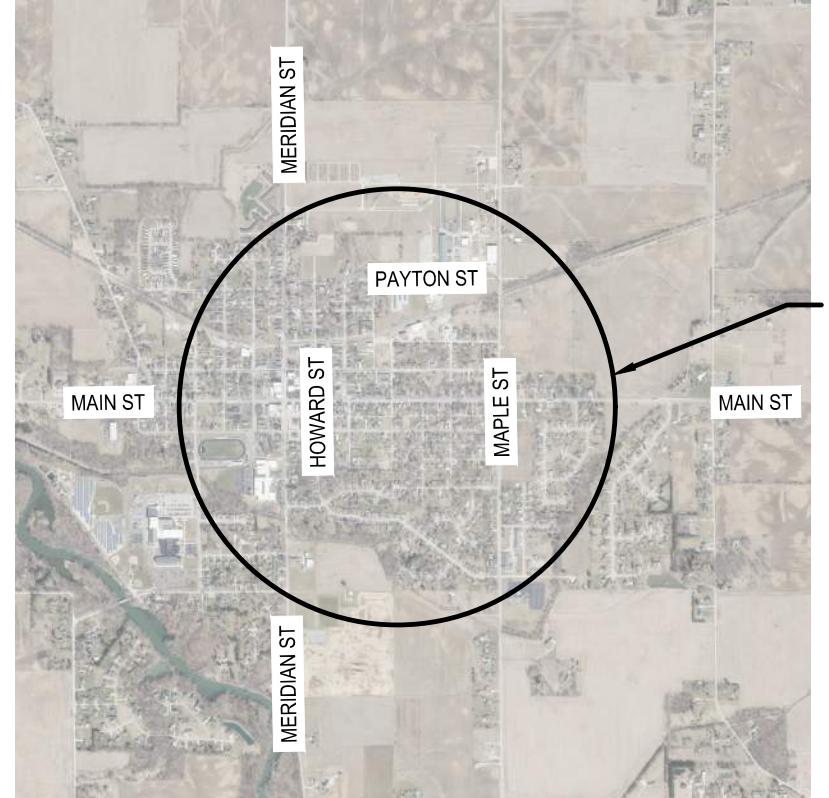
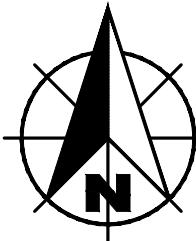
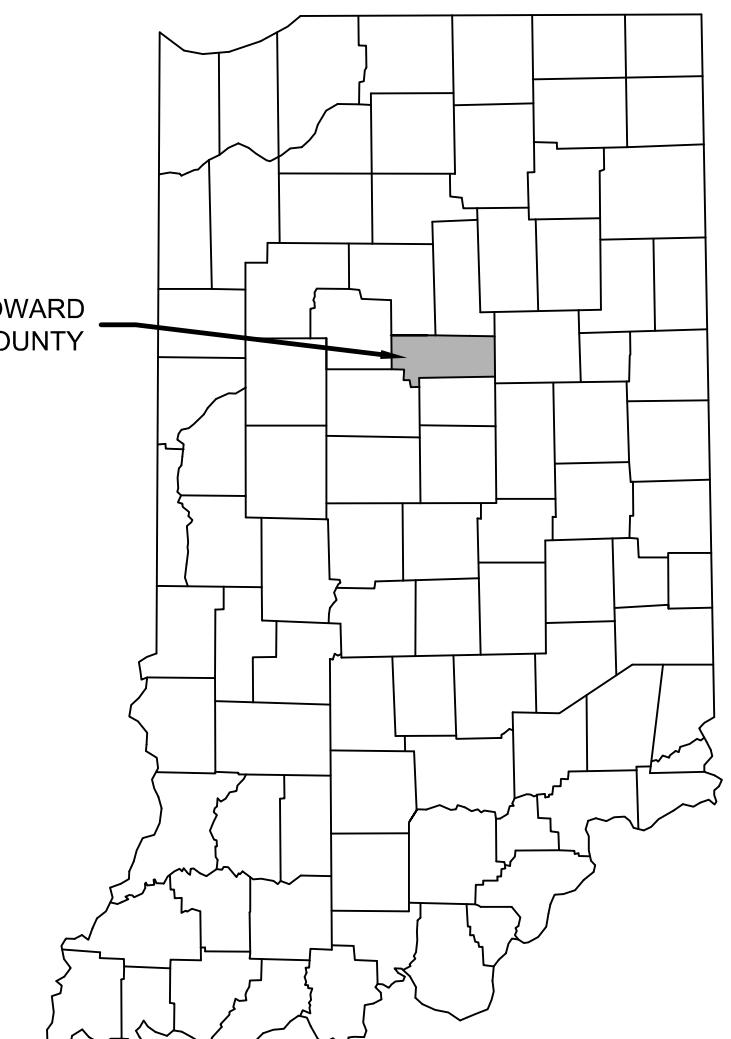


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS FOR THE TOWN OF GREENTOWN, INDIANA

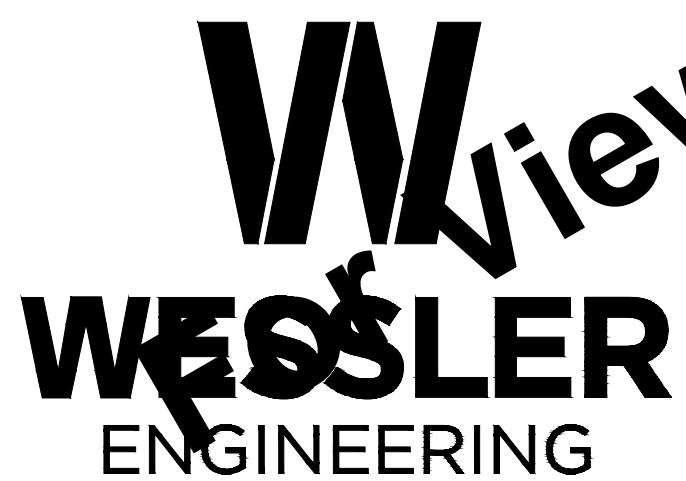


GREENTOWN, INDIANA
VICINITY MAP
SCALE: NONE

Drawing: X:\Greentown\292525 Greentown 2026 Community Crossings.dwg | Layout: 161 | LastSavedBy: MasonF | Plotted: 12/17/25 @ 03:03:40 | LastSavedBy: MasonF



STATE LOCATION MAP
SCALE: NONE



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INDIANAPOLIS
6219 South East Street
Indianapolis, Indiana 46227
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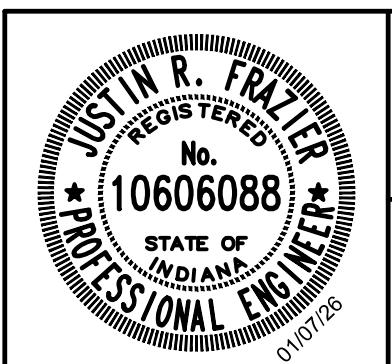
PROJECT NO. 292525-04-001

JANUARY 2026

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



Justin R. Frazier

JUSTIN R. FRAZIER
REGISTERED ENGINEER STATE OF INDIANA NO. 10606088
01/07/25



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 HOLIDAY DR
EL 831.85

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

DRAWING INDEX	
SHEET NO.	DESCRIPTION
GENERAL	
01	TITLE SHEET
02	LOCATION PLAN AND DRAWING INDEX
03	GENERAL NOTES AND ABBREVIATIONS
ROADWAY IMPROVEMENT PLANS	
1-17	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

CONTROL POINTS			
POINT	NORTHING	EASTING	ELEVATION
CP 80	1903502.43	246573.06	833.74
CP 81	1903372.11	246813.44	836.96
CP 82	1903216.01	246949.47	836.70

LOCATION AND SCOPE OF WORK PLAN

0 150 300 600 FT

1" = 300'

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



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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
BM	BENCH MARK	(S)	CISTERN		EASEMENT - CONSTRUCTION/PERMANENT
TM	TEMPORARY BENCH MARK	EM	ELECTRIC METER		LOT BOUNDARY
SB01	SOIL BORING LOCATION	AC	AIR CONDITIONING UNIT	P	PROPERTY BOUNDARY
SC	SECTION CORNER	UR	UTILITY RISER (DEFINED BY UTILITY)		RIGHT-OF-WAY - TEMPORARY/PERMANENT
DR	DRILL HOLE IN CONCRETE/HARRISON MONUMENT	UP	UTILITY PEDESTAL (DEFINED BY UTILITY)		SECTION BOUNDARY
CP	CONTROL POINT (SET/FOUND)	UM	UTILITY MARKER (DEFINED BY UTILITY)		WETLANDS
MG	MAGNETIC NAIL (SET/FOUND)	JPT	JOINT POWER/TELEPHONE POLE	849	CONTOUR - INTERMEDIATE ELEVATION
BS	BOAT SPIKE (SET/FOUND)	LP	LIGHT POLE	850	CONTOUR - INDEX ELEVATION
PK	PK NAIL (SET/FOUND)	LPP	LIGHT ON POWER POLE	OHE — OHE	OVERHEAD ELECTRIC
RS	RAILROAD SPIKE (SET/FOUND)	LJL	LIGHT ON JOINT POLE	OHC — OHC	OVERHEAD CABLE TV
RW	RW MARKER - CONCRETE/GRANITE/STONE	PP	POWER POLE	OHT — OHT	OVERHEAD TELEPHONE
IP	IRON PIPE/IRON PIN/REBAR (WITH DIAMETER)	TP	TELEPHONE POLE	UGC — UGC	UNDERGROUND CABLE TV
BP	BRASS PLUG	LAM	LAMP POST	UGE — UGE	UNDERGROUND ELECTRIC
CA	CABLE TV MANHOLE	GUY	GUY ANCHOR	UGF — UGF	UNDERGROUND FIBER OPTIC
EM	ELECTRIC MANHOLE	GP	GUY POLE OR STUB	G — G — G	GAS MAIN
GA	GAS MANHOLE	CC	CONTROLLER CABINET	DG — DG	DIGESTER GAS
OM	OTHER MANHOLE	FP	FLAG POLE	P — P — P	PETROLEUM MAIN
TE	TELEPHONE MANHOLE	PO	POST	UGT — UGT	UNDERGROUND TELEPHONE
TEL	TELEPHONE VAULT	GL	GROUND LIGHT	W — W — W	WATER MAIN
TM	TRAFFIC MANHOLE	MB	MAILBOX	W — W — W	WATER SERVICE
TH	TRAFFIC HANDHOLE	MM	DOUBLE/MULTIPLE MAILBOX	FM — FM	FORCEMAIN
W	WATER MANHOLE	MAP	MAST ARM POLE		GRAVITY SEWER PIPE
AR	AIR RELEASE VALVE	TSR	TRAFFIC SIGNAL STRAIN POLE		PLANT CHEMICAL LINE
SS	SANITARY SEWER MANHOLE	SLB	SIGNAL LOOP DETECTOR BOX	D — D	PLANT DRAIN LINE
DS	DRAINAGE/STORM SEWER MANHOLE	SLL	SIGNAL LOOP DETECTOR LOOP		TOP OF BANK/TOE OF SLOPE
SC	SANITARY SEWER CLEANOUT	SP	SIGN - SINGLE POST		CENTERLINE OF DITCH/SWALE/STREAM
ST	SEPTIC TANK	DP	SIGN - DOUBLE POST	X-X-X-X-X-X-X-X-X	FENCE - FIELD
VV	VALVE VAULT	RSS	SIGN - RAILROAD SIGNAL	O-O-O-O-O-O-O-O-O	FENCE - METAL
BI	BEEHIVE INLET	RRO	SIGN - RAILROAD CROSSING	O-O-O-O-O-O-O-O-O	FENCE - WOOD
CI	CURB INLET	B	BUSH		GUARDRAIL
DI	DROP INLET	ST	STUMP		STREAM
CB	CATCH BASIN	TR	TREE - CONIFEROUS		TREE/BRUSH LINE
DS	DOWNSPOUT	TD	TREE - DECIDUOUS		
GM	GAS METER	RO	ROCK OUTCROP		
GV	GAS VALVE	SL	SATELLITE		
GSV	GAS SERVICE VALVE	SPCV	SPRINKLER CONTROL VALVE		
PV	PETROLEUM VALVE	WM	WATER METER		
PSV	PETROLEUM SHUTOFF VALVE	WV	WATER VALVE		
GSW	GAS STATION MONITORING WELL	WSV	WATER SERVICE VALVE		
GFC	GAS STATION FILL CAP	WW	WATER WELL		
NGW	NATURAL GAS WELL/STORAGE WELL	WWT	WET WELL		
SPH	SPRINKLER HEAD	PR	PIPE REPAIR		
YH	YARD HYDRANT	PK	PROCESS VALVE		

*NOTE: THIS TABLE IS A LISTING OF TYPICAL EXISTING SYMBOLS AND MAY NOT INCLUDE ALL EXISTING SYMBOLS FOUND WITHIN THIS PLAN SET. ALL EXPOSED ITEMS WILL BE CALLED OUT ON THEIR PLAN SHEETS. IF A QUESTION ARISES IN THE MEANING OF ANY SYMBOL NOT LISTED IN THIS TABLE, PLEASE CONTACT THE ENGINEER FOR CLARIFICATION. THE SYMBOLS ARE NOT TO SCALE.



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 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	RADIUS
DBL	DOUBLE	ROW	RIGHT-OF-WAY
DIA	DIAMETER	RCP	REINFORCED CONCRETE PIPE
DIP	DUCTILE IRON PIPE	RD	ROAD
DIPS	DUCTILE IRON PIPE SIZE	RD	ROAD
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	EASTERN IRON WORKS	SDR	STANDARD DIMENSION RATIO
EL	ELEVATION	SECT	SECTION
EX	EXISTING	SF	SQUARE FEET
EXP	EXPANSION	SHT	SHEET
FE	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

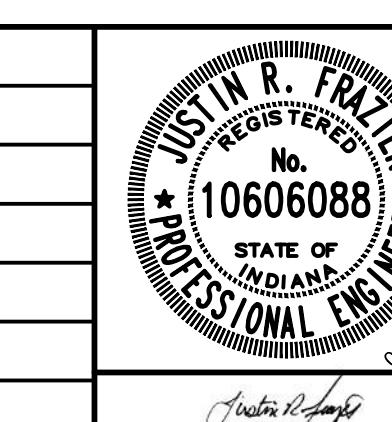
DUKE ENERGY
100 S MILL CREEK RD
NOBLESVILLE, IN 46062
317-776-5320
ATTN: DON McDUFFY
DEI-DLINE-COORD@DUKE-ENERGY.COM

SEWER, STORM, WATER

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

GAS

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



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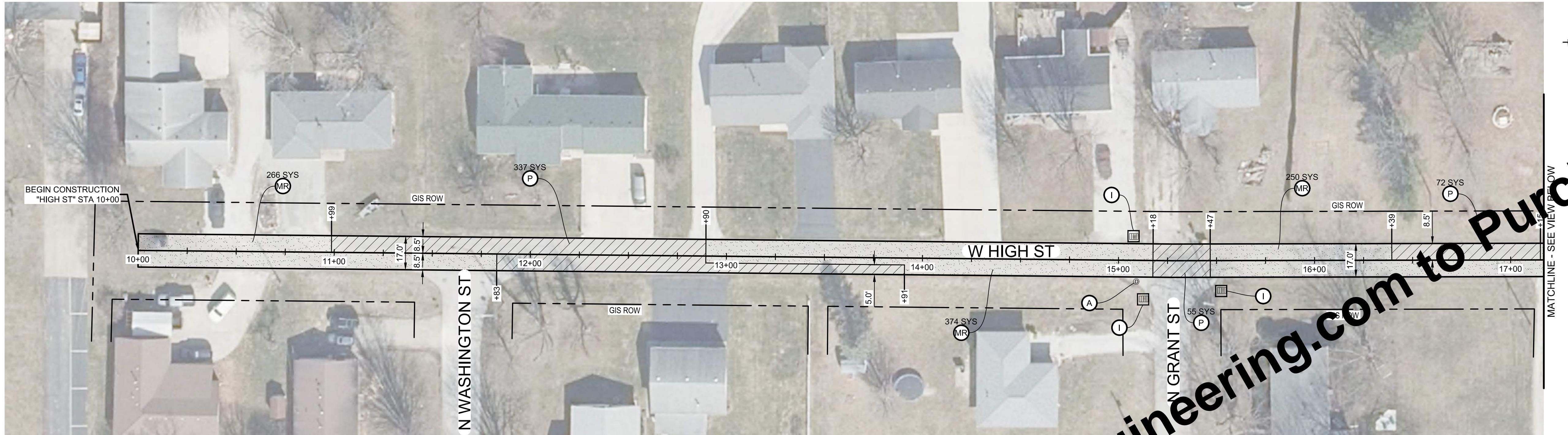
2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

GENERAL NOTES AND ABBREVIATIONS

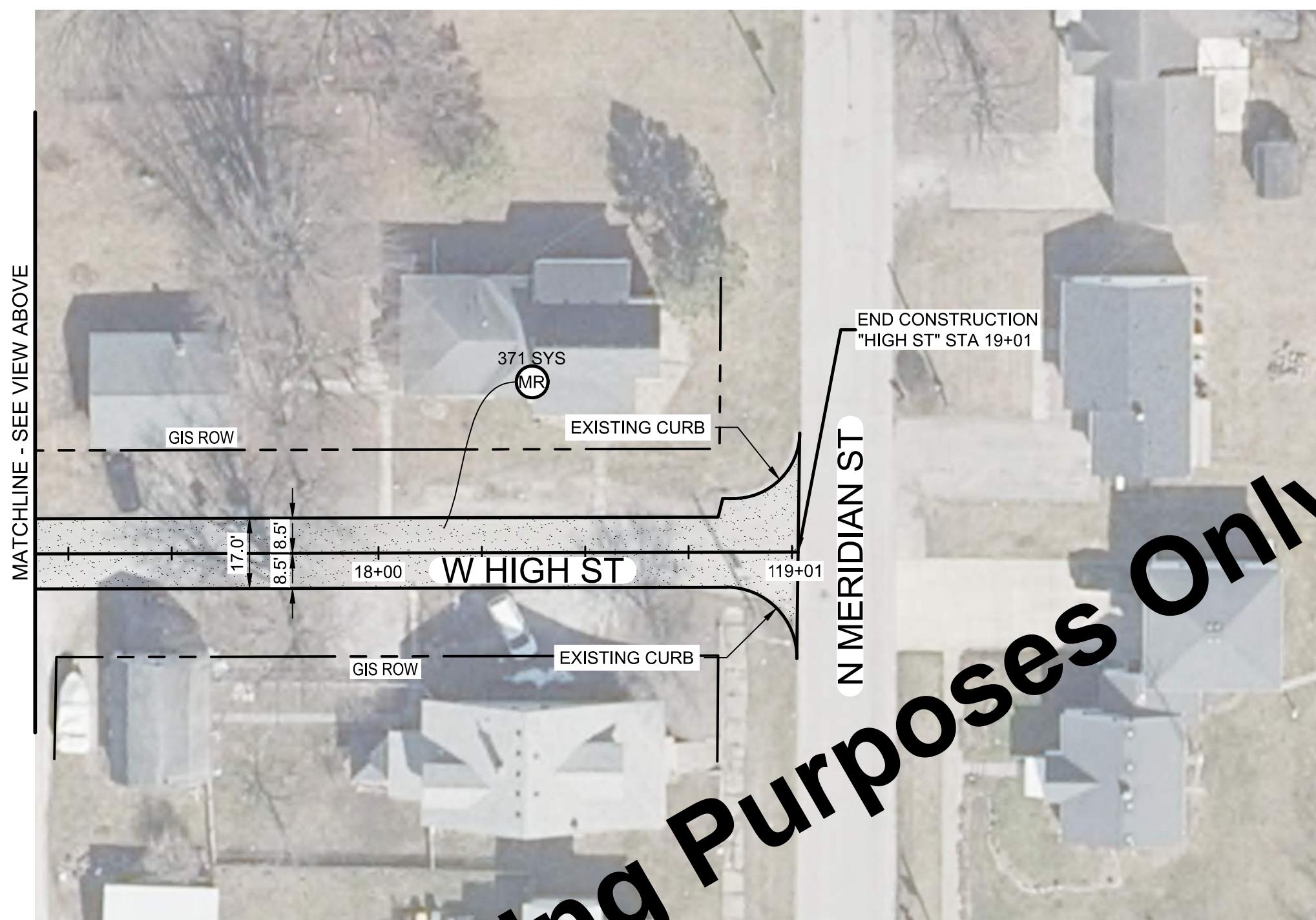
GENERAL NOTES:

- 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.
- 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.
- 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.
- 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.
- OBTAIN ALL TEMPORARY EASEMENTS REQUIRED FOR THE CONSTRUCTION OF THE PROJECT AT NO ADDITIONAL COST TO THE OWNER.
- 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.
- 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.
- 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.
- EXISTING UTILITY SERVICES TO 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.
- COORDINATE WORK WITH THE RESPECTIVE UTILITIES. SCHEDULE WORK ACCORDINGLY, AND NOTIFY ALL UTILITIES A MINIMUM OF TWO (2) WEEKS IN ADVANCE OF ANY CONSTRUCTION ACTIVITY.
- 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.
- 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.
- BRACE AND PROTECT ALL UTILITY POLES AND EXISTING STRUCTURES ADJACENT TO NEW EXCAVATIONS. UTILITY POLE BRACING SHALL BE AS DIRECTED BY THE GOVERNING UTILITY.
- MAINTAIN EXISTING STORMWATER DRAINAGE FOR THE ENTIRE DURATION OF THE PROJECT.
- DO NOT DISTURB EXISTING MANHOLES OR INLETS, UNLESS NOTED OTHERWISE.
- 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.
- COORDINATE STAGING AREA LOCATIONS WITH THE OWNER.
- TO CONTROL DUST, REMOVE SOIL FROM STREETS USED BY CONSTRUCTION TRAFFIC DAILY, VACUUM AND WATER AS NECESSARY AND/OR AS DIRECTED BY THE OWNER.
- CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMPS AND SIDEWALK.
- VERIFY EXISTING SEWER INVERTS AND LOCATIONS PRIOR TO CONSTRUCTION AND DETERMINE IF THERE ARE ANY DISCREPANCIES OR CONFLICTS.
- 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.
- ONE TRAVEL LANE SHALL BE OPEN AT ALL TIMES DURING CONSTRUCTION, UTILIZING THE FLAGGER OPERATION.
- THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AT LEAST ONE WEEK PRIOR TO CLOSING TRAVEL LANES AND DRIVEWAYS FOR CONSTRUCTION.



PROJECT 01 - HIGH STREET

SCALE: 1" = 30'



PROJECT 01 - HIGH STREET

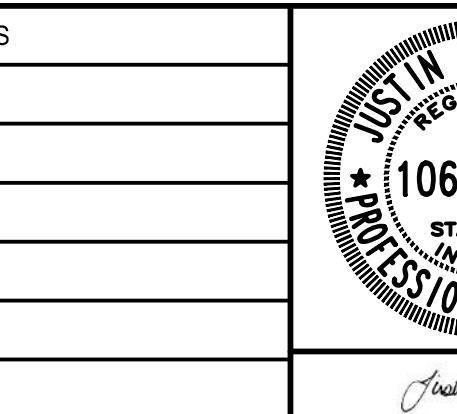
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PROJECT 02 - BLAINE STREET

SCALE: 1" = 30'

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	ISSUE DATE				
	JANUARY 2026				
	PROJECT NUMBER				
	292525-04-001				

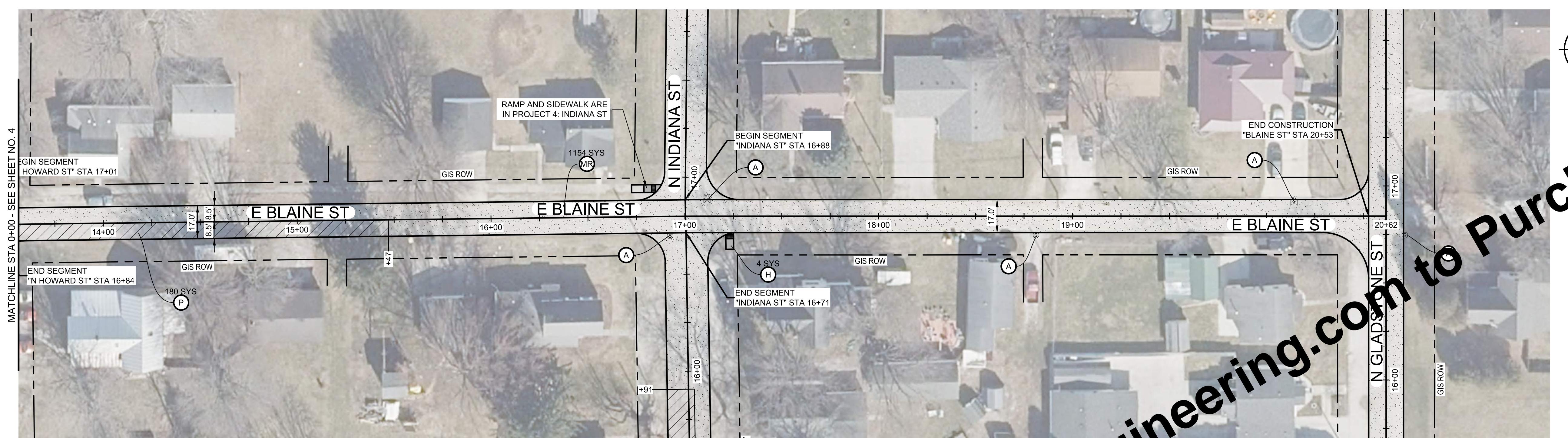


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

ROADWAY IMPROVEMENT PLAN

SHEET NO. **04**
TOTAL SHEETS **26**



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

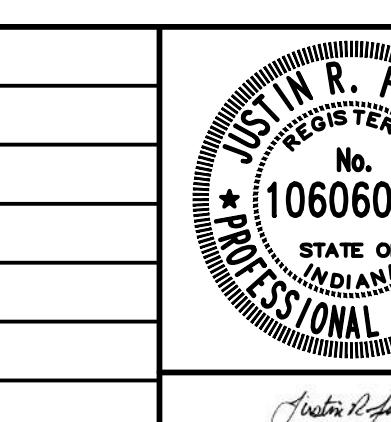
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PROJECT 03 - HOWARD STREET

SCALE: 1" = 30'

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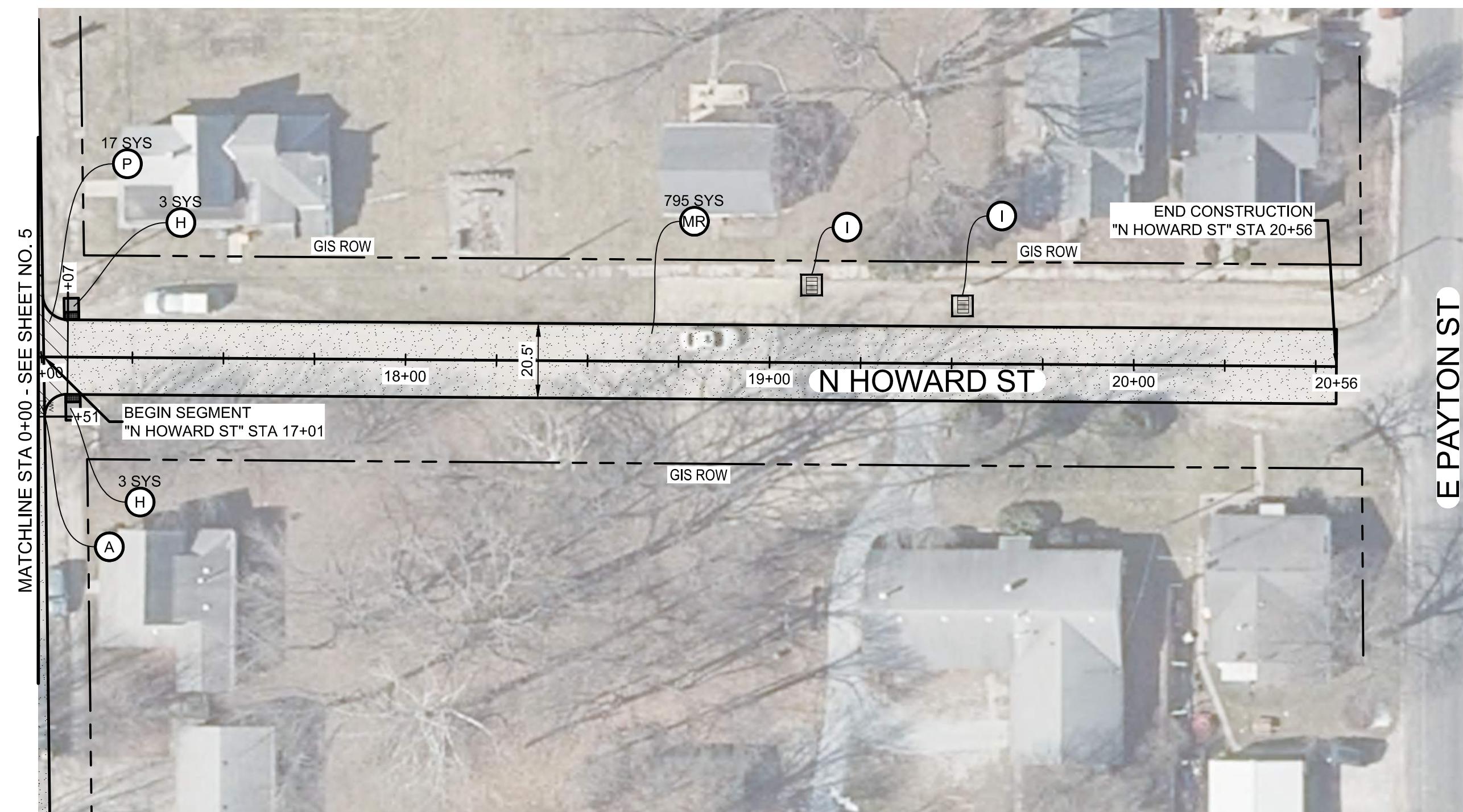


