ROAD WORK - XXX FT" (W20-1)
- "ONE LANE ROAD AHEAD" (W20-4)
- FLAGGER SIGN (W20-7)
- "END ROAD WORK" (G20-2)
- BARRICADE TYPE III
- TRAFFIC CONTROL
- TRAFFIC CONTROL SECTION
- ROAD CLOSURE SIGN ASSEMBLY, INCLUDES R11-2, BARRICADE TYPE III, AND TYPE B CONSTRUCTION WARNING LIGHT
- DISTRIBUTED COMPACTED AGGREGATE, NO. 53, TEMPORARY FOR ACCESS
- FLAGGER
- SIGN, FACING LEFT
- SIGN, FACING RIGHT

TRAFFIC CONTROL LEGEND
SCALE: NONE

SPEED (MPH)	DISTANCE (FEET)				
	A	B	C	D	E
20 OR LESS	120	100	100	100	100
25	160	100	100	100	100
30	200	100	100	100	100
35	280	100	350	350	350
40	320	100	350	350	350
45	360	100	500	500	500
50	440	100	500	500	500
55	520	100	500	500	500
60	600	100	1,000	1,600	2,640
65	680	100	1,000	1,600	2,640
70	760	100	1,000	1,600	2,640

- NOTES:
- DISTANCES SHOWN ARE APPROXIMATE. ADJUST SIGN FOR CURVES, HILLS, INTERSECTIONS, DRIVEWAYS, ETC TO IMPROVE SIGN VISIBILITY.
 - THE SPACING OF CHANNELIZING DEVICES SHOULD BE A DISTANCE IN FEET EQUAL TO THE SPEED LIMIT IN MPH WHEN USED FOR TAPER CHANNELIZATION, AND A DISTANCE IN FEET EQUAL TO 2.0 TIMES THE SPEED LIMIT IN MPH USED FOR TANGENT CHANNELIZATION.

ADVANCE WARNING SIGN AND
FLAGGER OPERATION SPACING
SCALE: NONE



CONCRETE DRIVE APPROACH
SCALE: NONE

SCALE VERIFICATION	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING	CHECKED BY	BAS				
	APPROVED BY	JRF				
	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER					
		292525-04-001				



2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS
TOWN OF GREENTOWN, INDIANA
MISCELLANEOUS DETAILS

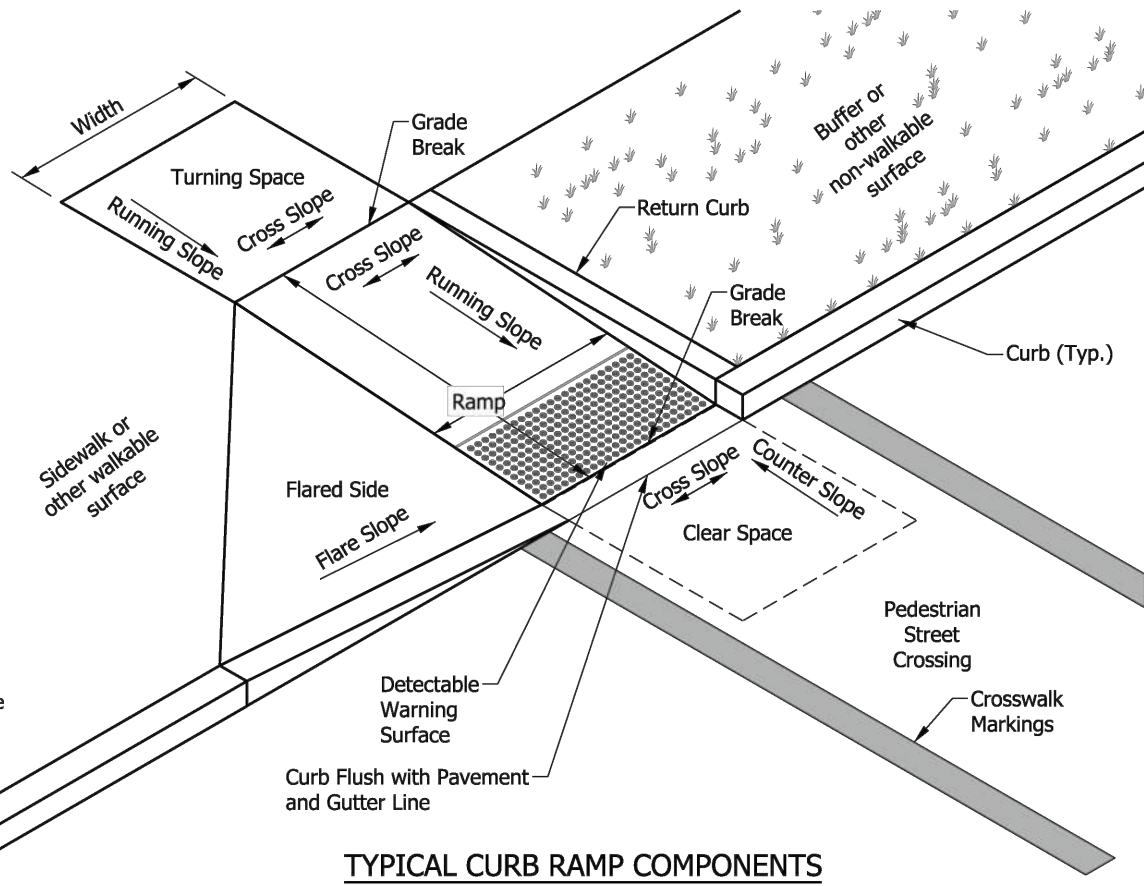
SHEET NO.
20
TOTAL SHEETS
26

Drawing: X:\Greentown\292525 Greentown 2026 CCJG\DWG\Sheet\292525-MD.dwg | Layout: MD02 | Plotted: 12/17/25 @ 03:11:28 | LastSavedBy: jstufli

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 posted yield or stop control shall be 5.00%.
 - b. The maximum cross slope at a pedestrian street crossing with posted 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 604-SWCR-14 for counter slope details.
13. Objects such as a utility cover, vault, 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

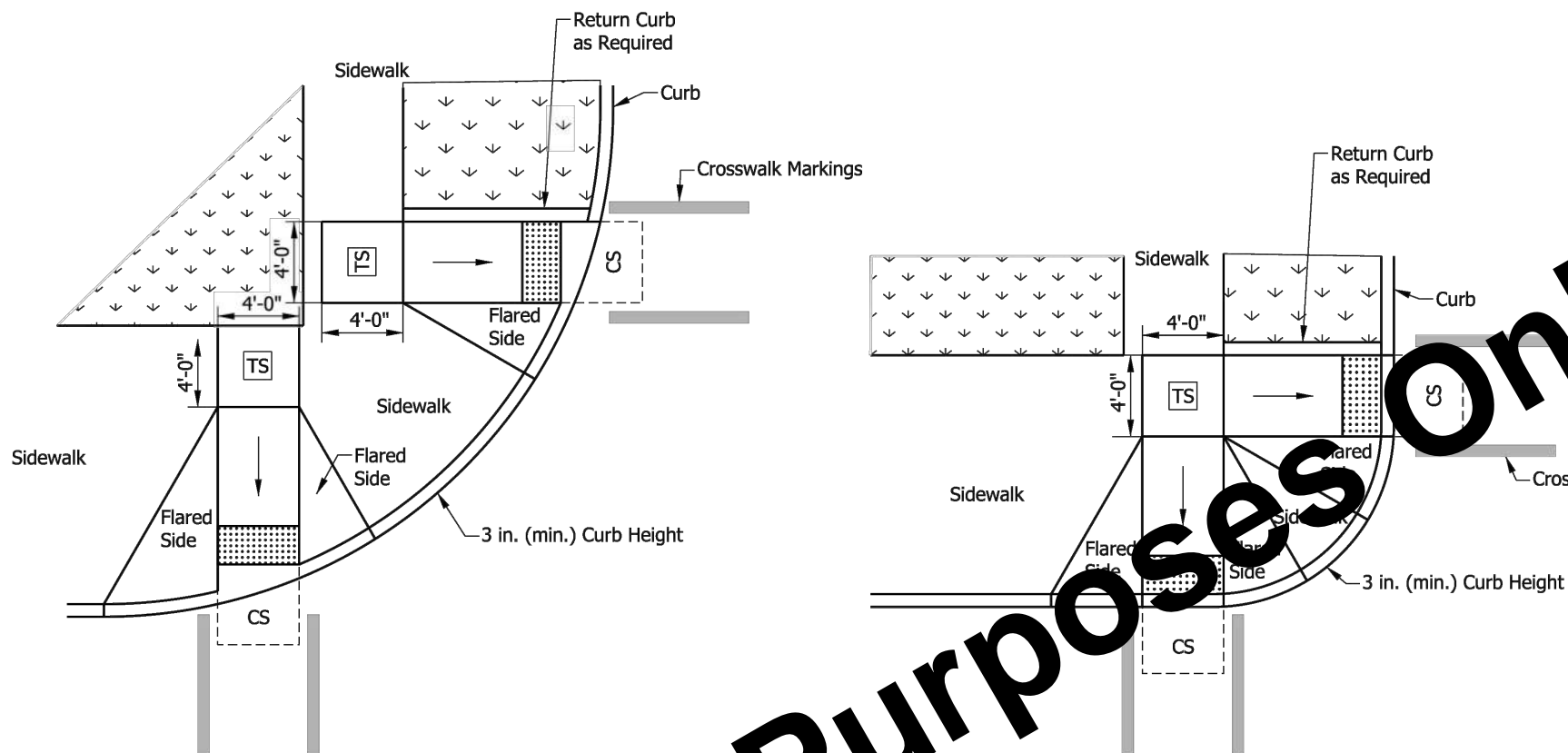


/s/ Elizabeth W. Phillips 03/20/18
DESIGN STANDARDS ENGINEER DATE

/s/ Jofin Lackie 04/25/18
CHIEF ENGINEER DATE

NOTE:

1. The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the running slope.



PAIRED PERPENDICULAR
CURB RAMPs AT LARGE RADIUS

PAIRED PERPENDICULAR
CURB RAMPs AT SMALL RADIUS

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space
- Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

PAIRED PERPENDICULAR CURB RAMPs TYPICAL PLACEMENT

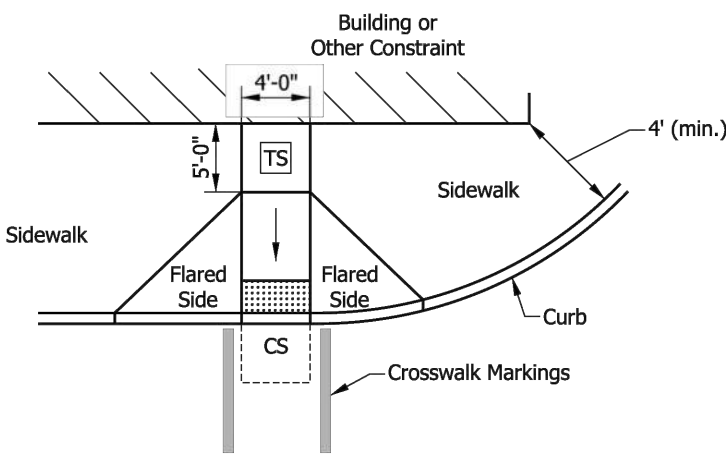
SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-03

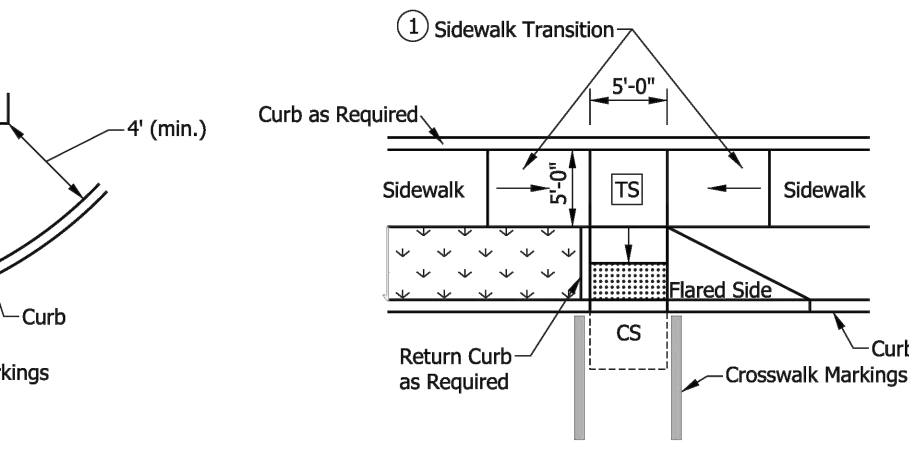


/s/ Elizabeth W. Phillips 03/15/16
DESIGN STANDARDS ENGINEER DATE

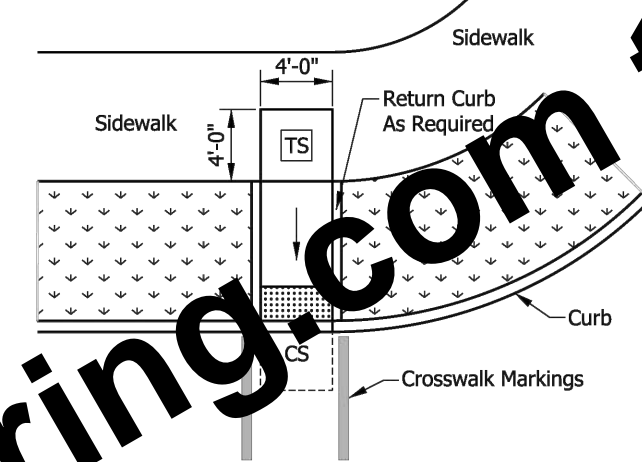
/s/ Mark A. Miller 03/18/16
CHIEF ENGINEER DATE



PERPENDICULAR CURB RAMP
ADJACENT WALKABLE SURFACE



TIERED PERPENDICULAR CURB RAMP



PERPENDICULAR CURB RAMP
ADJACENT NON-WALKABLE SURFACE

NOTES:

1. Where insufficient width between the curb and back of sidewalk prevent a standard perpendicular curb ramp running slope, a sidewalk transition may be used to lower the sidewalk grade. The sidewalk transition running slope shall not exceed 8.33%. See Standard Drawing Series E 604-SDWK for sidewalk details.
2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space
- Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

PERPENDICULAR CURB RAMP TYPICAL PLACEMENT

SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-02



/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ Jofin Lackie 04/25/18
CHIEF ENGINEER DATE

NOTES:

1. The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.
2. 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, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope. Where a tiered perpendicular curb ramp is used, a constrained turning space shall have a minimum clear dimension of 5 ft x 5 ft.
3. Curb ramp surface shall be coarse broomed transverse to the running slope.
4. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
6. See Standard Drawing E 604-CCS3-01 for sidewalk expansion joint details.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION

PERPENDICULAR CURB RAMP COMPONENT DETAILS

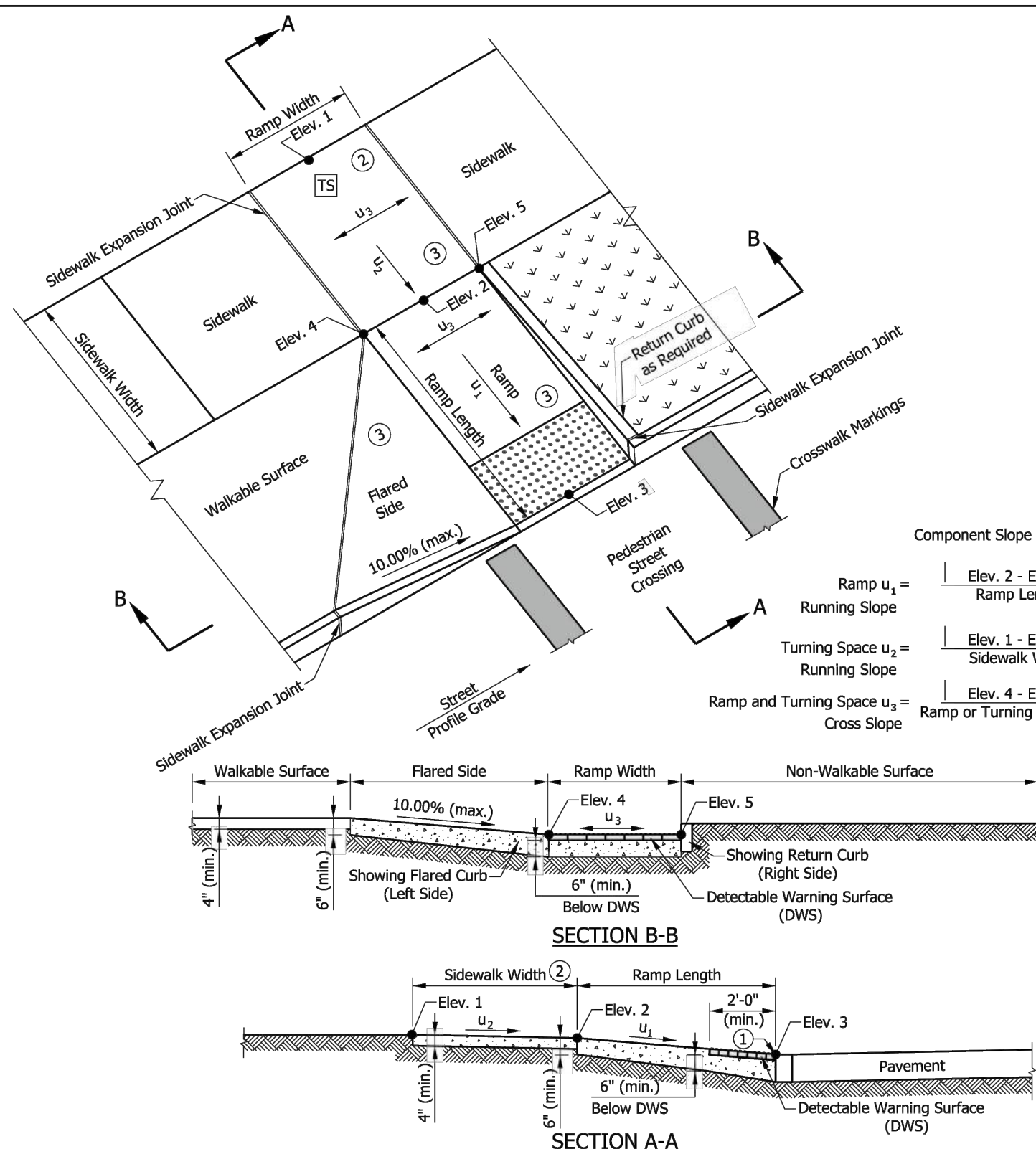
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-04



