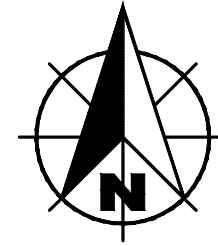
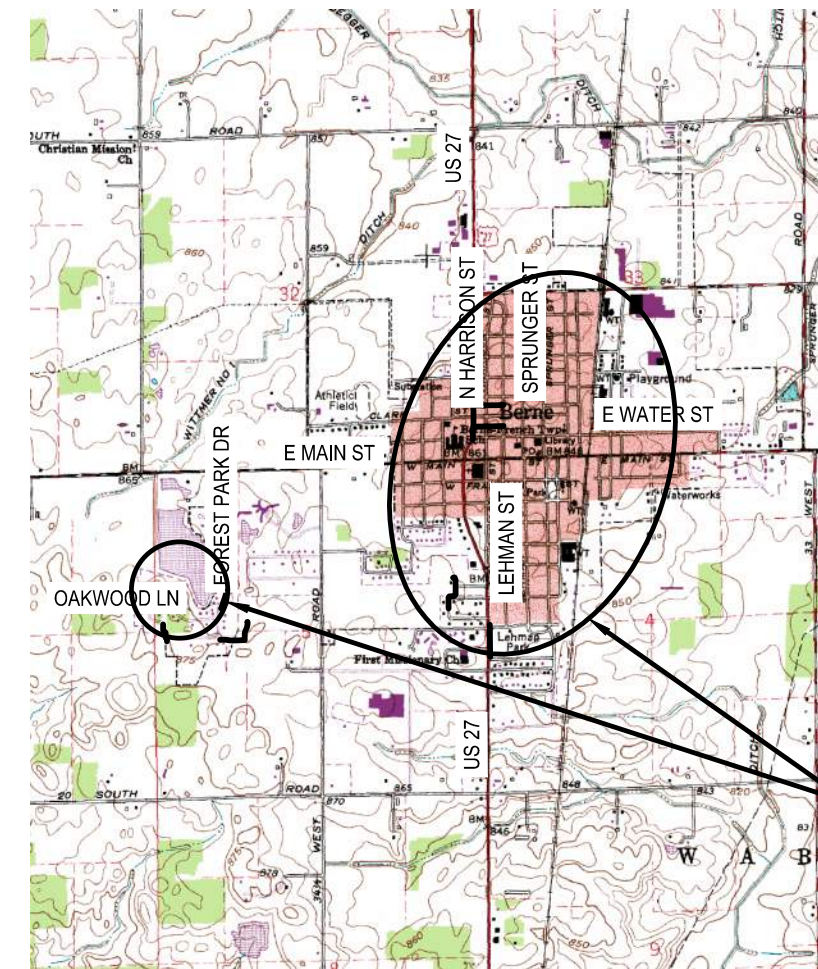


# WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS FOR THE CITY OF BERNE, INDIANA



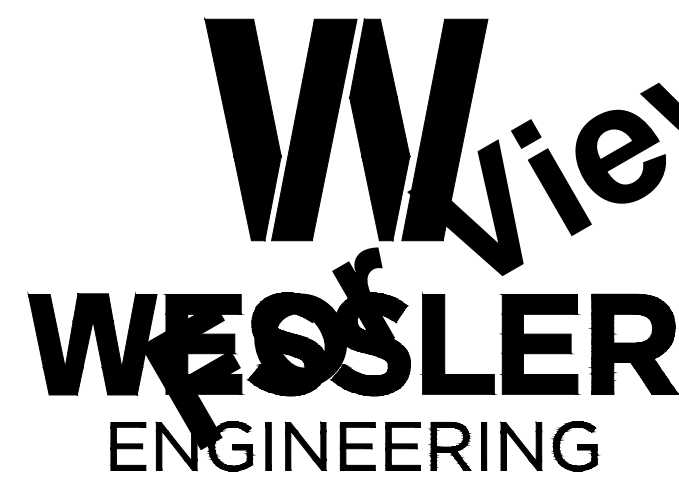
PROJECT LOCATION

BERNE, INDIANA  
VICINITY MAP  
SCALE: NONE



ADAMS  
COUNTY

STATE LOCATION MAP  
SCALE: NONE



*More than a Project™*

INDIANAPOLIS  
6219 South East Street  
Indianapolis, Indiana 46227  
Phone: (317) 788-4551 - Fax: (317) 788-4553  
www.wesslerengineering.com