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

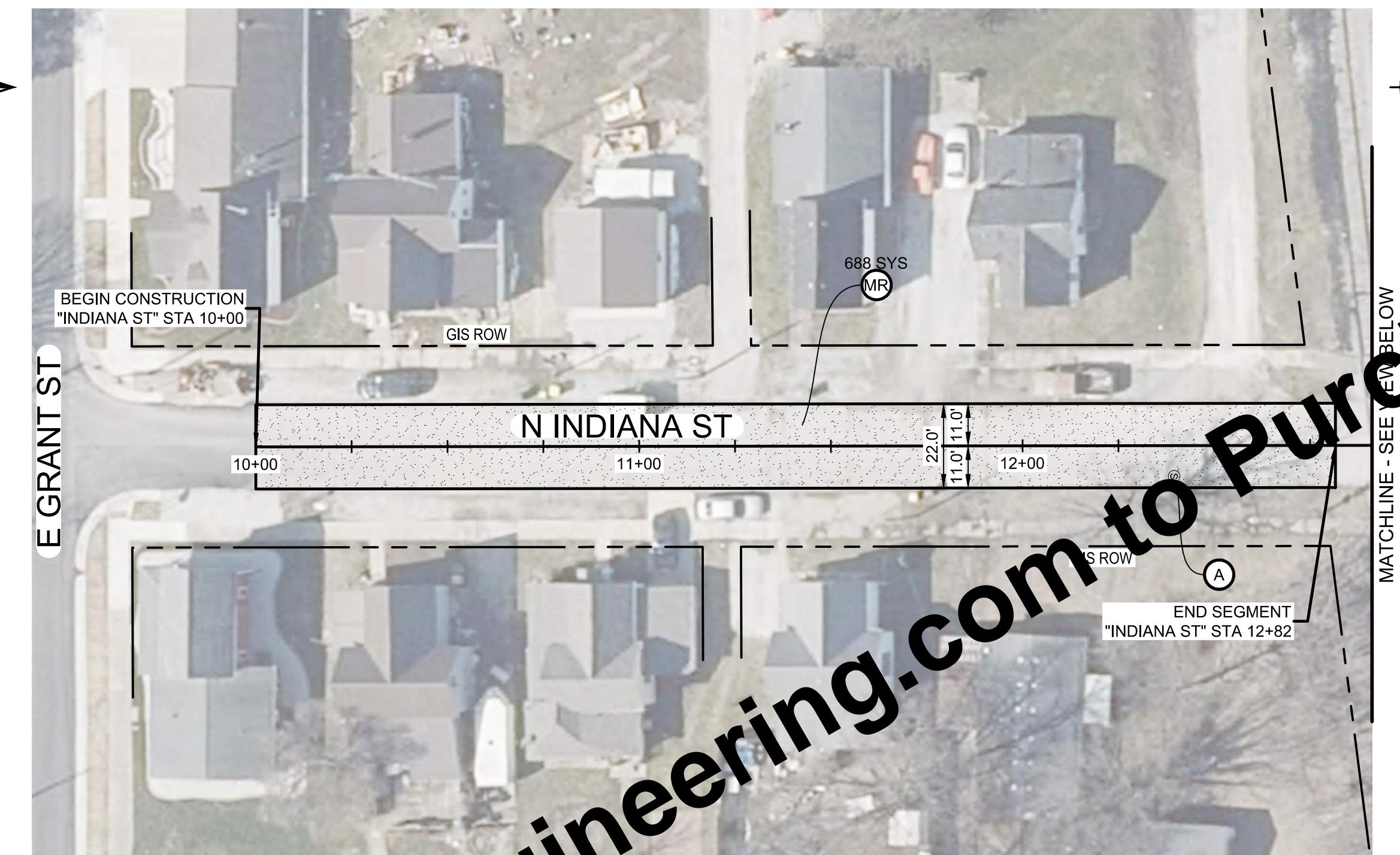
ROADWAY IMPROVEMENT PLAN

SHEET NO.
05
TOTAL SHEETS
26



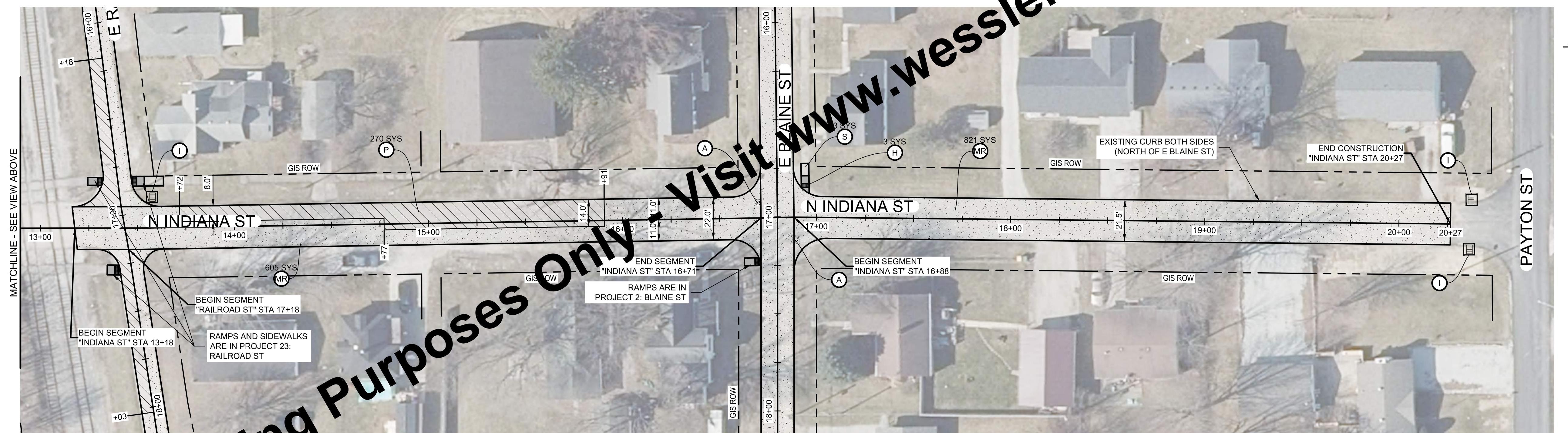
PROJECT 03 - HOWARD STREET

SCALE: 1



PROJECT 04 - INDIANA STREET

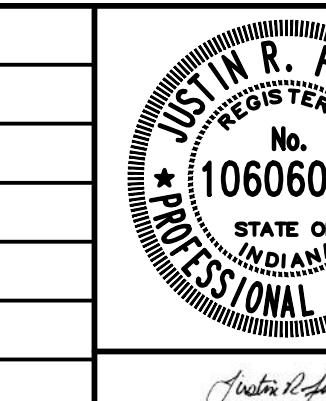
SCALE:



PROJECT 04 - INDIANA STREET

SCALE: 1" = 30'

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	CHECKED BY	BAS				
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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

GENERAL NOTES:

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

RESET ALL MAILBOXES AND SIGNS DISTRUBED 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 ○

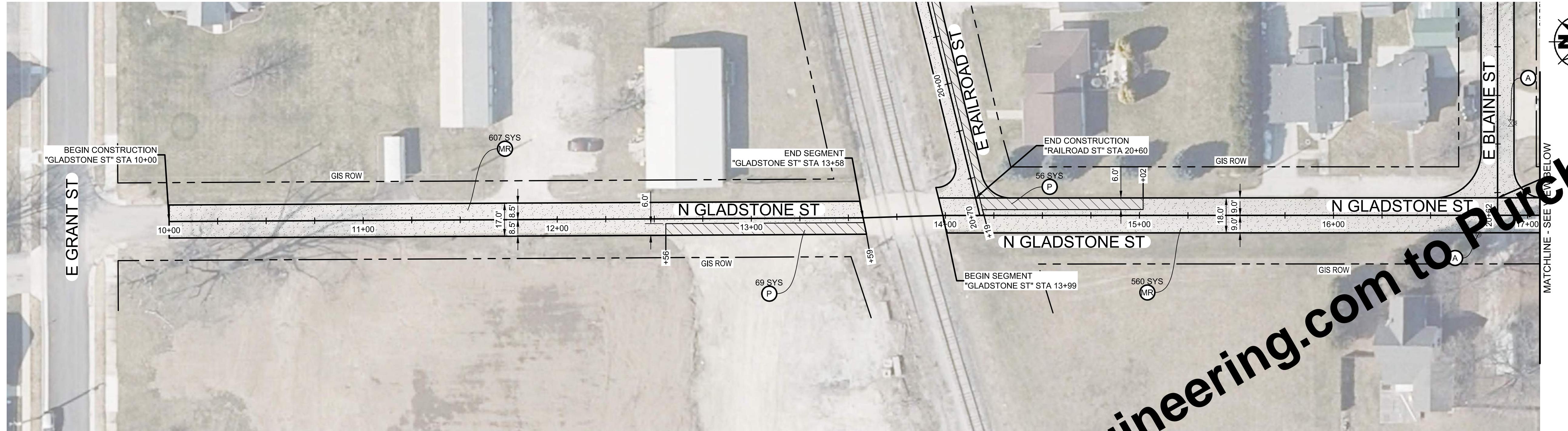
- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

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



GENERAL NOTES:

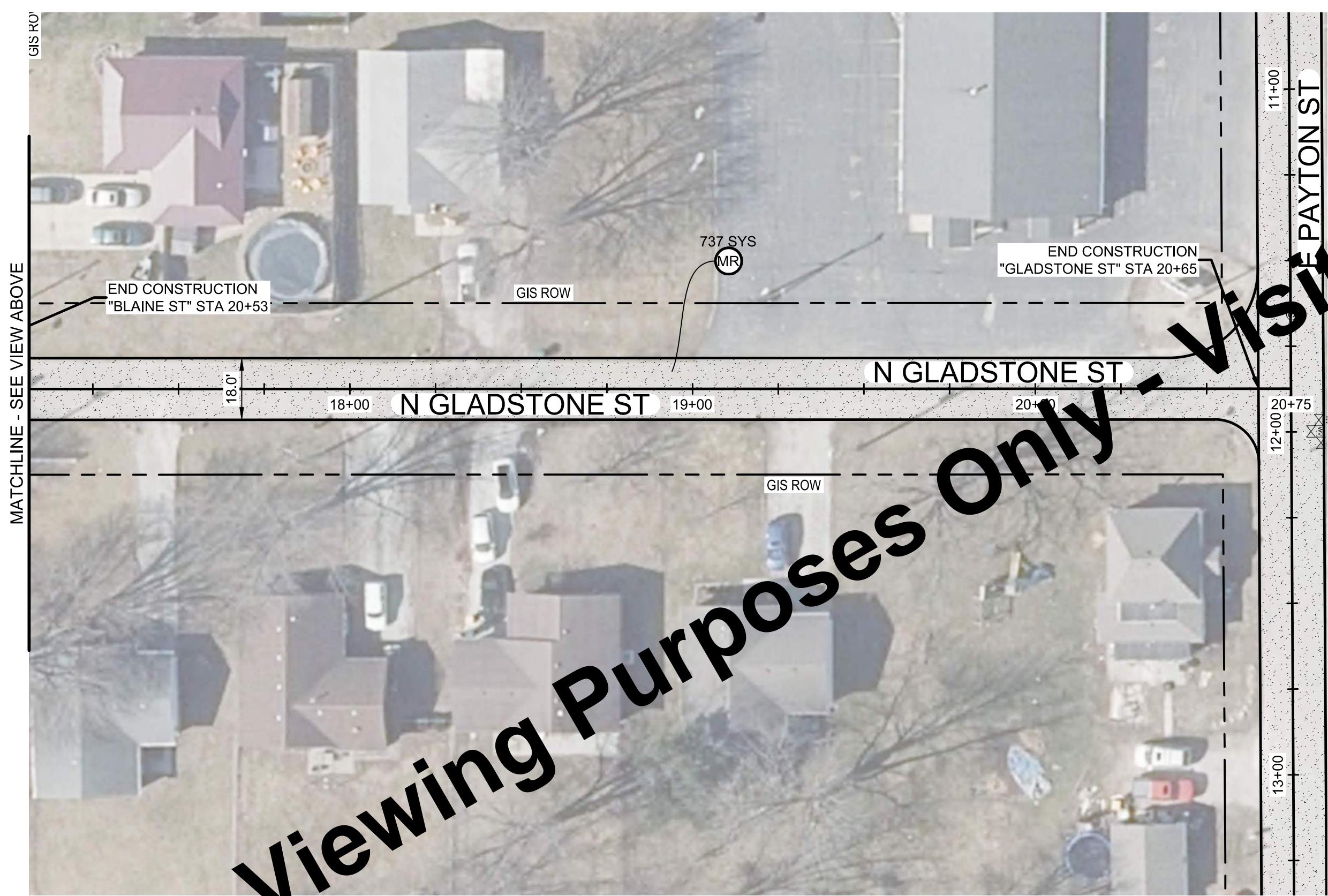
- CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMPS AND SIDEWALK.
- RESET ALL MAILBOXES AND SIGNS DISTRIBUED BY CONSTRUCTION ACTIVITIES. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
- CONTRACTOR SHALL MARK AND OWNER/ENGINEER 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

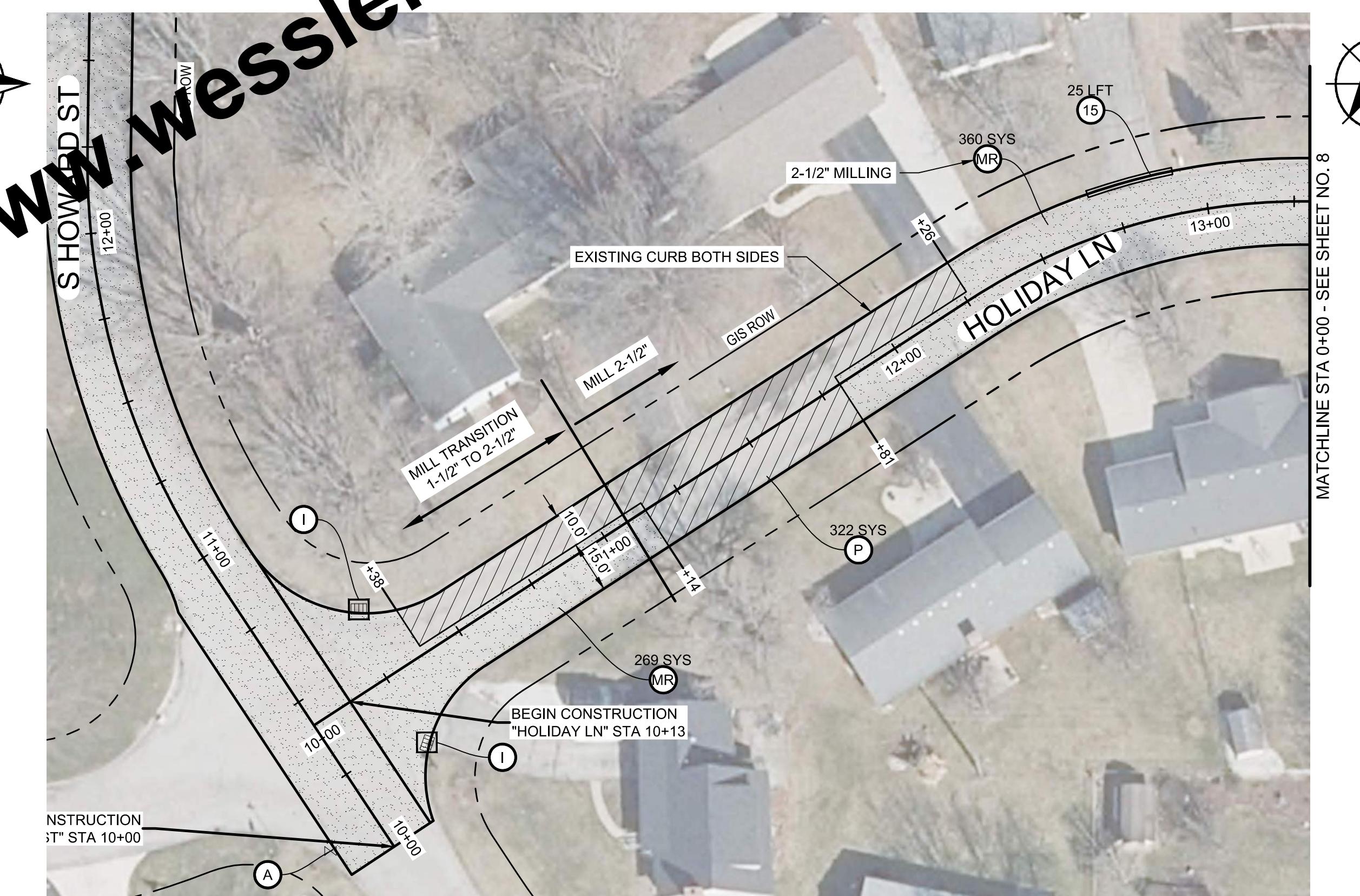
LEGEND

- 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



PROJECT 05 - GLADSTONE STREET

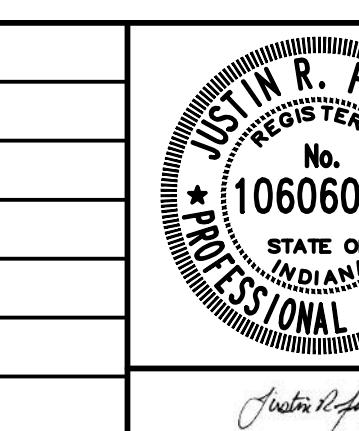
SCALE: 1" = 30"



PROJECT 06 - HOLIDAY LANE

SCALE: 1" = 30"

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



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2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

ROADWAY IMPROVEMENT PLAN

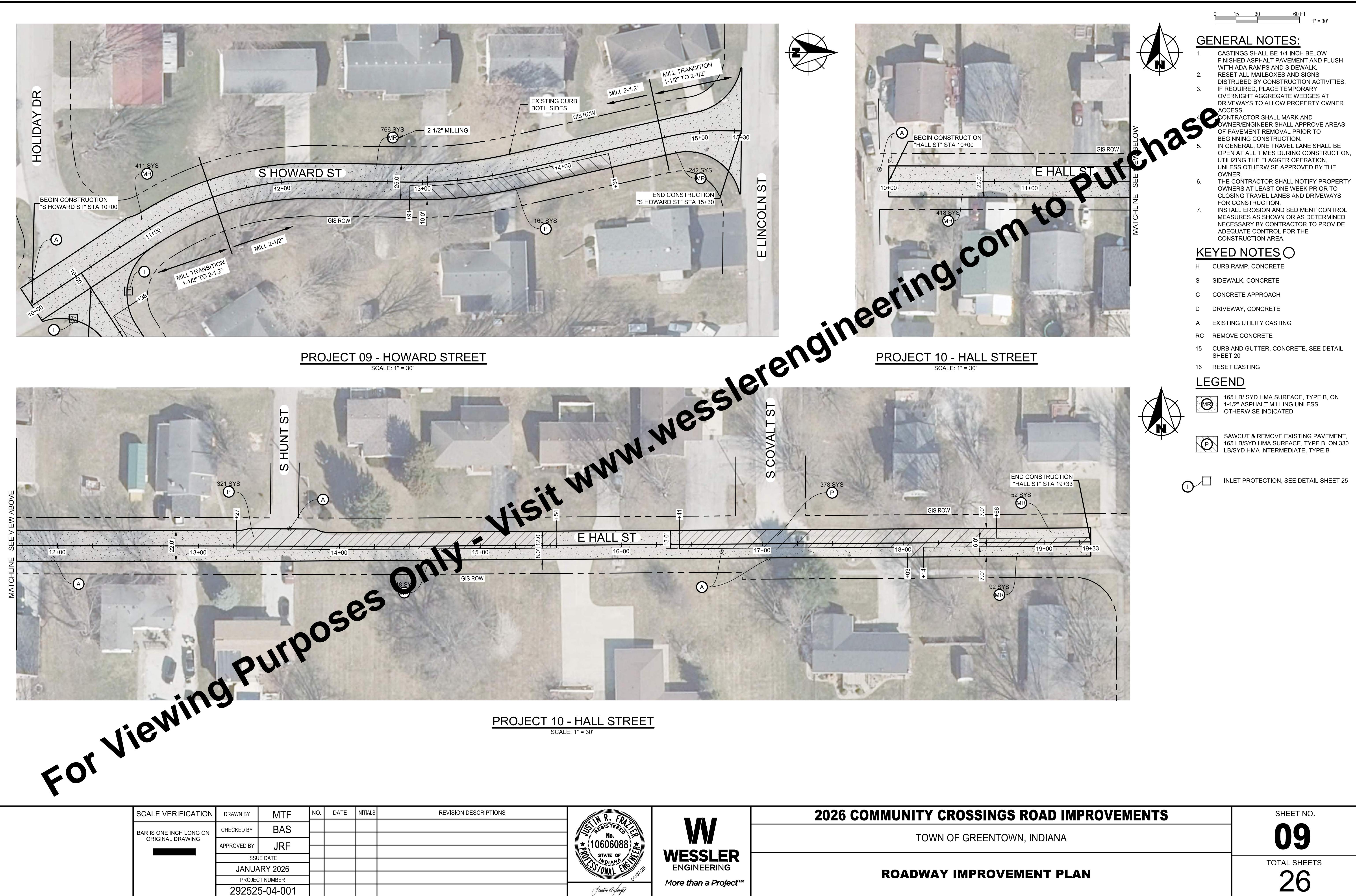
SHEET NO.

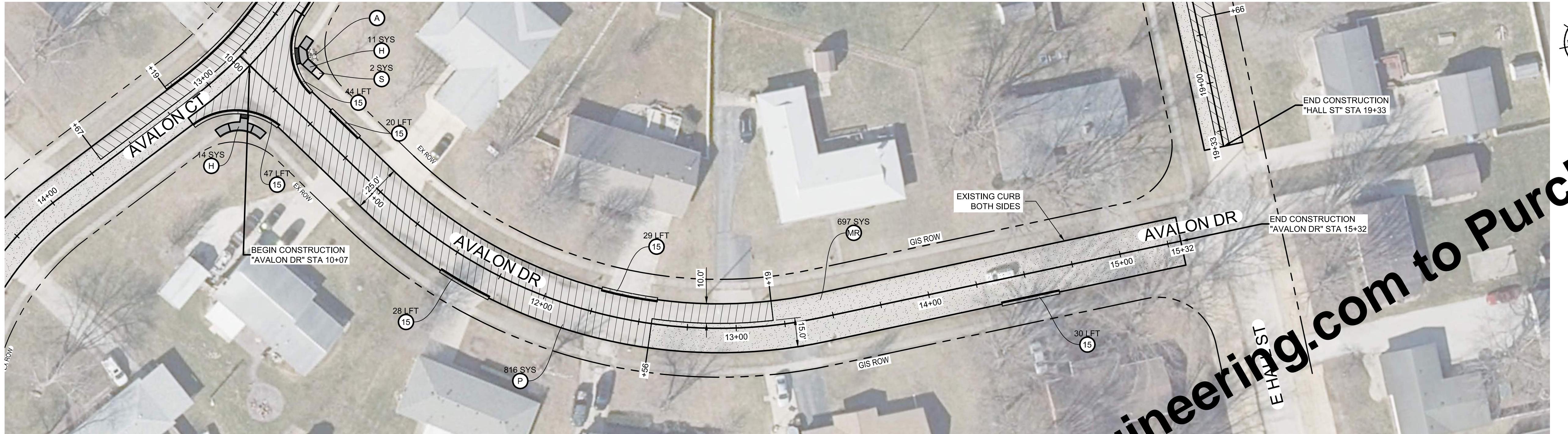
07

TOTAL SHEETS

26

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PROJECT 11 - AVALON DRIVE

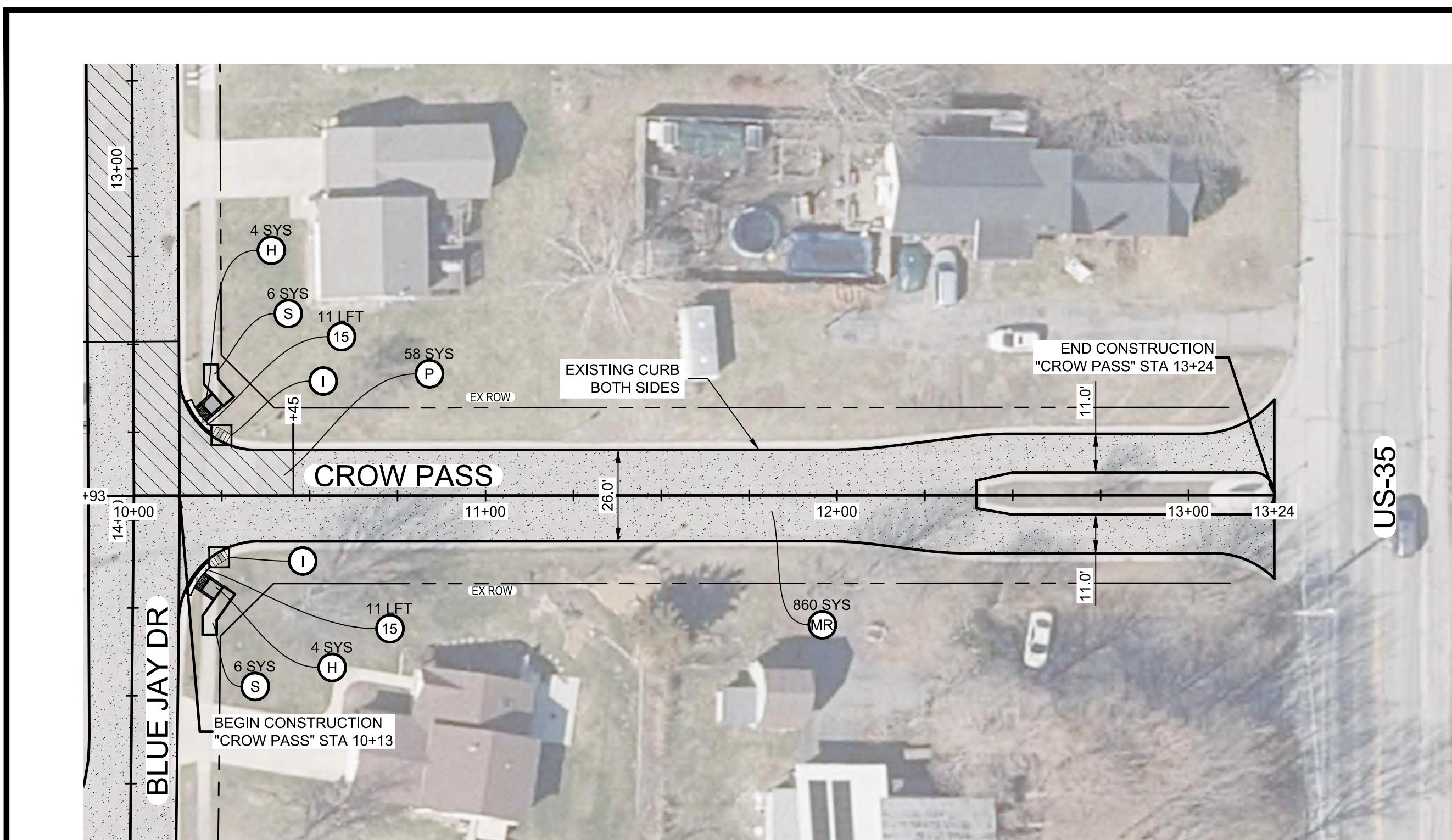
SCALE: 1" = 30'



PROJECT 12 - AVALON COURT

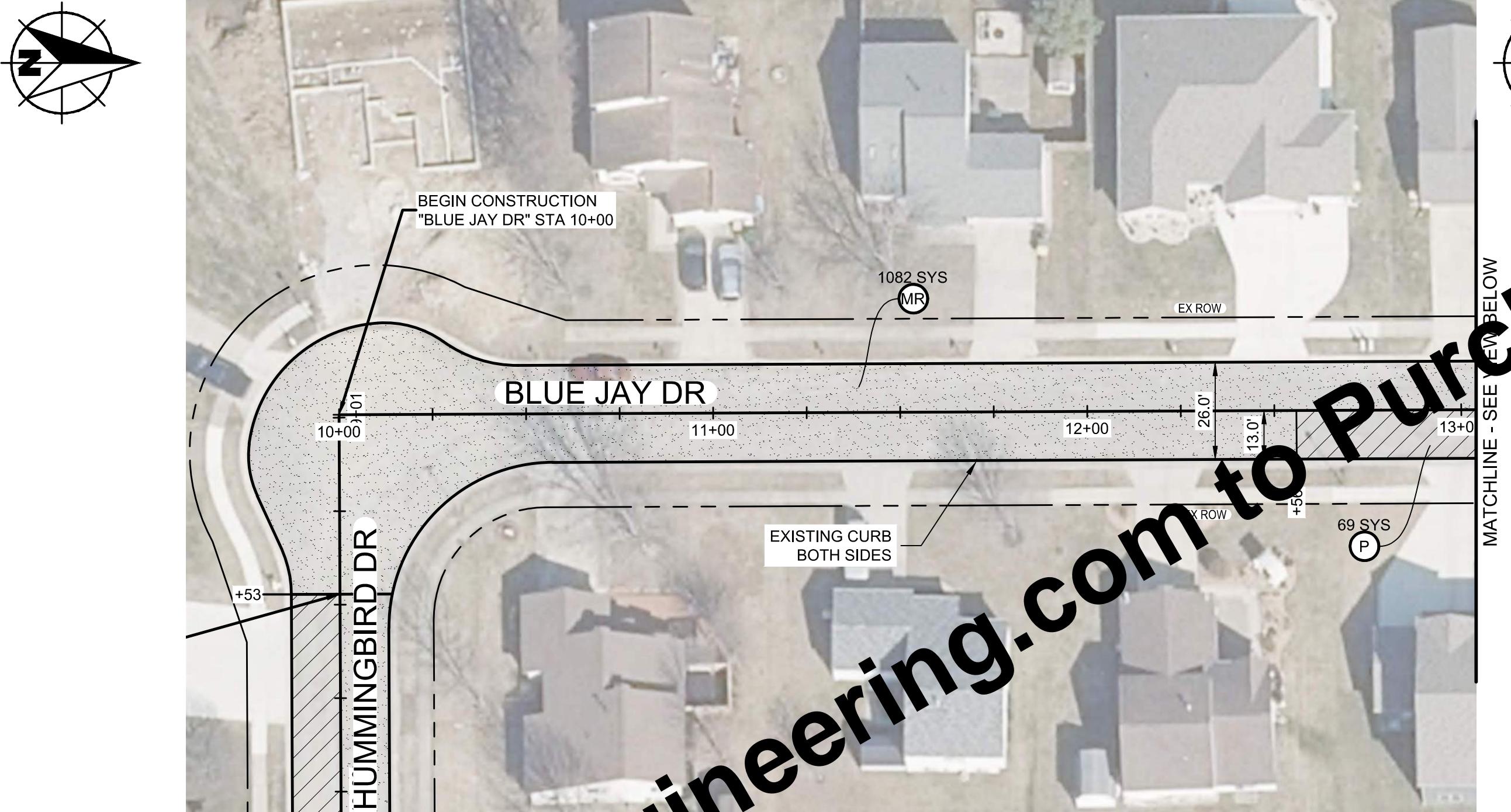
SCALE: 1" = 30'

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



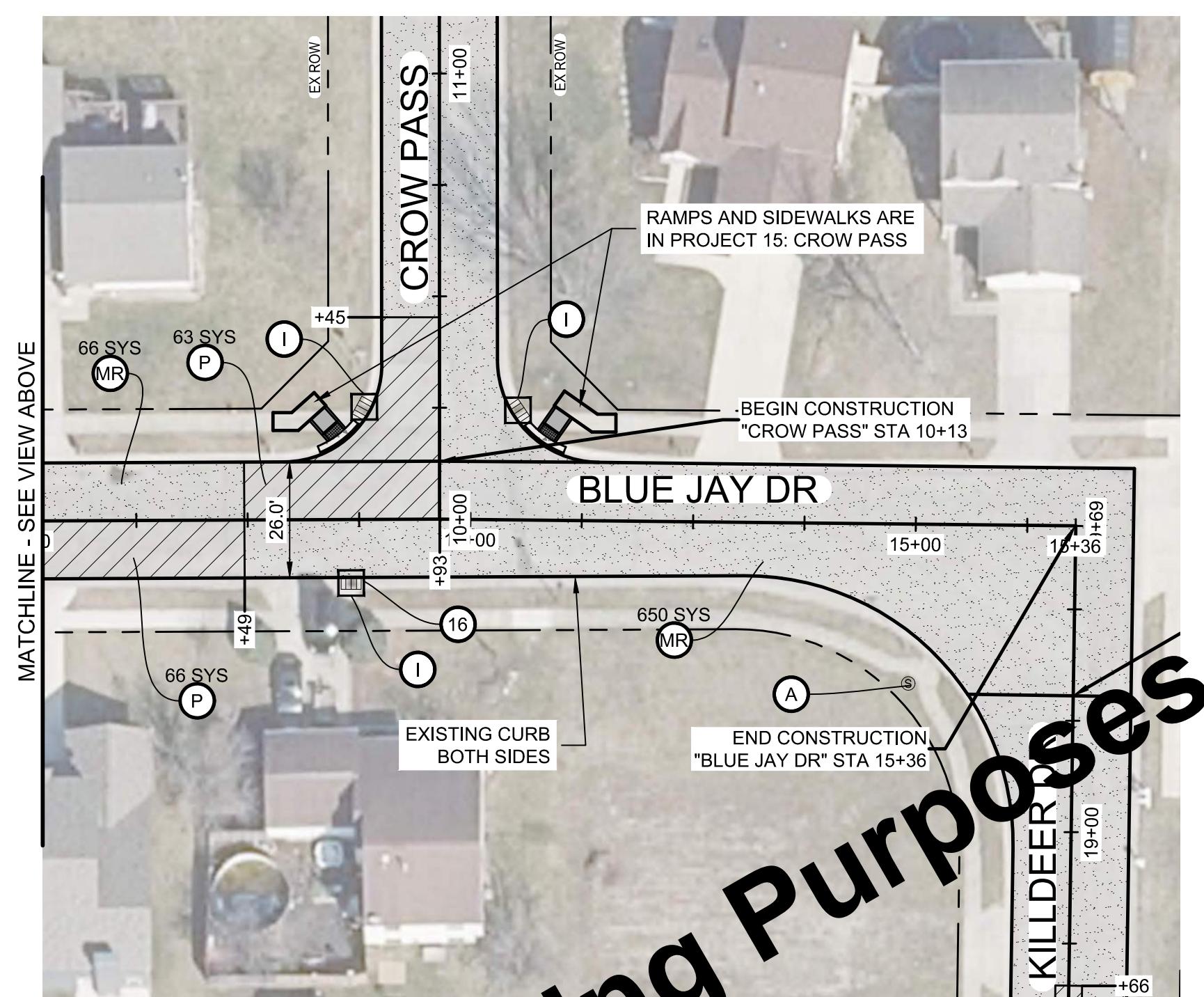
PROJECT 15 - CROW PASS

SCALE: 1" = 30'