/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ Jofin Lackie 04/25/18
CHIEF ENGINEER DATE



Component Slope Equations:

$$\begin{aligned} \text{Ramp } u_1 &= \frac{\text{Elev. 2} - \text{Elev. 3}}{\text{Ramp Length}} \leq 8.33\% \\ \text{Turning Space } u_2 &= \frac{\text{Elev. 1} - \text{Elev. 2}}{\text{Sidewalk Width}} \leq 2.00\% \\ \text{Ramp and Turning Space } u_3 &= \frac{\text{Elev. 4} - \text{Elev. 5}}{\text{Ramp or Turning Space Width}} \leq 2.00\% \end{aligned}$$

SECTION B-B

SECTION A-A

2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

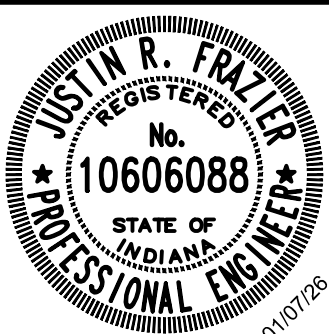
MISCELLANEOUS DETAILS

SHEET NO.

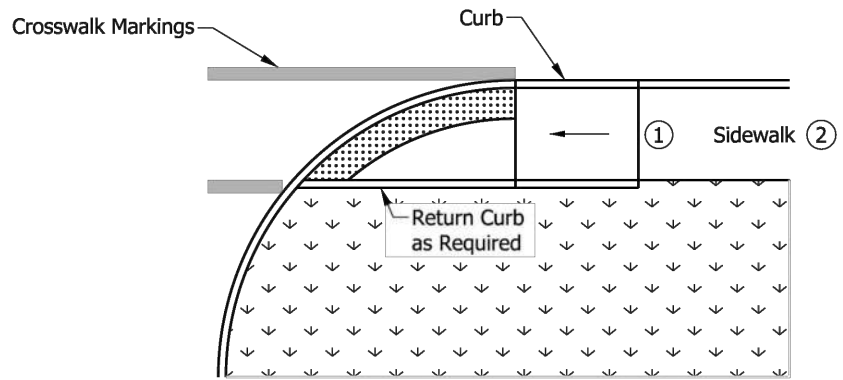
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TOTAL SHEETS

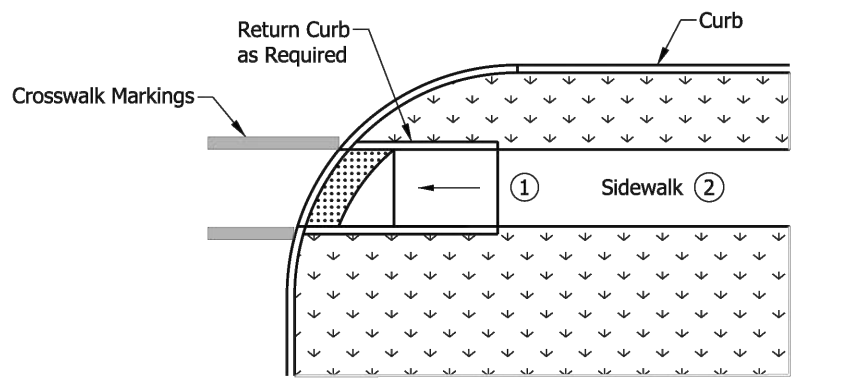
26



W
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ENGINEERING
More than a Project™



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP ADJACENT CURB



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP WITH BUFFER

NOTES:

- 1 A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.
- 2 Where there is no buffer between the sidewalk and curb the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION

ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP
TYPICAL PLACEMENT
SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-05

ELIZABETH W. PHILLIPS
REGISTERED
No. 10200124
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/15/16
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 03/18/16
CHIEF ENGINEER DATE

NOTES:

- 1 The bottom edge of the ramp or setback and top of curb shall be flush with the edge of adjacent pavement and gutter line.
- 2 A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.
- 3 Curb ramp surface shall be coarse broomed transverse to the running slope.
- 4 See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
- 5 See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
- 6 See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION

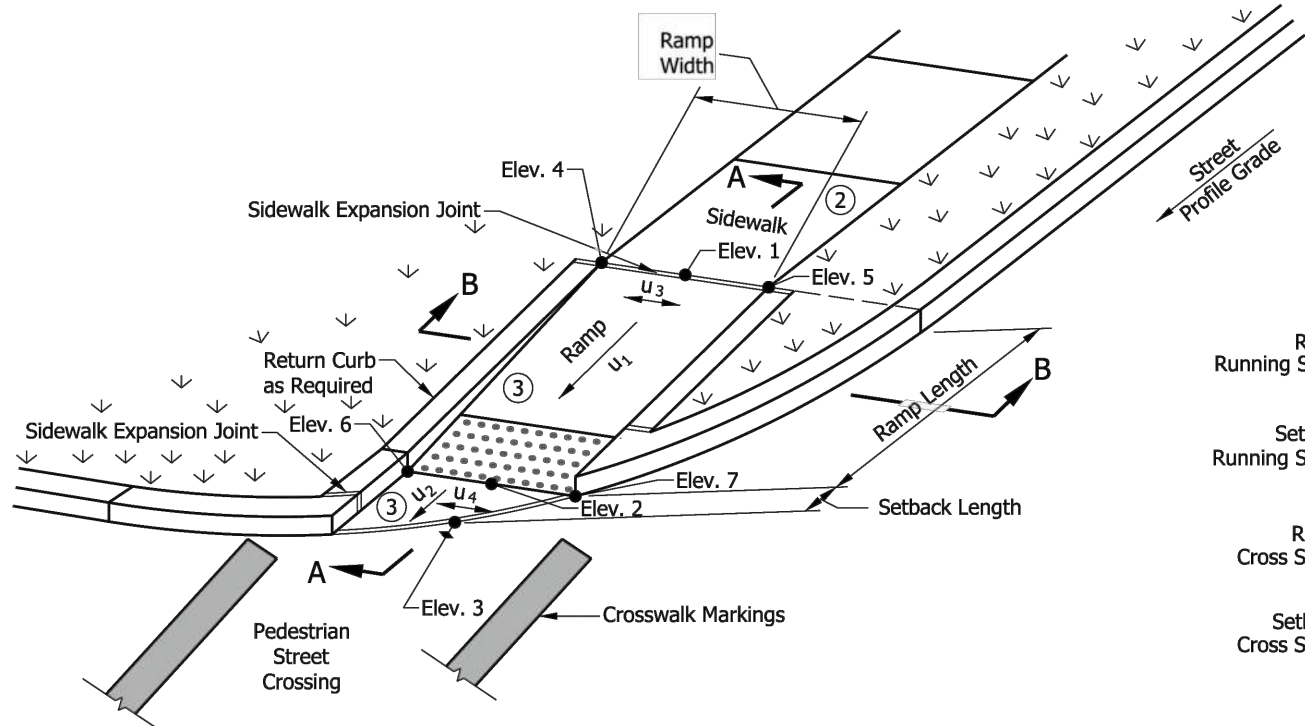
ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP COMPONENT DETAILS
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-06

ELIZABETH W. PHILLIPS
REGISTERED
No. 10200124
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



Component Slope Equations:

$$\text{Ramp } u_1 = \frac{\text{Elev. 1} - \text{Elev. 2}}{\text{Ramp Length}} \leq 8.33\%$$
$$\text{Running Slope } u_2 = \frac{\text{Elev. 2} - \text{Elev. 3}}{\text{Setback Length}} \leq \text{Profile Grade of Adjacent Pavement}$$
$$\text{Ramp } u_3 = \frac{\text{Elev. 4} - \text{Elev. 5}}{\text{Ramp Length}} \leq 2.00\%$$
$$\text{Cross Slope } u_4 = \frac{\text{Elev. 6} - \text{Elev. 7}}{\text{Ramp Width}} \leq 2.00\%$$

SECTION A-A

NOTES:

- 1 The bottom edge of the turning space and top of curb shall be flush with the edge of adjacent pavement and gutter line.
- 2 The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
- 3 Curb ramp surface shall be coarse broomed transverse to the running slope.
- 4 Where there is no buffer between the sidewalk and curb, the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.
- 5 See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
- 6 See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
- 7 See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION

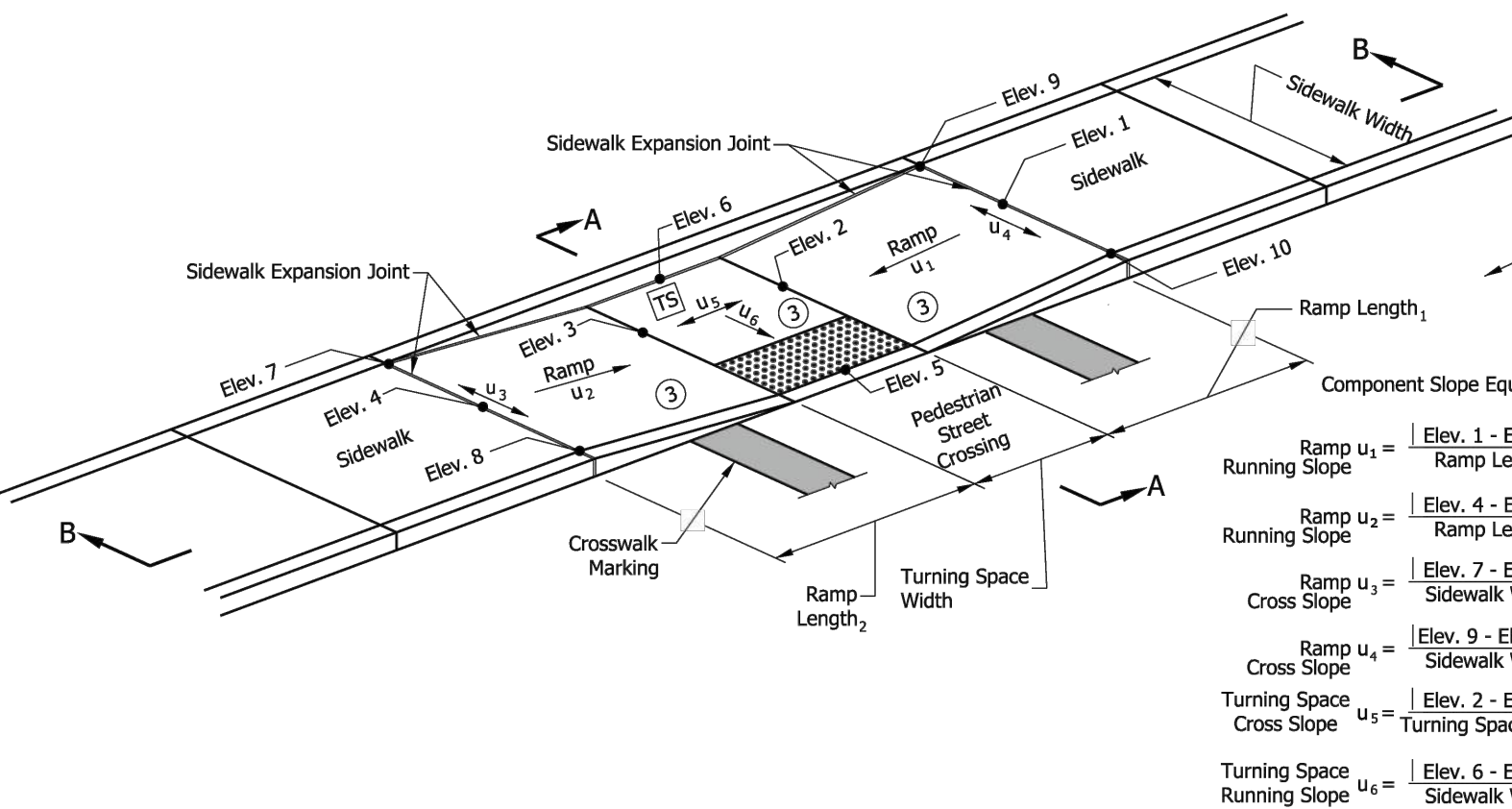
PARALLEL CURB RAMP COMPONENT DETAILS
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-08

ELIZABETH W. PHILLIPS
REGISTERED
No. 10200124
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE

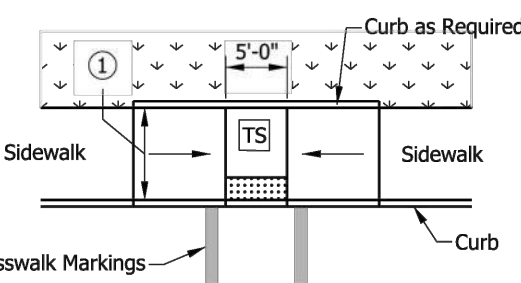


Component Slope Equations:

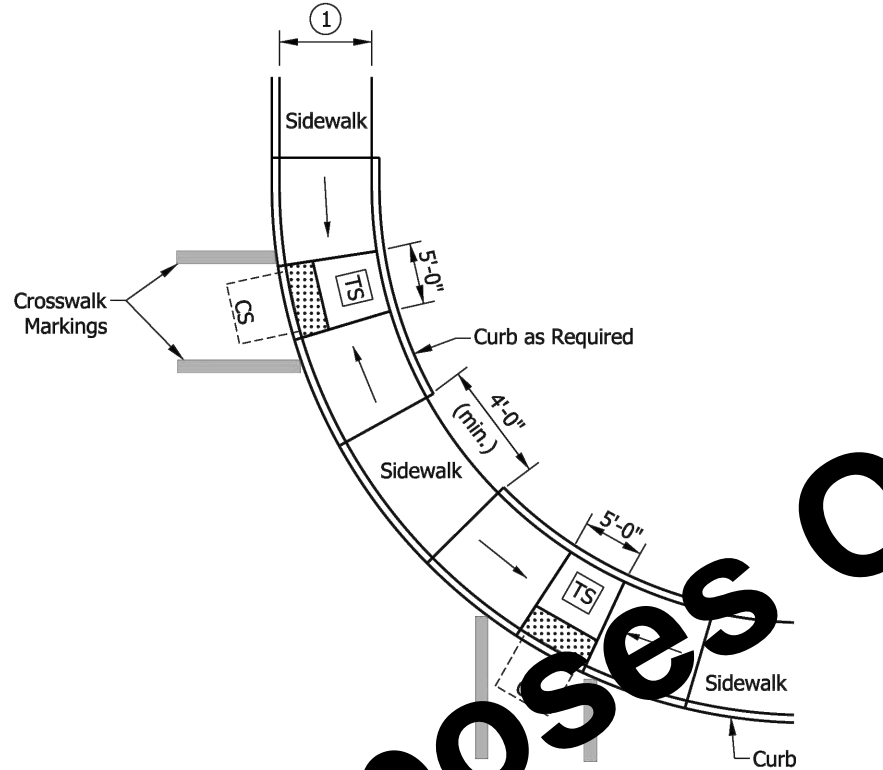
$$\text{Ramp } u_1 = \frac{\text{Elev. 1} - \text{Elev. 2}}{\text{Ramp Length}_1} \leq 8.33\%$$
$$\text{Running Slope } u_2 = \frac{\text{Elev. 4} - \text{Elev. 3}}{\text{Ramp Length}_2} \leq 8.33\%$$
$$\text{Ramp } u_3 = \frac{\text{Elev. 7} - \text{Elev. 8}}{\text{Sidewalk Width}} \leq 2.00\%$$
$$\text{Cross Slope } u_4 = \frac{\text{Elev. 9} - \text{Elev. 10}}{\text{Sidewalk Width}} \leq 2.00\%$$
$$\text{Turning Space } u_5 = \frac{\text{Elev. 2} - \text{Elev. 3}}{\text{Turning Space Width}} \leq 2.00\%$$
$$\text{Turning Space } u_6 = \frac{\text{Elev. 6} - \text{Elev. 5}}{\text{Sidewalk Width}} \leq 2.00\%$$

SECTION A-A

SECTION B-B



MIDBLOCK CROSSING CURB RAMP



NOTES:

- 1 Where there is no buffer between the sidewalk and curb the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.
- 2 The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space
- Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

PAIRED PARALLEL CURB RAMP AND MIDBLOCK CROSSING CURB RAMP
TYPICAL PLACEMENT
SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-07

ELIZABETH W. PHILLIPS
REGISTERED
No. 10200124
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/15/16
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 03/18/16
CHIEF ENGINEER DATE

SCALE VERIFICATION

BAR IS ONE INCH LONG ON ORIGINAL DRAWING

DRAWN BY MTF

CHECKED BY BAS

APPROVED BY JRF

ISSUE DATE

JANUARY 2026

PROJECT NUMBER

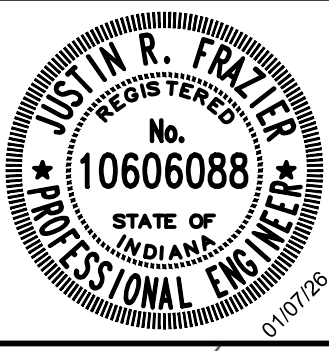
292525-04-001

NO.