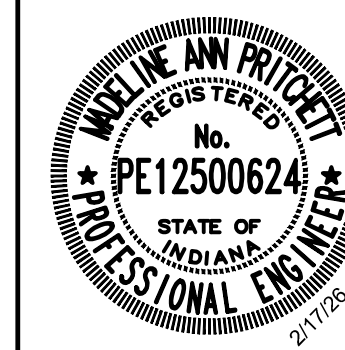
PROJECT NO. 295025-04-001

DRAWINGS PREPARED FOR:

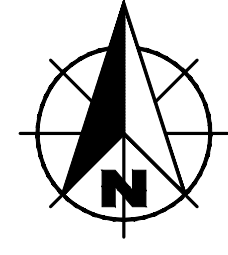
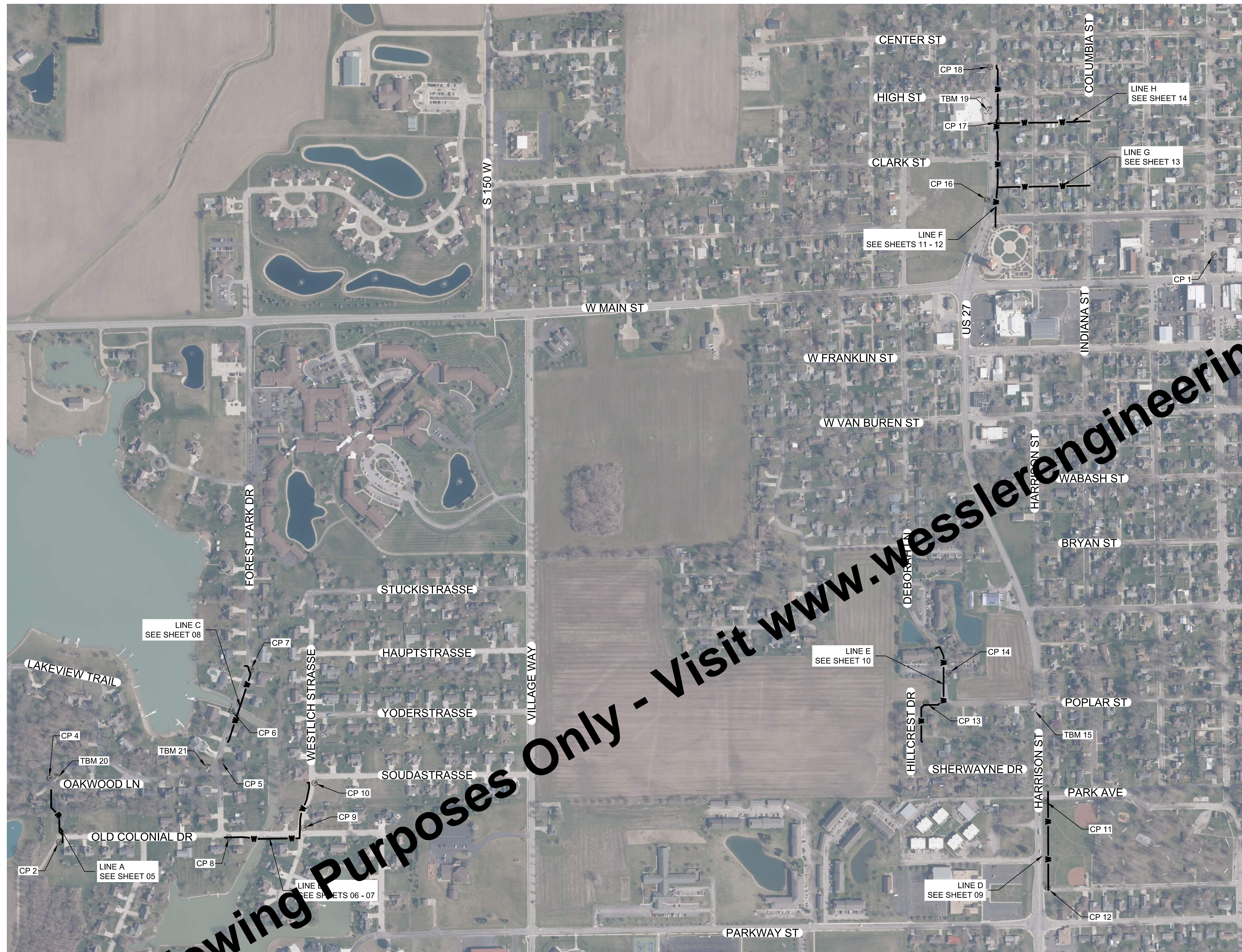
CITY COUNCIL