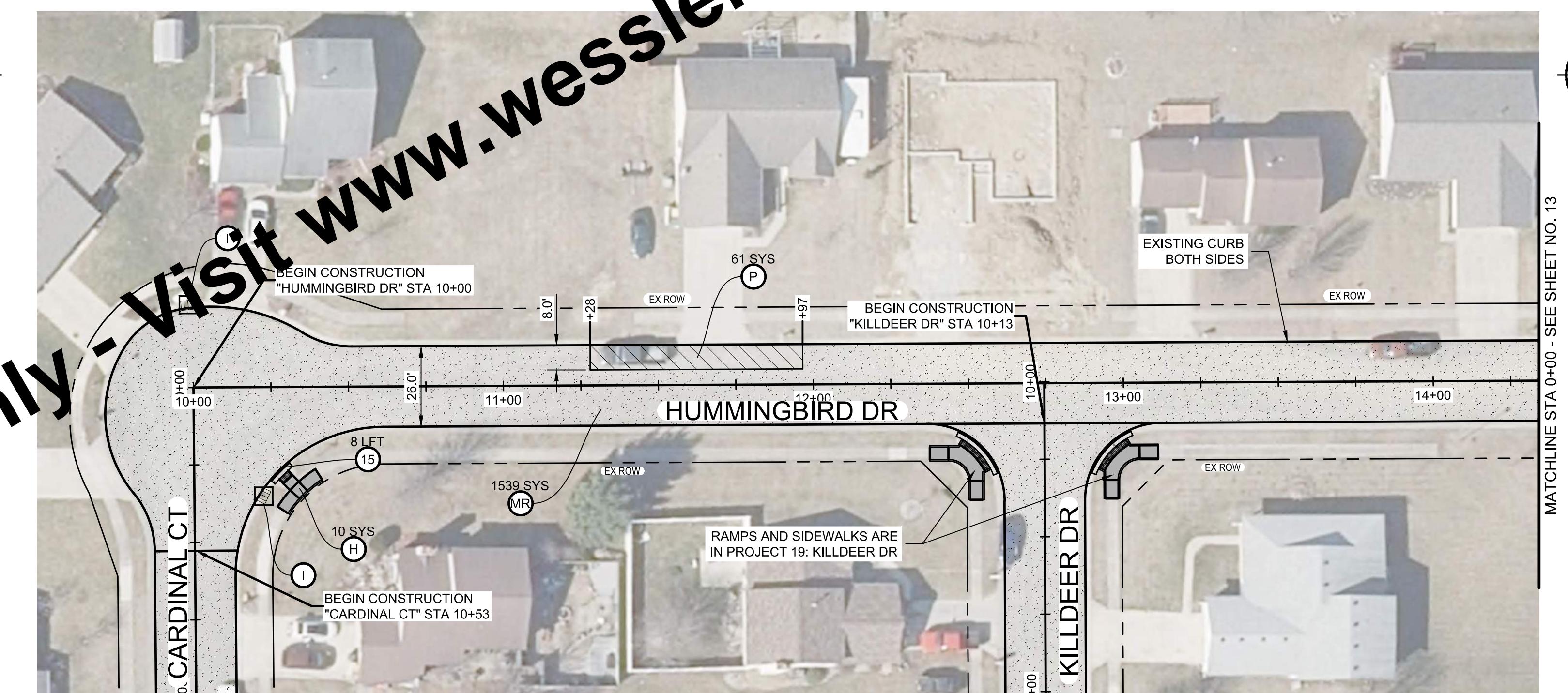
PROJECT 16 - BLUE JAY DRIVE

SCALE: 1" = 30'



PROJECT 17 - BLUE JAY DRIVE

SCALE: 1" = 30'



PROJECT 17 - HUMMINGBIRD DRIVE

SCALE: 1" = 30'

GENERAL NOTES:

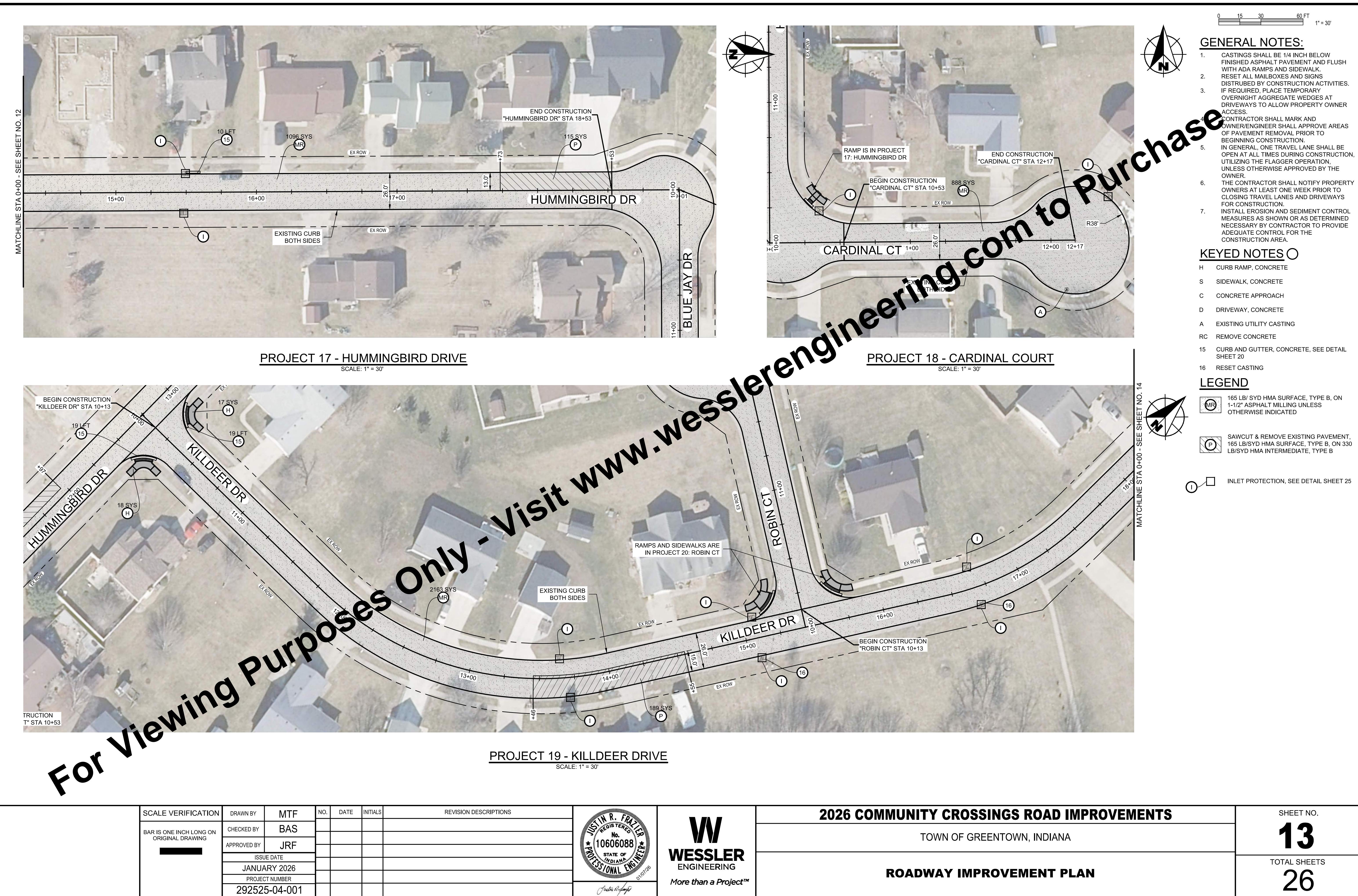
- CASTINGS SHALL BE 1/4 INCH BELOW FINISHED ASPHALT PAVEMENT AND FLUSH WITH ADA RAMPS AND SIDEWALK.
- RESET ALL MAILBOXES AND SIGNS DISTRIBUTED BY CONSTRUCTION ACTIVITIES. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
- CONTRACTOR SHALL MARK AND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

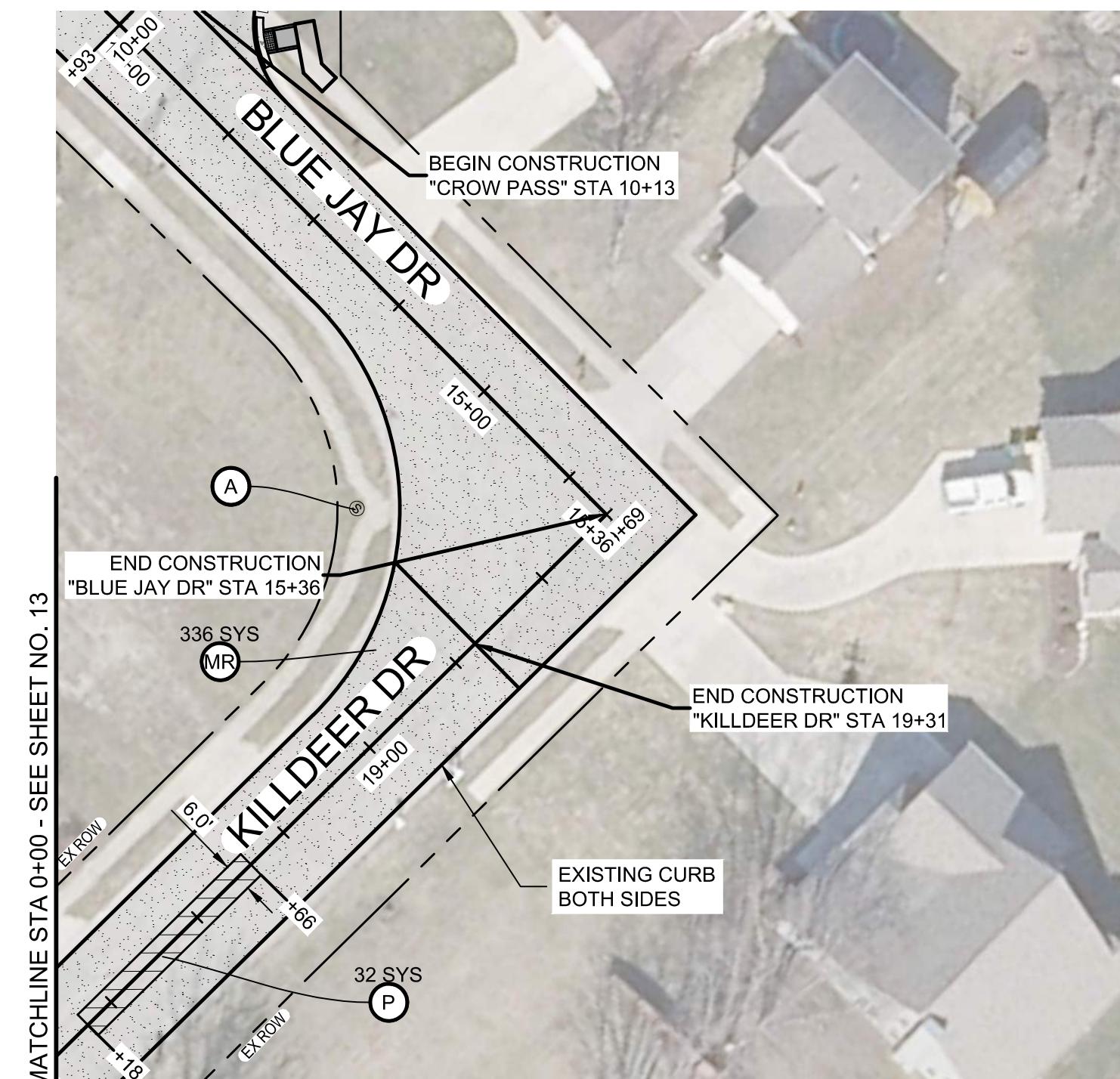
KEYED NOTES

- 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

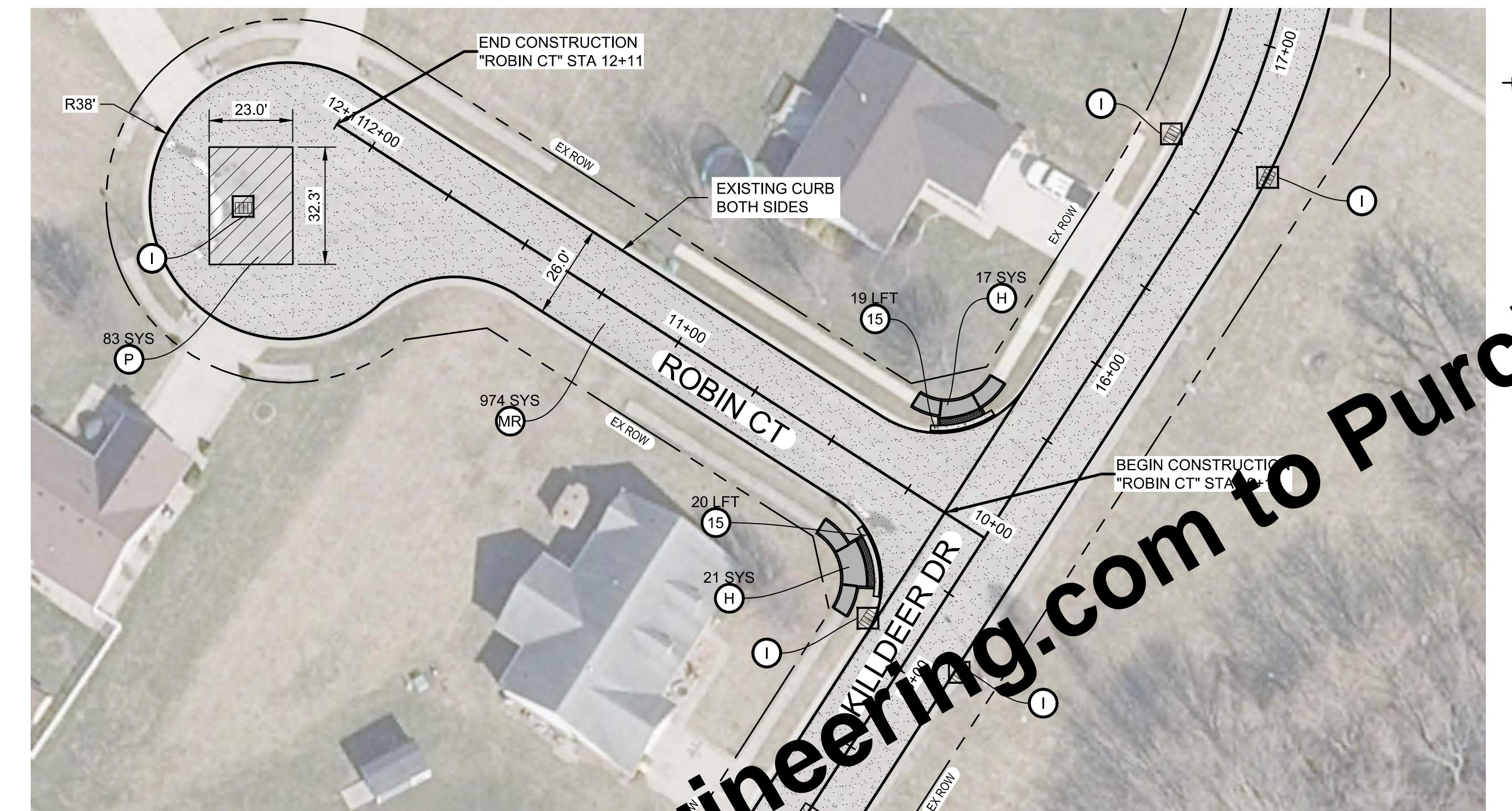
- 165 LB/SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING UNLESS OTHERWISE INDICATED
- SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B
- INLET PROTECTION, SEE DETAIL SHEET 25





PROJECT 19 - KILLDEER DRIVE

SCALE: 1" = 3



PROJECT 20 - ROBIN COURT

SCALE: 1" =



PROJECT 21 - PAYTON STREET

SCALE: 1" = 3'

<p>SCALE VERIFICATION BAR IS ONE INCH LONG ON ORIGINAL DRAWING [REDACTED]</p>	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS	 <p>JUSTIN R. FRAZIER REGISTERED No. 10606088 STATE OF INDIANA PROFESSIONAL ENGINEER 01/07/26</p> <p><i>Justin R. Frazier</i></p>
	CHECKED BY	BAS					
	APPROVED BY	JRF					
	ISSUE DATE						
	JANUARY 2026						
	PROJECT NUMBER						
	292525-04-001						

2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

ROADWAY IMPROVEMENT PLAN

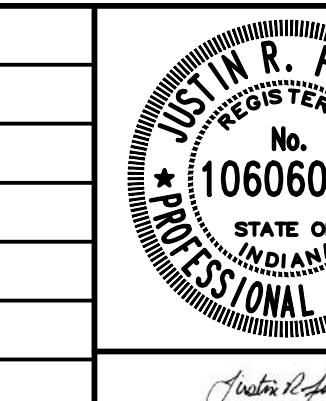
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2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

ROADWAY IMPROVEMENT PLAN

14



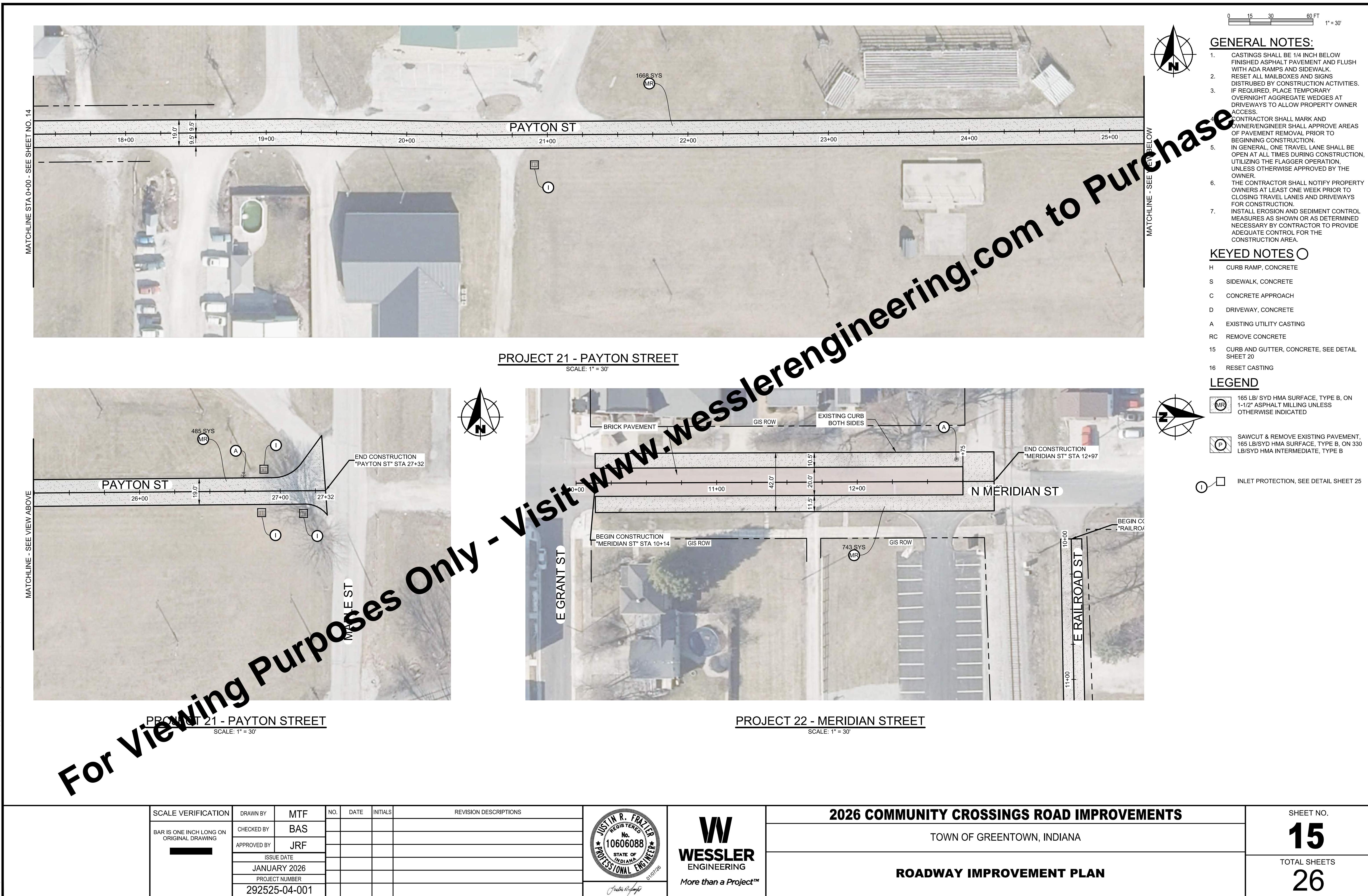
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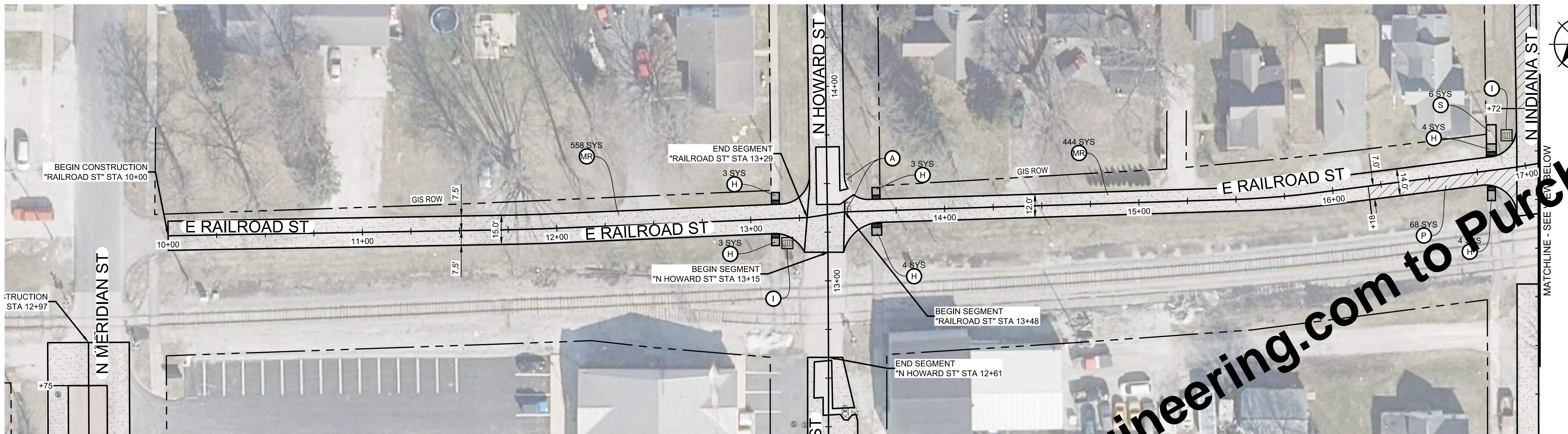
TOWN OF GREENTOWN, INDIANA

ROADWAY IMPROVEMENT PLAN

SHEET NO. **11**

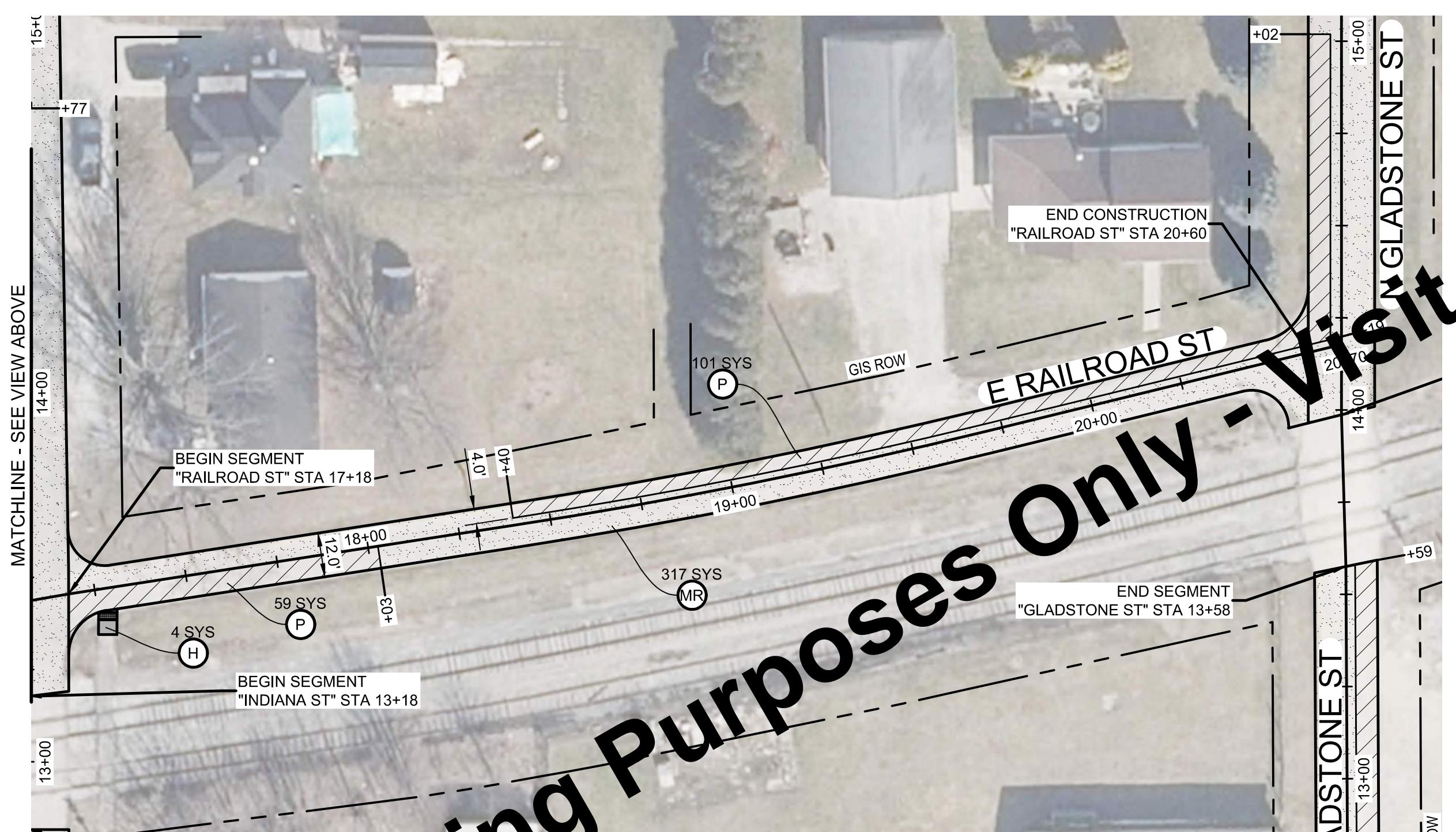
TOTAL SHEETS
26





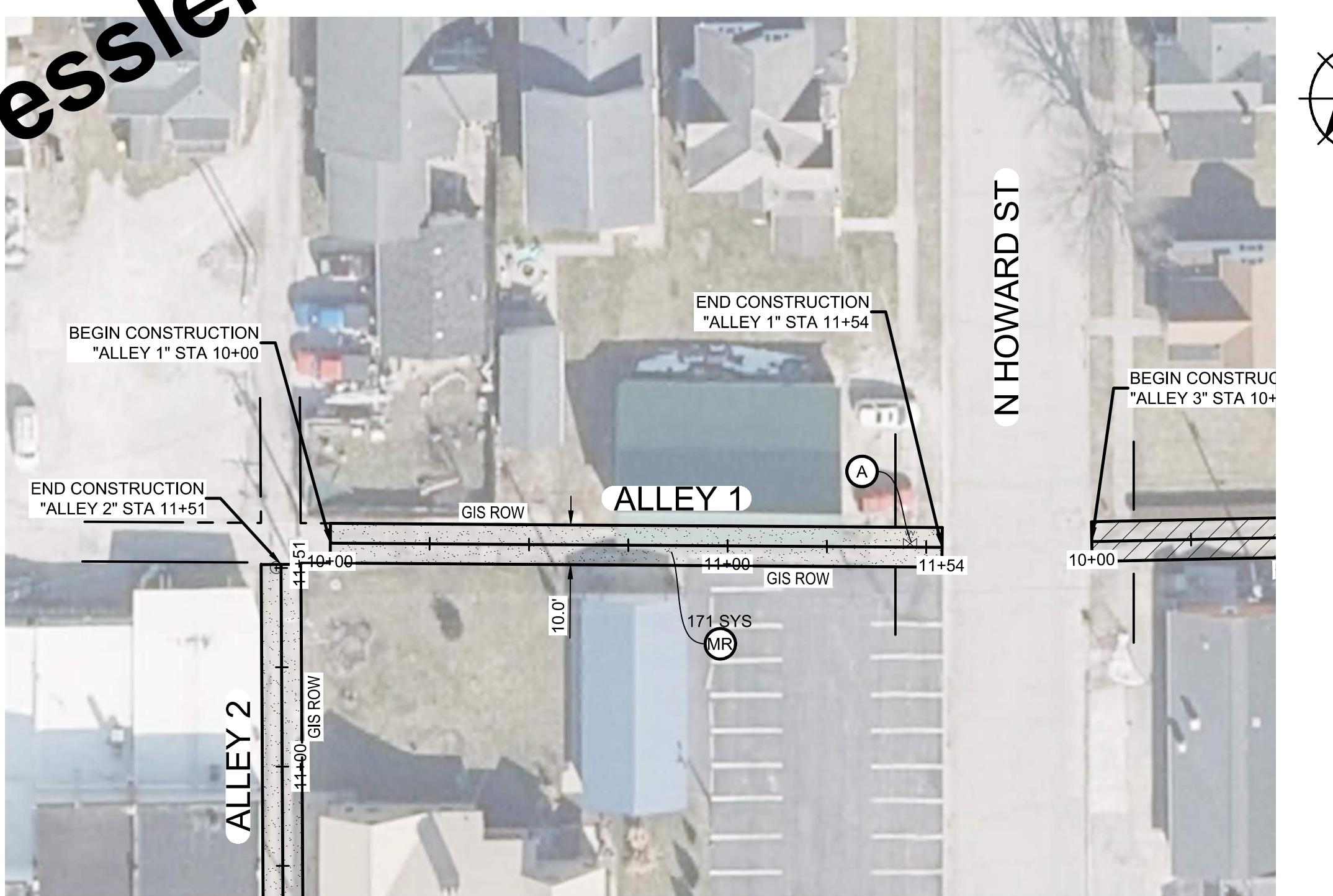
PROJECT 23 - RAILROAD STREET

SCALE: 1" = 30'