DATE

INITIALS

REVISION DESCRIPTIONS



2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

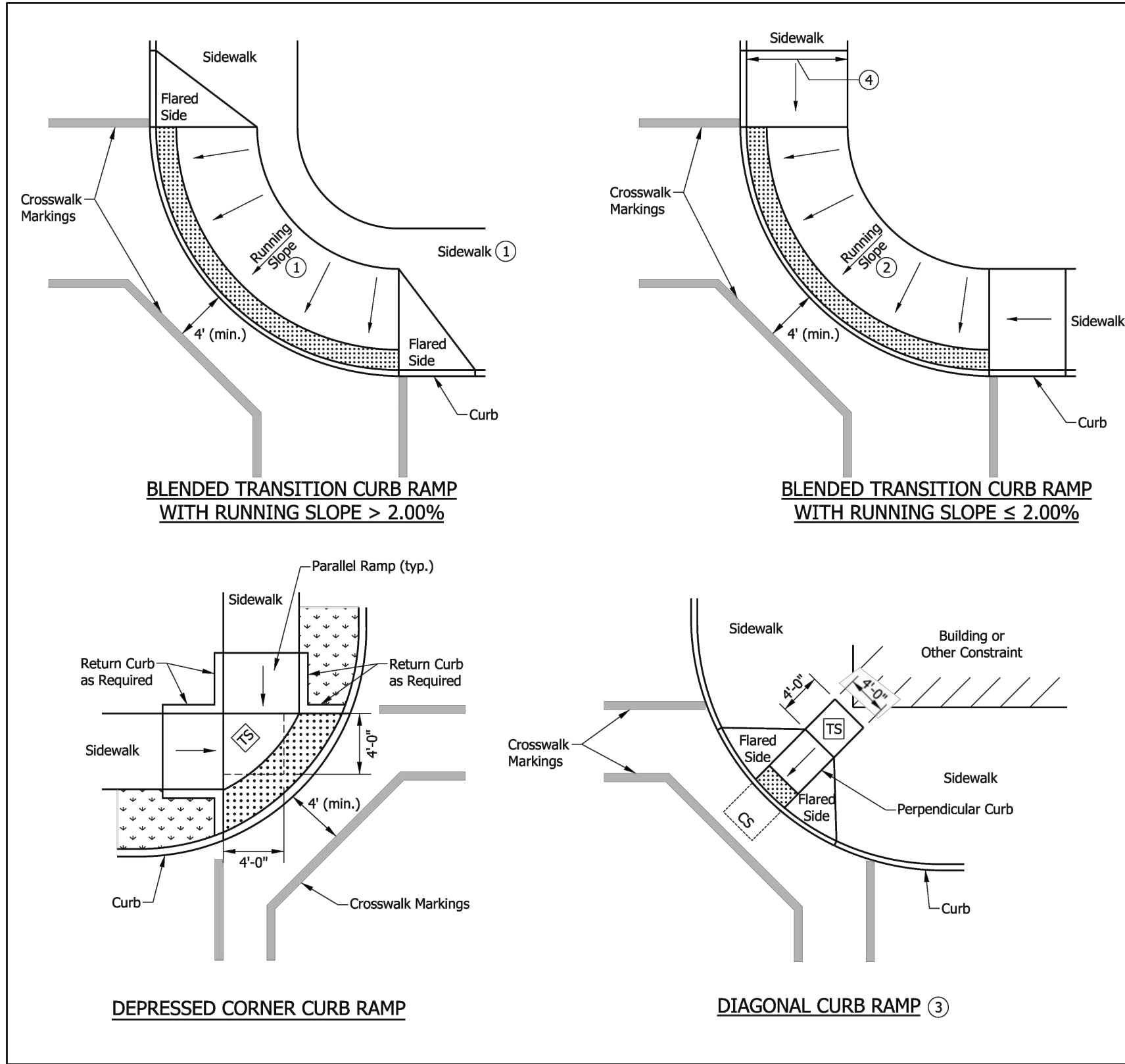
MISCELLANEOUS DETAILS

SHEET NO.

22

TOTAL SHEETS

26



- NOTES:**
- Where the running slope is greater than 2.00%, a 4-ft minimum sidewalk shall continue behind the blended transition. The running slope shall not exceed 5.00%.
 - Where the running slope is less than or equal to 2.00% a 4-ft minimum sidewalk is not required behind the blended transition.
 - A diagonal curb ramp shall not be used for new construction. For an alteration project, a diagonal curb ramp shall be used only where existing physical conditions prevent paired curb ramps, a blended transition curb ramp, or a depressed corner curb ramp from being provided.
 - Where there is no buffer between the sidewalk and curb the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.

- LEGEND:**
- Buffer or Other Non-Walkable Surface
 - Ramp
 - Detectable Warning Surface
 - Turning Space
 - Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

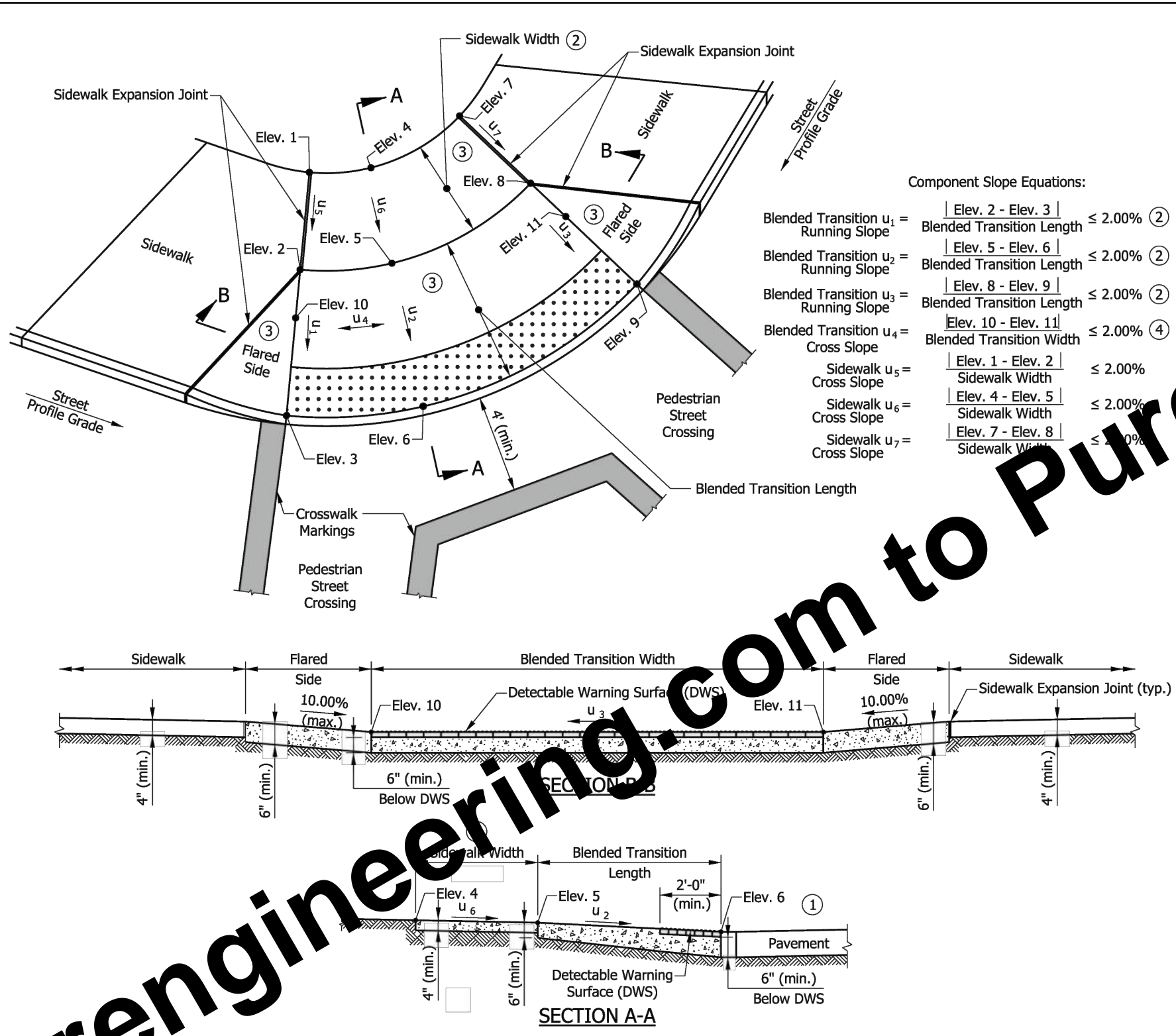
Blended Transition Curb Ramp,
Depressed Curb Ramp and Diagonal
Curb Ramp Typical Placement
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-09

REGISTERED
No. 10200124
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



- NOTES:**
- The bottom edge of the blended transition and top of curb shall be flush with the edge of adjacent pavement and gutter line.
 - Where the running slope is less than or equal to 2.00% a 4-ft minimum sidewalk is not required behind the blended transition. Where the running slope is greater than 2.00%, a 4-ft minimum sidewalk shall continue behind the blended transition and the running slope shall not exceed 5.00%.
 - Curb ramp surface shall be coarse broomed transverse to the running slope.
 - See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
 - See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
 - See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Ramp
- Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION

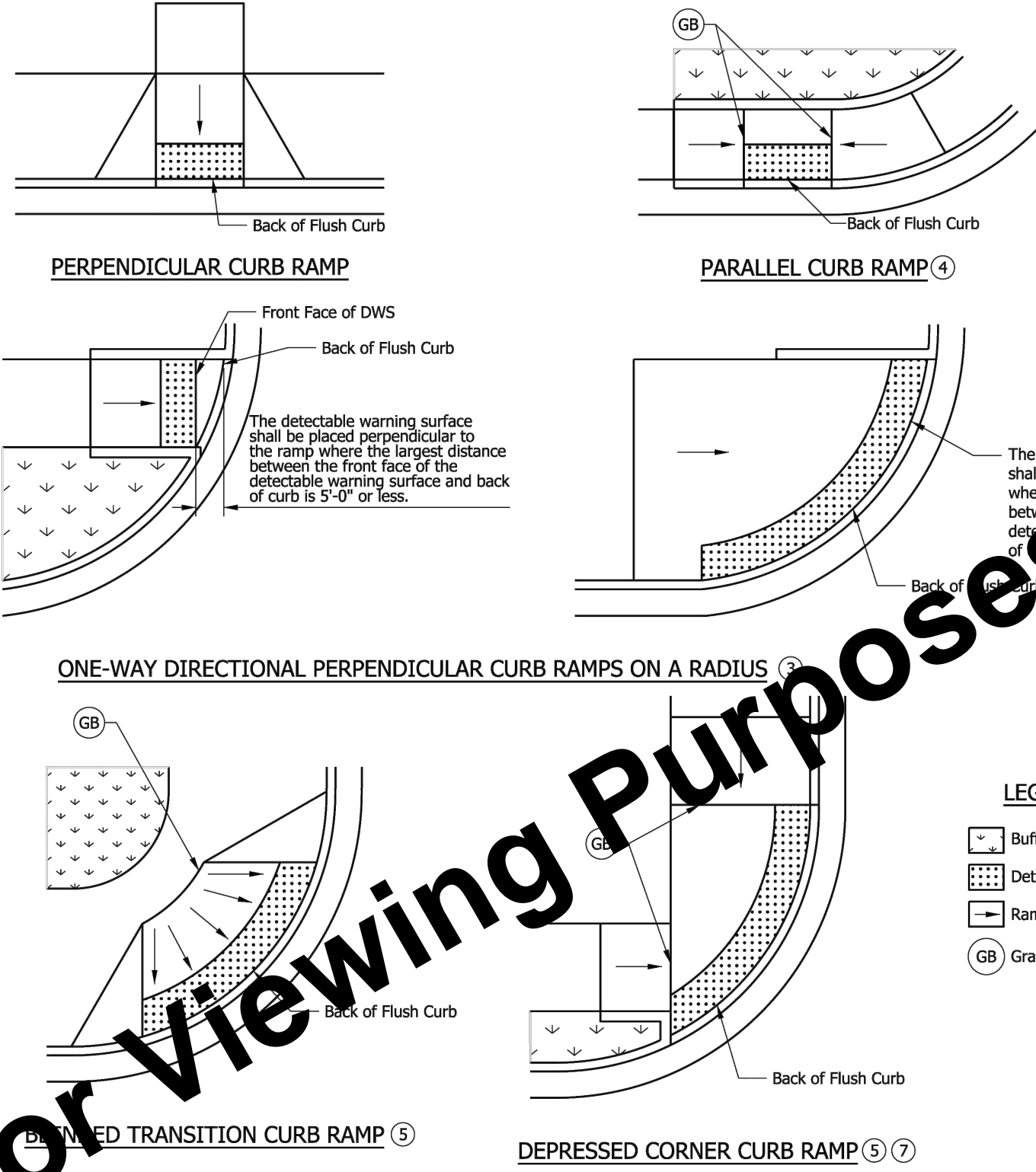
Blended Transition Curb Ramp
Component Details
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-10

REGISTERED
No. 10200124
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



- NOTES:**
- A detectable warning surface shall be placed at each street, highway, or railroad crossing. See Standard Drawing E 604-SDWK-03 for a detectable warning surface placement at a sidewalk driveway crossing.
 - The detectable warning surface shall extend a minimum of 5 ft in the direction of pedestrian travel and extend the full width of the ramp. The detectable warning surface shall not be placed across a grade break.
 - Where the distance from the face of the detectable warning surface is 5 ft or less from the back of curb, the detectable warning surface shall be placed perpendicular to the ramp where the largest distance between the front face of the detectable warning surface and back of curb is 5'-0" or less.
 - The detectable warning surface on a parallel curb ramp shall be placed on the turning space at the flush transition between the street and turning space at the back of curb.
 - The detectable warning surface on a blended transition or depressed corner shall be placed at the back of curb as shown or in an alternate placement configuration. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement.
 - See Standard Drawing E 604-SWCR-14 for detectable warning surface details.