GREGG SPRUNGER, MAYOR  
CURTIS WURSTER, PRESIDENT  
KELLY AMSTUTZ, MEMBER  
ROD MASON, MEMBER  
RON DULL, MEMBER  
WES HAIGHT, MEMBER

**FEBRUARY 2026**



*Madeline Pritchett*  
MADELINE A PRITCHETT  
REGISTERED ENGINEER STATE OF INDIANA NO. 12500624



**HORIZONTAL AND VERTICAL CONTROL INFORMATION**

- NOTES:**
- A FIELD SURVEY WAS COMPLETED IN NOVEMBER 2025.
  - BEARINGS, DISTANCES, AND COORDINATES ARE BASED UPON THE INDIANA GEOSPATIAL COORDINATE SYSTEMS (IGCS) ADAMS ZONE PER NAD83 (2011) EPOCH 2010.00 AND ARE REPORTED IN U.S. SURVEY FEET.
  - CONTROL POINTS WERE SET USING GPS.
  - ELEVATIONS ARE NAVD88 DATUM AND ARE BASED ON OBSERVATION OF NGS BENCHMARK V-225 LISTED BELOW.
  - THREE (3) SEPARATE LEVEL LOOPS WERE SET UP ON SITE FOR THE CONTROL POINTS AND TBMS, THE LOOPS ARE AS FOLLOWS (THE FOLLOWING LOOPS ARE EACH INDEPENDENT LEVEL LOOPS AND WERE NOT TIED TOGETHER):
    - LEVEL LOOP 1 - CP2, CP3, CP4, CP5, CP6, CP7, CP8, CP9, CP10, TBM20, & TBM21
    - LEVEL LOOP 2 - CP11, CP12, CP13, CP14, & TBM15
    - LEVEL LOOP 3 - CP15, CP16, CP17, CP18, & TBM19

**BENCHMARK DESCRIPTION:**  
 NGS BENCHMARK - V 225 (PID LA0567) - DISC SET VERTICALLY IN THE NORTH WALL OF THE NORTHEAST CORNER OF THE POST OFFICE BUILDING, 2 FEET WEST OF THE NORTHEAST CORNER OF THE BUILDING, AND 3.4 FEET ABOVE THE CONCRETE DRIVEWAY.  
 EL 847.65

TBM NO. 15 - RAILROAD SPIKE SET IN EAST FACE OF UTILITY POLE #D370-102 AT THE SOUTHWEST CORNER OF POPLAR STREET AND US HIGHWAY 27  
 EL 853.90

TBM NO. 19 - CUT "X" IN SOUTHWEST CORNER OF CONCRETE BASE OF "HABEGGER FURNITURE" SIGN ON WEST SIDE OF US HIGHWAY 27  
 EL 855.49