PROJECT 23 - RAILROAD STREET
SCALE: 1" = 20'

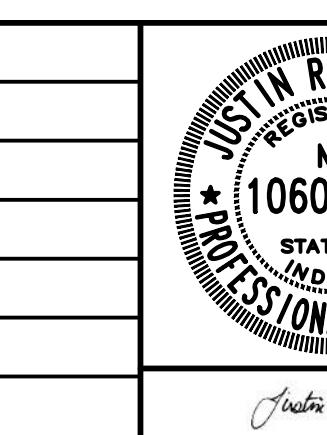
SCALE: 1" = 30'



PROJECT 24 - ALLEY 1

SCALE: 1" = 30'

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

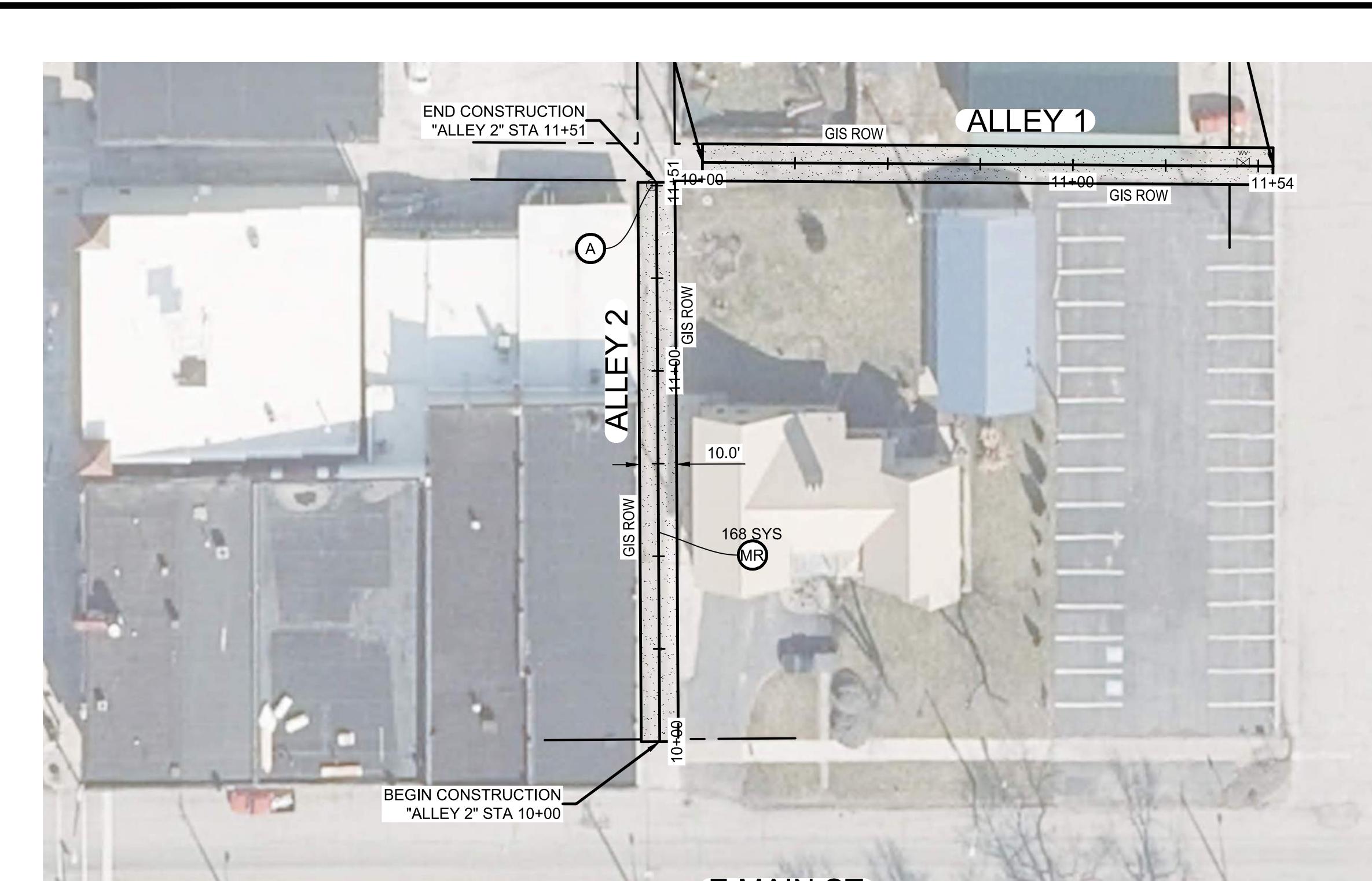


2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

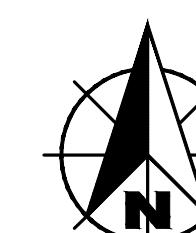
ROADWAY IMPROVEMENT PLAN

SHEET NO. 16
TOTAL SHEETS 26



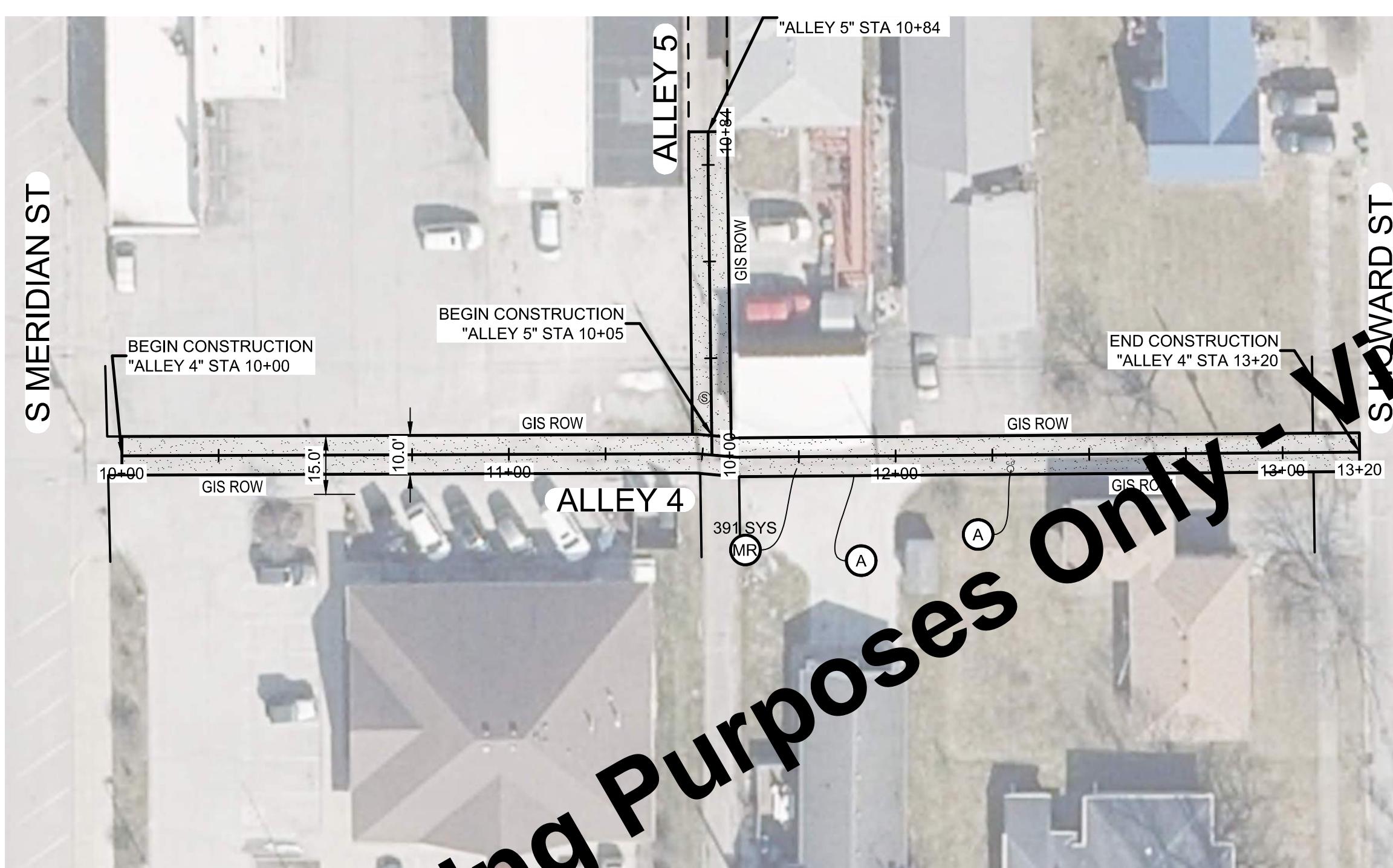
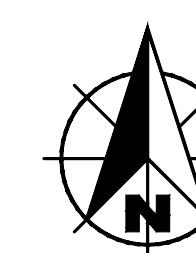
PROJECT 25 - ALLEY 2

SCALE: 1" = 30'



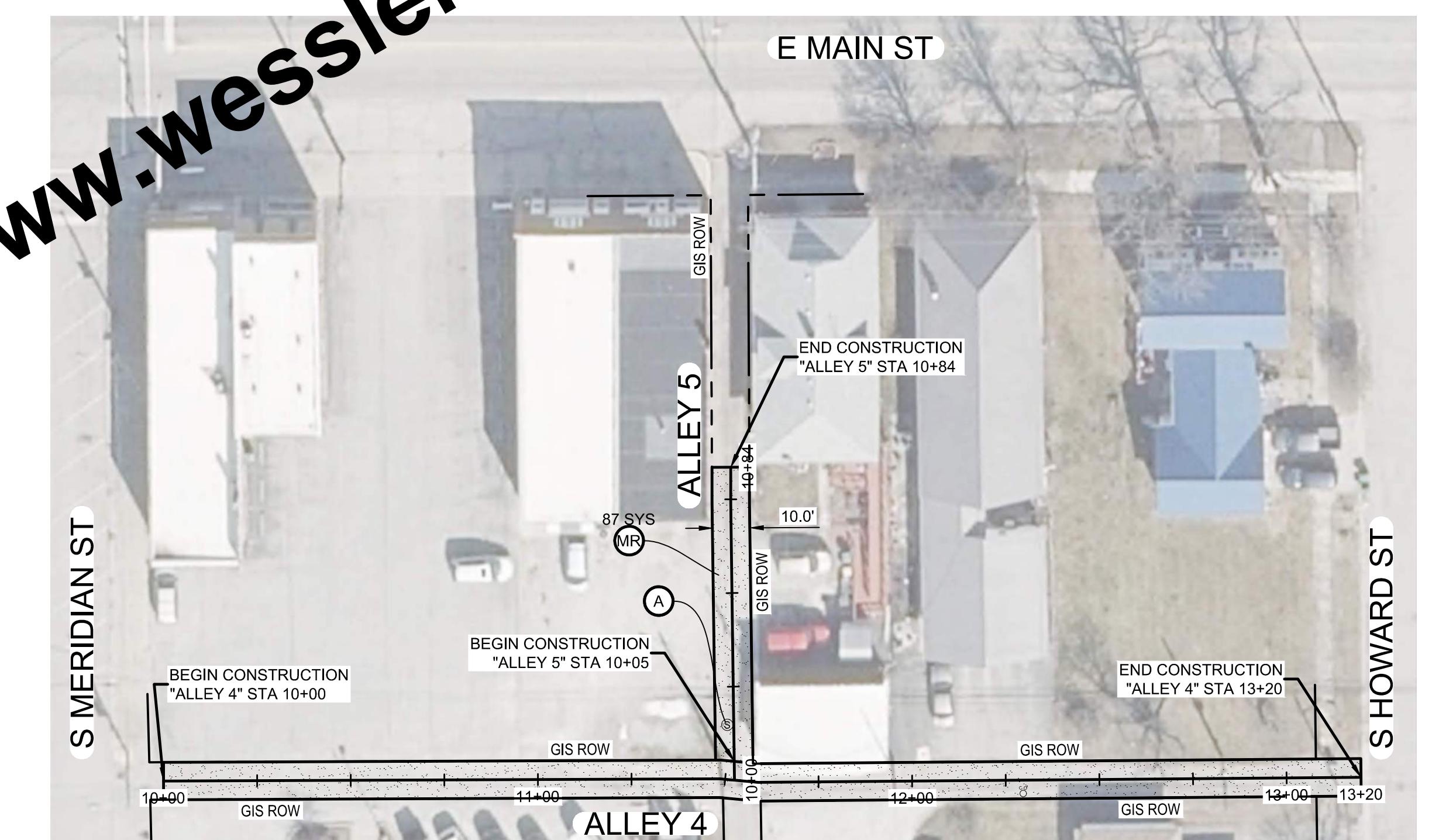
PROJECT 26 - ALLEY 3

SCALE: 1" = 30'



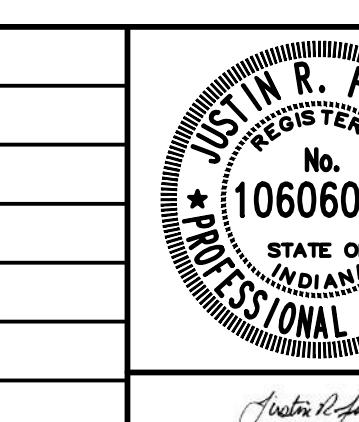
PROJECT 27 - ALLEY 4

SCALE: 1" = 30'



PROJECT 28 - ALLEY 5

SCALE: 1" = 30'



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2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

ROADWAY IMPROVEMENT PLAN

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 DISTRIBUTED BY CONSTRUCTION ACTIVITIES. IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.
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- 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:

-
-
-

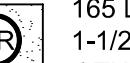
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- INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN OR AS DETERMINED NECESSARY BY CONTRACTOR TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA.

KEYED NOTES:

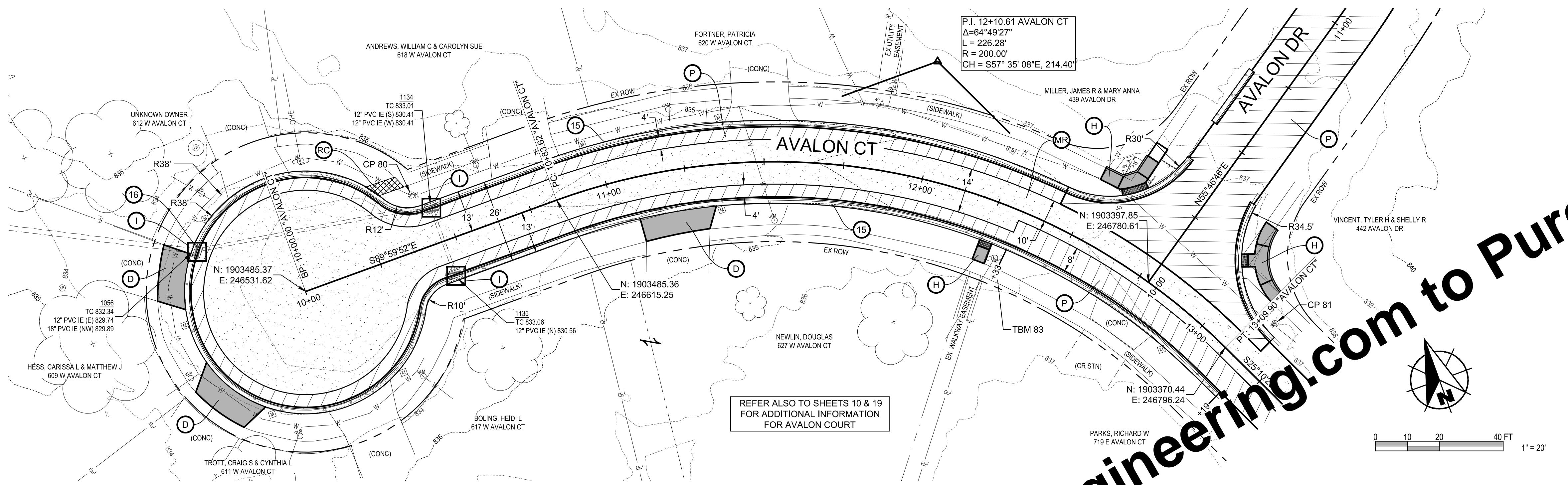
- H CURB RAMP, CONCRETE
- S SIDEWALK, CONCRETE
- C CONCRETE APPROACH
- D DRIVEWAY, CONCRETE
- A EXISTING UTILITY CASTING
- RC REMOVE CONCRETE
- 15 CURB AND GUTTER, CONCRETE, SEE DETAIL SHEET 20
- 16 RESET CASTING

LEGEND:

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

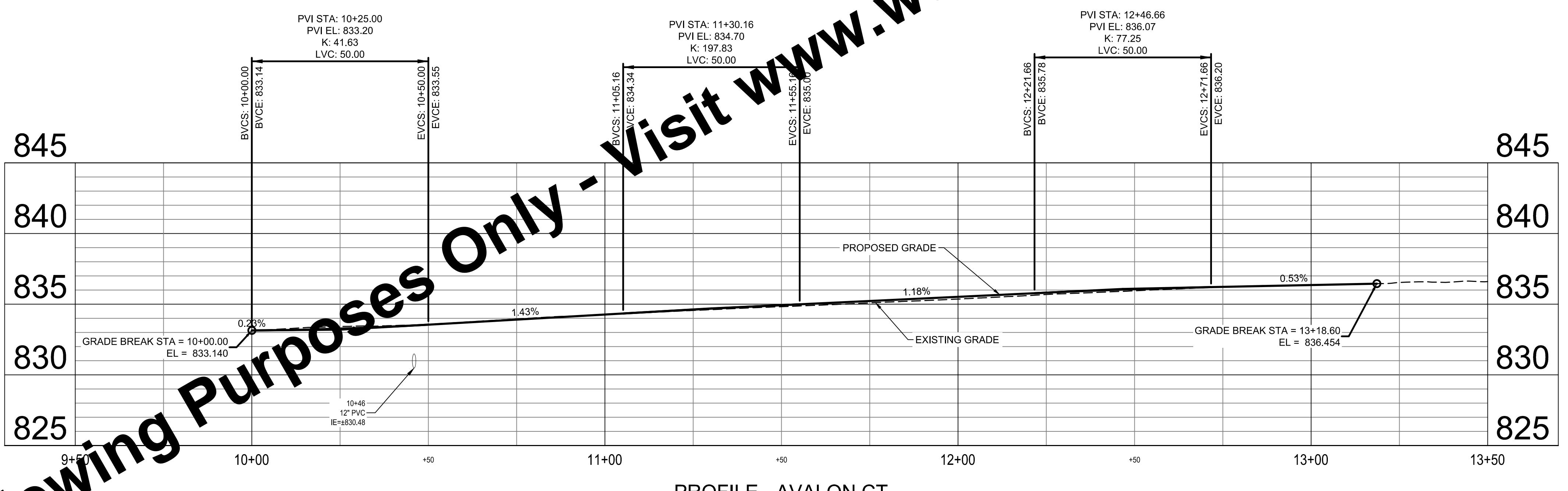
-  SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B

-  INLET PROTECTION, SEE DETAIL SHEET 25

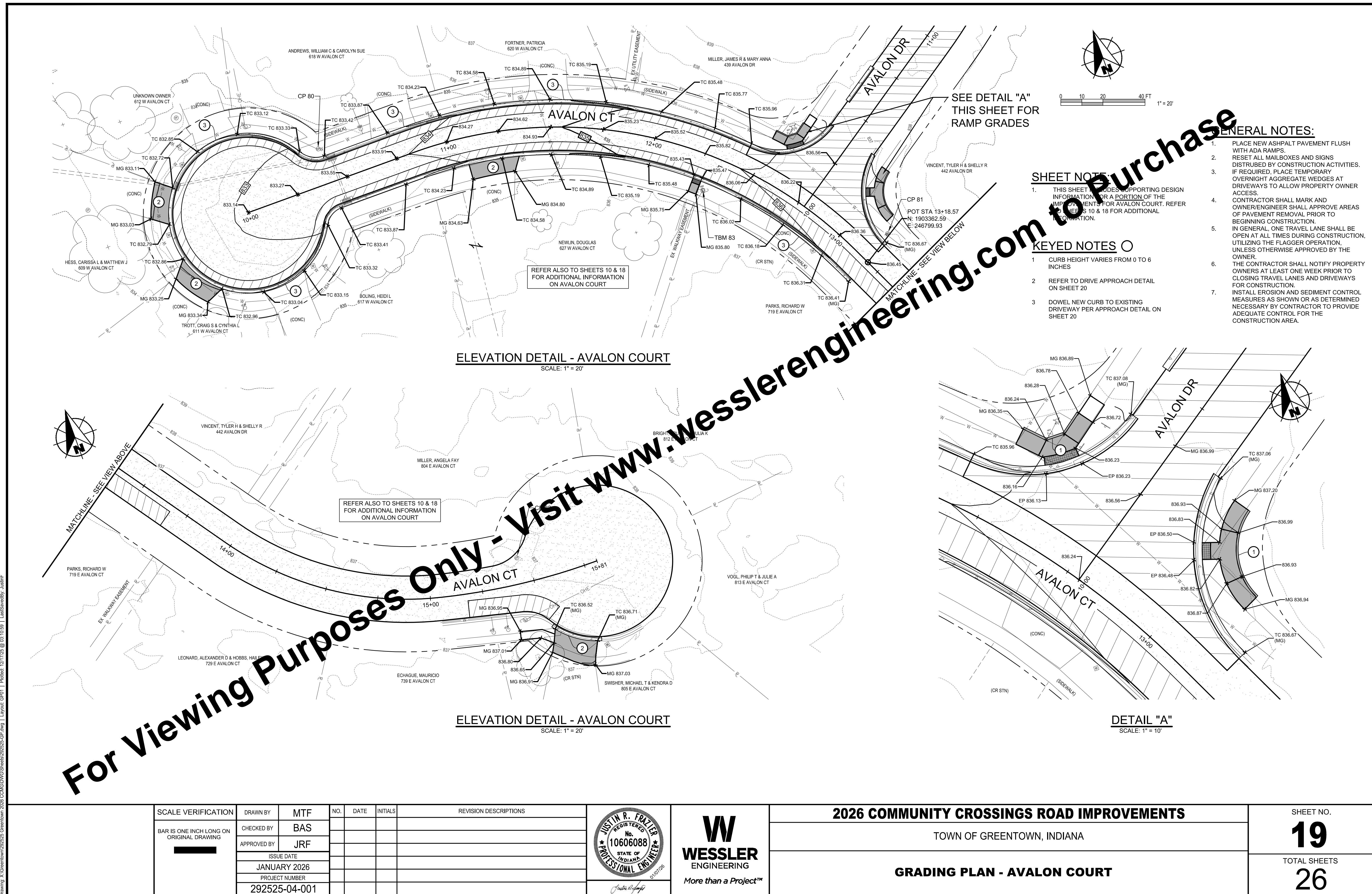


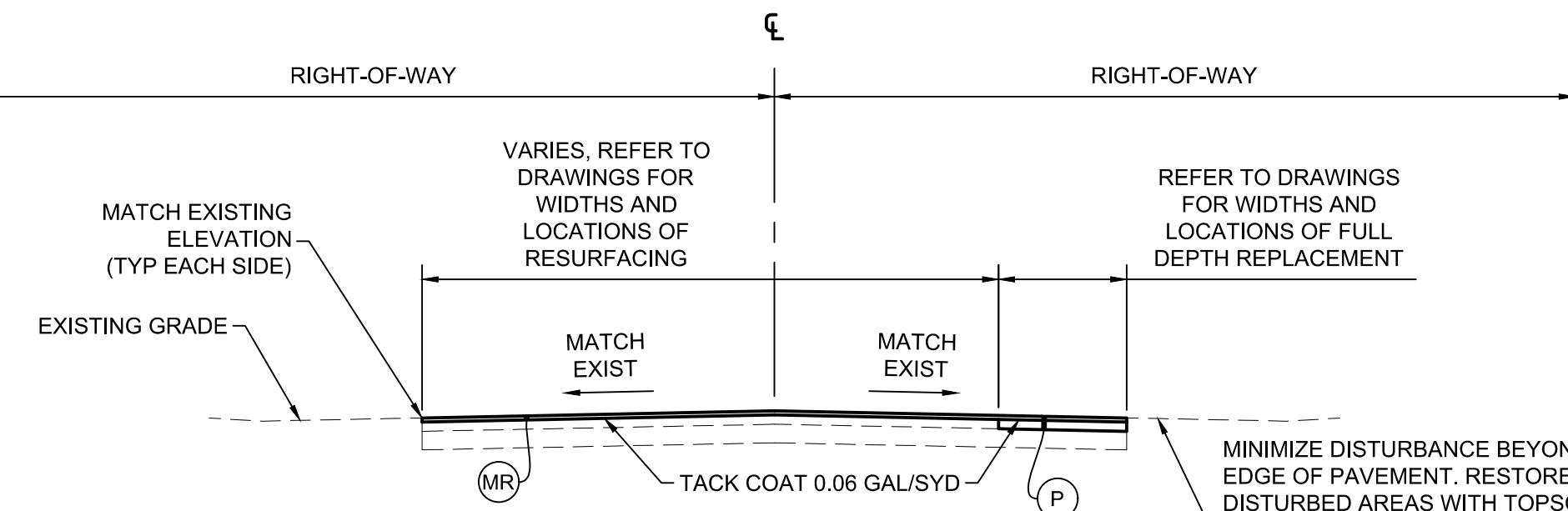
SHEET CLARIFICATION:

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



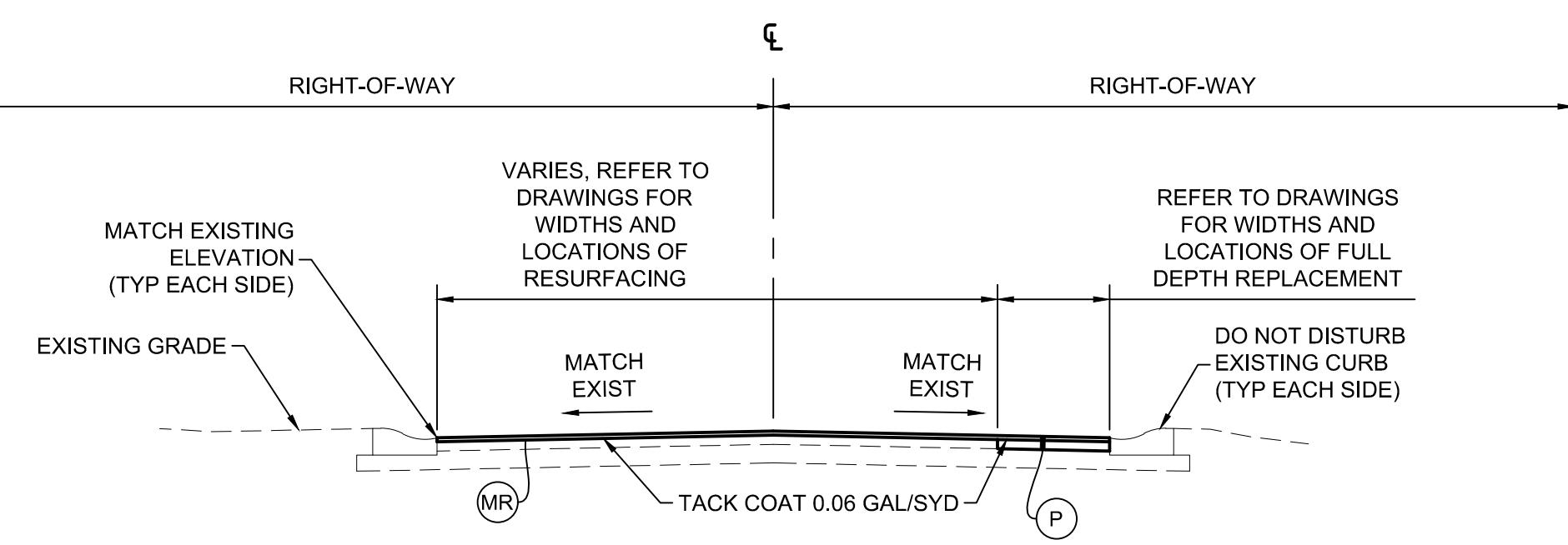
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BAR IS ONE INCH LONG ON ORIGINAL DRAWING	CHECKED BY	BAS							18
	APPROVED BY	JRF							
	ISSUE DATE								
	JANUARY 2026								
	PROJECT NUMBER								
	292525-04-001								
								PLAN & PROFILE - AVALON COURT	TOTAL SHEETS 26





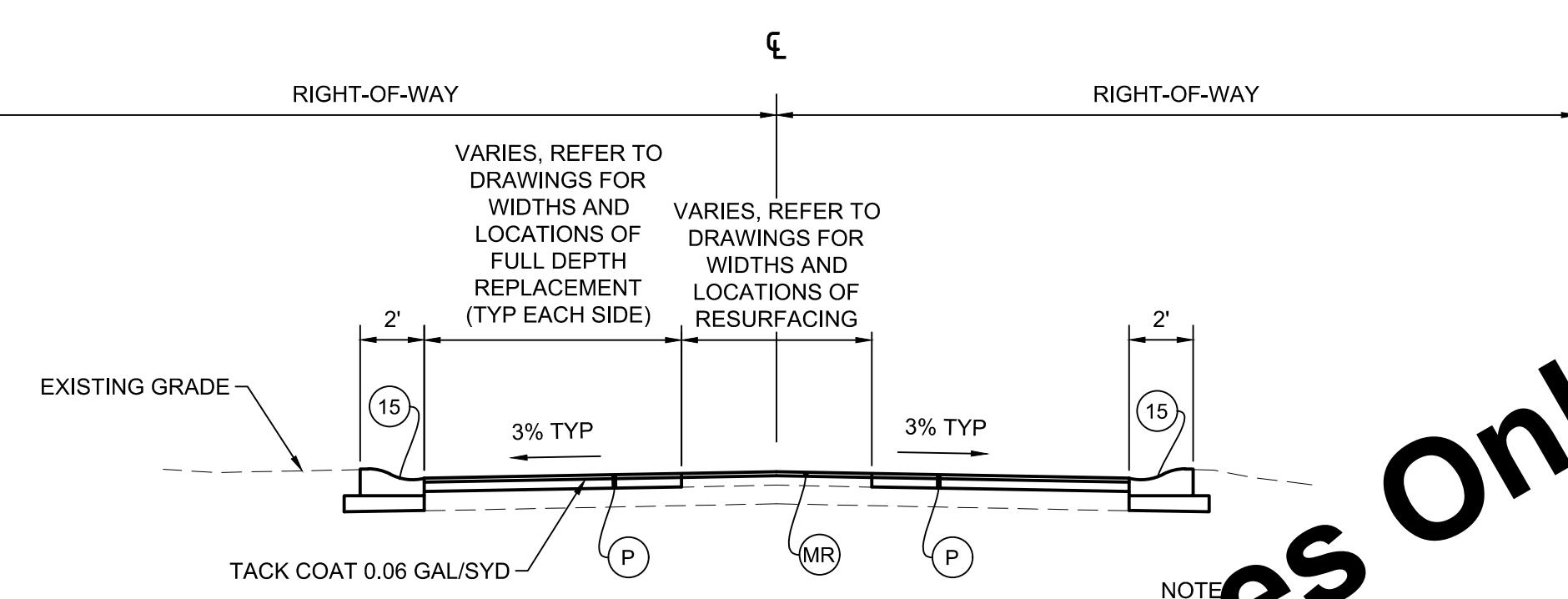
TYPICAL SECTION (NO CURB)

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:

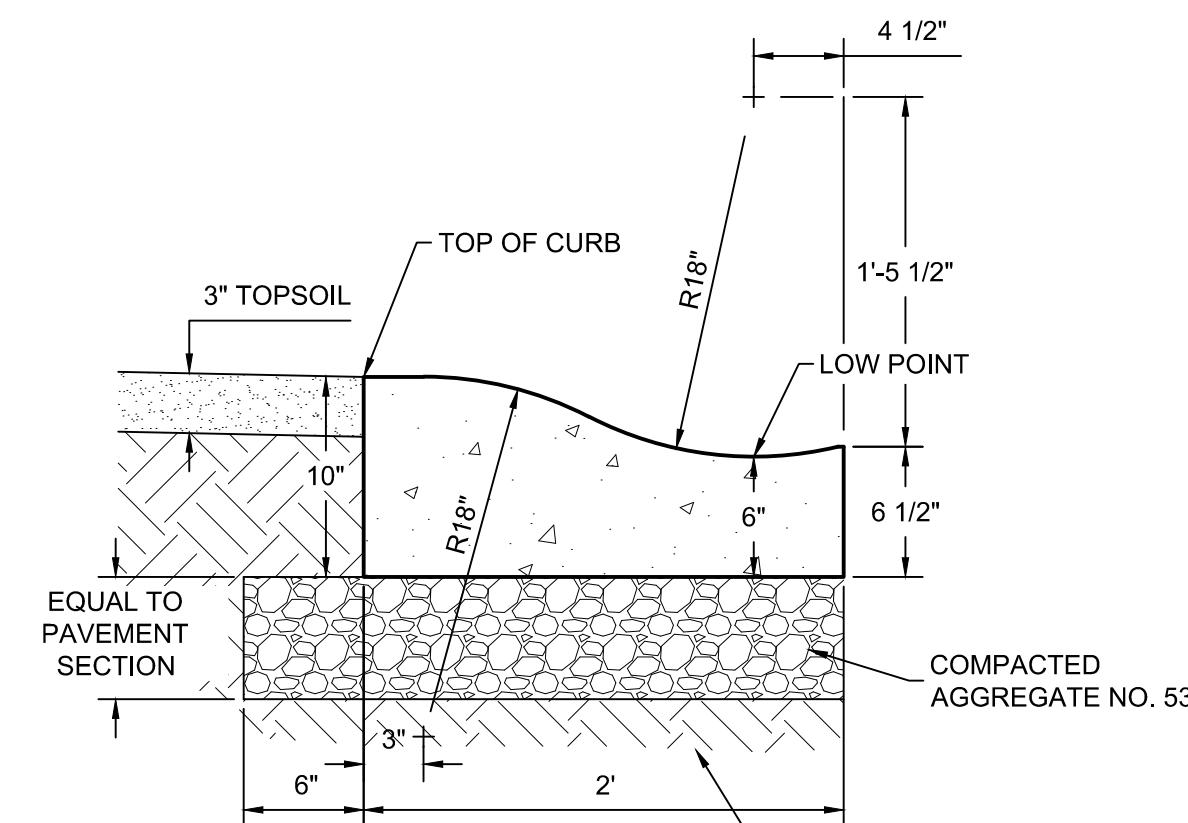
1. ALL WORK SHALL BE DONE WITHIN EXISTING RIGHT-OF-WAY. NO WORK WITHIN 100' RIGHT-OF-WAY.
2. ASPHALT MILLING SHALL BE 1.5" BELOW THE EXISTING GRADE. THE EXISTING PAVEMENT SHALL BE CUT TO PROVIDE A VERTICAL FACE OF 1.5" FOR THE TERMINUS OF THE NEW SURFACE.