INDIANA DEPARTMENT OF TRANSPORTATION

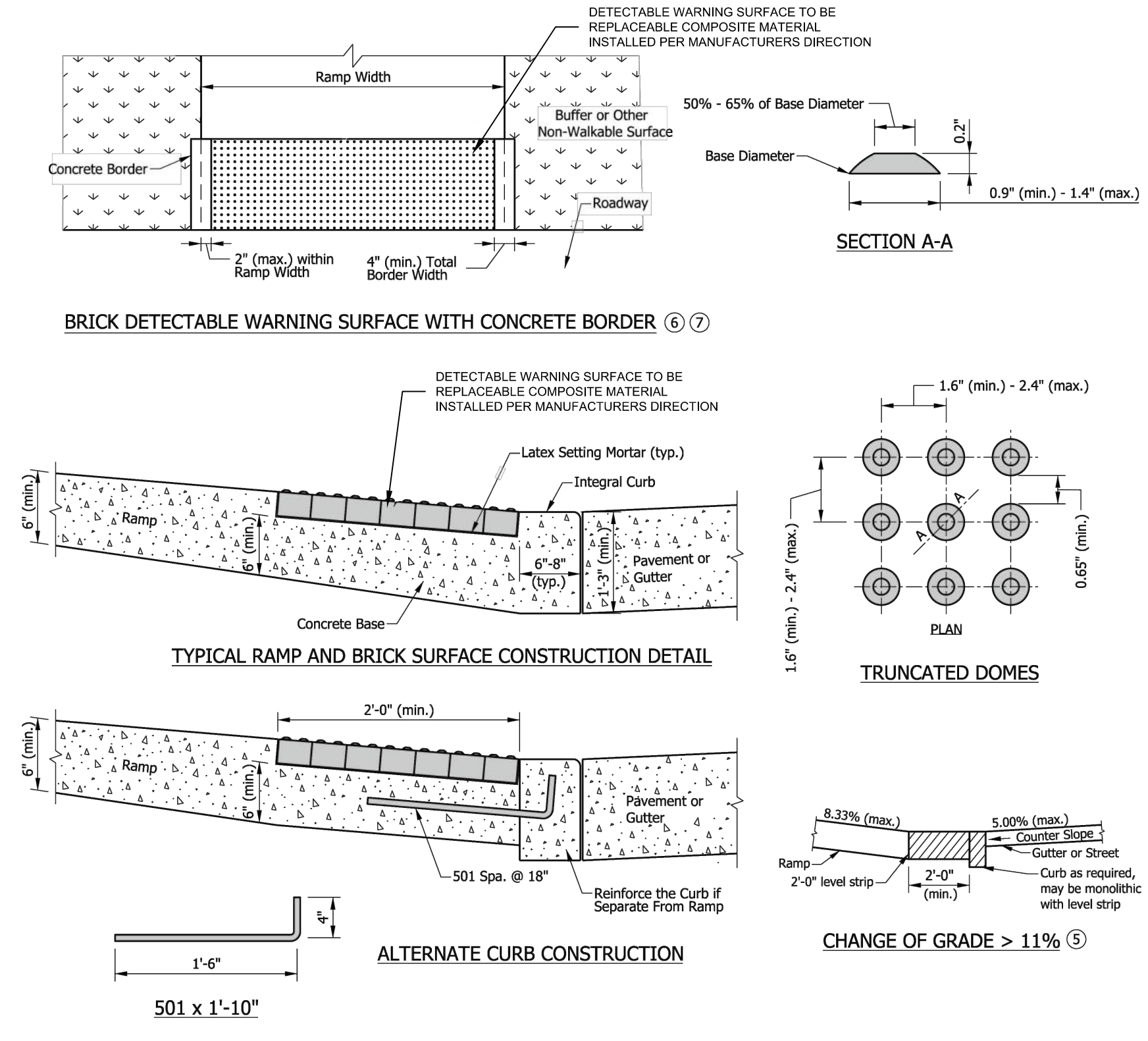
Detectable Warning Surface
Placement and Configuration
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-12

REGISTERED
No. 10200124
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE



- NOTES:**
- Detectable warning surface shall consist of truncated domes. Domes shall be aligned in a square or radial grid pattern with diameter and center-to-center spacing within the ranges specified.
 - The detectable warning surface may be field cut. Truncated dome spacing between adjacent panels shall be within the ranges specified.
 - The detectable warning surface shall contrast visually with adjacent surfaces, either light-on-dark or dark-on-light.
 - The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
 - The maximum counter slope of the gutter or street at the bottom of the ramp shall be 5.00%. Where the algebraic difference between the running slope and the counter slope exceeds 11%, a 2-ft minimum level strip should be provided at the bottom of the ramp.
 - Where a concrete border is used for forming, the border shall be cast monolithically with the curb ramp concrete. The concrete border shall not reduce the ramp width by more than 2 in. on each side.
 - Where forming other than a concrete border is used, the edge restraint shall not encroach upon the ramp width.

INDIANA DEPARTMENT OF TRANSPORTATION

Detectable Warning Surface Details
SEPTEMBER 2018

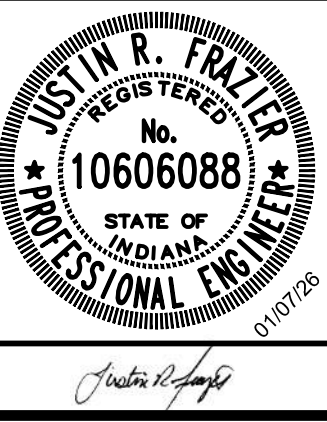
STANDARD DRAWING NO. E 604-SWCR-14

REGISTERED
No. 10200124
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/29/18
DESIGN STANDARDS ENGINEER DATE

/s/ John Leckie 04/25/18
CHIEF ENGINEER DATE

SCALE VERIFICATION	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING	CHECKED BY	BAS				
	APPROVED BY	JRF				
	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER					
		292525-04-001				



2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

MISCELLANEOUS DETAILS

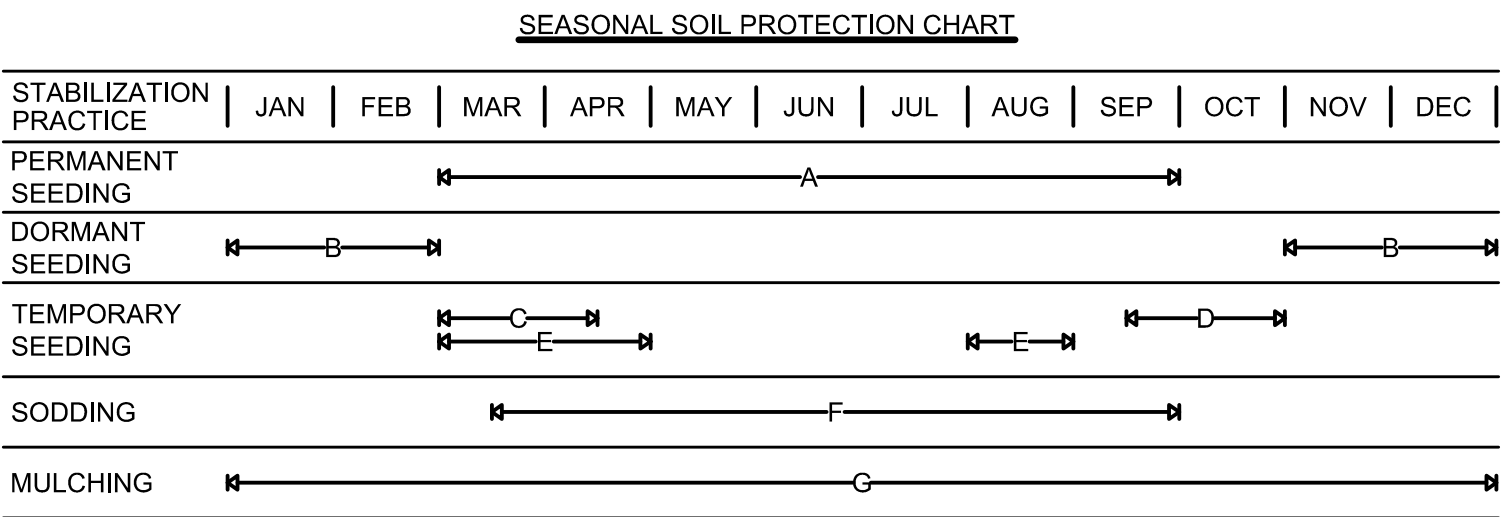
SHEET NO.

23

TOTAL SHEETS

26

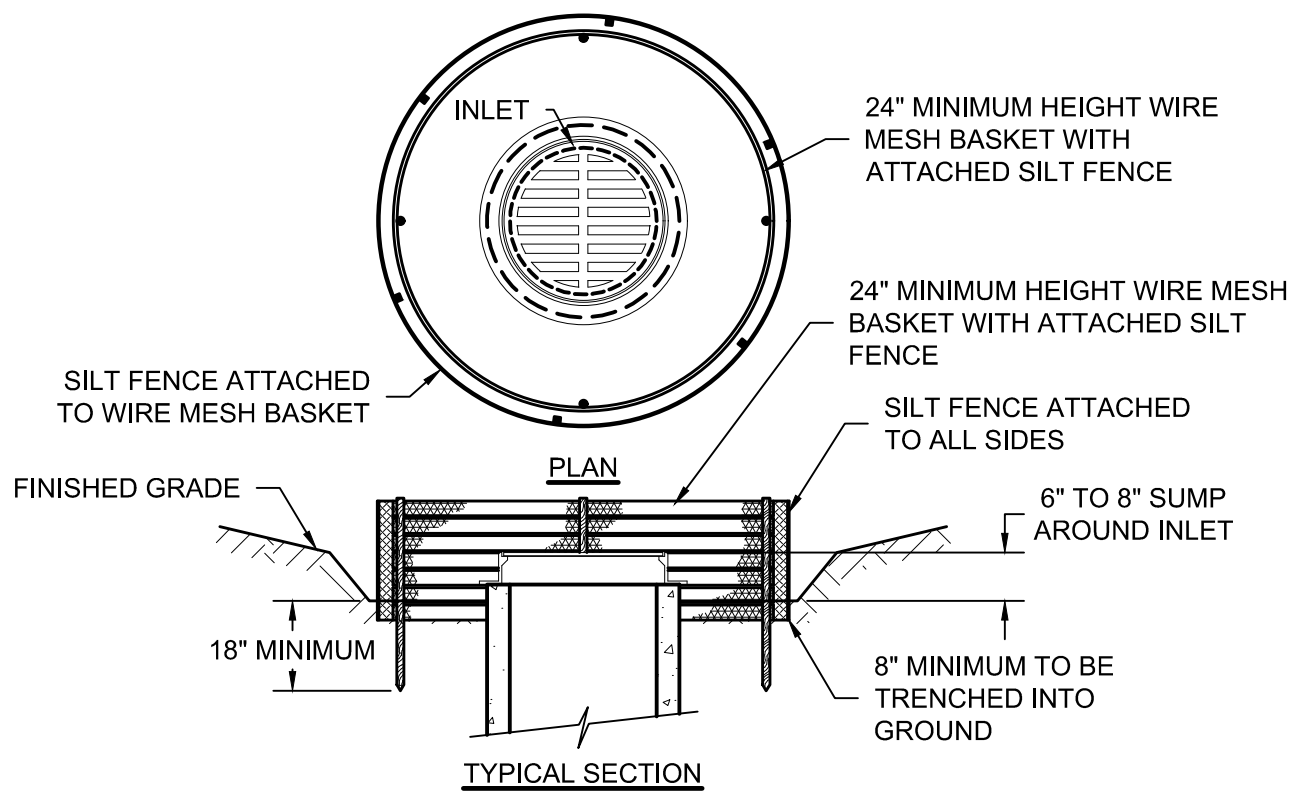
Drawing: X:\Greentown\292525 Greentown 2026 CCMG\DWG\Sheets\292525-CD.dwg | Layout: CD01 | Plotted: 12/17/25 @ 03:12:18 | LastSavedBy: JustinF



- A. = KENTUCKY BLUEGRASS 140 LB/ACRE; OR 170 LB/ACRE TALL FESCUE PLUS 30 LB/ACRE BLUEGRASS; OR APPROVED EQUAL GRASS SEED MIXTURE
- B. = KENTUCKY BLUEGRASS 210 LB/ACRE; OR 90 LB/ACRE PERENNIAL RYEGRASS PLUS 135 LB/ACRE BLUEGRASS OR 250 LB/ACRE TALL FESCUE (TURF TYP) PLUS 45 LB/ACRE BLUEGRASS; OR APPROVED EQUAL GRASS SEED MIXTURE
- C. = SPRING OATS 100 LB/ACRE (1" PLANTING DEPTH)
- D. = WHEAT OR RYE 150 LB/ACRE (1" - 1.5" PLANTING DEPTH)
- E. = ANNUAL RYEGRASS 40 LB/ACRE (1/4" PLANTING DEPTH)
- F. = SOD
- G. = ANCHORED STRAW/HAY (2 TONS/ACRE) OR WOOD FIBER/CELLULOSE (1 TON/ACRE) IS REQUIRED WITH PERMANENT SEEDING AND TEMPORARY SEEDING. ALSO REQUIRED WITH DORMANT SEEDING UNLESS SOIL IS IN FREEZE/THAW CYCLE.

- NOTES:
- IRRIGATION NEEDED DURING MAY THROUGH SEPTEMBER.
 - IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD.
 - ANCHORED MULCH IS REQUIRED FOR PERMANENT, DORMANT AND TEMPORARY SEEDING.
 - OPTIMUM SEEDING DATES PROVIDED. DATES MAY BE EXTENDED OR SHORTENED BASED ON PROJECT LOCATION.
 - SEED MIXTURES PROVIDED FOR LAWNS AND HIGH MAINTENANCE AREAS.
 - IF CONSTRUCTION ACTIVITIES ARE LOCATED WITHIN A FLOODWAY, SEE MIXTURES CONSISTING OF TALL FESCUE SHALL NOT BE UTILIZED.

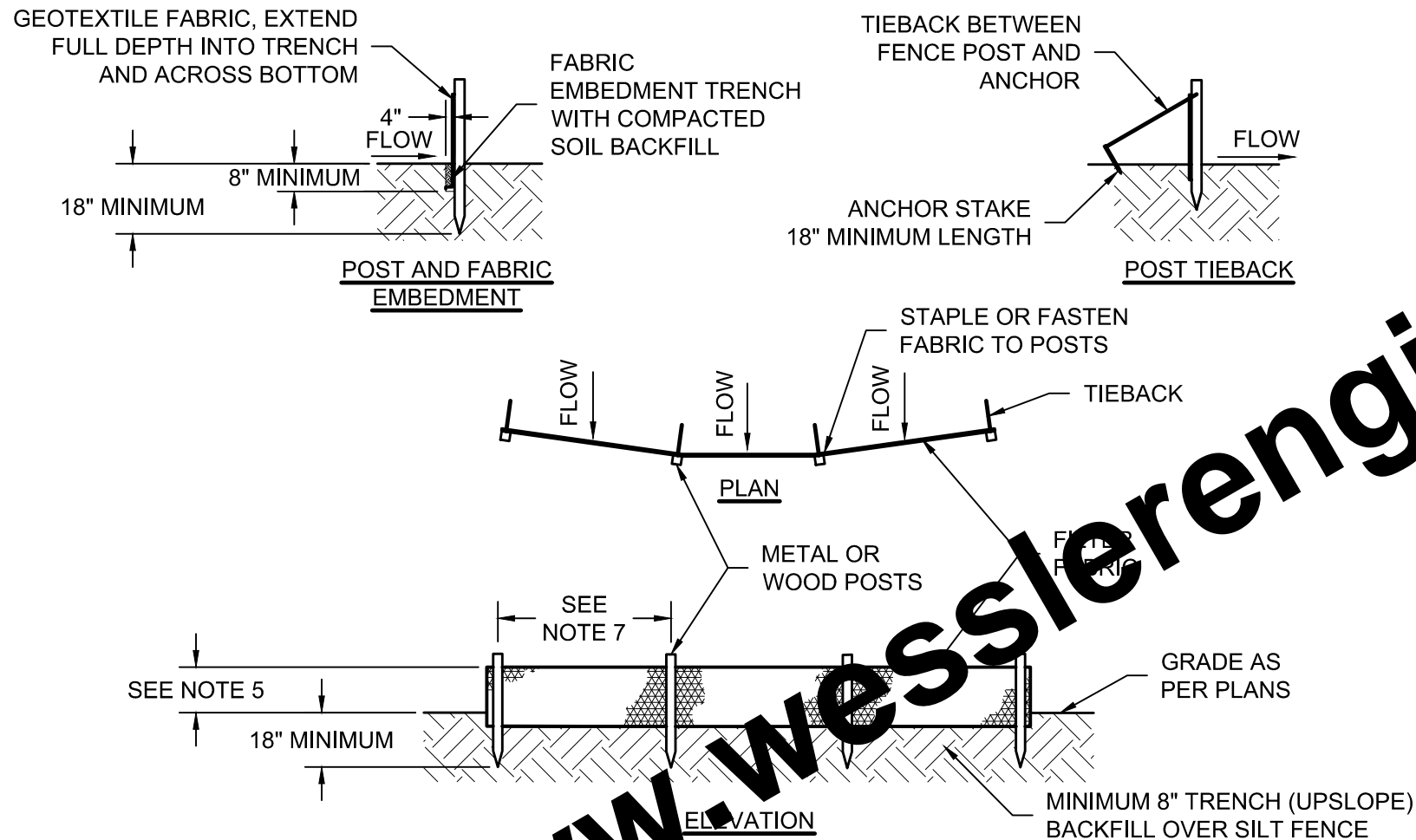
- MAINTENANCE:
- INSPECT WITHIN 24 HOURS OF EACH RAIN EVENT AND AT LEAST ONCE EVERY 7 CALENDAR DAYS.
 - CHECK FOR EROSION AND MOVEMENT OF MULCH AND REPAIR IMMEDIATELY.
 - MONITOR FOR EROSION DAMAGE AND ADEQUATE COVER (70% DENSITY).
 - RESEED OR APPLY MULCH WHERE NECESSARY.
 - SELECT SOIL AMENDMENT MATERIALS AND RATES AS DETERMINED BY SOIL TESTS AND SITE CONDITIONS.