TBM NO. 20 - CUT "X" IN SOUTHWEST FIRE HYDRANT BOLT LOCATED AT THE NORTHWEST CORNER OF HICKORY DRIVE AND OAKWOOD LANE  
 EL 876.33

TBM NO. 21 - CUT "X" IN SOUTHWEST FIRE HYDRANT BOLT LOCATED AT THE NORTHWEST CORNER OF LAKEVIEW TRAIL AND FOREST PARK DRIVE  
 EL 872.19

DRAWING INDEX	
SHEET NO.	DESCRIPTION
GENERAL	
01	TITLE SHEET
02	LOCATION PLAN AND DRAWING INDEX
03	GENERAL NOTES AND ABBREVIATIONS
SITE PLAN	
	LEAD SERVICE LINE SITE PLAN
PLAN AND PROFILE	
05	LINE A - PLAN AND PROFILE
06 - 07	LINE B - PLAN AND PROFILE
08	LINE C - PLAN AND PROFILE
09	LINE D - PLAN AND PROFILE
10	LINE E - PLAN AND PROFILE
11 - 12	LINE F - PLAN AND PROFILE
13	LINE G - PLAN AND PROFILE
14	LINE H - PLAN AND PROFILE
DETAILS	
15 - 16	MISCELLANEOUS DETAILS
17	LEAD SERVICE LINE REPLACEMENT DETAILS
18 - 19	MAINTENANCE OF TRAFFIC DETAILS
20 - 21	EROSION CONTROL DETAILS

CONTROL POINTS				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP 1	157528.529	787004.580	843.33	MAGNAIL
CP 2	154429.103	780912.177	875.19	5/8" REBAR
CP 4	154765.719	780862.043	874.45	MAGNAIL
CP 5	154856.837	781768.343	870.54	MAGNAIL
CP 6	155122.149	781823.365	873.16	MAGNAIL
CP 7	155339.151	781925.041	872.05	MAGNAIL
CP 8	154454.625	781808.693	872.20	MAGNAIL
CP 9	154502.497	782201.821	873.14	MAGNAIL
CP 10	154740.386	782259.882	871.73	MAGNAIL
CP 11	154647.394	786113.389	864.30	MAGNAIL
CP 12	154185.238	786127.377	861.58	MAGNAIL
CP 13	155162.805	785486.084	864.19	5/8" REBAR
CP 14	155320.738	785605.336	865.81	MAGNAIL
CP 16	157818.172	785808.544	853.81	5/8" REBAR
CP 17	158226.785	785864.605	855.12	5/8" REBAR
CP 18	158519.137	785823.551	855.16	5/8" REBAR

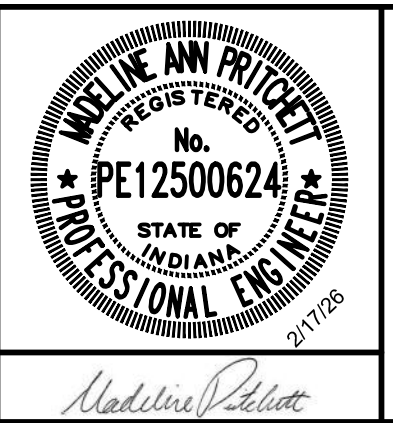
LOCATION AND SCOPE OF WORK PLAN



For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

Drawing: X:\Berne\295025\Berne WM Impr and LS Lead\GIS\Sheet\295025-GS.dwg | Layout: 02 | Plotter: CP1726 @ 02/26/25 | User: jasonf

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	MTF				
	ADG				
	MAP				
	ISSUE DATE				
	FEBRUARY 2026				
PROJECT NUMBER					
	295025-04-001				



WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS

CITY OF BERNE, INDIANA

LOCATION PLAN AND DRAWING INDEX

SHEET NO.	02
TOTAL SHEETS	21

**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		WATER WELL		
	NATURAL GAS WELL/STORAGE WELL		WET WELL		
	SPRINKLER HEAD		WET WELL		
	YARD HYDRANT		PROCESS VALVE		