LEGEND:

(MR) 165 LB/ SYD HMA SURFACE, TYPE B, ON 1-1/2" ASPHALT MILLING

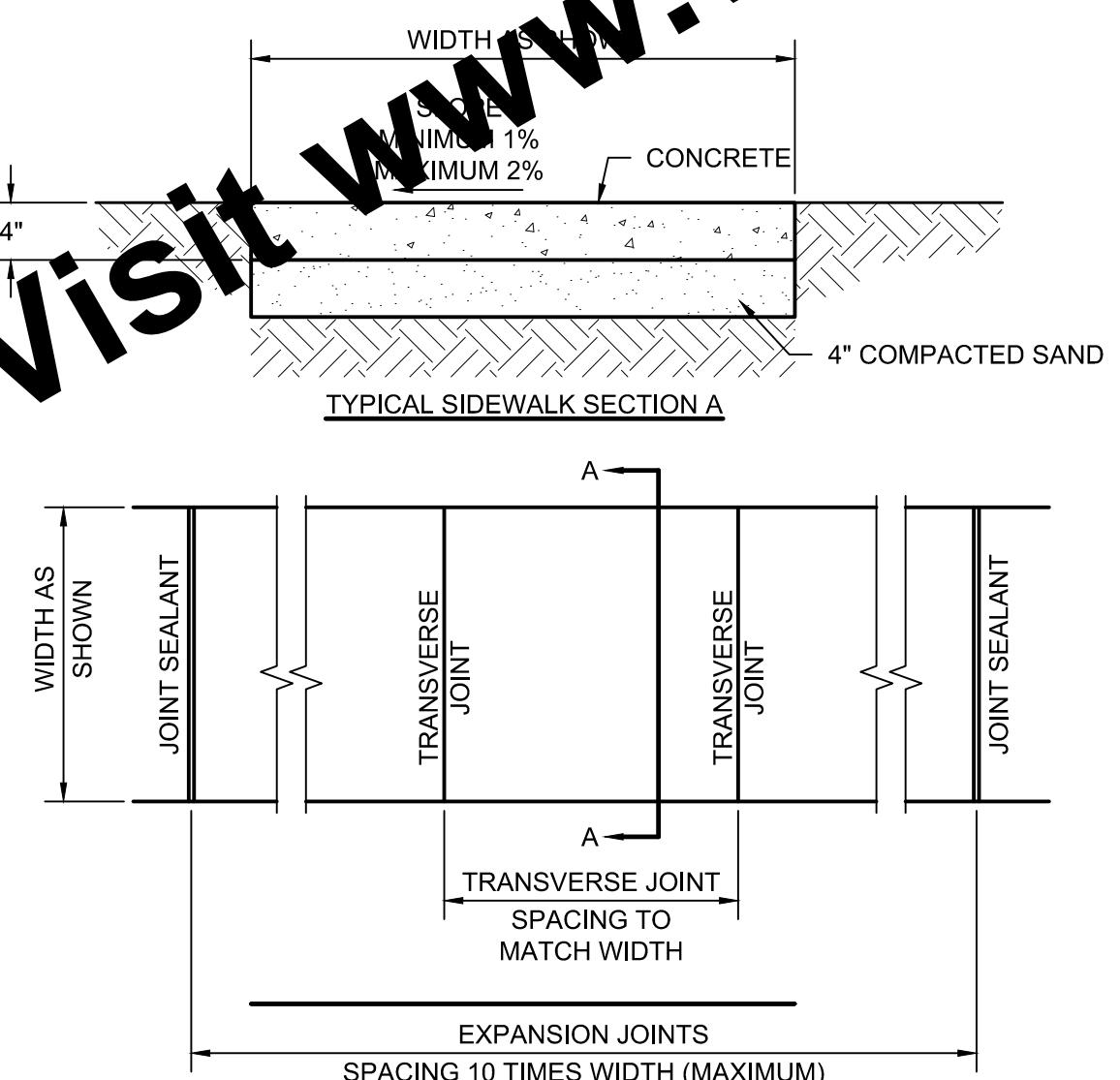
(P) SAWCUT & REMOVE EXISTING PAVEMENT, 165 LB/SYD HMA SURFACE, TYPE B, ON 330 LB/SYD HMA INTERMEDIATE, TYPE B

(15) CURB AND GUTTER, CONCRETE, SEE DETAIL THIS SHEET



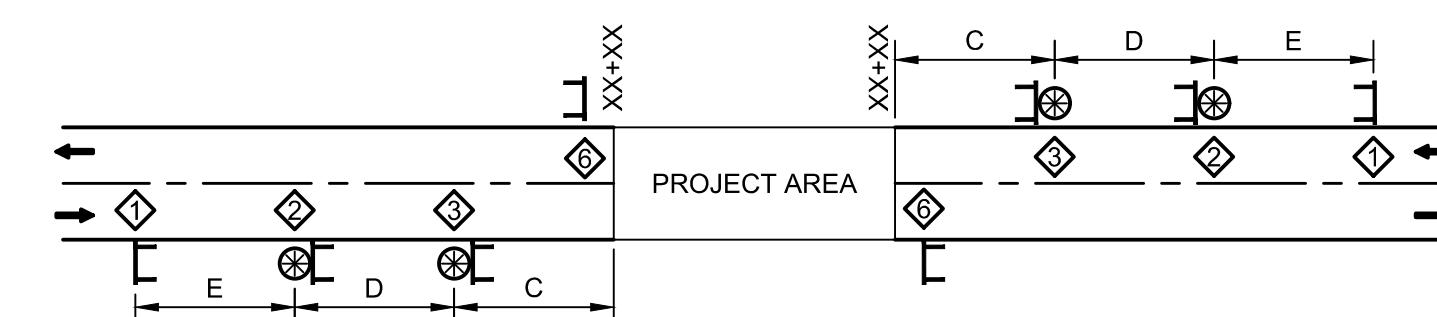
CONCRETE CURB AND GUTTER (2' ROLLED CURB)

SCALE: NONE

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

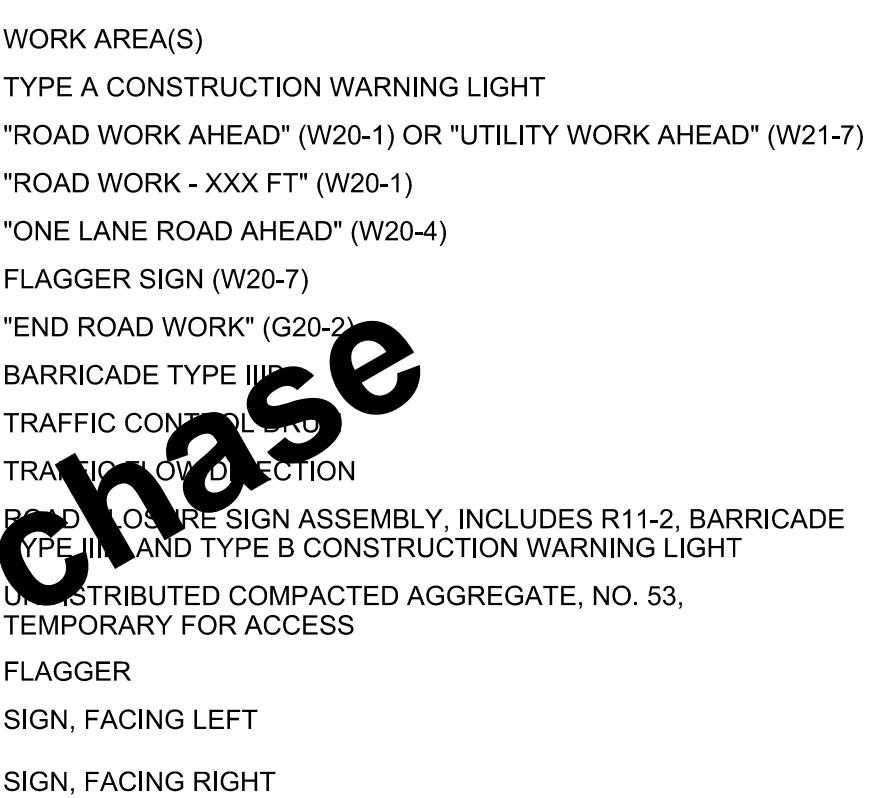
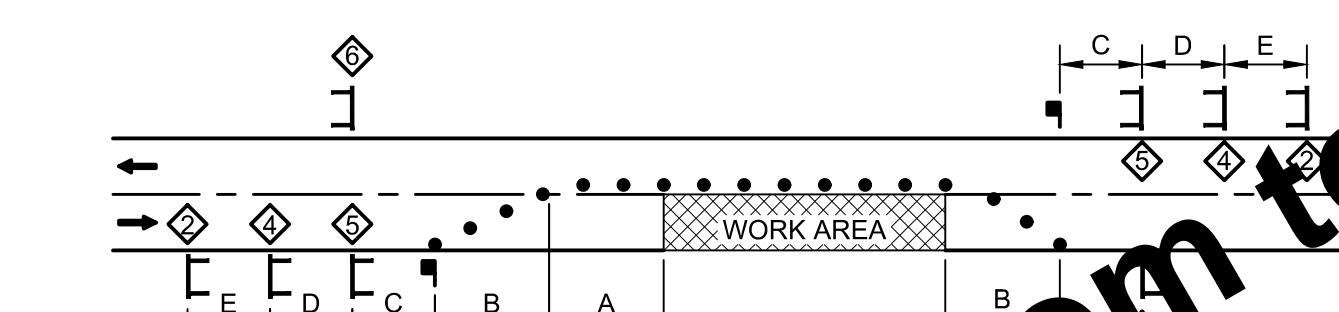
CONCRETE SIDEWALK

SCALE: NONE



CONSTRUCTION SIGN PLACEMENT

SCALE: NONE



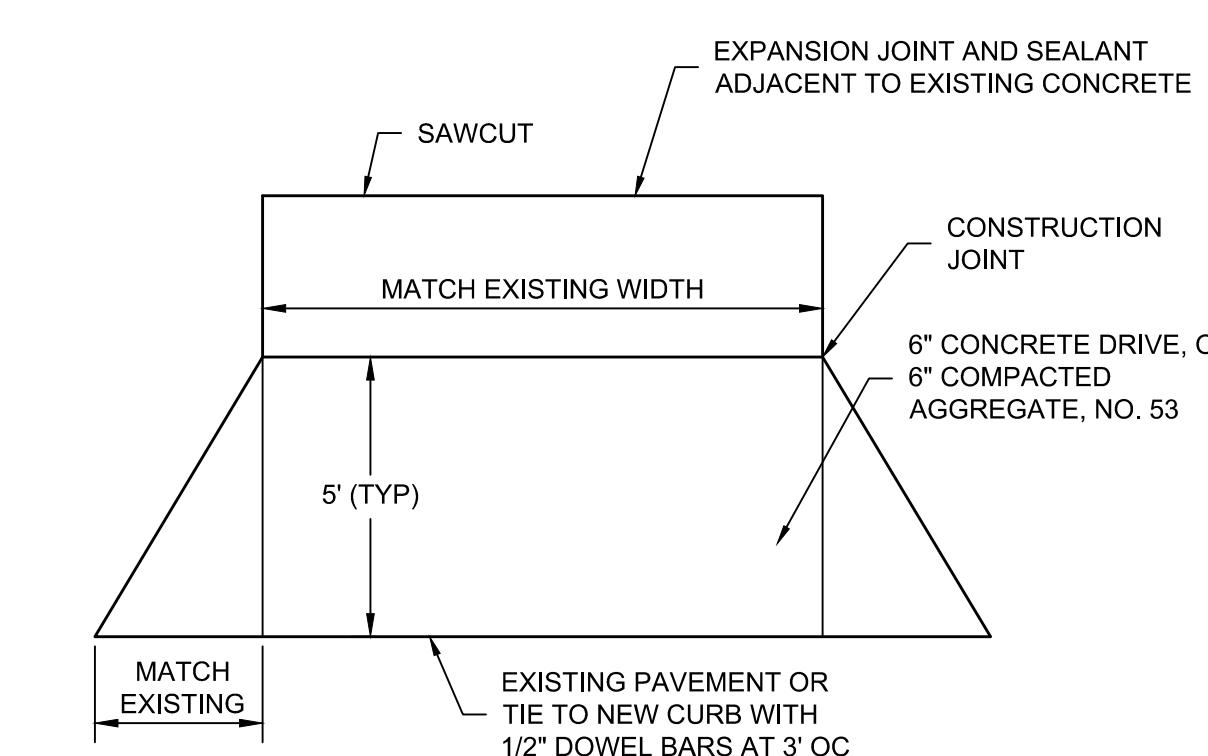
TRAFFIC CONTROL LEGEND

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:

1. DISTANCES SHOWN ARE APPROXIMATE. ADJUST SIGN FOR CURVES, HILLS, INTERSECTIONS, DRIVEWAYS, ETC TO IMPROVE SIGN VISIBILITY.
2. 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.

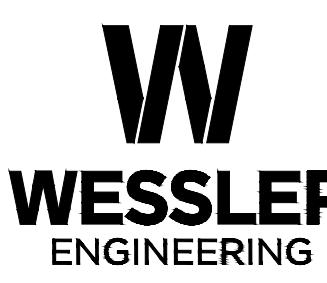


CONCRETE DRIVE APPROACH

SCALE: NONE

ADVANCE WARNING SIGN AND FLAGGER OPERATION SPACING

SCALE: NONE

SCALE VERIFICATION	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS		 WESSLER ENGINEERING More than a Project™	2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS					SHEET NO.		
									CHECKED BY	BAS	APPROVED BY	JRF	ISSUE DATE	JANUARY 2026	PROJECT NUMBER	
														292525-04-001	MISCELLANEOUS DETAILS	20

TOTAL SHEETS
26

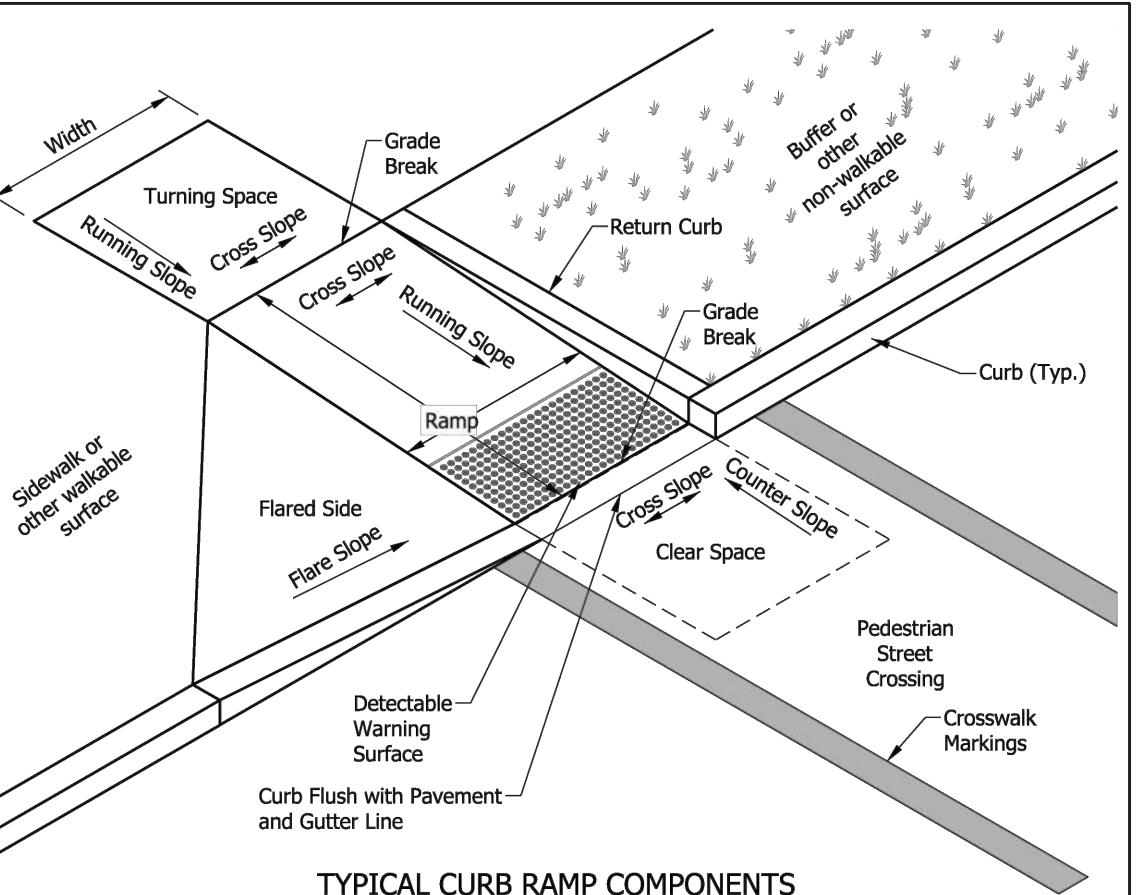
INDEX

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

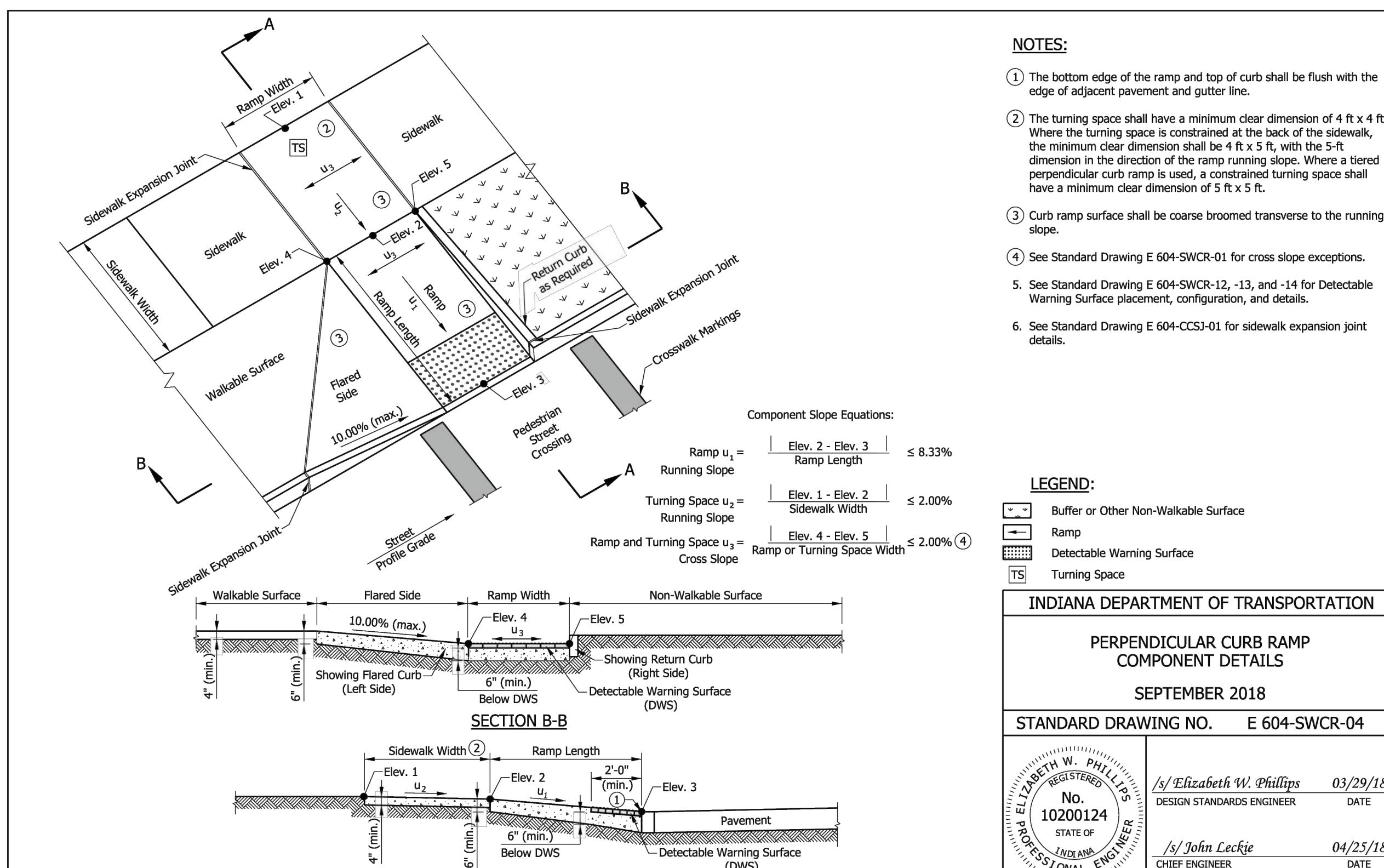
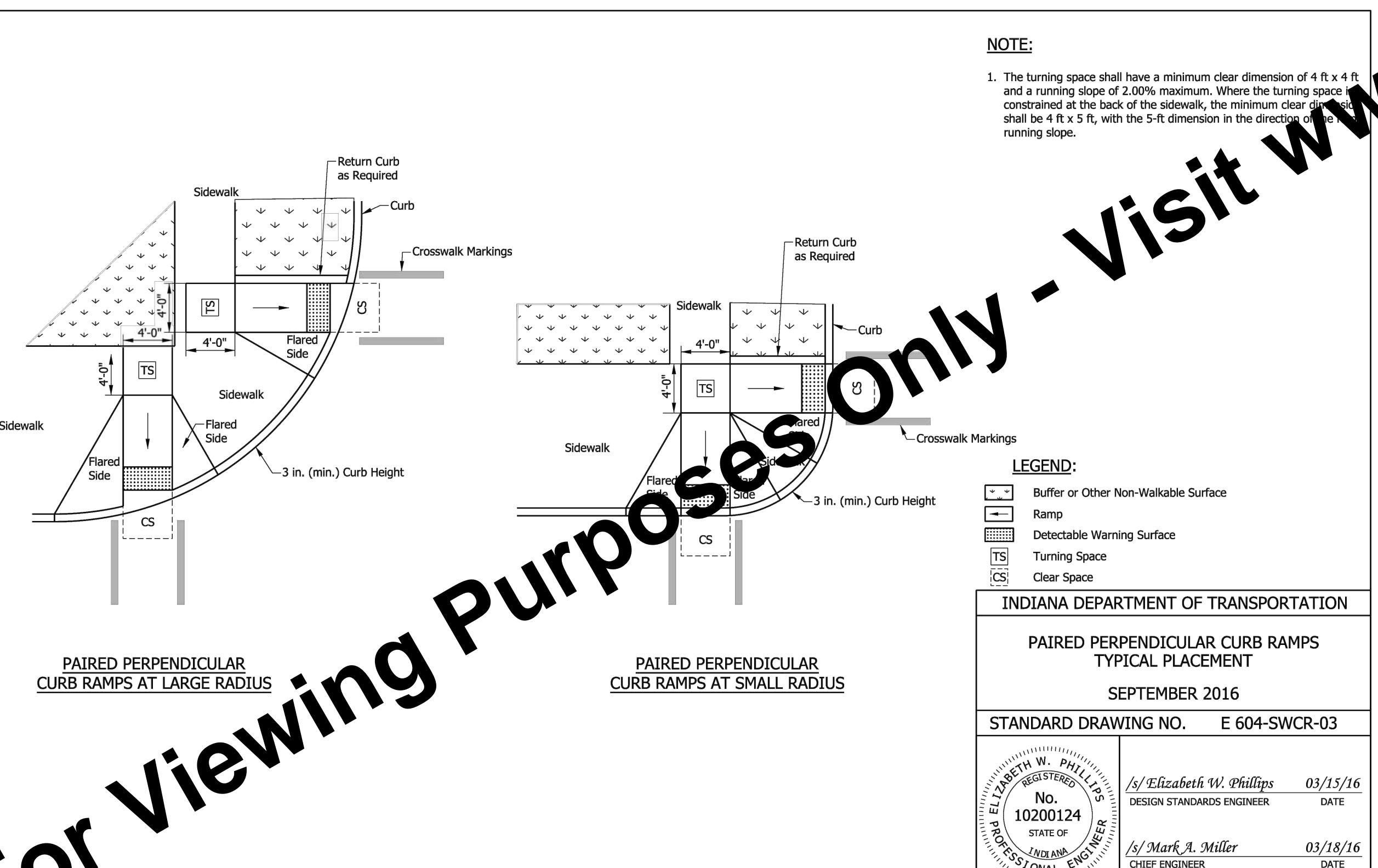
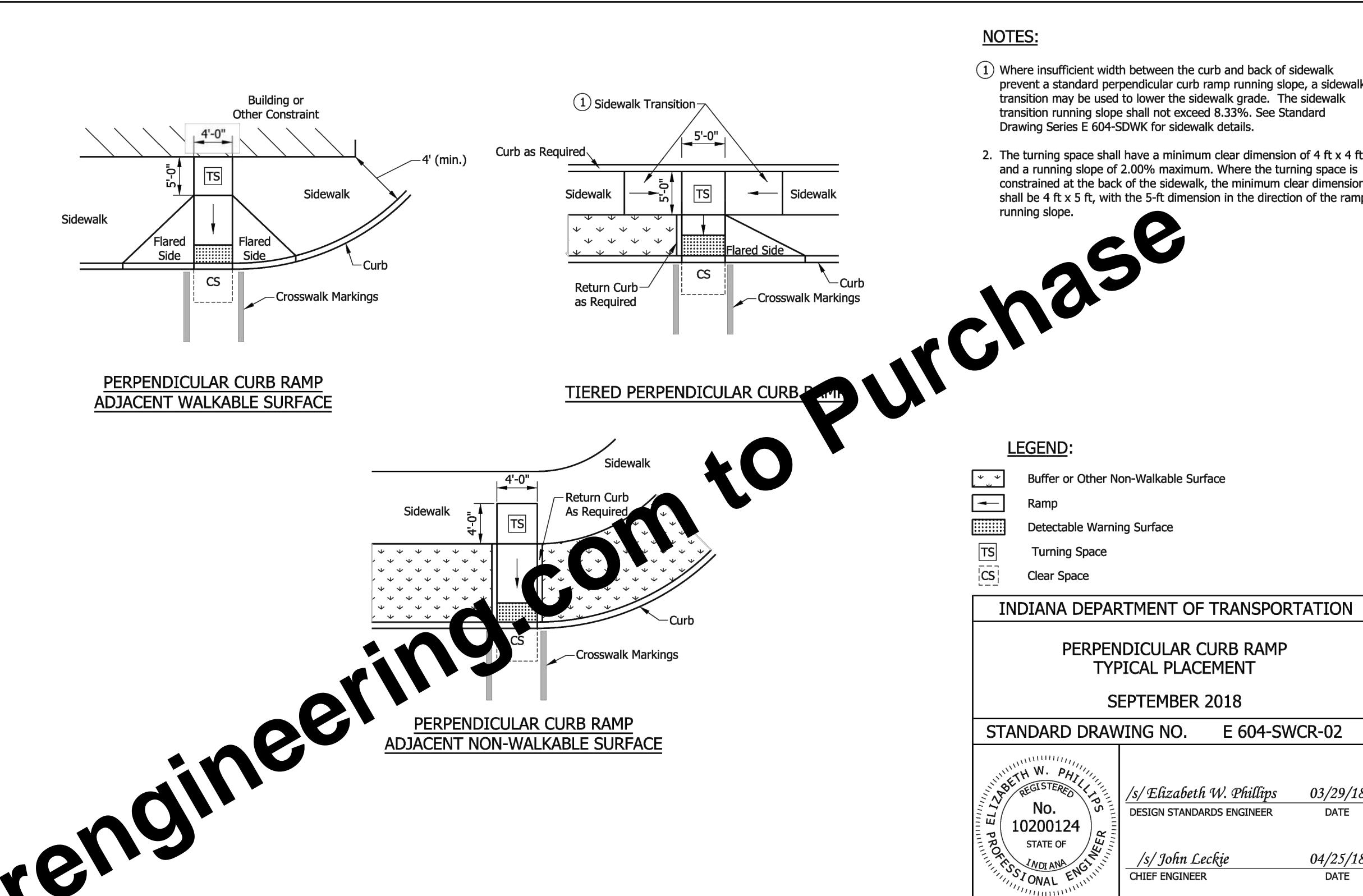
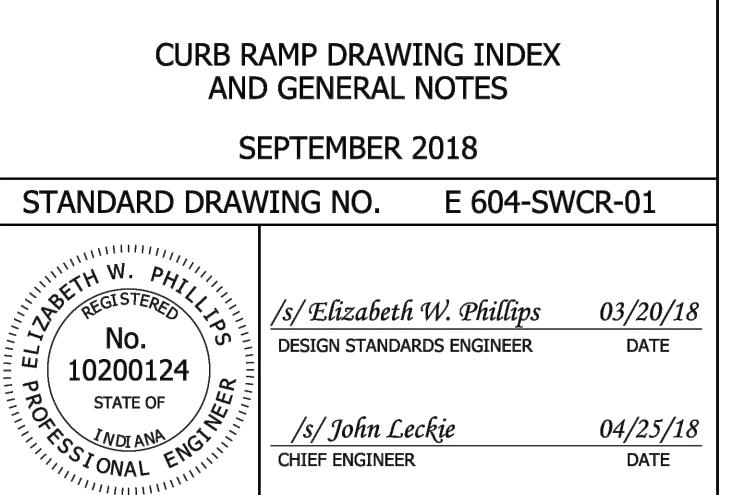
GENERAL NOTES:

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.