- NOTES:
- SYNTHETIC FILTER FABRIC SHALL BE A PERVIOUS SHEET OF WOVEN OR NON-WOVEN GEOTEXTILE FABRIC AND SHALL BE CERTIFIED BY THE MANUFACTURER OR SUPPLIER AS CONFORMING TO THE FOLLOWING REQUIREMENTS:
 - TEXTILE STRENGTH AT 20% (MAXIMUM) ELONGATION, PER ASTM D4632.
 - WOVEN EXTRA STRENGTH - 50 LB/LIN IN. (MINIMUM), NON-WOVEN EXTRA STRENGTH - 70 LB/LIN IN. (MINIMUM).
 - WOVEN STANDARD STRENGTH - 30 LB/LIN IN. (MINIMUM), NON-WOVEN STANDARD STRENGTH - 50 LB/LIN IN. (MINIMUM).
 - APPARENT OPENING SIZE (AOS) (U.S. SIEVE) - NO. 30 PARTICLE SIZE OF 0.6 mm (MAXIMUM), PER ASTM D4751.
 - PERMITTIVITY - 0.05 S⁻¹ (MAXIMUM), PER ASTM D4491.
 - WHEN STANDARD STRENGTH FILTER FABRIC IS USED WITH A WIRE MESH SUPPORT FENCE FASTEN THE FABRIC SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY 1" WIRE STAPLES, TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2" AND SHALL NOT EXTEND MORE THAN 36" ABOVE THE ORIGINAL GROUND SURFACE.

- MAINTENANCE:
- INSPECT WITHIN 24 HOURS OF A RAIN EVENT AND DAILY DURING PROLONGED RAINFALL. INSPECT AT LEAST ONCE EVERY 7 CALENDAR DAYS.
 - REPLACE THE FABRIC PROMPTLY IF THE FABRIC DECOMPOSES OR BECOMES INEFFECTIVE. IMMEDIATELY MAKE ANY REQUIRED REPAIRS.
 - REMOVE SEDIMENT DEPOSITS FROM THE POOL AREA AFTER EACH STORM EVENT AND WHEN IT REACHES HALF THE HEIGHT OF THE BARRIER.
 - SPREAD ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS NO LONGER REQUIRED, AND DRESS TO CONFORM WITH THE FINISHED GRADING.

SILT FENCE INLET SEDIMENT BARRIER
SCALE: NONE



- NOTES:
- SYNTHETIC FILTER FABRIC SHALL BE A PERVIOUS SHEET OF WOVEN OR NON-WOVEN GEOTEXTILE FABRIC AND SHALL BE CERTIFIED BY THE MANUFACTURER OR SUPPLIER AS CONFORMING TO THE FOLLOWING REQUIREMENTS:
 - TEXTILE STRENGTH AT 20% (MAXIMUM) ELONGATION, PER ASTM D4632.
 - WOVEN EXTRA STRENGTH - 50 LB/LIN IN. (MINIMUM), NON-WOVEN EXTRA STRENGTH - 70 LB/LIN IN. (MINIMUM).
 - WOVEN STANDARD STRENGTH - 30 LB/LIN IN. (MINIMUM), NON-WOVEN STANDARD STRENGTH - 50 LB/LIN IN. (MINIMUM).
 - APPARENT OPENING SIZE (AOS) (U.S. SIEVE) - NO. 30 PARTICLE SIZE OF 0.6 mm (MAXIMUM), PER ASTM D4751.
 - PERMITTIVITY - 0.05 S⁻¹ (MAXIMUM), PER ASTM D4491.
 - POSTS FOR SILT FENCES SHALL BE EITHER 2"x2" SQUARE WOOD OR EQUIVALENT METAL POSTS WITH A MINIMUM LENGTH OF 5'. METAL POSTS SHALL HAVE PROJECTIONS FOR FASTENING WIRE TO THEM.
 - ANCHOR STAKES FOR SILT FENCES SHALL BE 1"x2" WOOD (PREFERRED) OR EQUIVALENT METAL WITH A MINIMUM LENGTH OF 18".
 - WIRE FENCE REINFORCEMENT FOR SILT FENCES USING STANDARD STRENGTH FILTER CLOTH SHALL BE A MINIMUM OF 42" IN HEIGHT, A MINIMUM OF 4 GAUGE, AND SHALL HAVE A MAXIMUM MESH SPACING OF 6".
 - THE HEIGHT OF THE BARRIER SHALL BE A MINIMUM OF 18" AND A MAXIMUM OF 30".
 - THE FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER FABRIC SHALL BE SPICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6" OVERLAP, AND SECURELY SEALED.
 - POSTS SHALL BE SPACED A MAXIMUM OF 6' APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 18"). WHEN STANDARD STRENGTH FABRIC IS USED WITH THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 8'.
 - THE SPACING OF TIEBACKS SHALL EQUAL THE SPACING OF THE POSTS. ADDITIONAL POST DEPTH OR TIEBACKS MAY BE REQUIRED IN UNSTABLE SOILS.
 - A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4" WIDE AND A MINIMUM OF 8" DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.
 - WHEN STANDARD STRENGTH FILTER FABRIC IS USED WITH A WIRE MESH SUPPORT FENCE IT SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY 1" WIRE STAPLES, TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2" AND SHALL NOT EXTEND MORE THAN 36" ABOVE THE ORIGINAL GROUND SURFACE.
 - THE STANDARD STRENGTH FILTER FABRIC, WITHOUT A WIRE MESH SUPPORT FENCE, SHALL BE STAPLED OR WIRED TO THE FENCE, AND A MINIMUM 8" OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36" ABOVE THE ORIGINAL GROUND SURFACE. DO NOT STAPLE FILTER FABRIC TO EXISTING TREES.
 - WHEN EXTRA STRENGTH FILTER FABRIC OR BURLAP AND POST SPACING IS LESS THAN THE MAXIMUM SPECIFIED SPACING OF 6', THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED.
 - BACKFILL THE TRENCH AND COMPACT THE SOIL OVER THE FILTER FABRIC.
 - REMOVE SILT FENCES WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.
 - SILT FENCE SHALL NOT BE USED AS A DIVERSION AND SHALL NOT BE INSTALLED ACROSS A STREAM, CHANNEL, DITCH, SWALE, ETC.

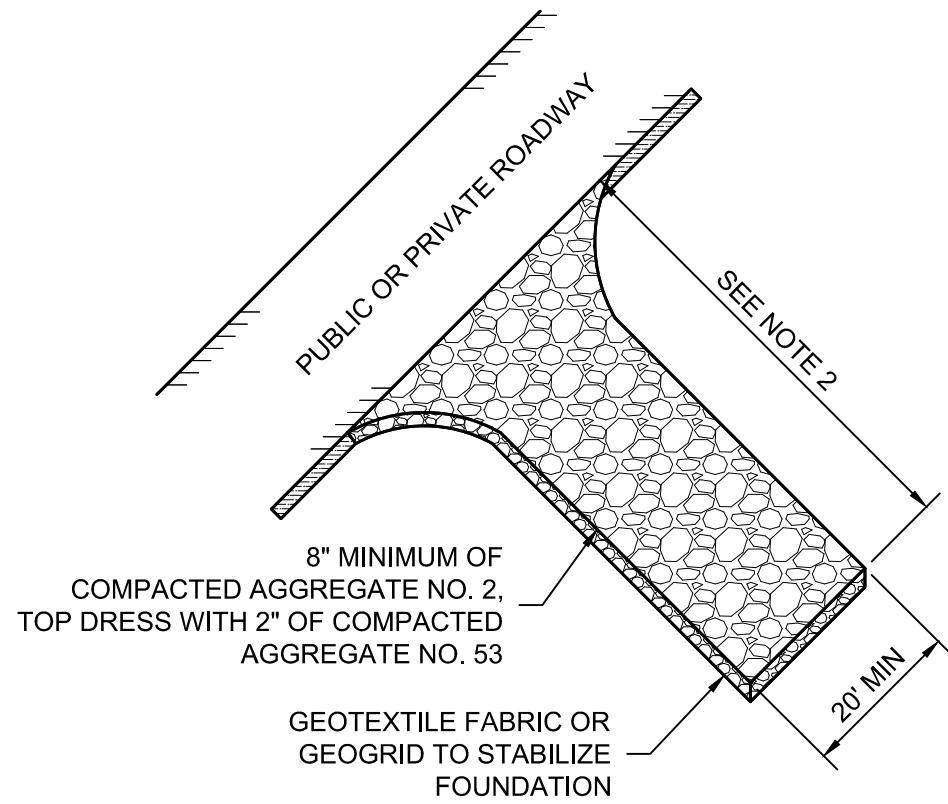
- MAINTENANCE:
- INSPECT AFTER EACH RAINFALL AND DAILY DURING PROLONGED RAINFALL. INSPECT AT LEAST ONCE EVERY 7 CALENDAR DAYS.
 - REPLACE OR REPAIR FABRIC IMMEDIATELY IF IT DECOMPOSES OR IS INEFFECTIVE.
 - SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY HALF THE HEIGHT OF THE BARRIER.
 - SPREAD ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS NO LONGER REQUIRED AND DRESS TO CONFORM WITH THE FINISHED GRADING.

SILT FENCE
SCALE: NONE

EROSION CONTROL SCHEDULE	
CONSTRUCTION ACTIVITY	SCHEDULE CONSIDERATION
REVIEW THE EROSION CONTROL SCHEDULE ON THE DRAWINGS AND REVISE AS NEEDED TO PHASE CONSTRUCTION ACTIVITIES TO MINIMIZE THE FOOTPRINT OF DISTURBED UNSTABLE AREAS. SUBMIT A REVISED EROSION CONTROL SCHEDULE AS NEEDED FOR TEMPORARY AND PERMANENT EROSION CONTROL WORK AS APPLICABLE.	COMPLETE BEFORE CONSTRUCTION BEGINS.
CONSTRUCTION ACCESS - ENTRANCE TO SITE, CONSTRUCTION ROUTES, AREAS DESIGNATED FOR EQUIPMENT PARKING OR MATERIAL STAGING AND WASTE HANDLING.	THIS IS THE FIRST LAND-DISTURBING ACTIVITY. AS SOON AS CONSTRUCTION BEGINS, STABILIZE ANY BARE AREAS WITH AGGREGATE AND TEMPORARY VEGETATION.
SEDIMENT TRAPS AND BARRIERS - BASIN TRAPS, SILT FENCE AND PERIMETER PROTECTION.	AFTER CONSTRUCTION IS ACCESSED, BASINS SHALL BE INSTALLED, WITH THE ADDITION OF MORE TRAPS AND BARRIERS AS NEEDED DURING GRADING. SET UP PROTECTION FOR NATURAL FEATURES, TREES AND BUFFERS.
RUNOFF CONTROL - DIVERSIONS, PERIMETER PROTECTION, CHECK DAMS, OUTLET PROTECTION.	RUNOFF CONTROL PRACTICES SHALL BE INSTALLED AFTER THE INSTALLATION OF SEDIMENT TRAPS AND BEFORE LAND GRADING. ADDITIONAL RUNOFF CONTROL MEASURES MAY BE INSTALLED DURING GRADING.
RUNOFF CONVEYANCE SYSTEM - STABILIZE STREAM BANKS, STORM DRAINS, CHANNELS, INLET AND OUTLET PROTECTION, SLOPE DRAINS.	AS NECESSARY, STABILIZE STREAM BANKS AND SIDE SLOPES OF RUNOFF SYSTEMS AS SOON AS POSSIBLE. USE EROSION CONTROL BLANKETS OR SLOPE DRAINS TO PREVENT EROSION. INSTALL INLET PROTECTION TO PREVENT SEDIMENTS FROM ENTERING STORM DRAINAGE SYSTEMS. PROTECT STORM OUTLETS TO PREVENT EROSION.
LAND CLEARING AND GRADING - SITE PREPARATION (CUTTING, FILLING, AND GRADING, SEDIMENT TRAPS, BARRIERS, DIVERSIONS, DRAINS, SURFACE ROUGHENING).	IMPLEMENT CLEARING AND GRADING AFTER INSTALLATION OF SEDIMENT TRAPS AND RUNOFF CONTROL MEASURES, AND INSTALL ADDITIONAL CONTROL MEASURES AS GRADING CONTINUES. CLEAR BORROW AND DISPOSAL AREAS AS NEEDED.
SURFACE STABILIZATION - TEMPORARY AND PERMANENT SEEDING, MULCHING, SODDING, RIPRAP, EROSION CONTROL BLANKET.	APPLY TEMPORARY OR PERMANENT STABILIZING MEASURES IMMEDIATELY TO ANY DISTURBED AREAS WHERE WORK HAS BEEN EITHER COMPLETED OR DELAYED.
CONSTRUCTION - STRUCTURES, UTILITIES, PAVING, CONCRETE WASHOUT, AND CONSTRUCTION ENTRANCES.	DURING CONSTRUCTION, INSTALL ANY EROSION AND SEDIMENTATION CONTROL MEASURES THAT ARE NEEDED.
LANDSCAPING AND FINAL STABILIZATION - TOPSOILING, TREES AND SHRUBS, PERMANENT SEEDING, MULCHING, SODDING, RIPRAP.	THIS IS THE LAST CONSTRUCTION PHASE. STABILIZE ALL DISTURBED AREAS, INCLUDING BORROW AND SPOIL AREAS, AND REMOVE ALL TEMPORARY CONTROL MEASURES. FINAL STABILIZATION IS WHEN A UNIFORM DENSITY OF 70% VEGETATION COVER IS MET. PROVIDE NOTIFICATION TO THE OWNER WHEN THE ENTIRE SITE HAS BEEN STABILIZED AND ALL CONSTRUCTION MATERIALS, WASTES, AND EQUIPMENT HAVE BEEN REMOVED.

EROSION CONTROL SCHEDULE
SCALE: NONE

<div>SCALE VERIFICATION</div> <div>BAR IS ONE INCH LONG ON ORIGINAL DRAWING</div> <div><div></div></div>	<div>DRAWN BY</div> MTF	<div>NO.</div>	<div>DATE</div>	<div>INITIALS</div>	<div>REVISION DESCRIPTIONS</div>	<div><div><div>JUSTIN R. FRAZER</div><div>REGISTERED</div><div>No. 10606088</div><div>STATE OF INDIANA</div><div>PROFESSIONAL ENGINEER</div><div>01/10/26</div></div><div><div>Justin R. Frazer</div></div></div>	<div><div>W</div><div>WESSLER</div><div>ENGINEERING</div><div>More than a Project™</div></div>	2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS			<div>SHEET NO.</div>
	<div>CHECKED BY</div> BAS								<div>24</div>		
	<div>APPROVED BY</div> JRF								<div>TOTAL SHEETS</div> <div>26</div>		
	<div>ISSUE DATE</div>										
	<div>JANUARY 2026</div>										
	<div>PROJECT NUMBER</div>										
	<div>292525-04-001</div>										



NOTES:

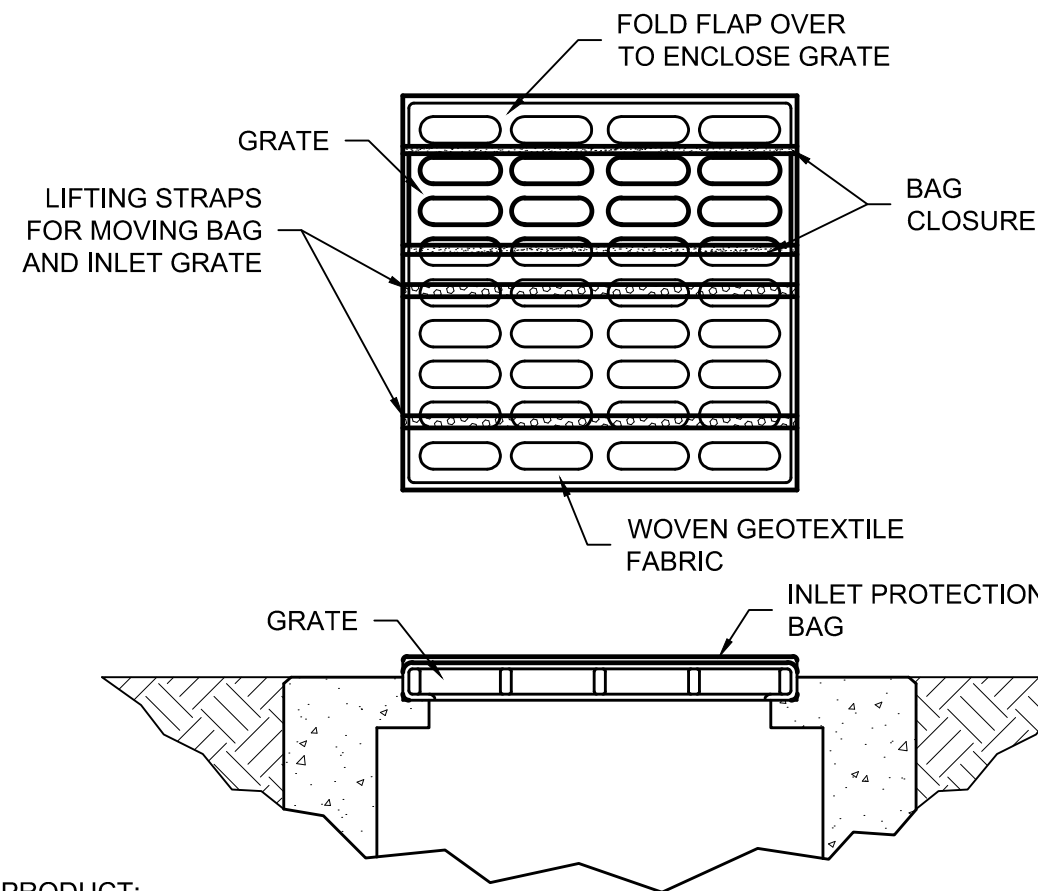
1. PLACE CONSTRUCTION ENTRANCE AS SHOWN ON THE PLANS AND AT ALL TEMPORARY CONSTRUCTION DRIVES THAT ARE INSTALLED.
2. FOR LARGE SITES (2 ACRES OR LARGER) THE MINIMUM LENGTH IS 150'. FOR SMALLER SITES (LESS THAN 2 ACRES) THE MINIMUM LENGTH IS 50'.
3. PROVIDE CULVERT OR OTHER METHODS AS NECESSARY TO MAINTAIN POSITIVE DRAINAGE.