\*NOTE: THIS TABLE IS A LISTING OF TYPICAL SYMBOLS AND MAY NOT INCLUDE ALL EXISTING SYMBOLS FOUND WITHIN THIS PLAN SET. UNDESIRED ITEMS WILL BE CALLED OUT ON THEIR PLAN SHEETS. IF A QUESTION ARISES ON 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	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 - JAPAN 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**

<p><b>ELECTRIC</b> AMERICAN ELECTRIC POWER 8600 SMITHS MILL RD NEW ALBANY, OH 43054 614-933-2297 ATTN: JOSHUA ADAMS</p>	<p><b>FIBER</b> COMMUNITY FIBER SOLUTIONS, INC. 1393 W TYSON RD PORTLAND, IN 47371 567-371-2684</p>	<p><b>CABLE TV</b> COMCAST CABLE 720 TAYLOR ST FORT WAYNE, IN 46802 224-229-5863 ATTN: RHONDA DALTON</p>	<p><b>COMMUNICATIONS</b> BRIGHTSPEED 317-736-4863 ATTN: JIM ROLLEY</p>
<p><b>GAS</b> NIPSCO GAS 801 E 86TH AVE MERRILLVILLE, IN 46410 574-302-9724 ATTN: CRAIG EDWARDS</p>	<p><b>WATER</b> CITY OF BERNE 158 W FRANKLIN ST BERNE, INDIANA 46711 260-589-8526 ATTN: JOHN CRIDER</p>	<p><b>STORM</b> CITY OF BERNE 158 W FRANKLIN ST BERNE, IN 46711 260-589-8526 ATTN: SHANNON SMITLEY</p>	<p><b>SANITARY</b> CITY OF BERNE 343 E 550 S BERNE, INDIANA 46711 260-589-8526 ATTN: TERRY KONGAR</p>

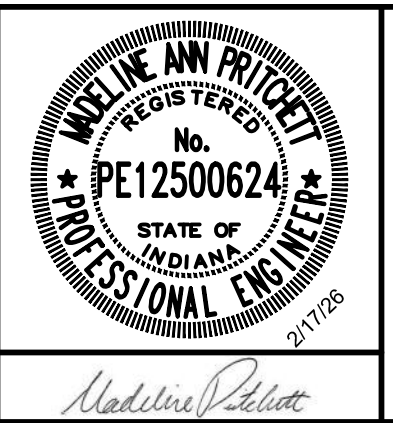
**GENERAL NOTES:**

- 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 PRIVATE WELL LOCATIONS SHOWN ON THE DRAWINGS ARE APPROXIMATE. FIELD VERIFY AND DETERMINE EXACT LOCATIONS OF ALL PRIVATE WELLS IN THE PROJECT AREA.
- 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, COMPLETE, 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 SERVICE LINES TO INDIVIDUAL CUSTOMERS MAY NOT BE SHOWN ON THE DRAWINGS. ASSUME THAT ALL UNDERGROUND SERVICE LINES FOR ALL UTILITIES EXIST TO EACH PROPERTY ALONG THE ROUTE OF THE PLANNED IMPROVEMENTS.
- COORDINATE ALL 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.
- ALL CONSTRUCTION TRAFFIC SHALL USE MAJOR ROADS. NO CONSTRUCTION TRAFFIC SHALL USE LOCAL STREETS FOR INDIRECT ACCESS.
- TO CONTROL DUST, REMOVE SOIL FROM STREETS USED BY CONSTRUCTION TRAFFIC DAILY. VACUUM AND WATER AS NECESSARY AND/OR AS DIRECTED BY THE OWNER.
- PLACE NO. 8 CRUSHED AGGREGATE BETWEEN PIPES AT ALL PIPE CROSSINGS TO PREVENT PIPE SETTLEMENT UNLESS SHOWN OTHERWISE.
- RESET ALL MAILBOXES AND SIGNS DISTURBED BY CONSTRUCTION ACTIVITIES.
- IF REQUIRED, PLACE TEMPORARY OVERNIGHT AGGREGATE WEDGES AT DRIVEWAYS TO ALLOW PROPERTY OWNER ACCESS.