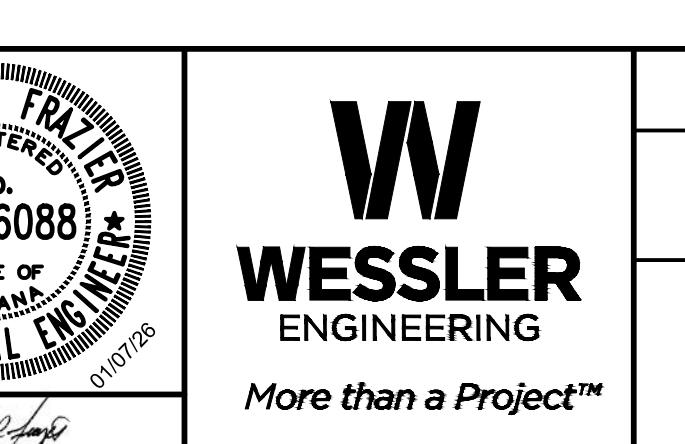


TYPICAL CURB RAMP COMPONENTS

INDIANA DEPARTMENT OF TRANSPORTATION



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



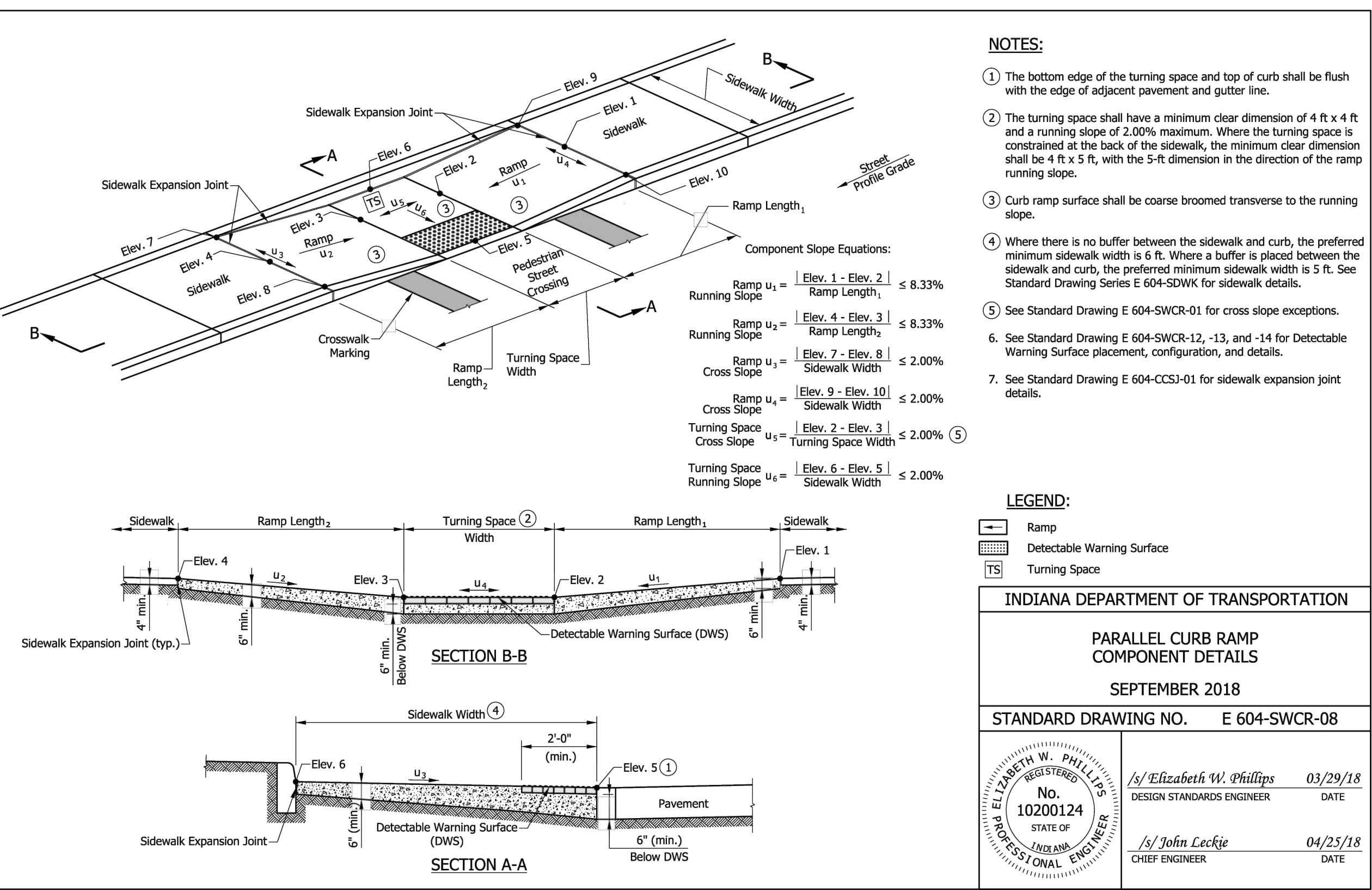
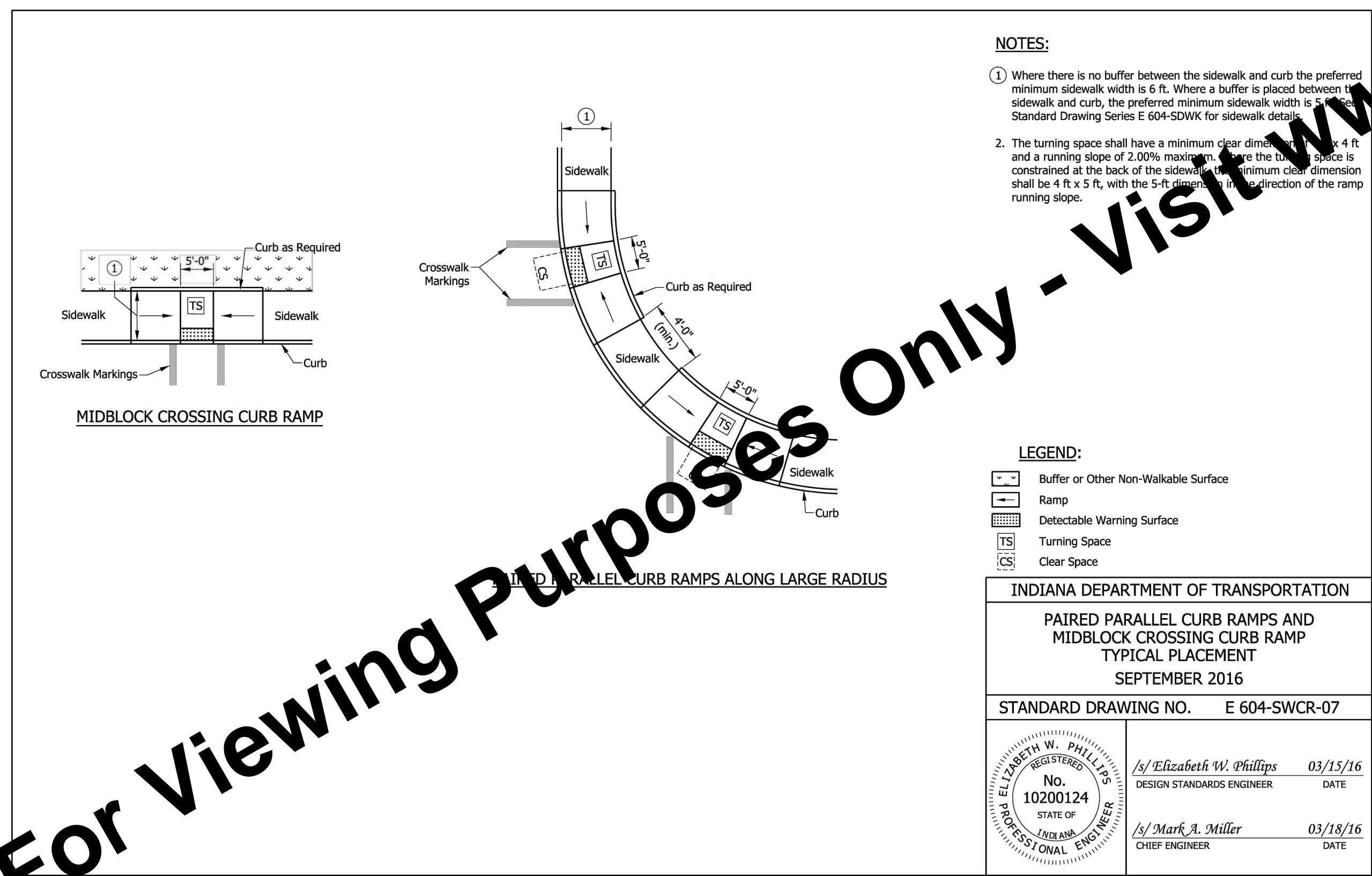
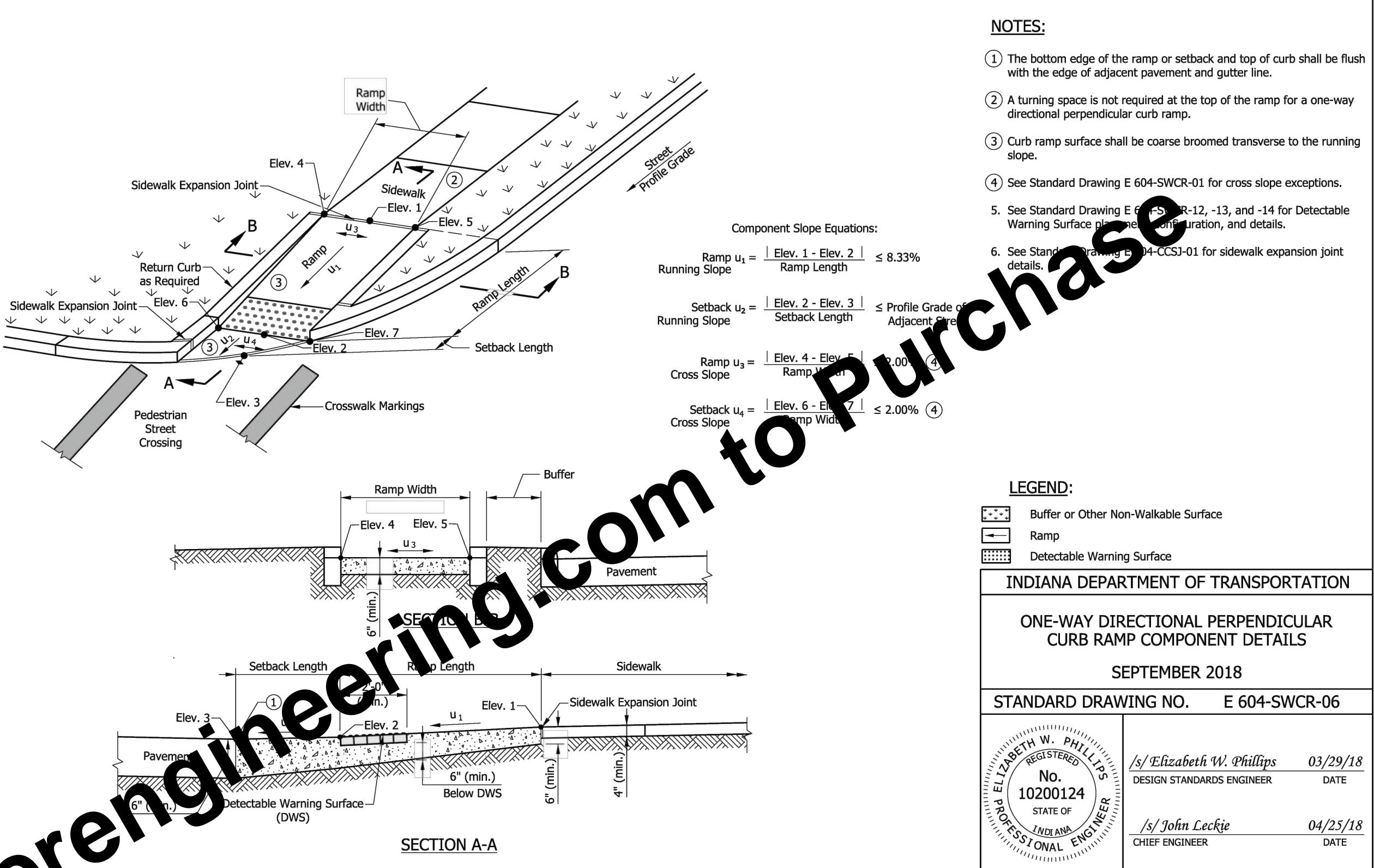
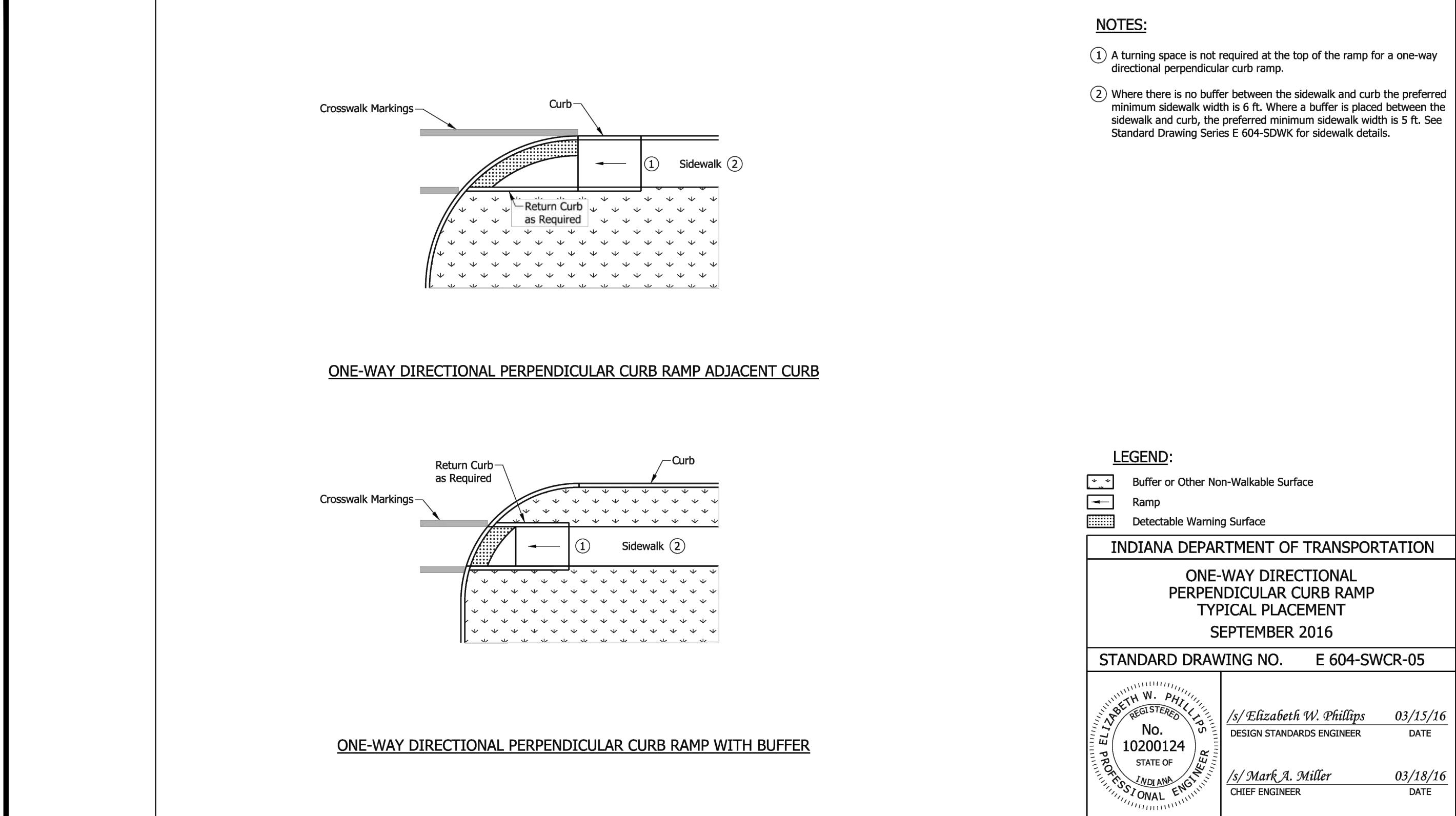
2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

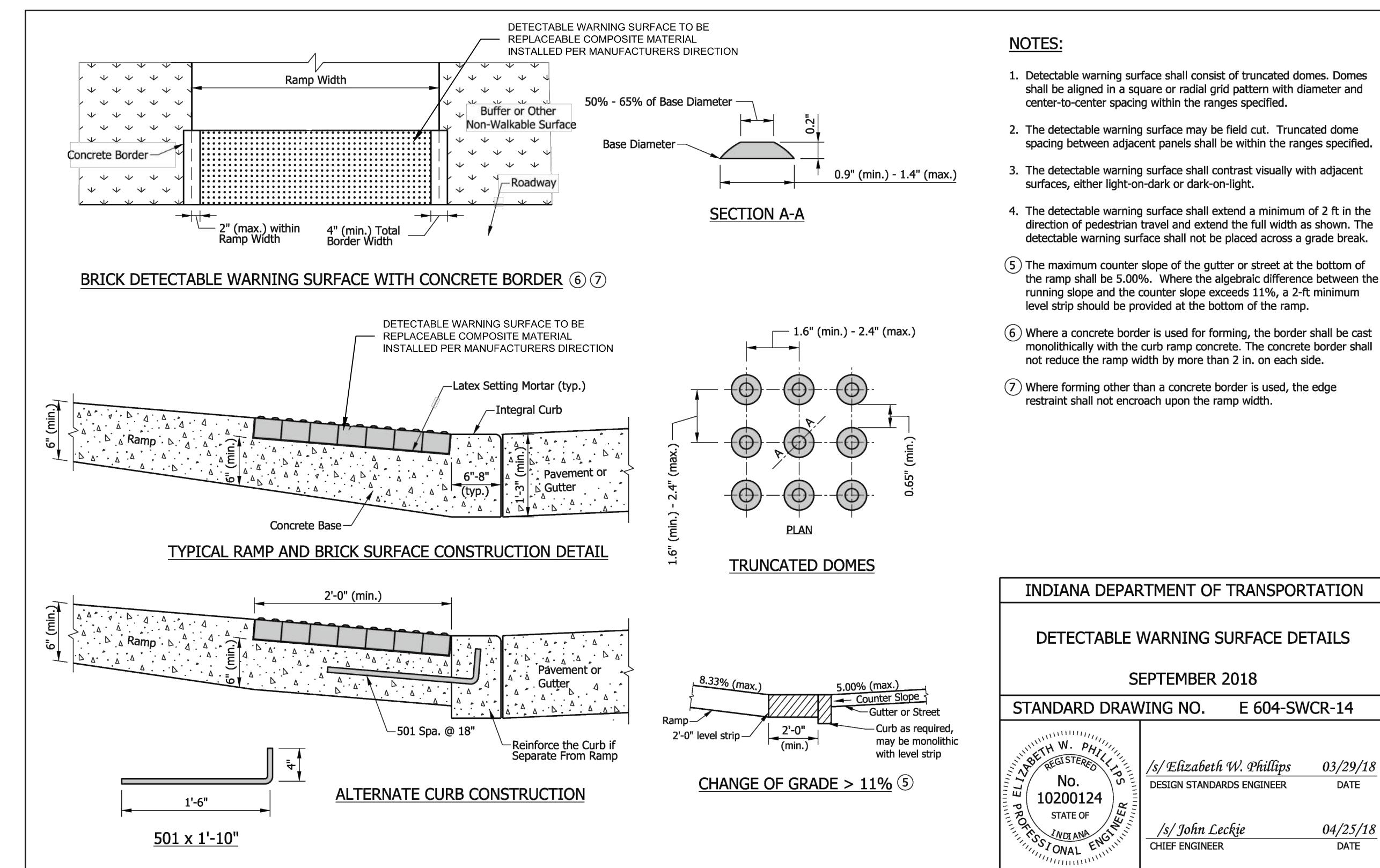
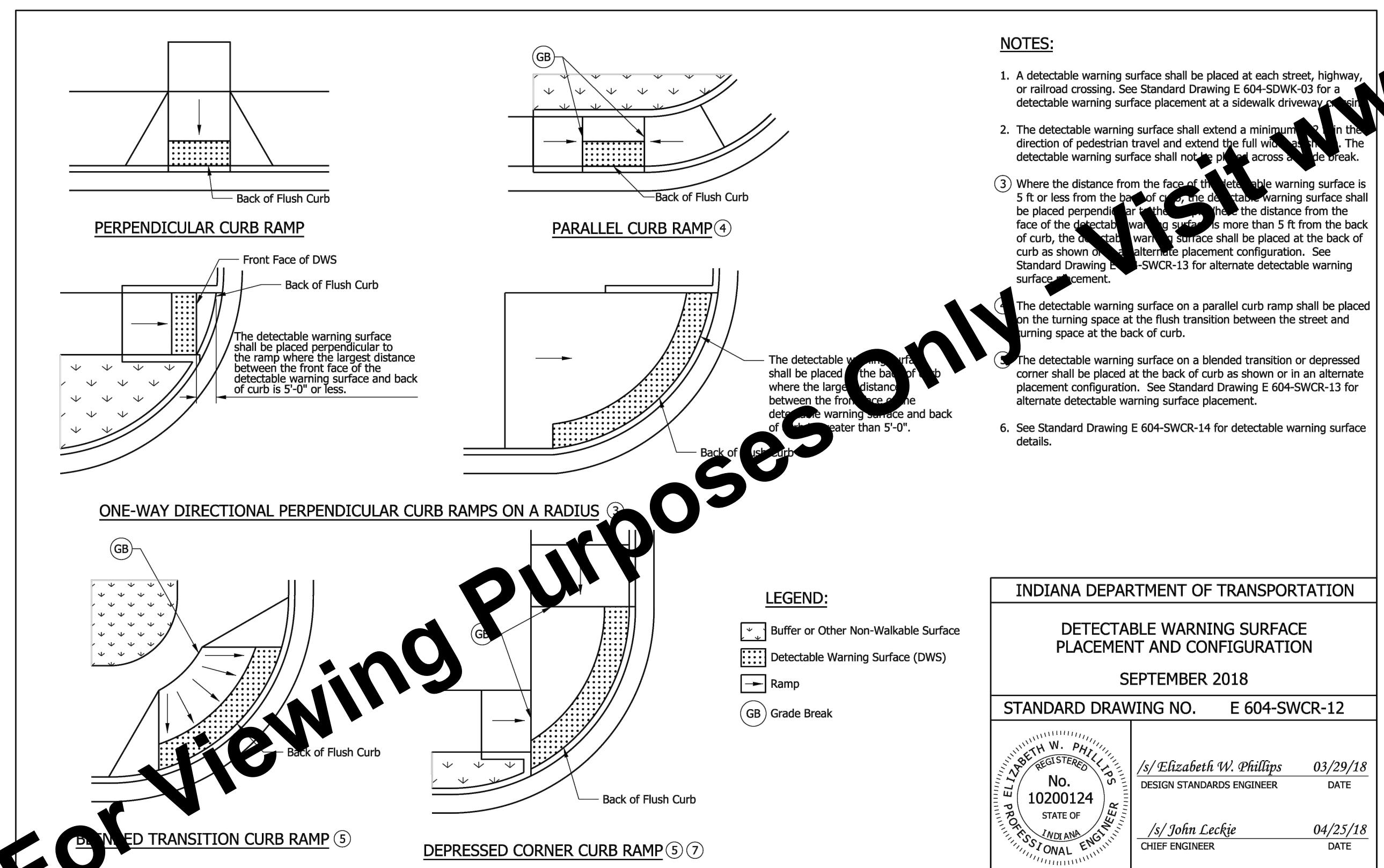
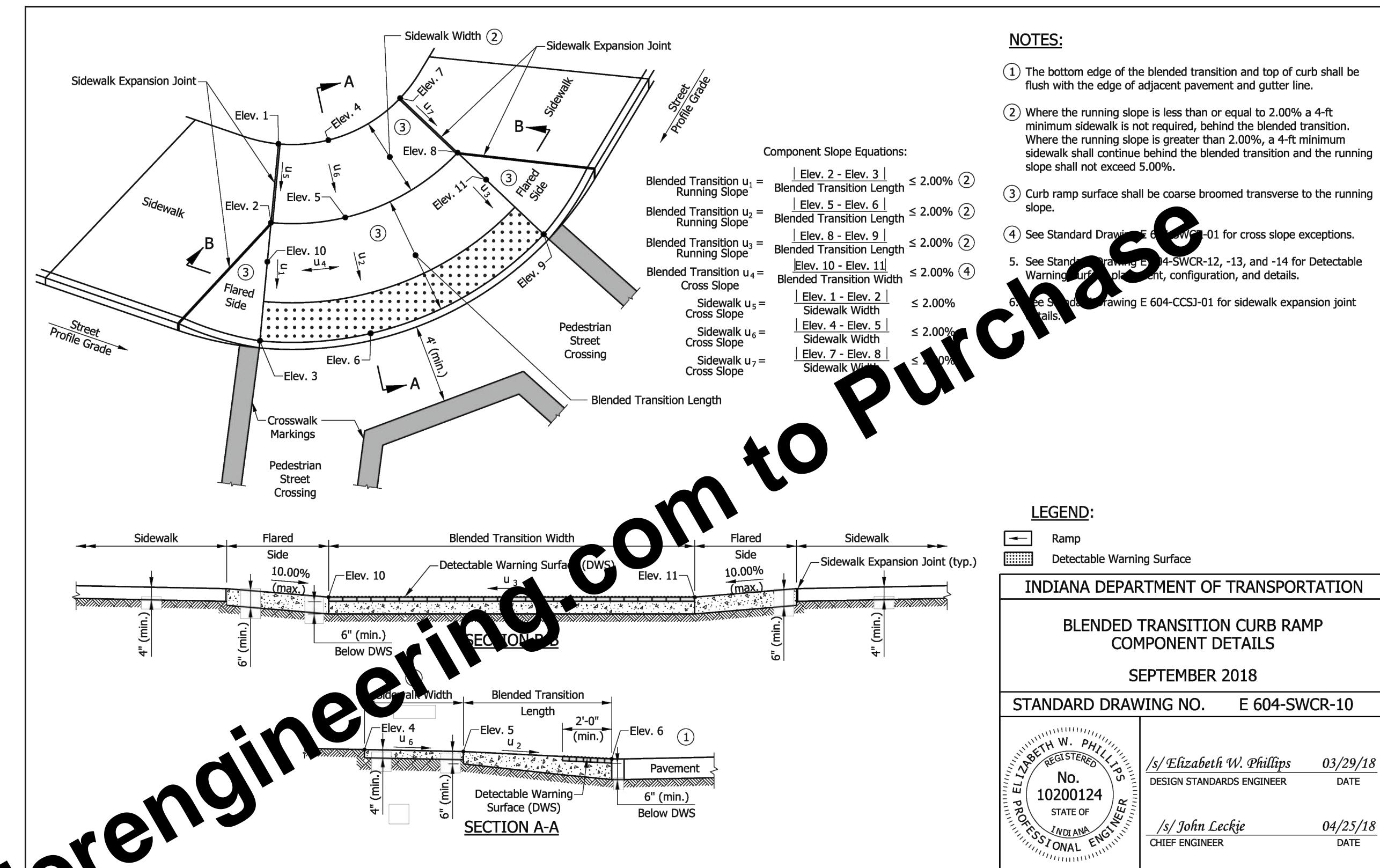
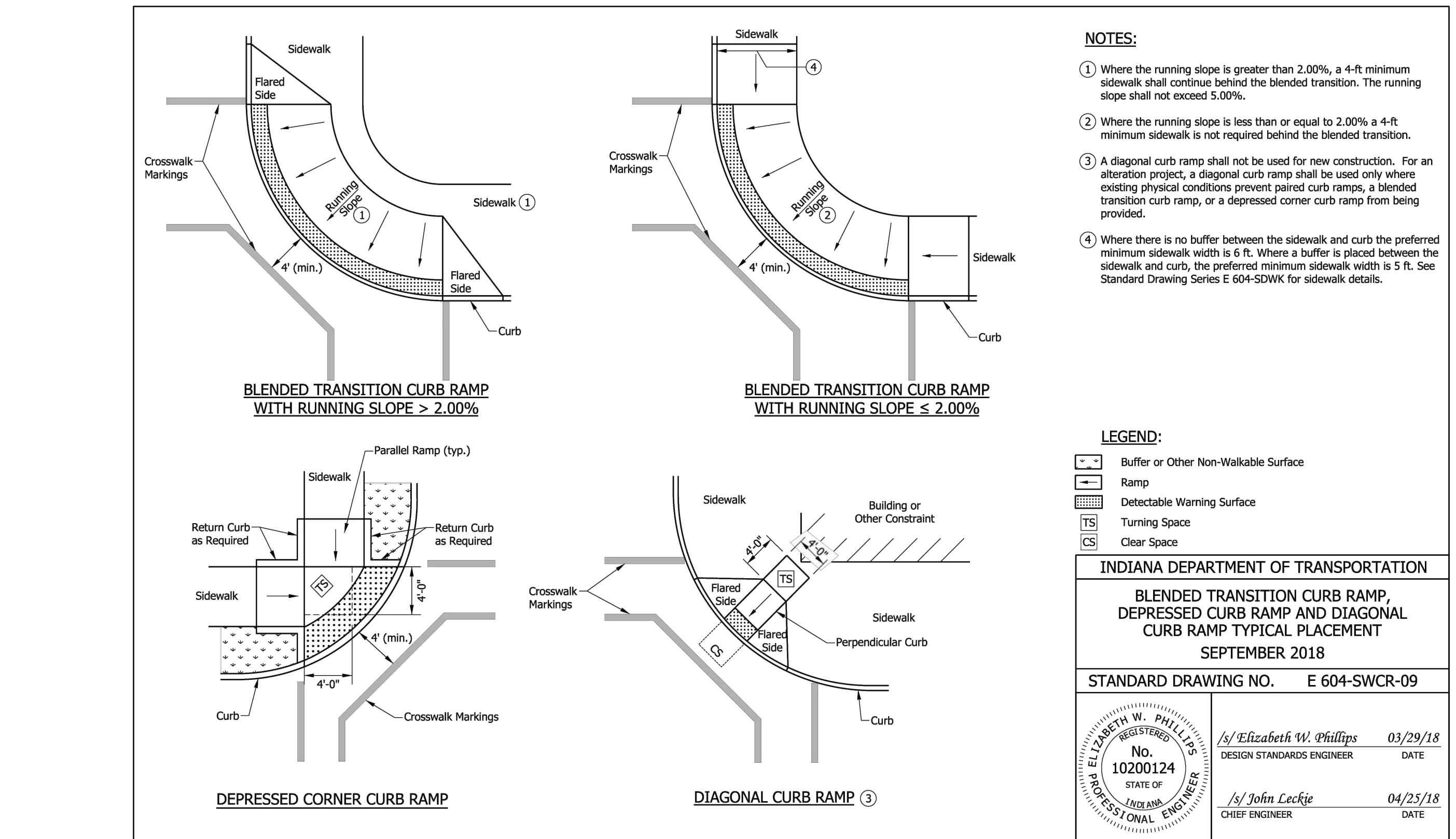
TOWN OF GREENTOWN, INDIANA