MAINTENANCE:

1. INSPECT DAILY AND REPLACE DISPLACED STONE.
2. IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED ONTO ADJACENT ROADWAY.
3. RESHAPE PAD AS NEEDED FOR DRAINAGE AND RUNOFF CONTROL.
4. AT COMPLETION OF PROJECT COMPLETELY REMOVE AND RESTORE SITE TO ORIGINAL CONDITIONS, OR AS APPLICABLE USE FOR BASE OF NEW PERMANENT DRIVE, MAINTAINING DESIGN ELEVATIONS AND SECTION.

CONSTRUCTION ENTRANCE

SCALE: NONE



PRODUCT:

1. DANDY BAG, OR APPROVED EQUAL.

INSTALLATION:

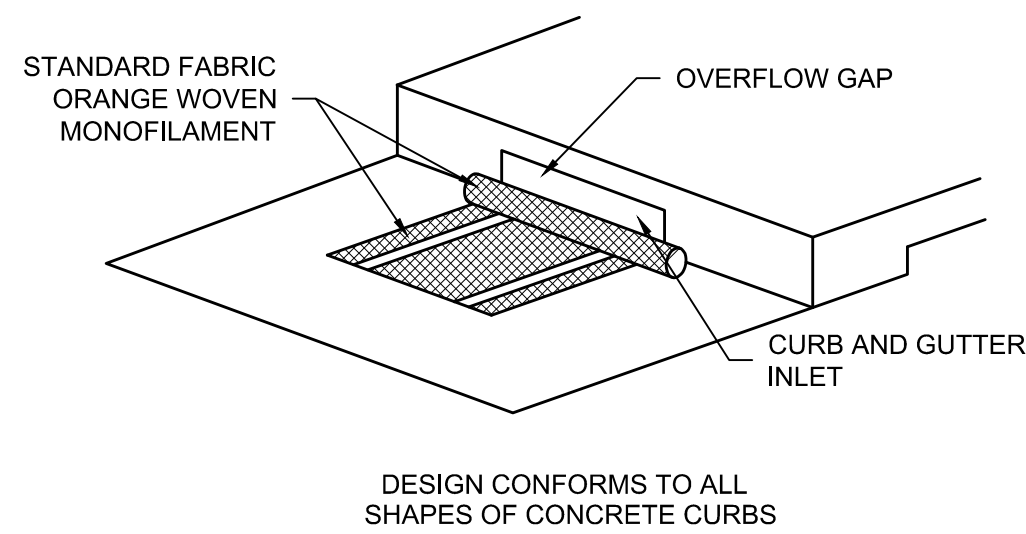
1. THE EMPTY INLET PROTECTION BAG SHOULD BE PLACED OVER THE GRATE AS THE GRATE STANDS ON END.
2. TUCK THE ENCLOSURE FLAP INSIDE TO COMPLETELY ENCLOSE THE GRATE.
3. HOLDING THE LIFTING DEVICES (DO NOT RELY ON LIFTING DEVICES TO SUPPORT THE ENTIRE WEIGHT OF THE GRATE), PLACE THE GRATE INTO ITS FRAME.

MAINTENANCE:

1. REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM SURFACE AND VICINITY OF UNIT AFTER EACH STORM EVENT.
2. REMOVE SEDIMENT THAT HAS ACCUMULATED WITHIN THE CONTAINMENT AREA OF THE INLET PROTECTION BAG.
3. INSPECT WITHIN 24 HOURS OF A RAIN EVENT AND ONCE EVERY 7 CALENDAR DAYS.

INLET PROTECTION BAG

SCALE: NONE



PRODUCT:

1. DANDY CURB SACK, OR APPROVED EQUAL.

INSTALLATION:

1. REMOVE THE GRATE FROM THE CATCH BASIN AND STAND ON END.
2. CRADLE THE GRATE BETWEEN THE UPPER AND LOWER STRAPS.
3. INSERT THE GRATE INTO THE INLET WITH THE LIFTING DEVICES. LOWER BACK EDGE WITH TUBE INTO PLACE. TUBE SHOULD PARTIALLY BLOCK THE CURB HOOD OPENING.

MAINTENANCE:

1. REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM SURFACE AND VICINITY OF UNIT AFTER EACH STORM EVENT.
2. REMOVE THE SEDIMENT THAT HAS ACCUMULATED WITHIN THE FABRIC AS NEEDED.
3. INSPECT WITHIN 24 HOURS OF A RAIN EVENT AND AT LEAST ONCE EVERY 7 CALENDAR DAYS.

CURB AND GUTTER INLET PROTECTION

SCALE: NONE



PRODUCT:

1. NORTH AMERICAN GREEN SC150, OR EQUAL.

NOTES:

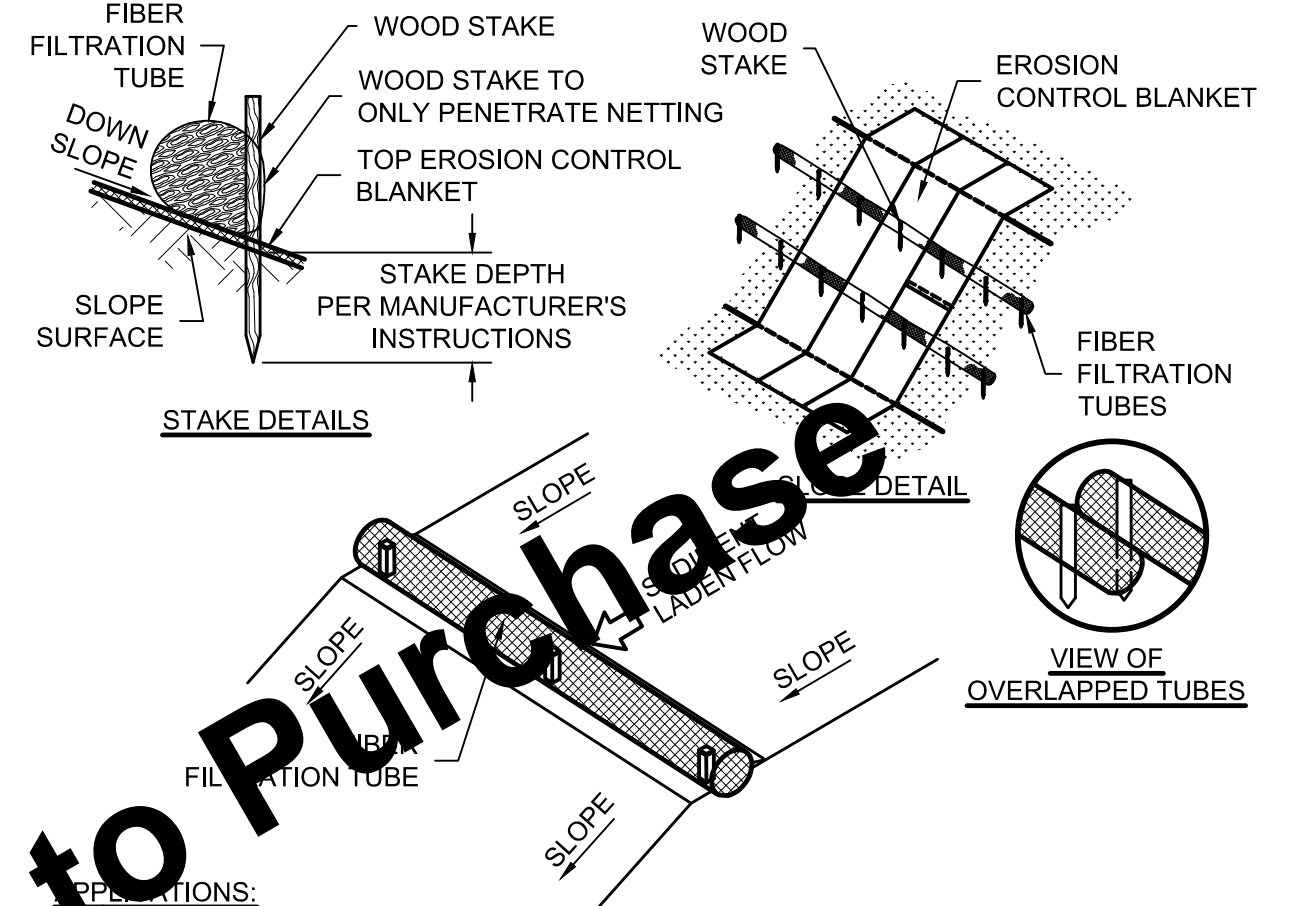
1. PROTECT THE SLOPES WITH AN EROSION CONTROL BLANKET WHERE CONSTRUCTION DISTURBS SLOPES EQUAL OR STEEPER THAN 3:1.

MAINTENANCE:

1. INSPECT FOR EROSION AFTER EACH STORM EVENT DURING VEGETATION ESTABLISHMENT, AND AT LEAST ONCE EVERY 7 CALENDAR DAYS.
2. IF ANY AREAS SHOW EROSION, PULL BACK THAT PORTION OF THE BLANKET, ADD SOIL, RESEED, RELAY AND STAPLE THE BLANKET.
3. CHECK AREAS PERIODICALLY AFTER VEGETATION ESTABLISHMENT.

EROSION CONTROL BLANKET

SCALE: NONE



INSTALLATIONS:

1. TOP OF SLOPES.
2. AT PROJECT PERIMETER.

INSTALLATION:

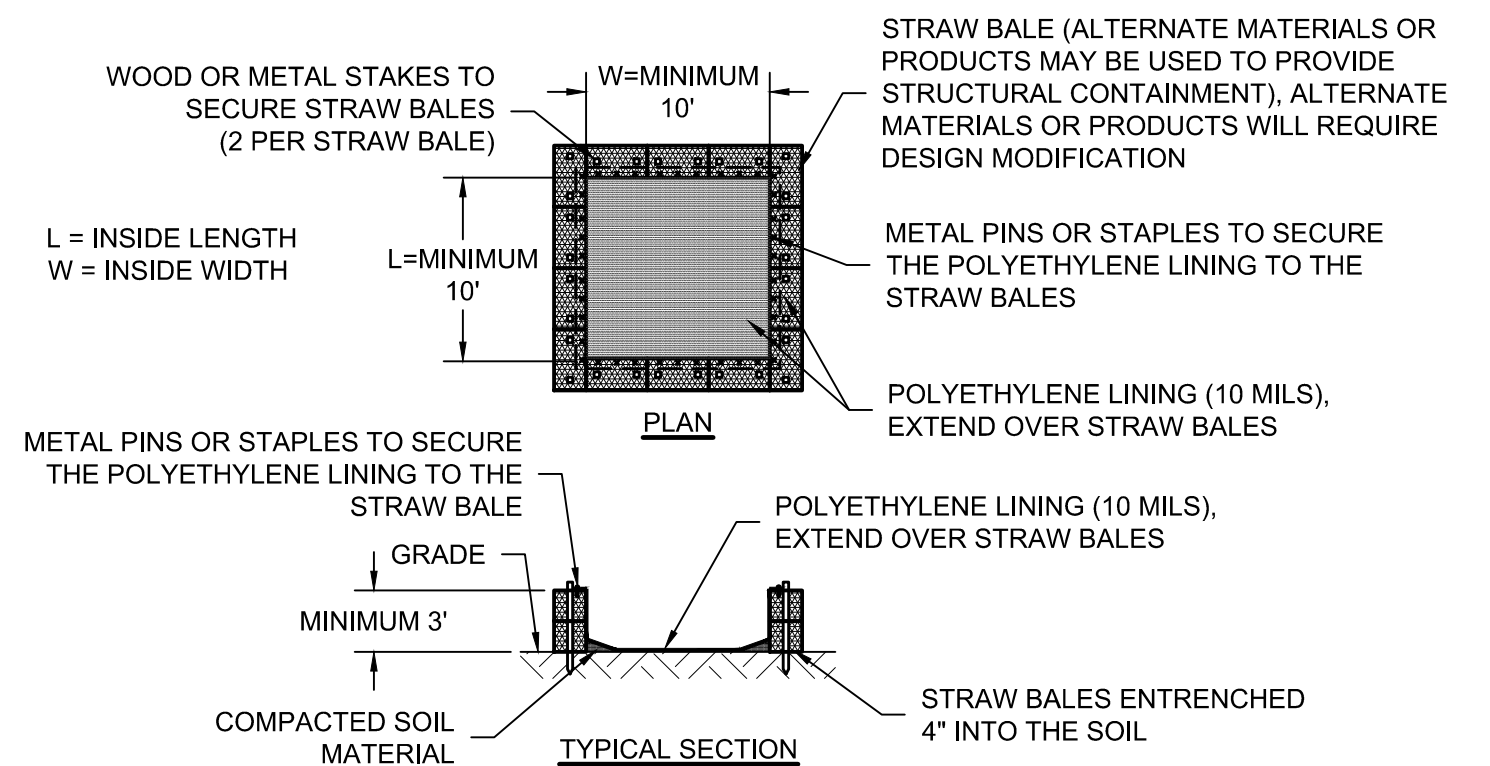
1. INSTALL IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
2. USE THE APPROPRIATE SIZE, LENGTH AND DISTANCE BETWEEN TUBES AS SPECIFIED BY THE MANUFACTURER.
3. ENTRENCH PER MANUFACTURER'S INSTRUCTIONS.

MAINTENANCE:

1. REMOVE ALL ACCUMULATED SEDIMENT WHEN IT REACHES 1/4 THE HEIGHT OF THE TUBE.
2. REPAIR ERODED AND DAMAGED AREAS.
3. IF PONDING BECOMES EXCESSIVE DUE TO REDUCED FILTERING CAPACITY, REMOVE THE TUBE AND EITHER RECONSTRUCT OR REPLACE WITH NEW PRODUCT.
4. INSPECT WITHIN 24 HOURS OF A RAIN EVENT AND AT LEAST ONCE EVERY 7 CALENDAR DAYS.

FIBER FILTRATION TUBES - SLOPE

SCALE: NONE



NOTES:

1. LOCATE WASHOUTS AT LEAST 50' FROM ANY CREEKS, WETLANDS, DITCHES, KARST FEATURES, OR STORM DRAIN/CONVEYANCES.

WASHOUT PROCEDURES:

1. DO NOT LEAVE EXCESS MUD IN THE CHUTES OR HOPPER AFTER POURING CONCRETE. MAKE EVERY EFFORT TO EMPTY THE CHUTE AND HOPPER AT THE POUR. THE LESS MATERIAL LEFT IN THE CHUTES AND HOPPER, THE QUICKER AND EASIER THE CLEANOUT. SMALL AMOUNTS OF EXCESS CONCRETE (NOT WASHOUT WATER) MAY BE DISPOSED OF IN AREAS THAT WILL NOT FLOW TO AN AREA THAT IS TO BE PROTECTED.
2. SCRAPE AS MUCH MATERIAL FROM THE CHUTES AS POSSIBLE BEFORE WASHING THEM. USE NON-WATER CLEANING METHODS TO MINIMIZE THE CHANCE FOR WASTE TO FLOW OFF SITE.
3. STOP WASHING OUT IN AN AREA IF YOU OBSERVE WATER RUNNING OFF THE DESIGNATED AREA OR IF THE WATER IS NOT BEING CONTAINED WITHIN THE WASHOUT AREA.
4. DO NOT BACK FLUSH EQUIPMENT AT THE PROJECT SITE.
5. DO NOT USE ADDITIVES WITH WASH WATER.
6. DO NOT WASH OUT OR DRAIN WASTE WATERS TO STORM DRAINS, WETLANDS, STREAMS, RIVERS, CREEKS, DITCHES OR STREETS.