Drawing: X:\Berne\295025 Berne Wm Imp and USLD\IND\GIS\Berne\295025-GS.dwg | Layout: 03 | Plotted: 03/17/26 @ 02:26:43 | LastSavedBy: MsonrF

<p>SCALE VERIFICATION</p> <p>BAR IS ONE INCH LONG ON ORIGINAL DRAWING</p>	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
	CHECKED BY	ADG				
	APPROVED BY	MAP				
	ISSUE DATE	FEBRUARY 2026				
	PROJECT NUMBER	295025-04-001				

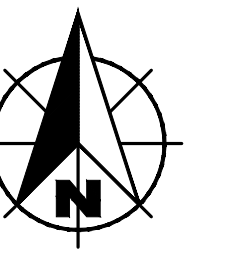


**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**GENERAL NOTES AND ABBREVIATIONS**

SHEET NO.	<b>03</b>
TOTAL SHEETS	<b>21</b>



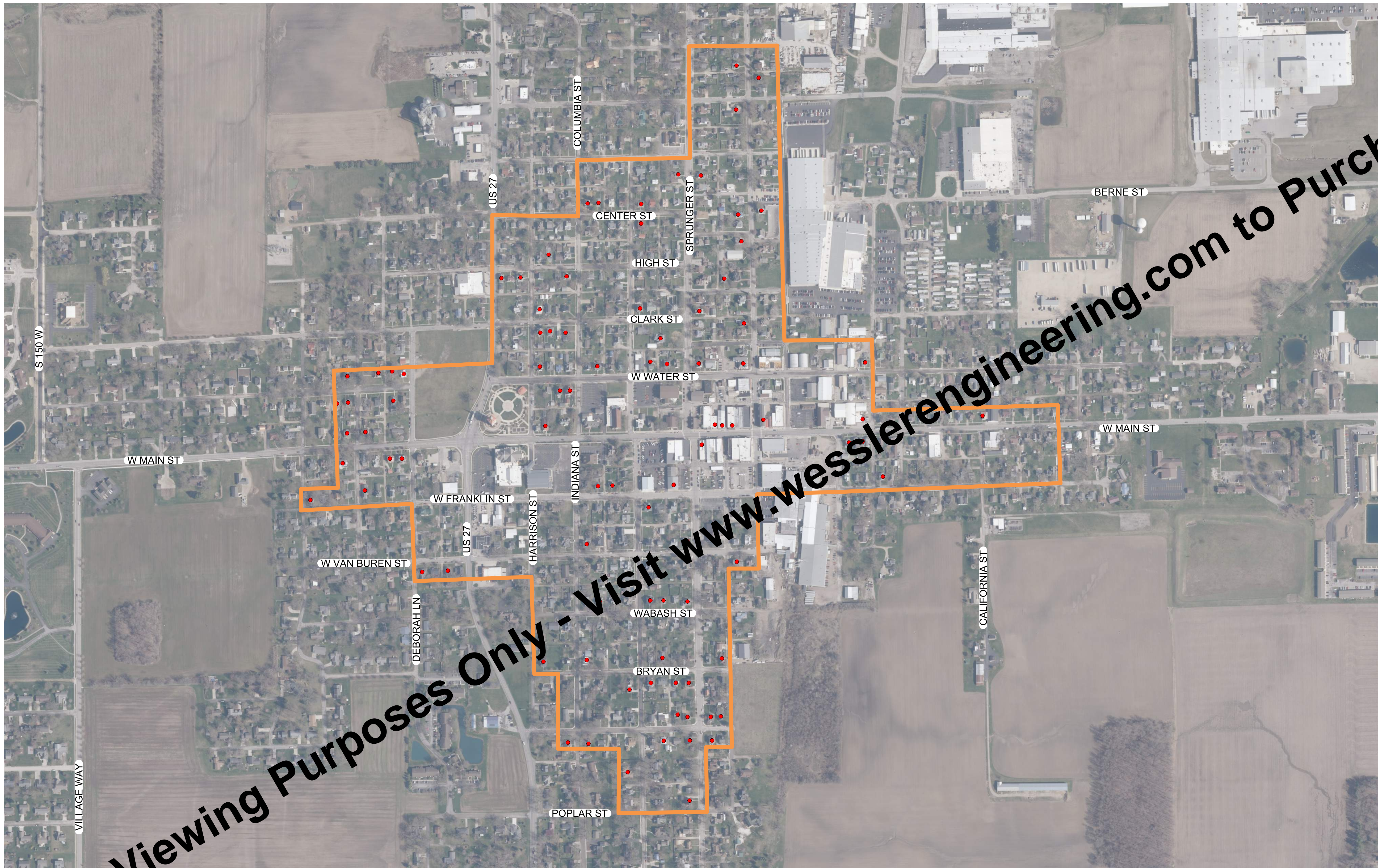
0 150 300 600 FT  
1" = 300'