MISCELLANEOUS DETAILS

SHEET NO.
21

TOTAL SHEETS
26





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



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2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

MISCELLANEOUS DETAILS

SHEET NO.
23

TOTAL SHEETS
26

SEASONAL SOIL PROTECTION CHART

STABILIZATION PRACTICE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDING												
DORMANT SEEDING												
TEMPORARY SEEDING												
SODDING												
MULCHING												

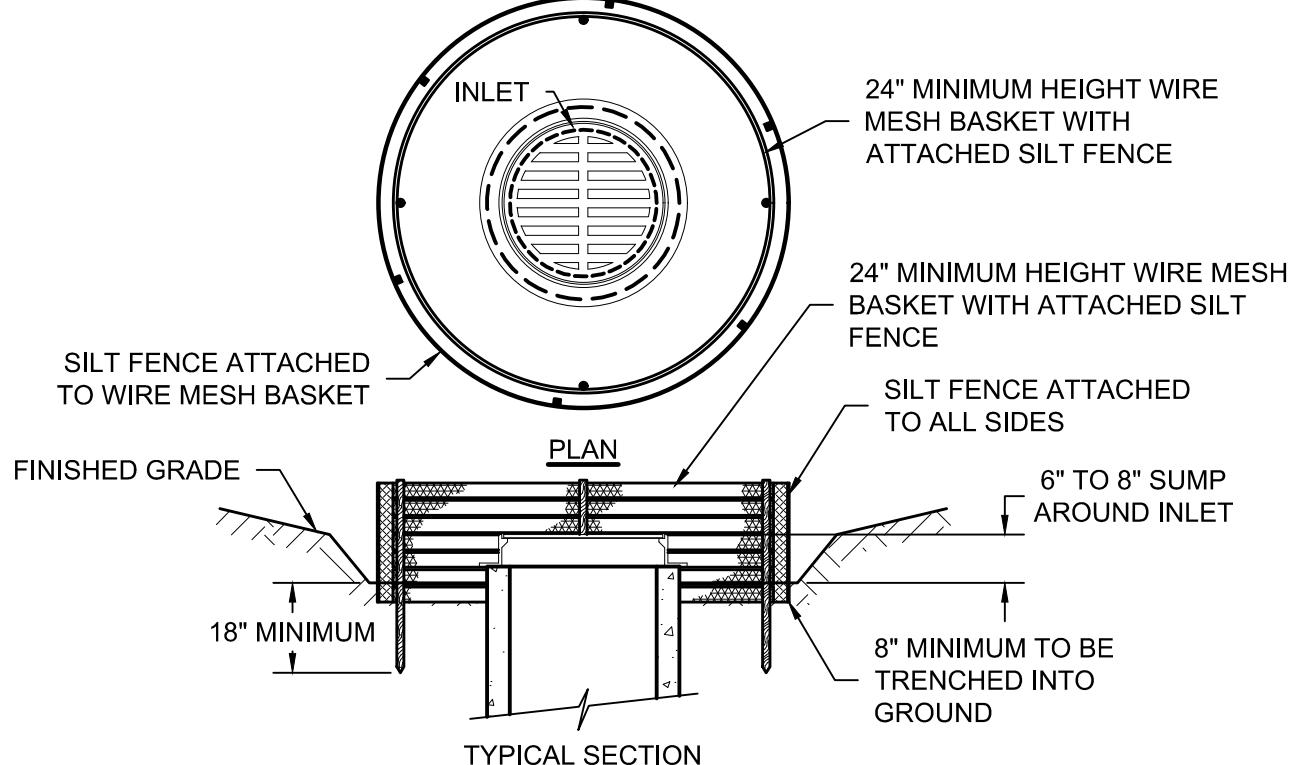
A. = KENTUCKY BLUEGRASS 140 LB/ACRE; OR 170 LB/ACRE TALL FESCUE PLUS 30 LB/ACRE BLUEGRASS; OR APPROVED EQUAL GRASS SEED MIXTURE
 B. = KENTUCKY BLUEGRASS 210 LB/ACRE; OR 90 LB/ACRE PERENNIAL RYEGRASS PLUS 135 LB/ACRE BLUEGRASS OR 250 LB/ACRE TALL FESCUE (TURF TYP) PLUS 45 LB/ACRE BLUEGRASS; OR APPROVED 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:

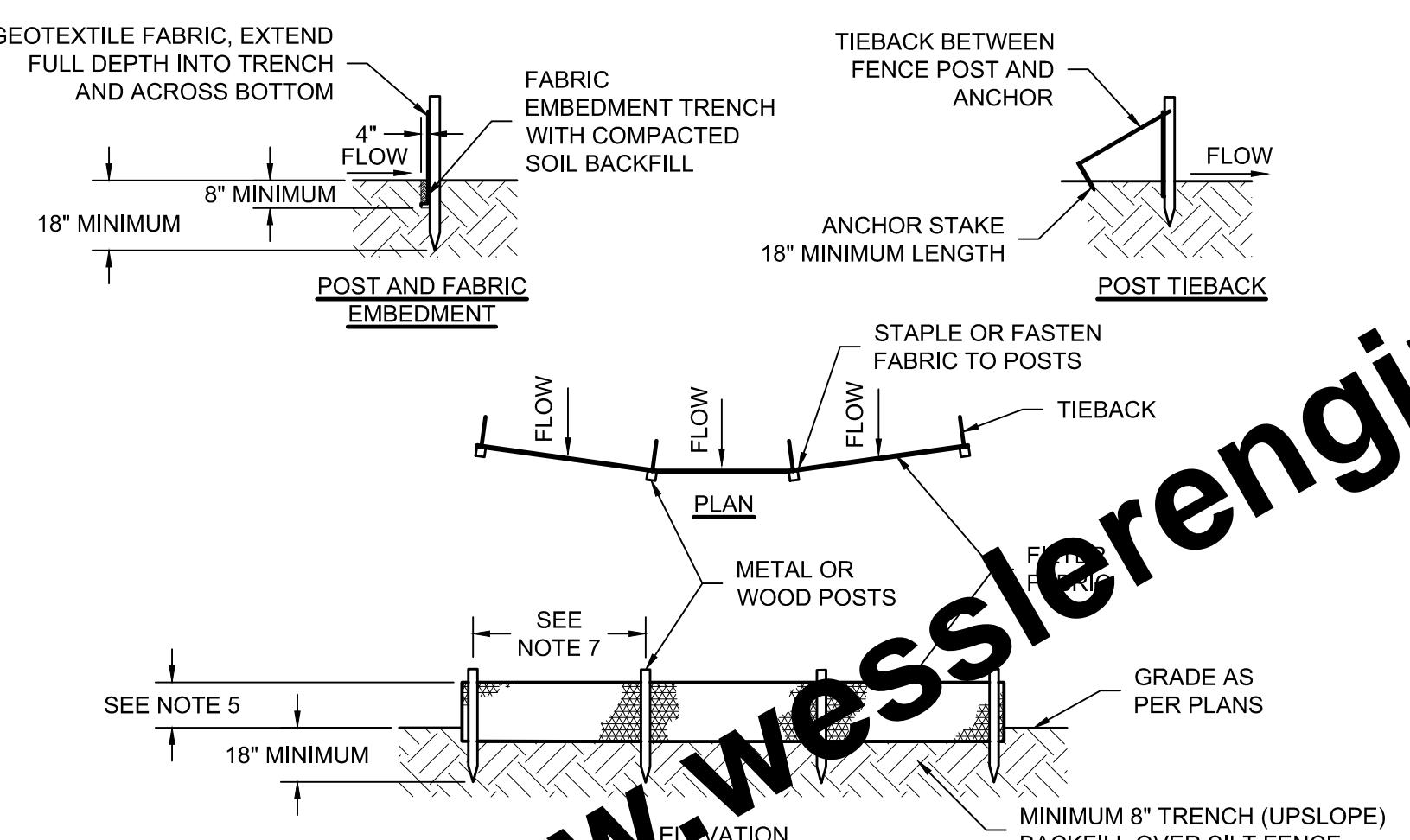
- SYNTHETIC FILTER FABRIC SHALL BE A PERVERSIVE SHEET OF WOVEN OR NON-WOVEN GEOTEXTILE FABRIC AND SHALL BE CERTIFIED BY THE MANUFACTURER OR SUPPLIER AS CONFORMING TO THE FOLLOWING REQUIREMENTS:
 - TEXTILE STRENGTH AT 20% (MAXIMUM) ELONGATION, PER ASTM D4632.
 - WOVEN EXTRA STRENGTH - 50 LB/LIN IN. (MINIMUM), NON-WOVEN EXTRA STRENGTH - 70 LB/LIN (MINIMUM).
 - WOVEN STANDARD STRENGTH - 30 LB/LIN IN. (MINIMUM), NON-WOVEN STANDARD STRENGTH - 50 LB/LIN (MINIMUM).
 - APPARENT OPENING SIZE (AOS) (U.S. SIEVE) - NO. 30 PARTICLE SIZE OF 0.6 mm (MAXIMUM), 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 HIGH DUTY 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 IT DECOMPOSES OR BECOMES INEFFECTIVE. IMMEDIATELY MAKE ANY REQUIRED REPAIRS.
- REMOVE SEDIMENT DEPOSITS FROM THE TRENCH 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 PERVERSIVE 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 (MINIMUM).
 - WOVEN STANDARD STRENGTH - 30 LB/LIN IN. (MINIMUM), NON-WOVEN STANDARD STRENGTH - 50 LB/LIN (MINIMUM).
 - APPARENT OPENING SIZE (AOS) (U.S. SIEVE) - NO. 30 PARTICLE SIZE OF 0.6 mm (MAXIMUM), ASTM D4751.
 - PERMITTIVITY - 0.05 S⁻¹ (MAXIMUM), PER ASTM D4491.
- POSTS FOR SILT FENCE 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 14 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".
- 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 SPLICED 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.
- 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.

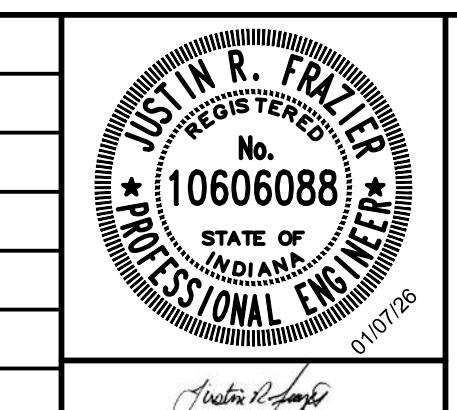
SILT FENCE

SCALE: NONE

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 - TOPSOIL, 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



2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

EROSION CONTROL DETAILS

SHEET NO.

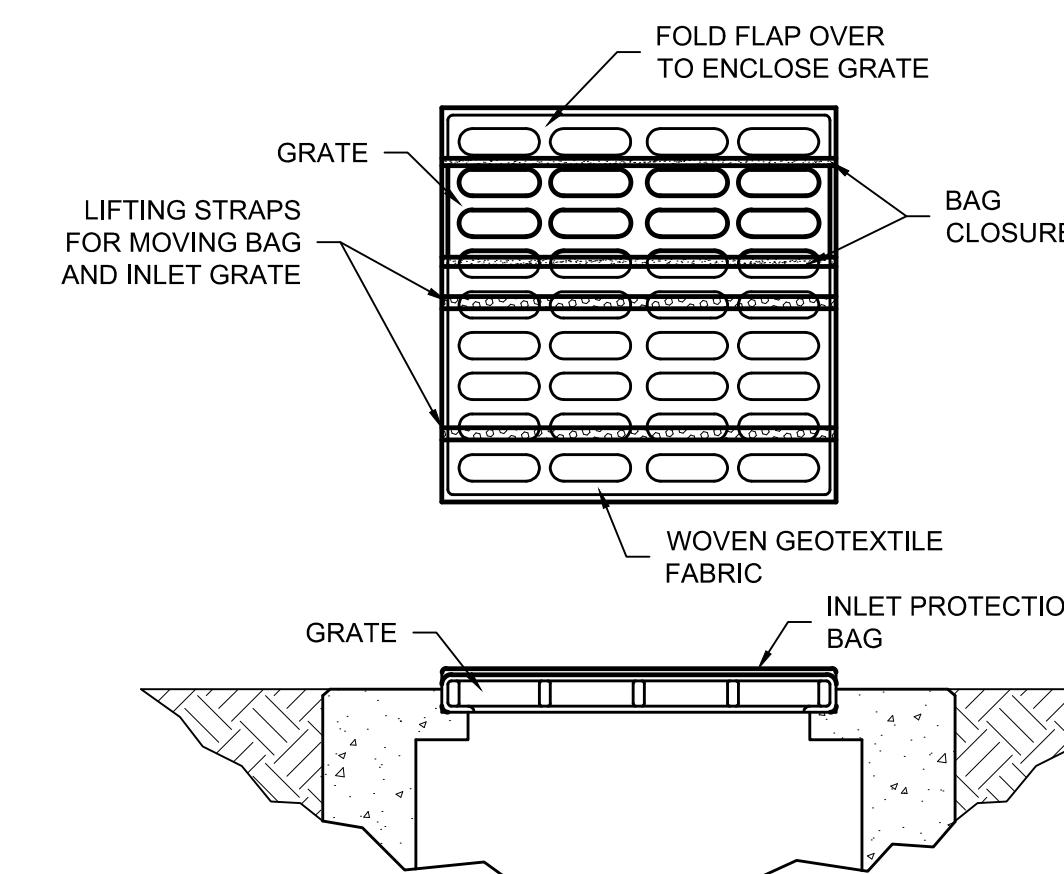
24

TOTAL SHEETS

26

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 IN 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 AS NEEDED.
3. INSPECT WITHIN 24 HOURS OF A RAIN EVENT AND ONCE EVERY 7 CALENDAR DAYS.

INLET PROTECTION BAG

SCALE: NONE

SCALE VERIFICATION
BAR IS ONE INCH LONG ON
ORIGINAL DRAWING

DRAWN BY

MTF

NO.

DATE

INITIALS

REVISION DESCRIPTIONS

REVISION DESCRIPTIONS

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APPROVED BY

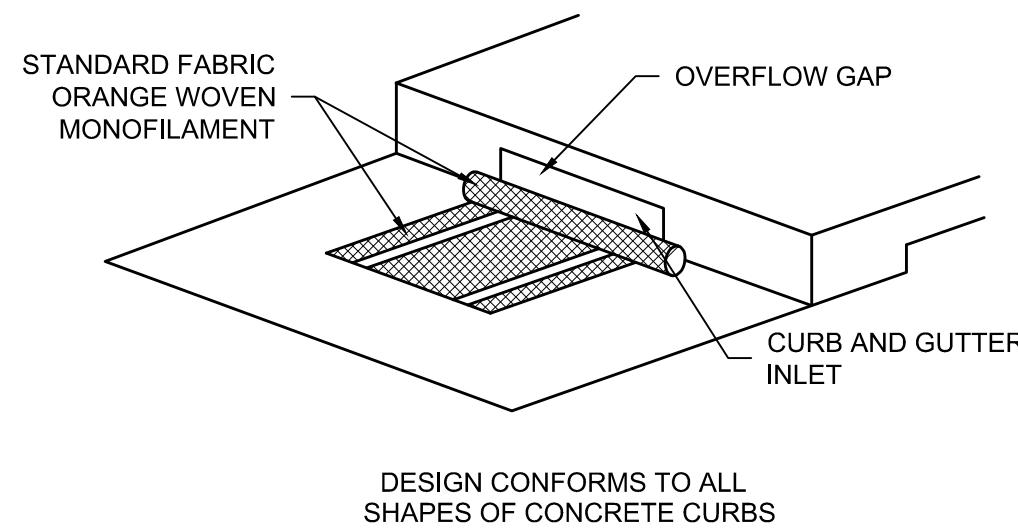
JRF

ISSUE DATE

JANUARY 2026

PROJECT NUMBER

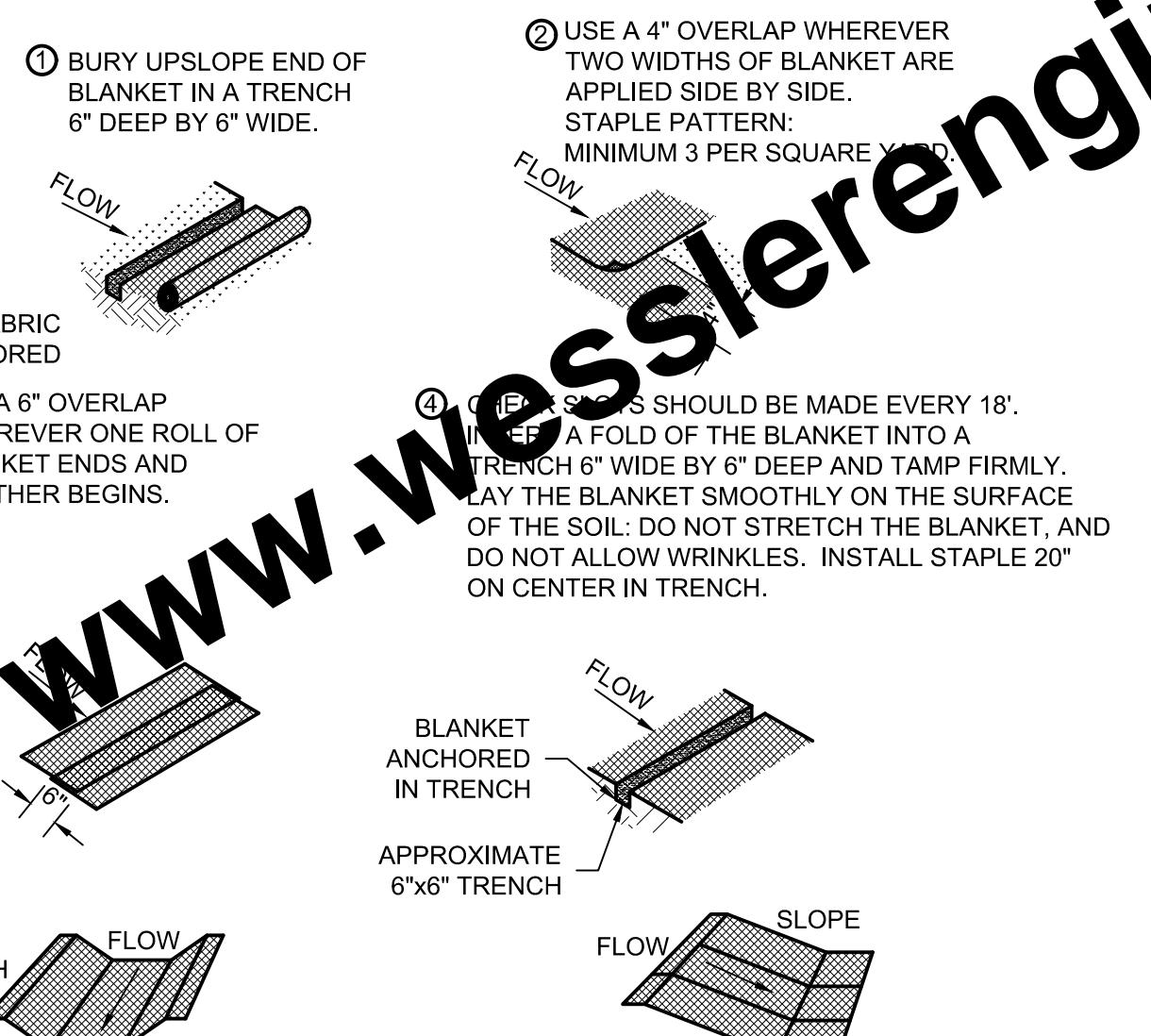
292525-04-001



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



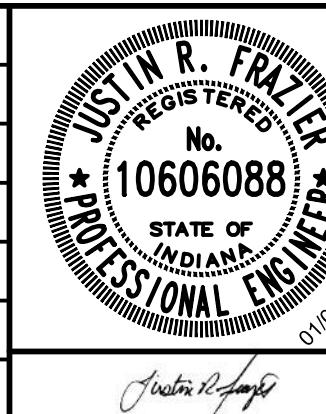
PLACE BLANKET PARALLEL
TO THE DIRECTION OF FLOW.
DO NOT JOIN STRIPS IN THE
CENTER OF THE DITCH.
USE CHECK SLOTS AS REQUIRED.

PLACE BLANKET PARALLEL
TO THE DIRECTION OF FLOW AND
ANCHOR SECURELY. BRING
BLANKET TO A LEVEL AREA
BEFORE TERMINATING
THE INSTALLATION.

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



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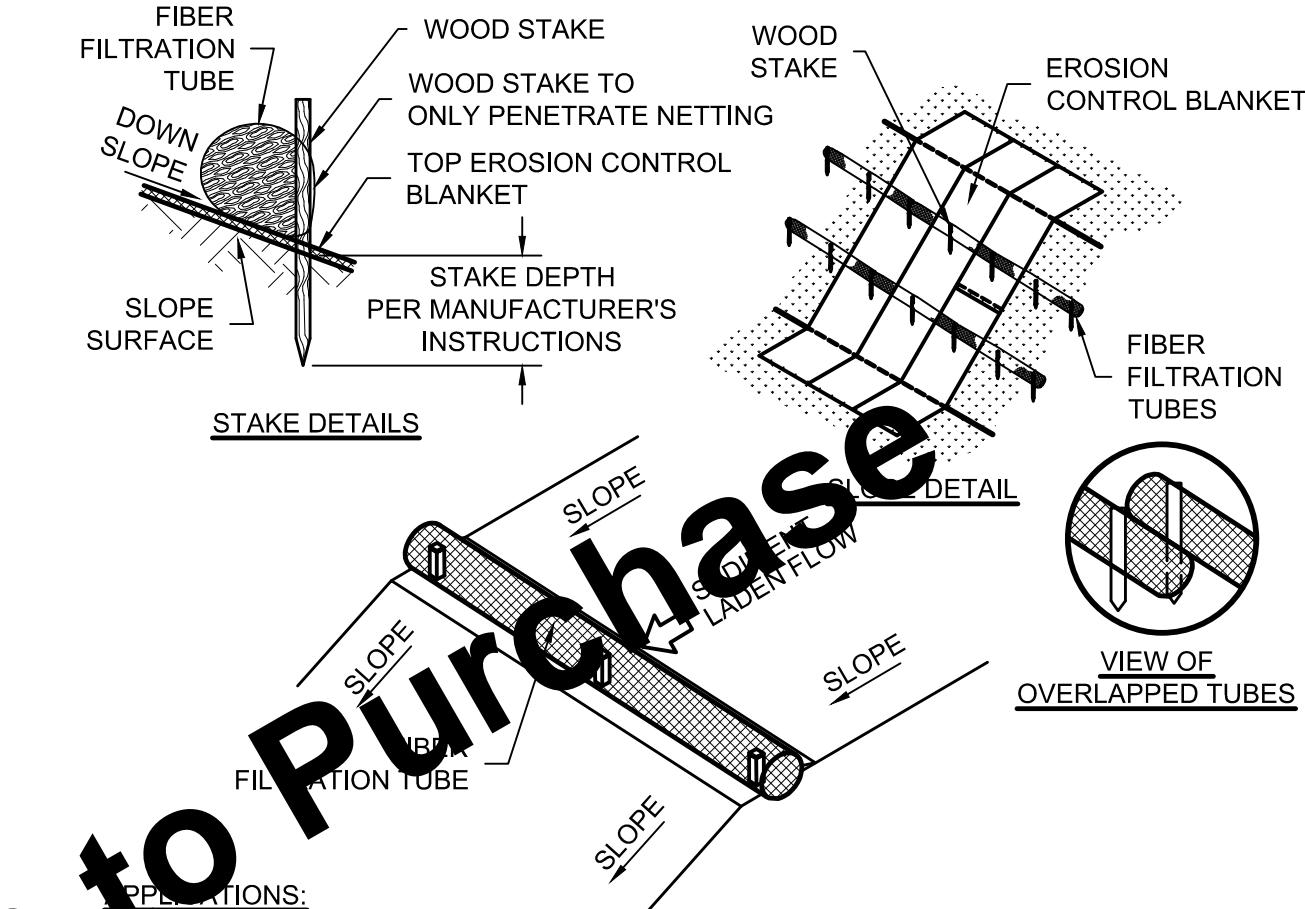
2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