MAINTENANCE:

1. MAINTENANCE REQUIREMENTS PROVIDED IN SPECIFICATIONS.

CONCRETE WASHOUT

SCALE: NONE

2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

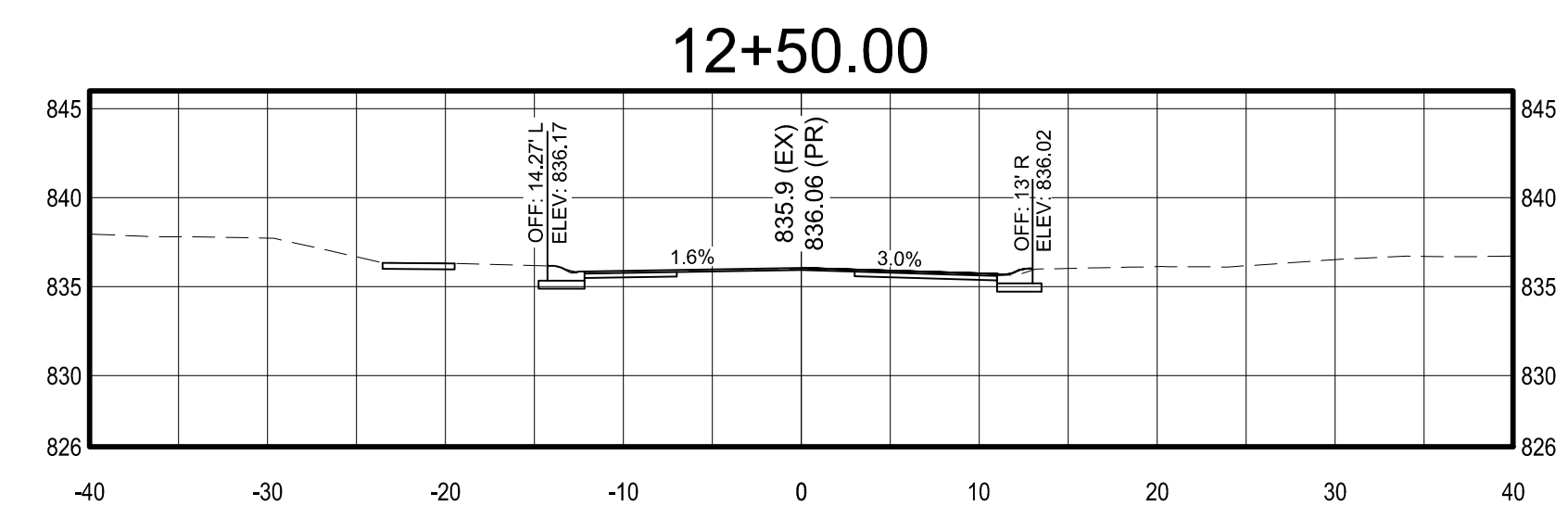
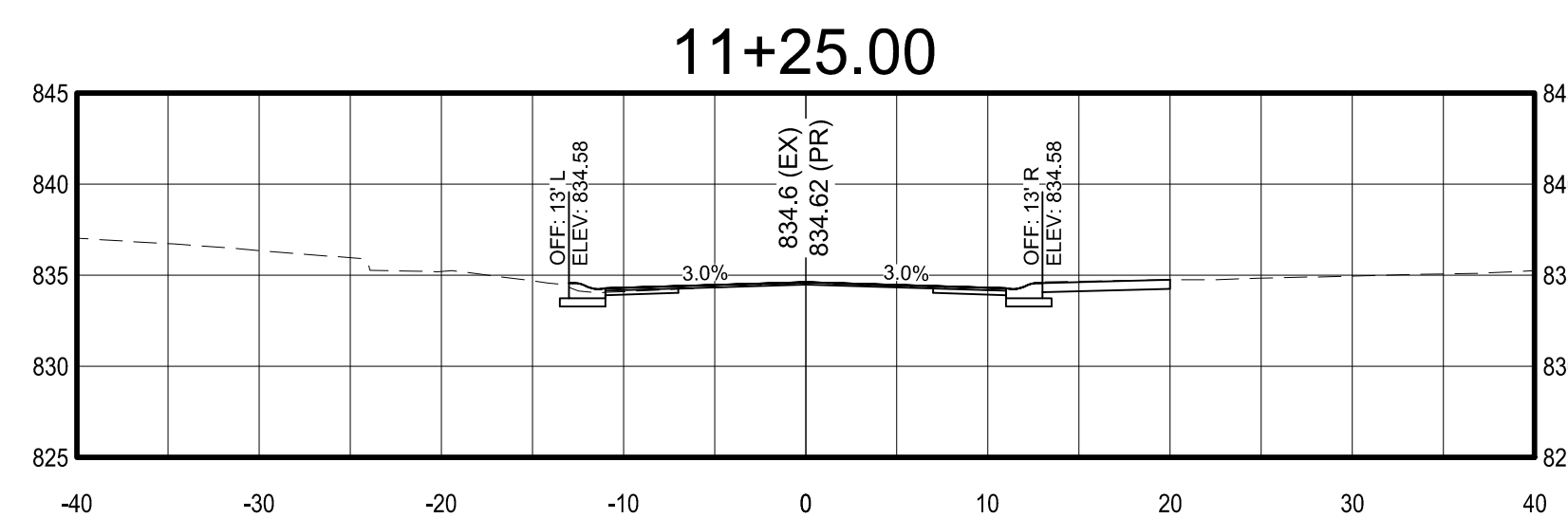
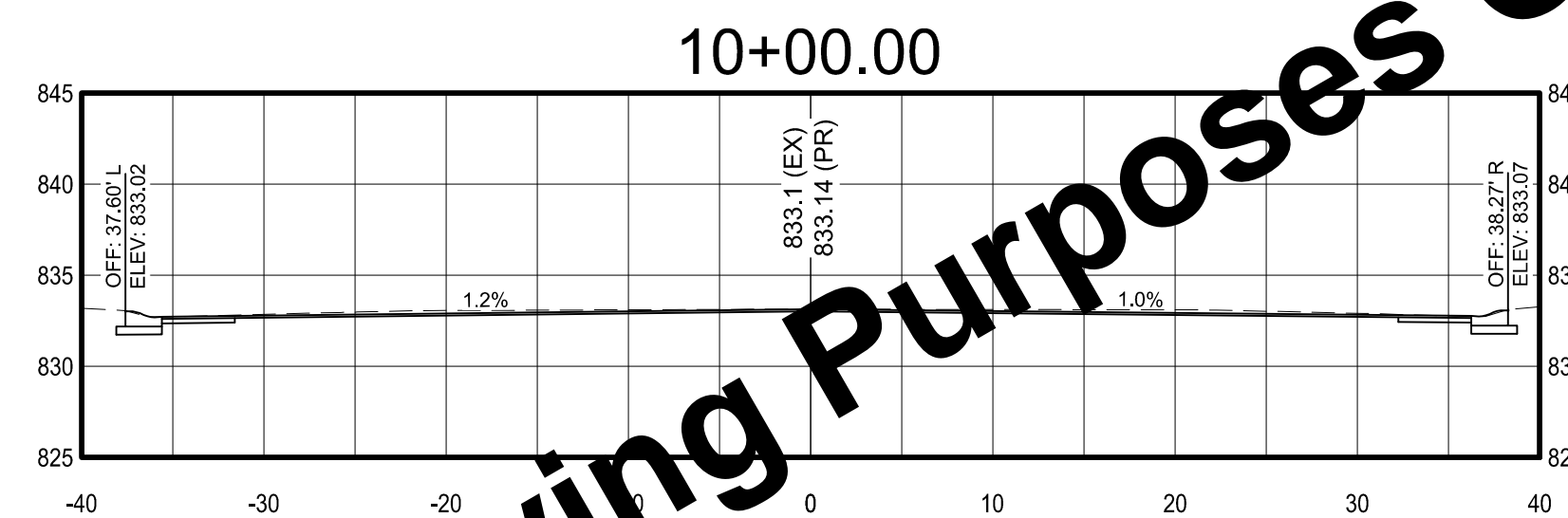
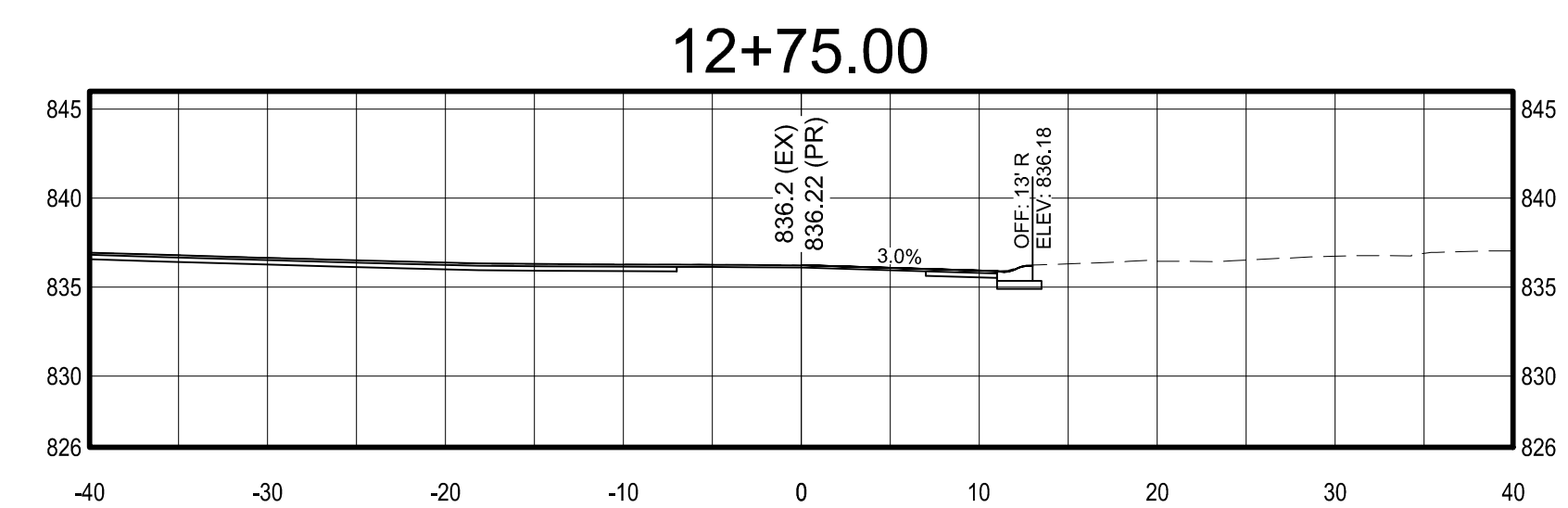
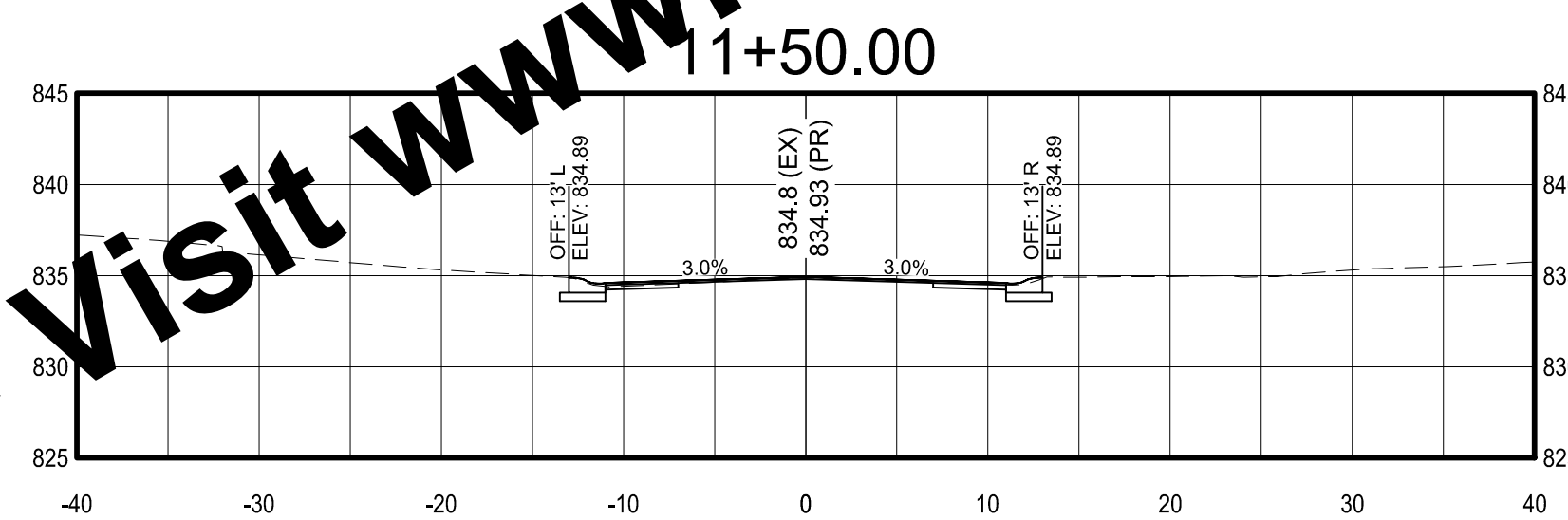
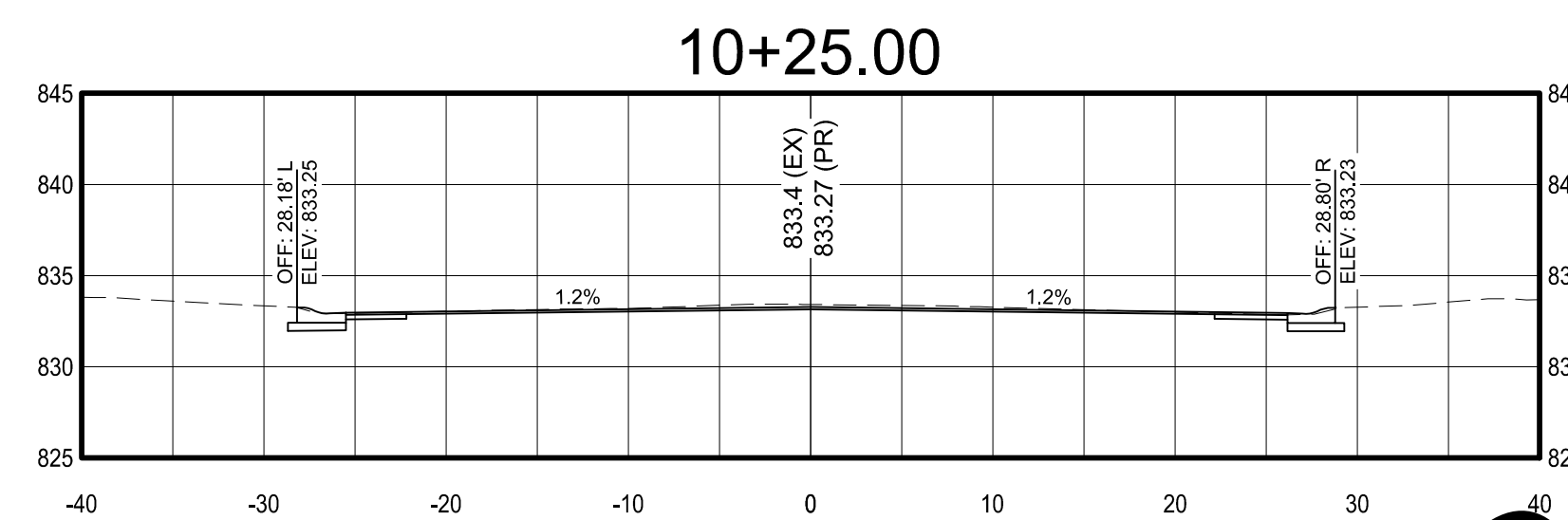
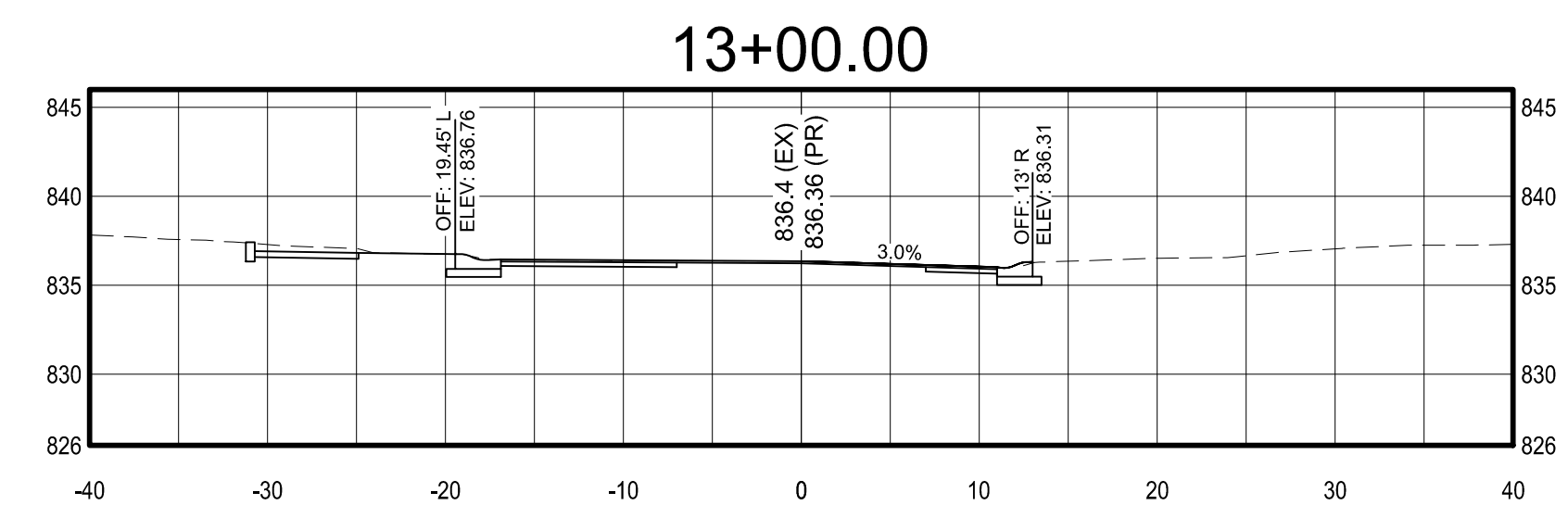
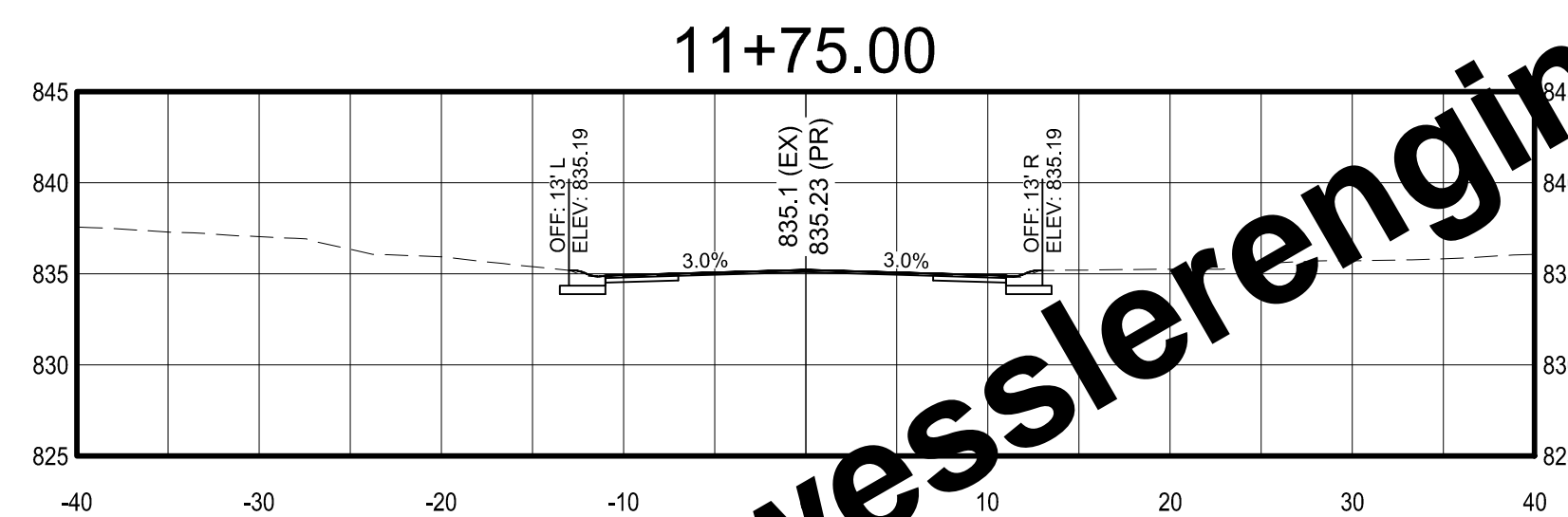
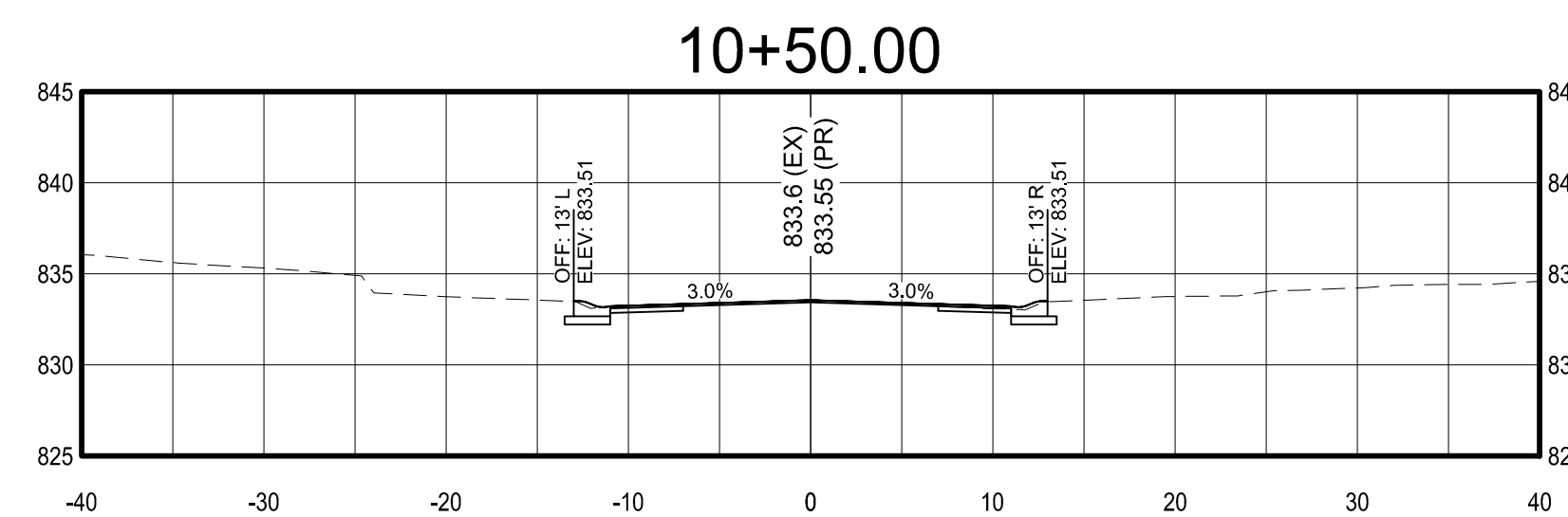
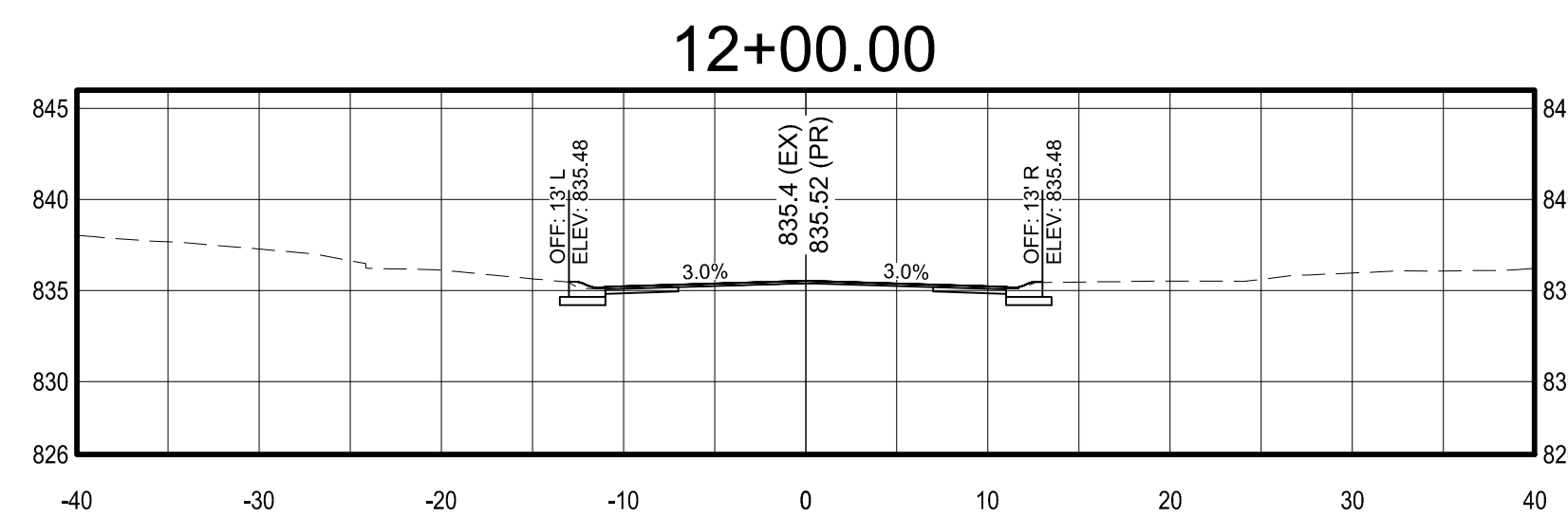
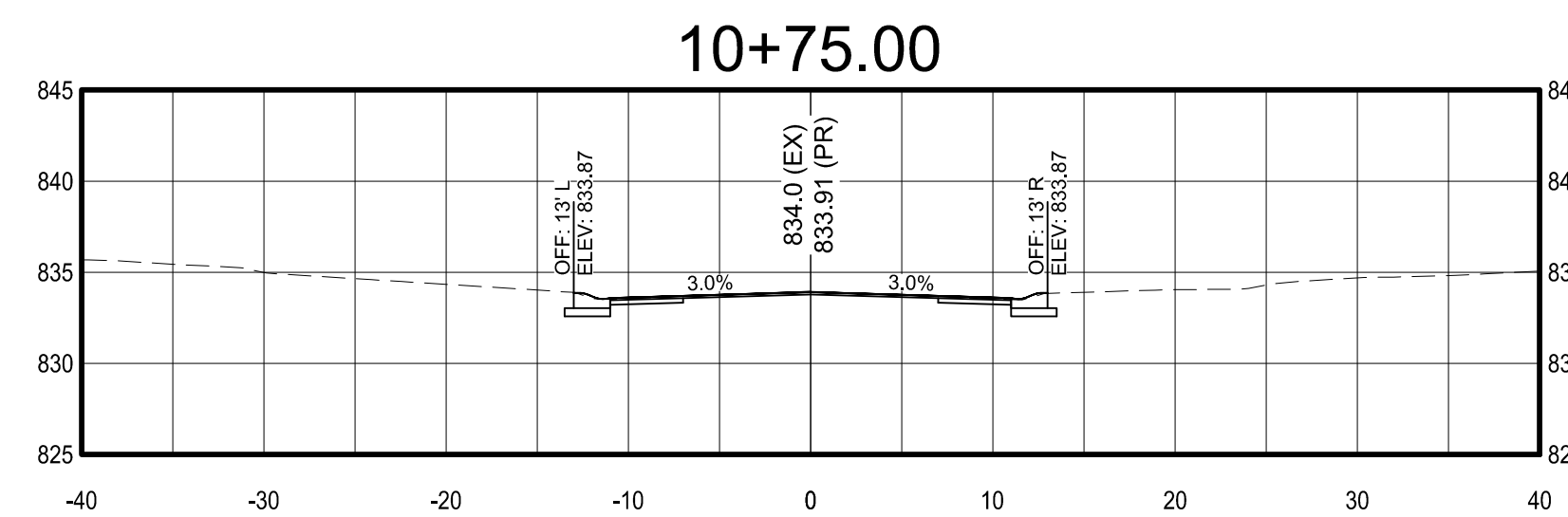
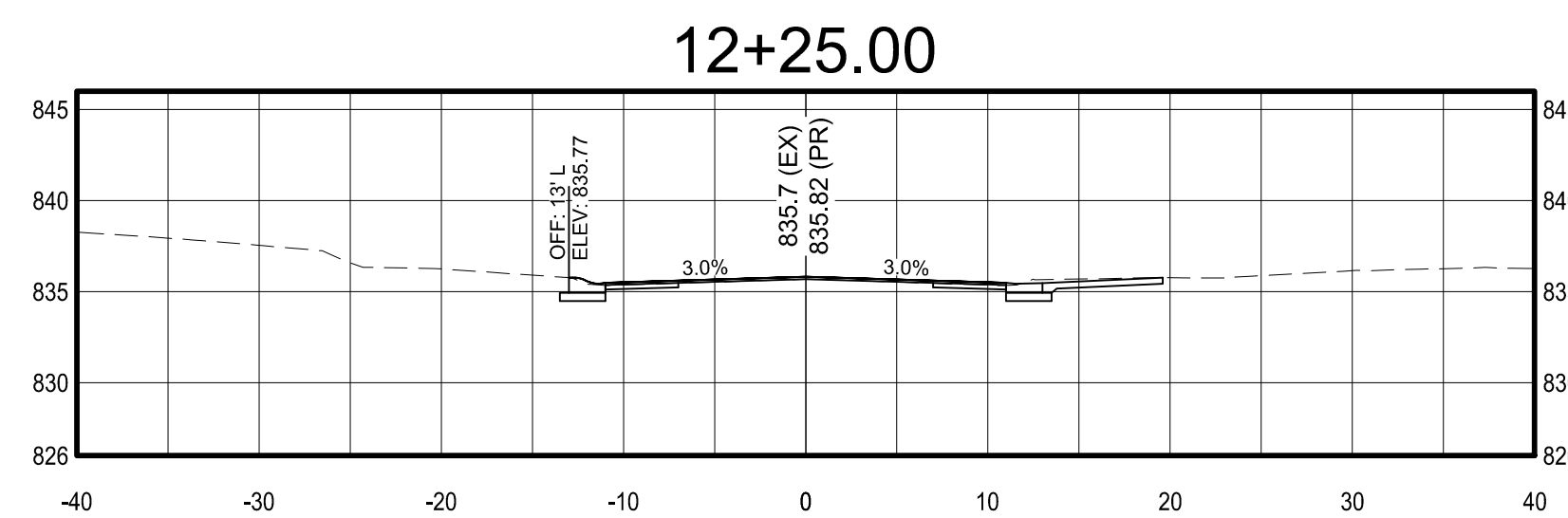