EROSION CONTROL DETAILS

SHEET NO.
25

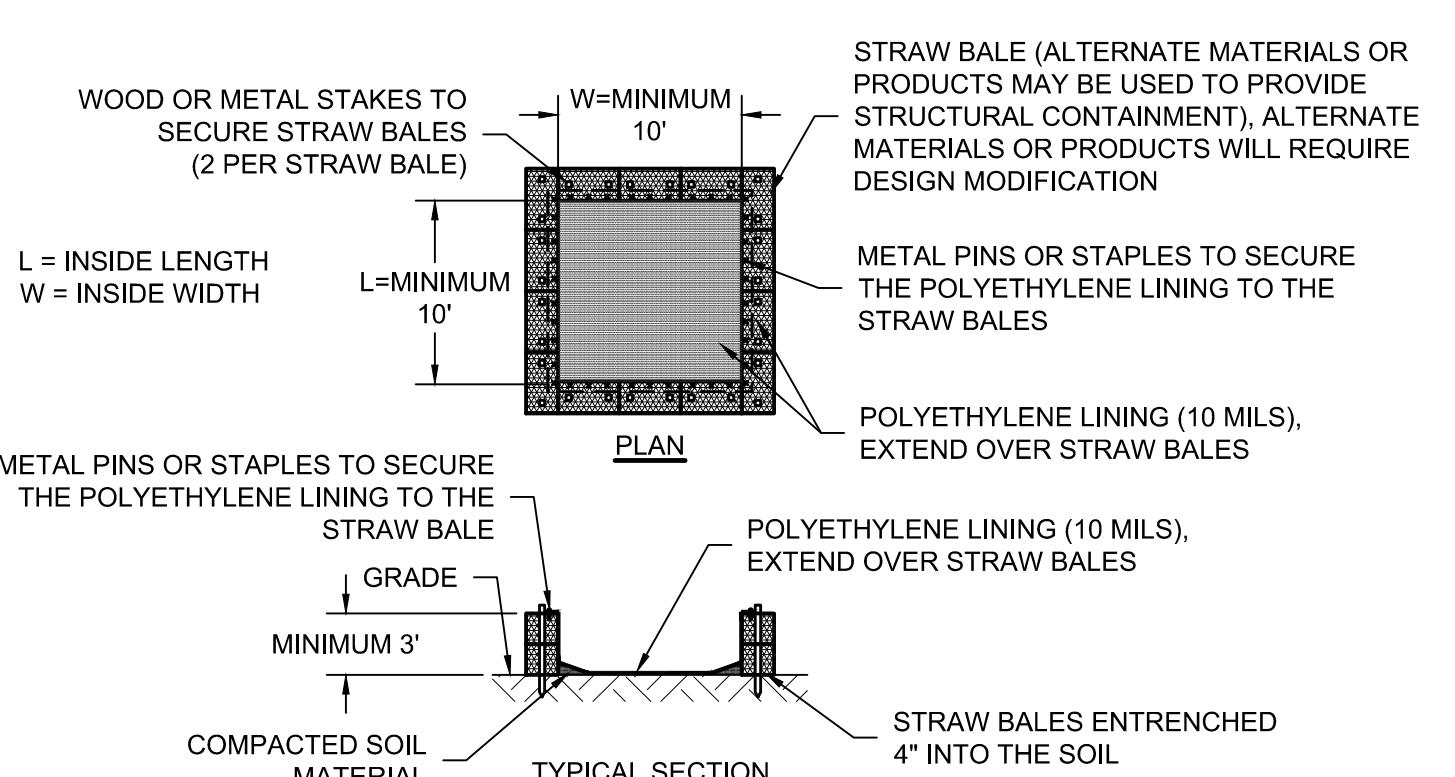
TOTAL SHEETS
26



APPLICATIONS:
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

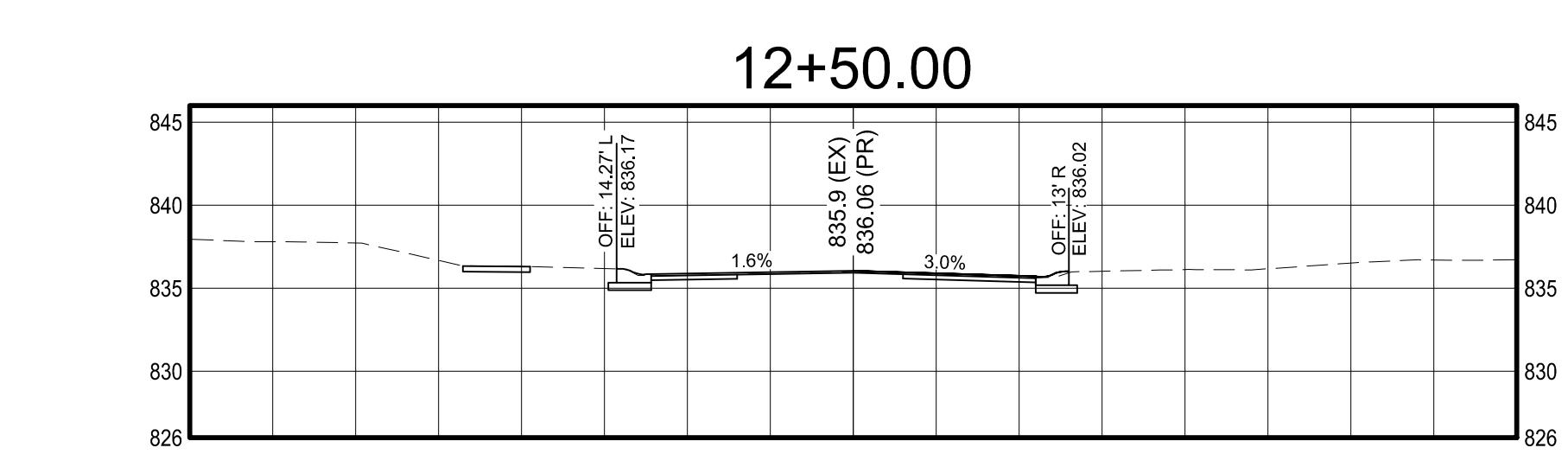
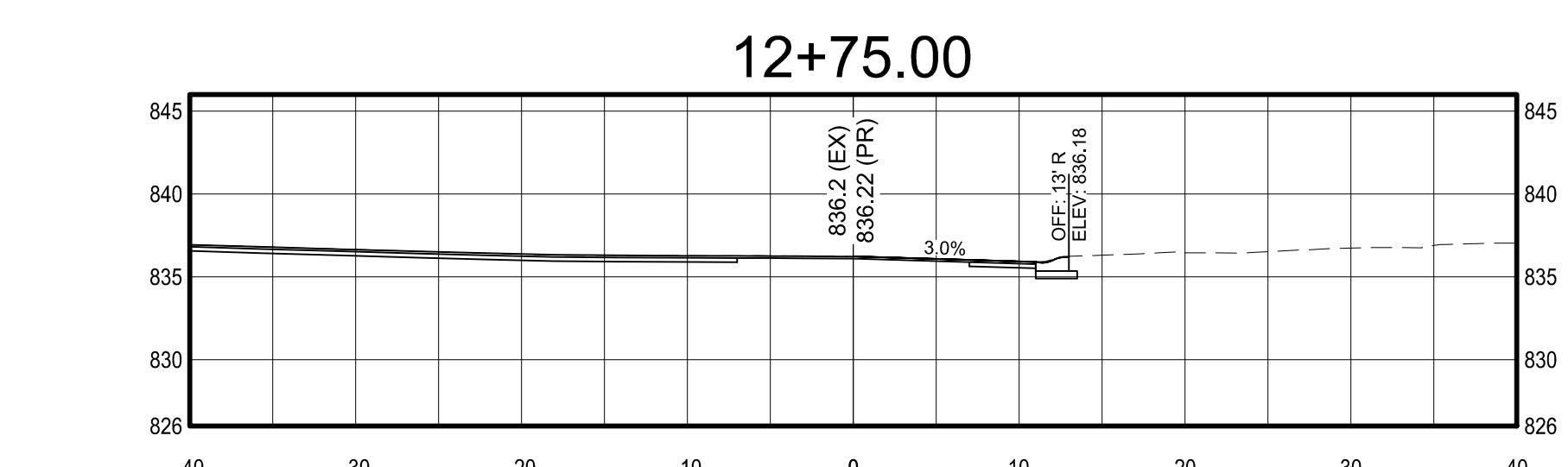
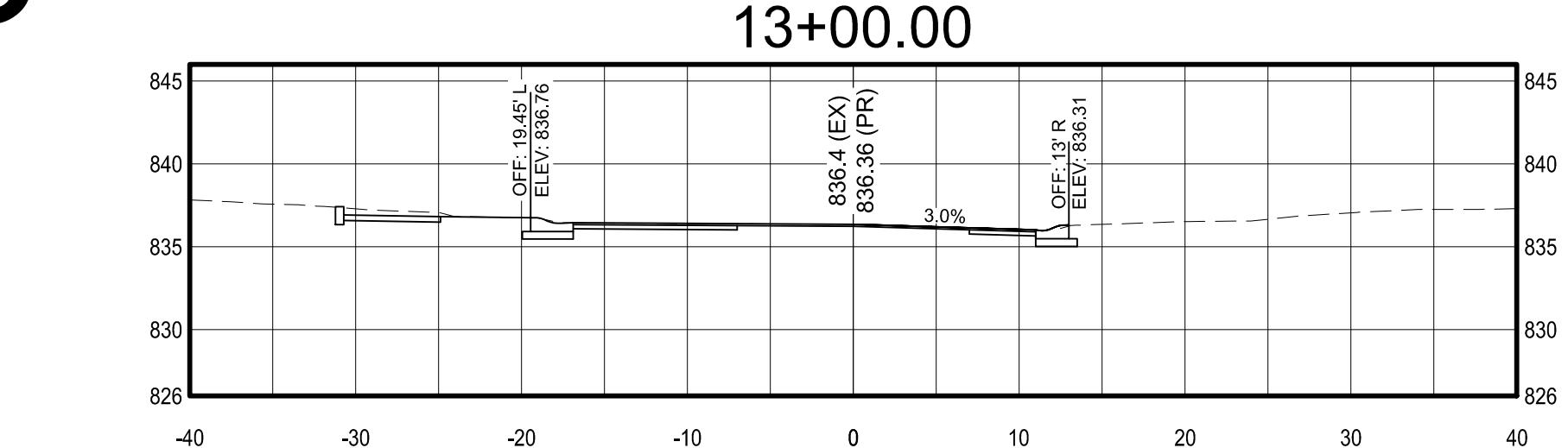
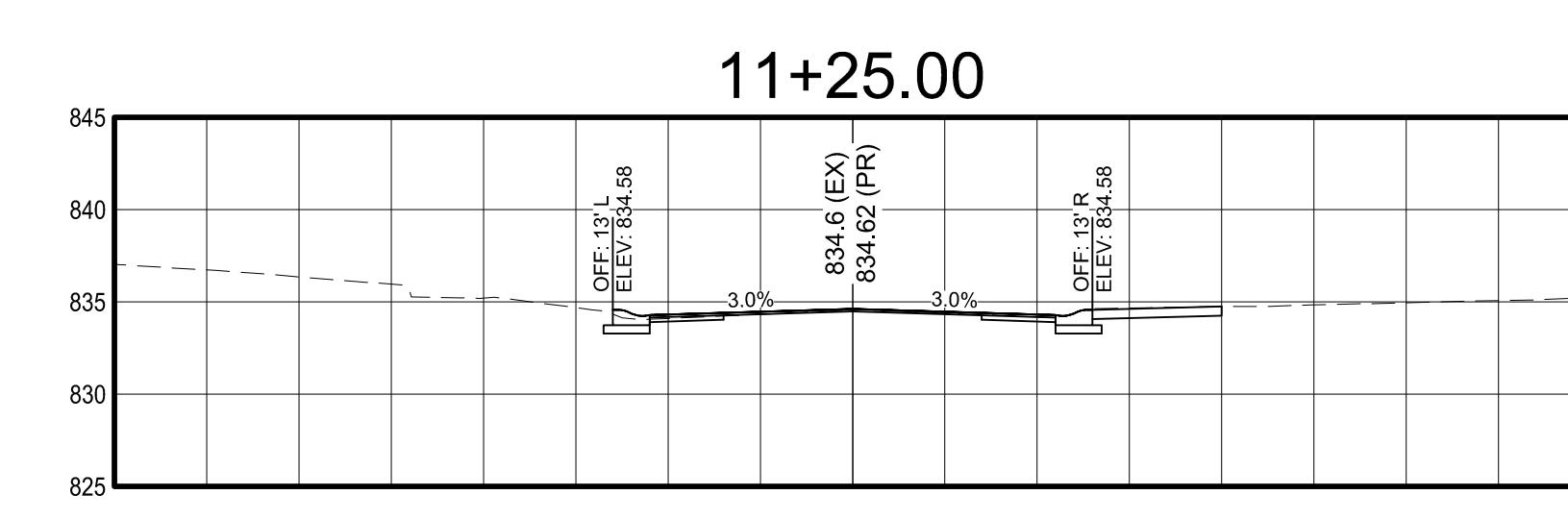
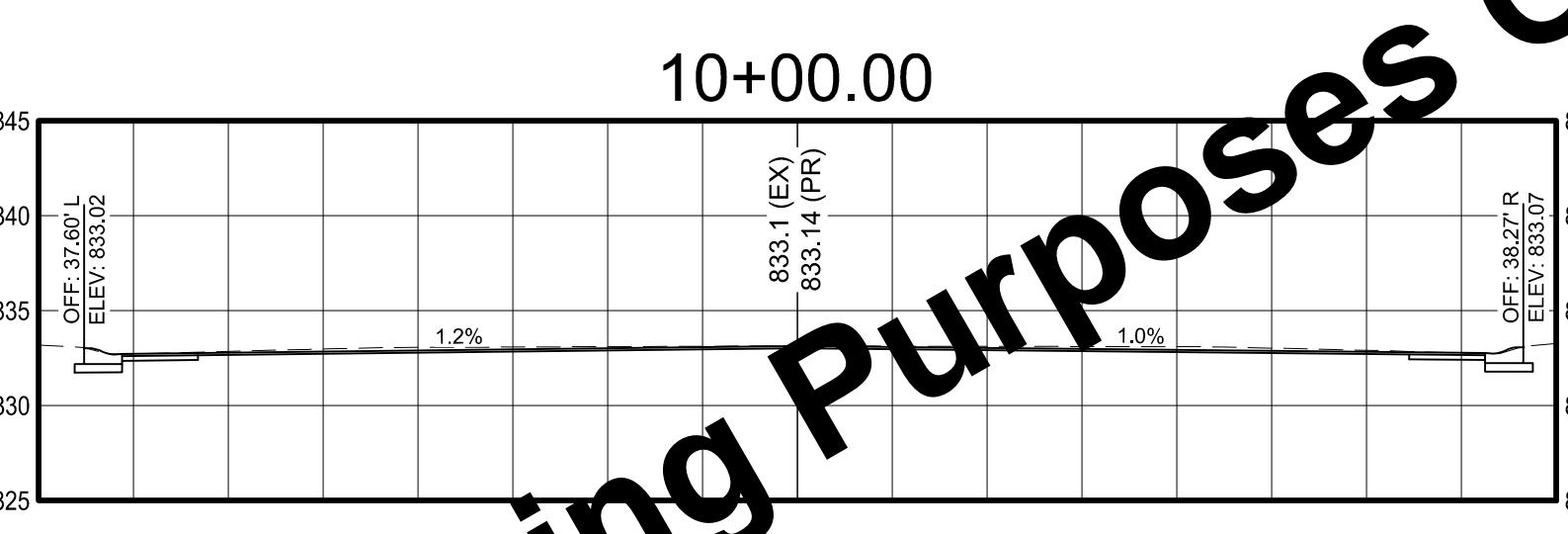
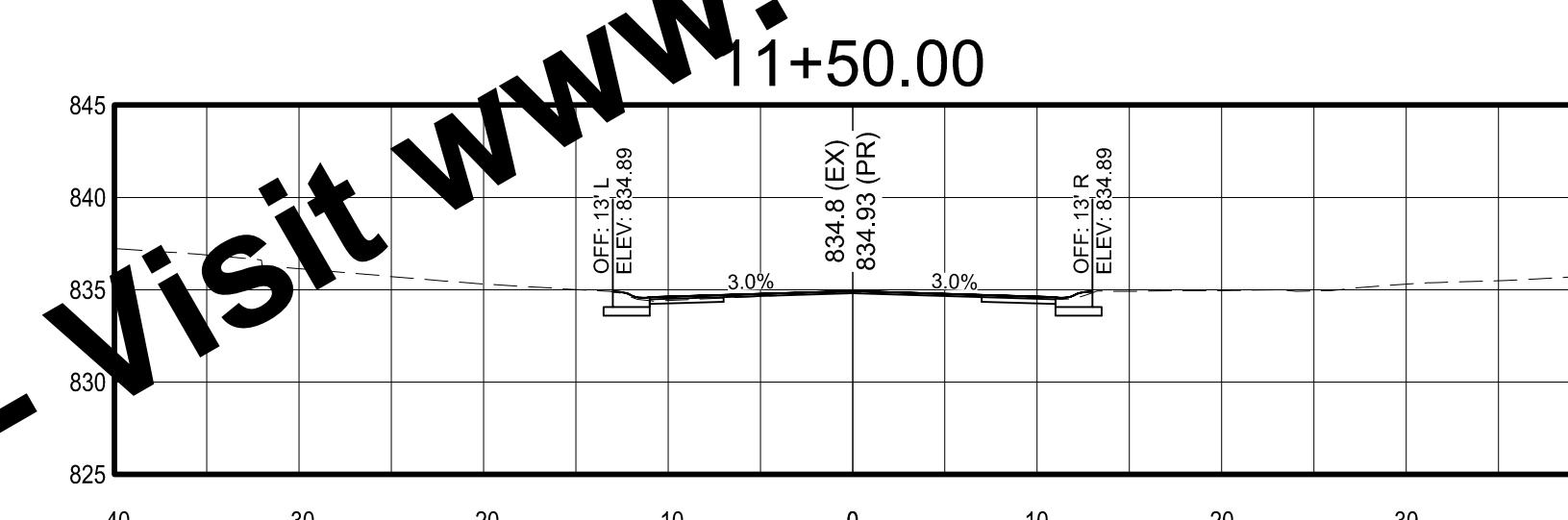
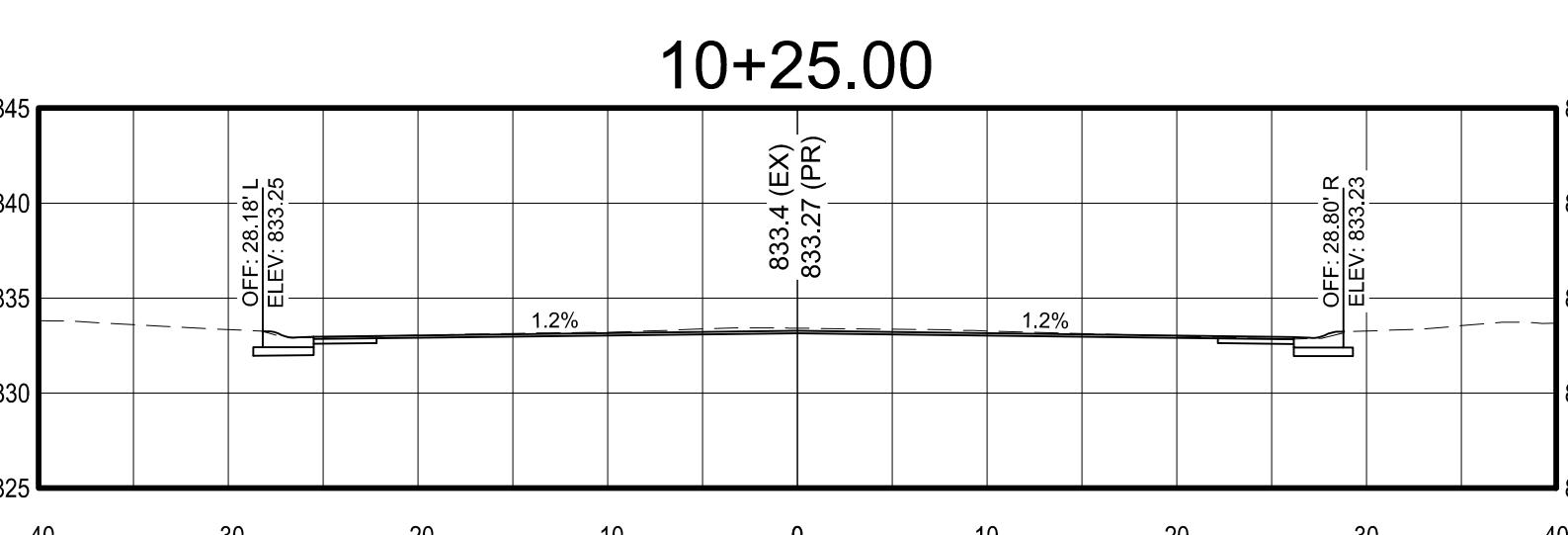
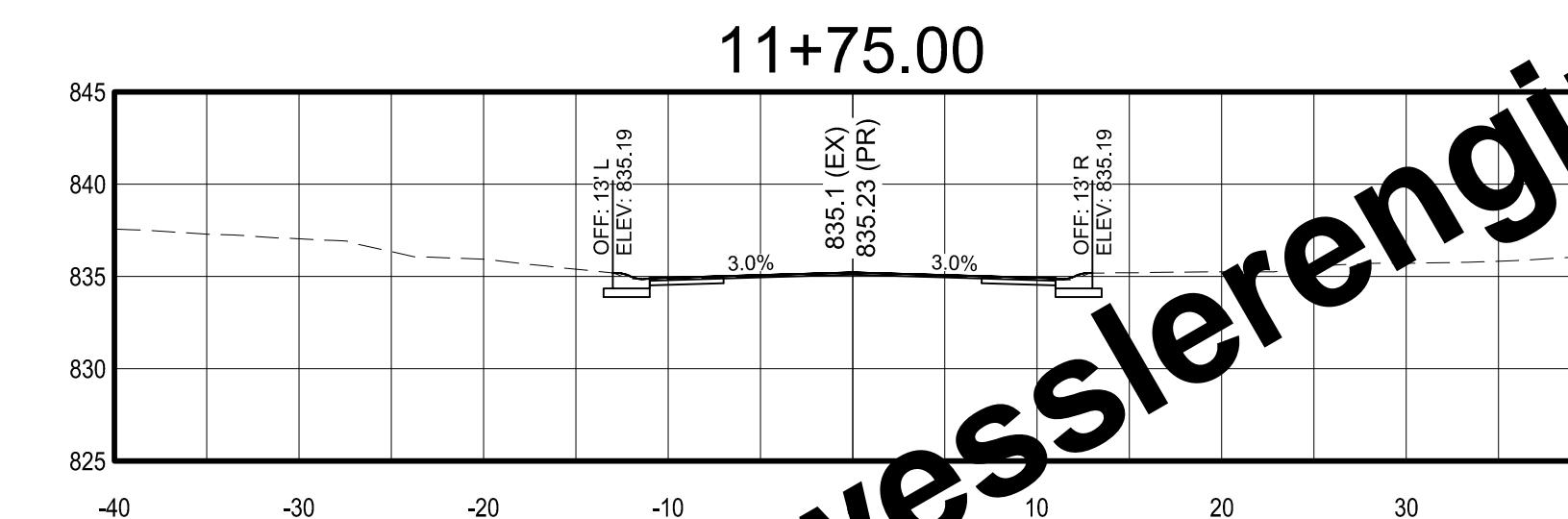
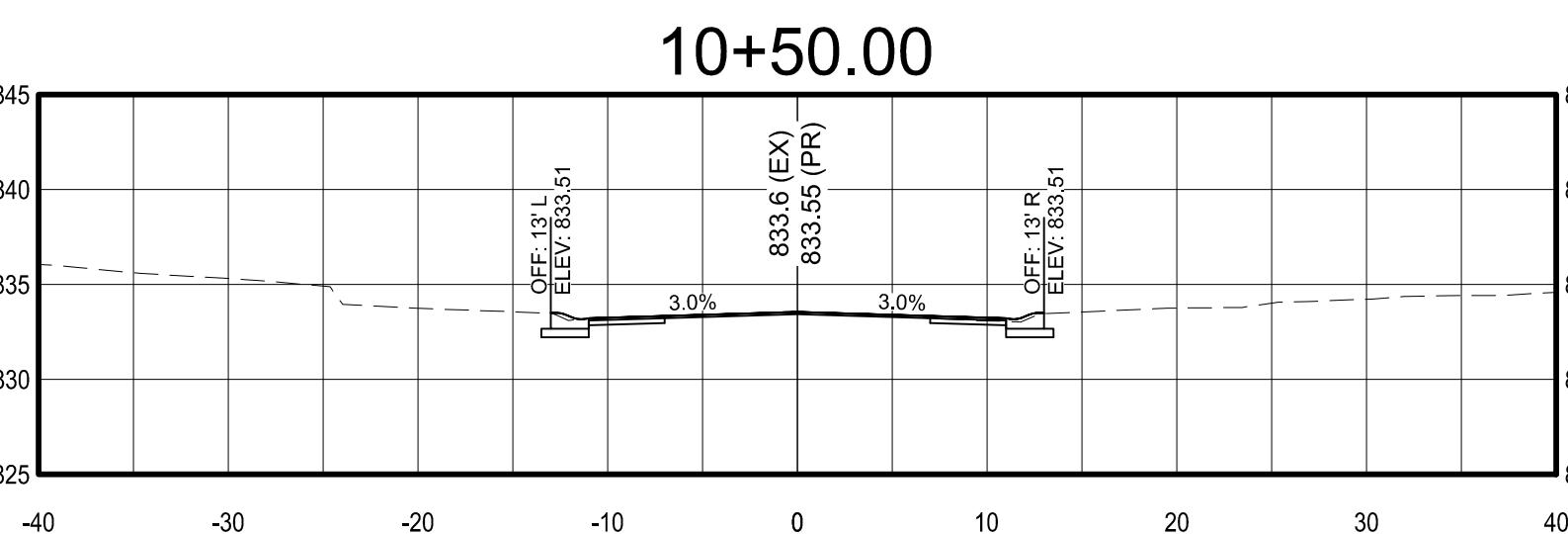
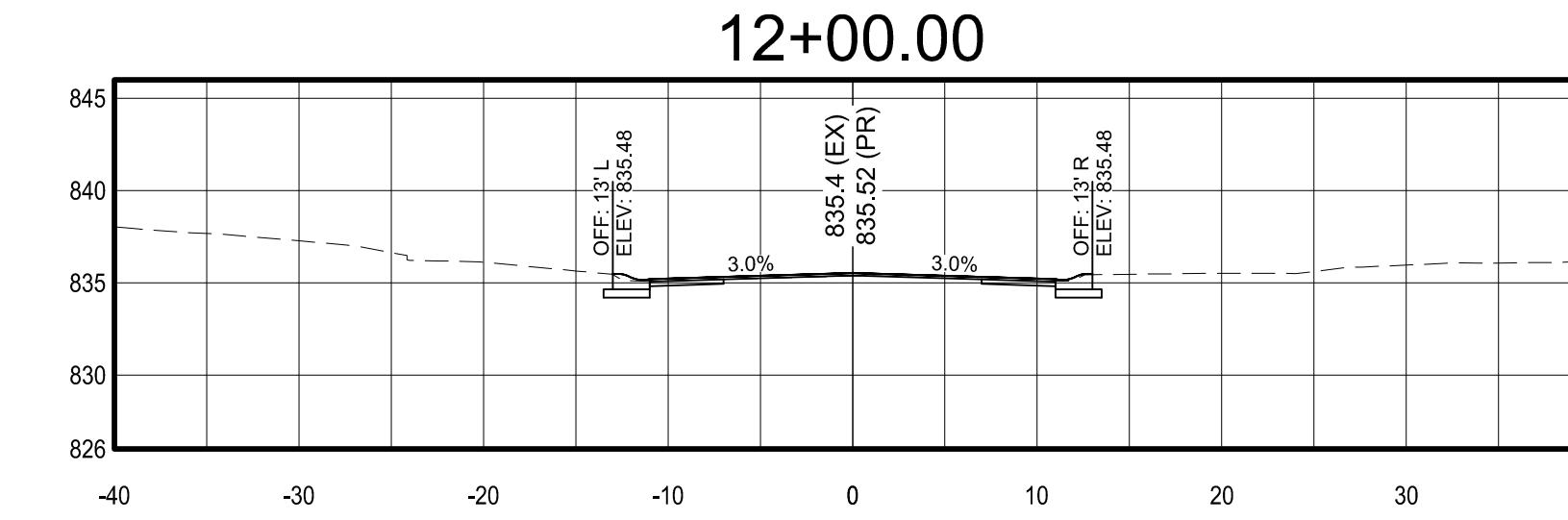
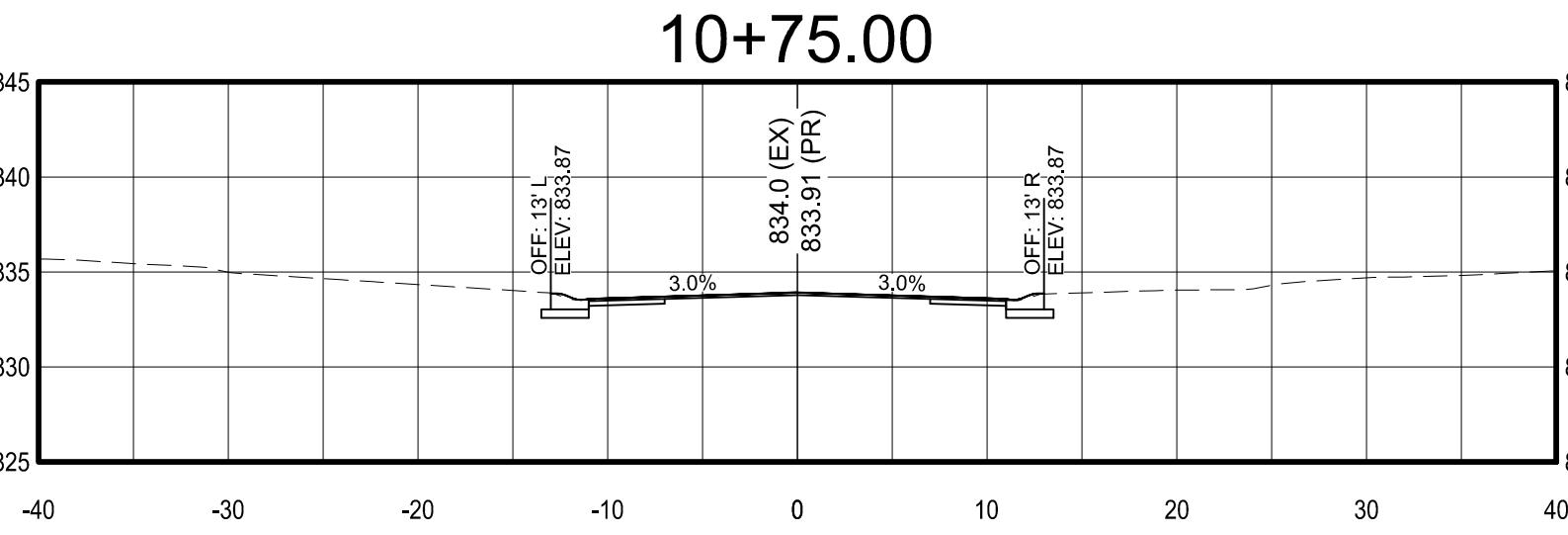
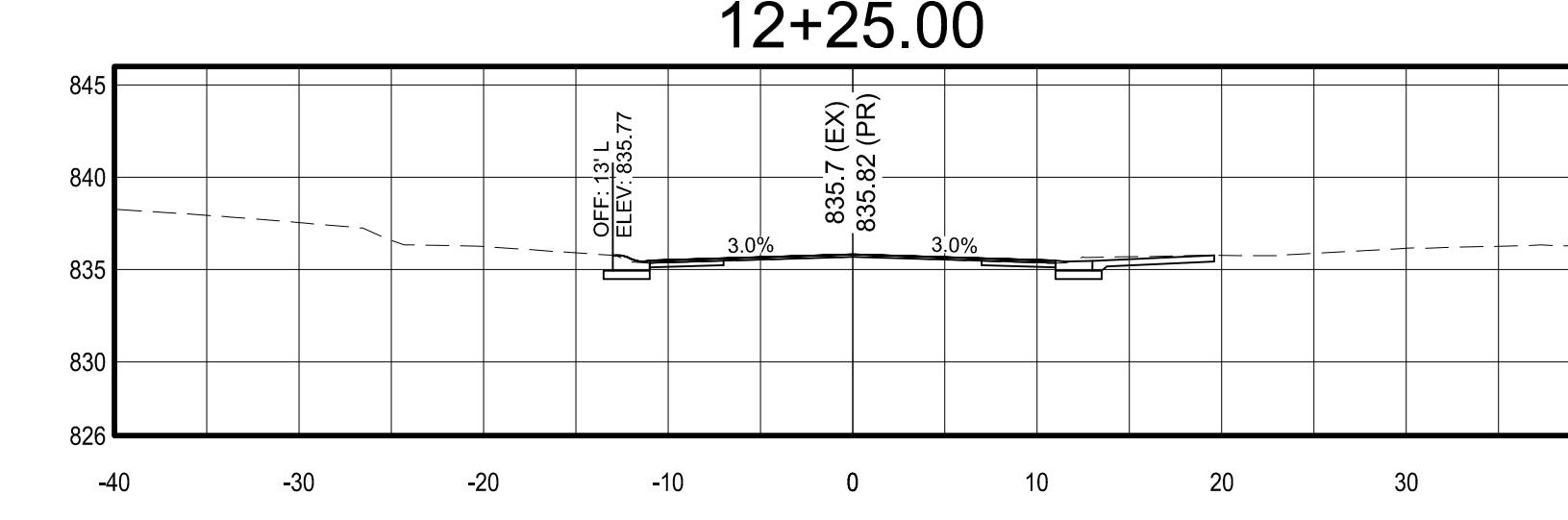
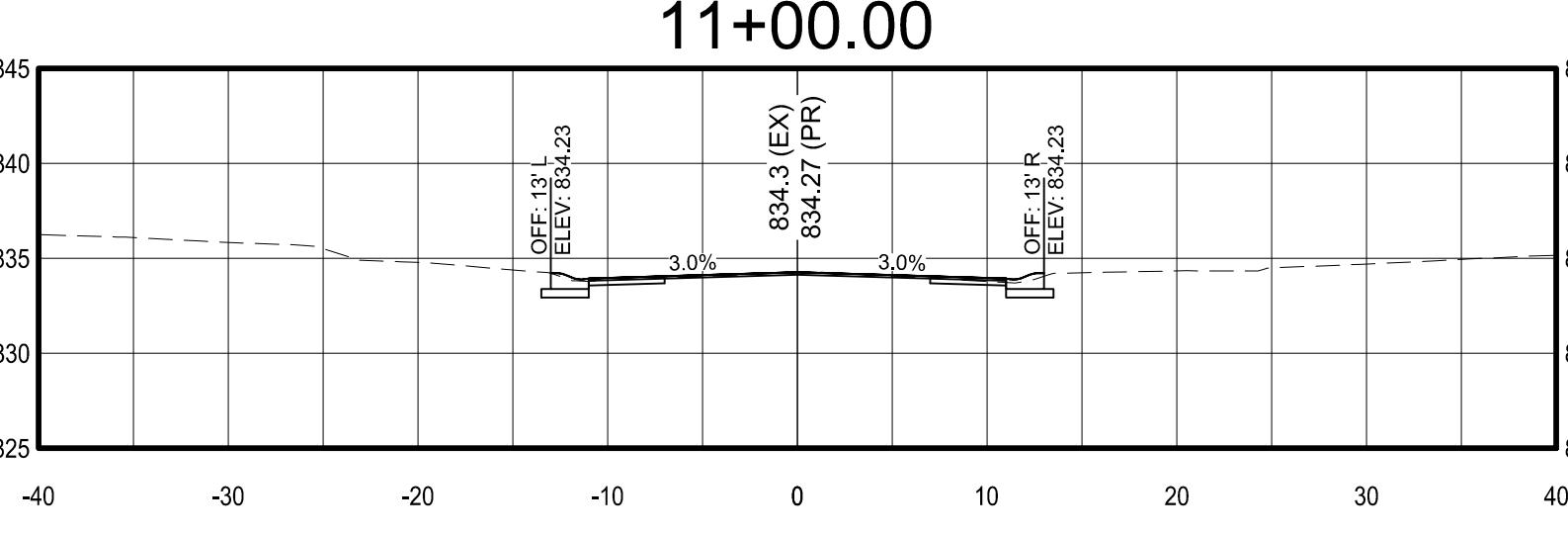


NOTES:
1. LOCATE WASHOUTS AT LEAST 50' FROM ANY CREEKS, WETLANDS, DITCHES, KARST FEATURES, OR STORM DRAIN/CONVEYANCES.
WASHOUT PROCEDURES:
1. DO NOT LEAVE EXCESS MUD IN THE CHUTES OR HOPPER AFTER POURING CONCRETE. MAKE EVERY EFFORT TO EMPTY THE CHUTE AND HOPPER AT THE POUR. THE LESS MATERIAL LEFT IN THE CHUTES AND HOPPER, THE QUICKEST 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. SCRAPES 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

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

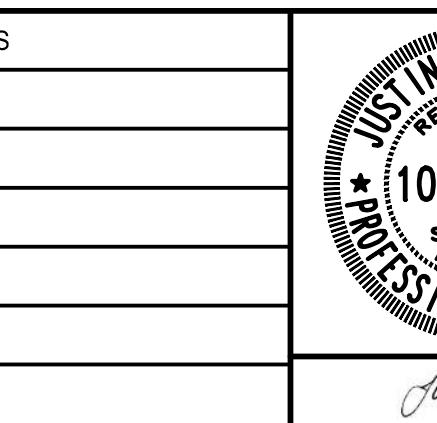


CROSS SECTIONS
(AVALON COURT 10+00 TO 13+00)

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

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



WESSLER
ENGINEERING
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2026 COMMUNITY CROSSINGS ROAD IMPROVEMENTS

TOWN OF GREENTOWN, INDIANA

CROSS SECTIONS - AVALON COURT

SHEET NO.
26
TOTAL SHEETS
26