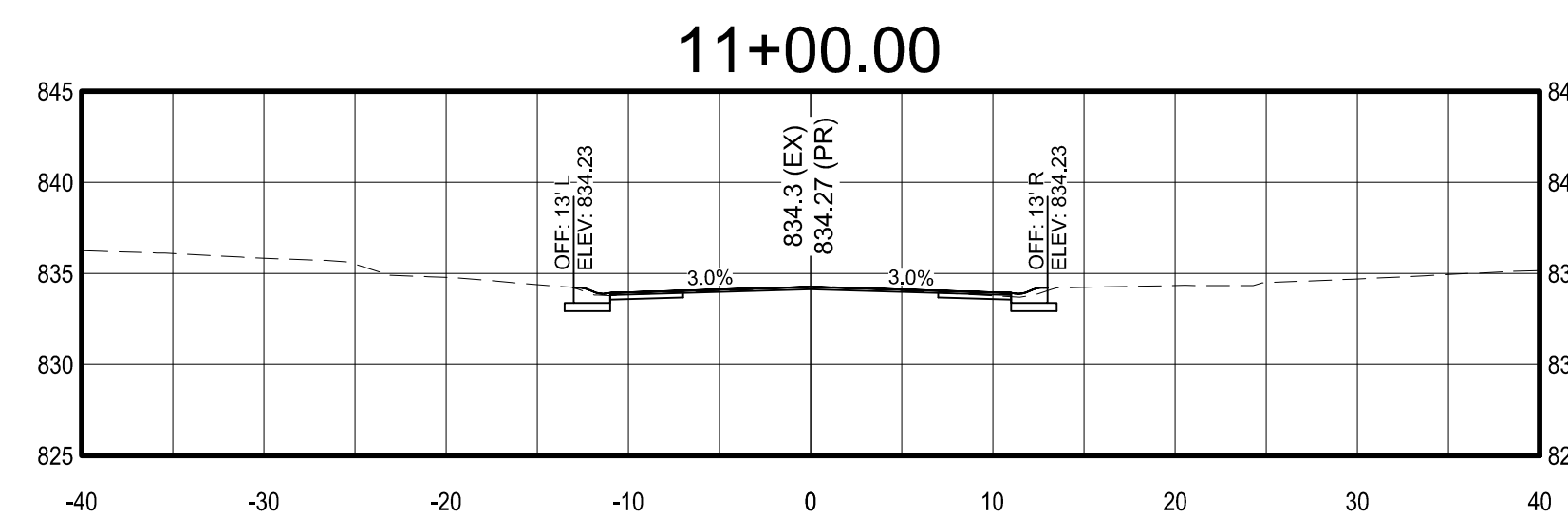
EROSION CONTROL DETAILS

SHEET NO.

25

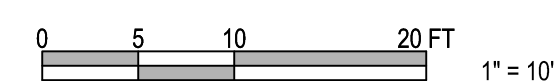
TOTAL SHEETS

26



CROSS SECTIONS

(AVALON COURT 10+00 TO 13+00)



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11+25.00

12+50.00

CROSS SECTIONS
(AVALON COURT 10+00 TO 13+00)

0 5 10 20 FT 1" = 10'

SCALE VERIFICATION	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	CHECKED BY	BAS				
	APPROVED BY	JRF				
	ISSUE DATE					
	JANUARY 2026					
	PROJECT NUMBER					
	292525-04-001					



2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

CROSS SECTIONS - AVALON COURT

SHEET NO.

26

TOTAL SHEETS

26