**LEGEND**

- LEAD SERVICE LINE REPLACEMENT
- EXTENTS OF LEAD SERVICE LINE REPLACEMENT AREA

**NOTES:**

1. ANY REPLACEMENTS WHICH WILL REQUIRE LAND DISTURBANCE ON HISTORIC PROPERTIES MUST BE COORDINATED PRIOR TO CONSTRUCTION, PER SPECIFICATION SECTION 02103.
2. NO LEAD SERVICE LINE REPLACEMENTS SHALL BE COMPLETED WITHOUT REQUIRED CUSTOMER NOTIFICATIONS, PER SPECIFICATION SECTION 02661.
3. ANY LEAD SERVICE LINE REPLACEMENTS WHICH INCLUDE CUSTOMER-SIDE REPLACEMENTS WILL REQUIRE RIGHT-OF-ENTRY FORMS TO BE SIGNED BY THE CUSTOMER PRIOR TO CONSTRUCTION.




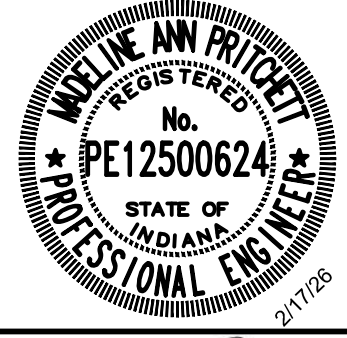
**LEAD SERVICE LINE SITE PLAN**

0 150 300 600 FT  
1" = 300'

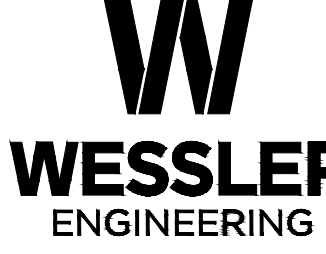
Drawing: X:\Berne\295025 Berne WM Improv and SLR\DWG\Sheet\295025-S11.dwg | Layout: 04 | Plotter: 021726 @ 02:27:20 | LastSavedBy: MasrF

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

SCALE VERIFICATION BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
	CHECKED BY	ADG				
	APPROVED BY	MAP				
	ISSUE DATE	FEBRUARY 2026				
	PROJECT NUMBER	295025-04-001				



Madeline P. Pratt



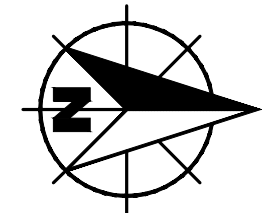
**W**  
WESSLER  
ENGINEERING  
*More than a Project™*

**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**LEAD SERVICE LINE SITE PLAN**

SHEET NO.	<b>04</b>
TOTAL SHEETS	<b>21</b>



0 15 30 60 FT  
1" = 30'

**GENERAL NOTES:**

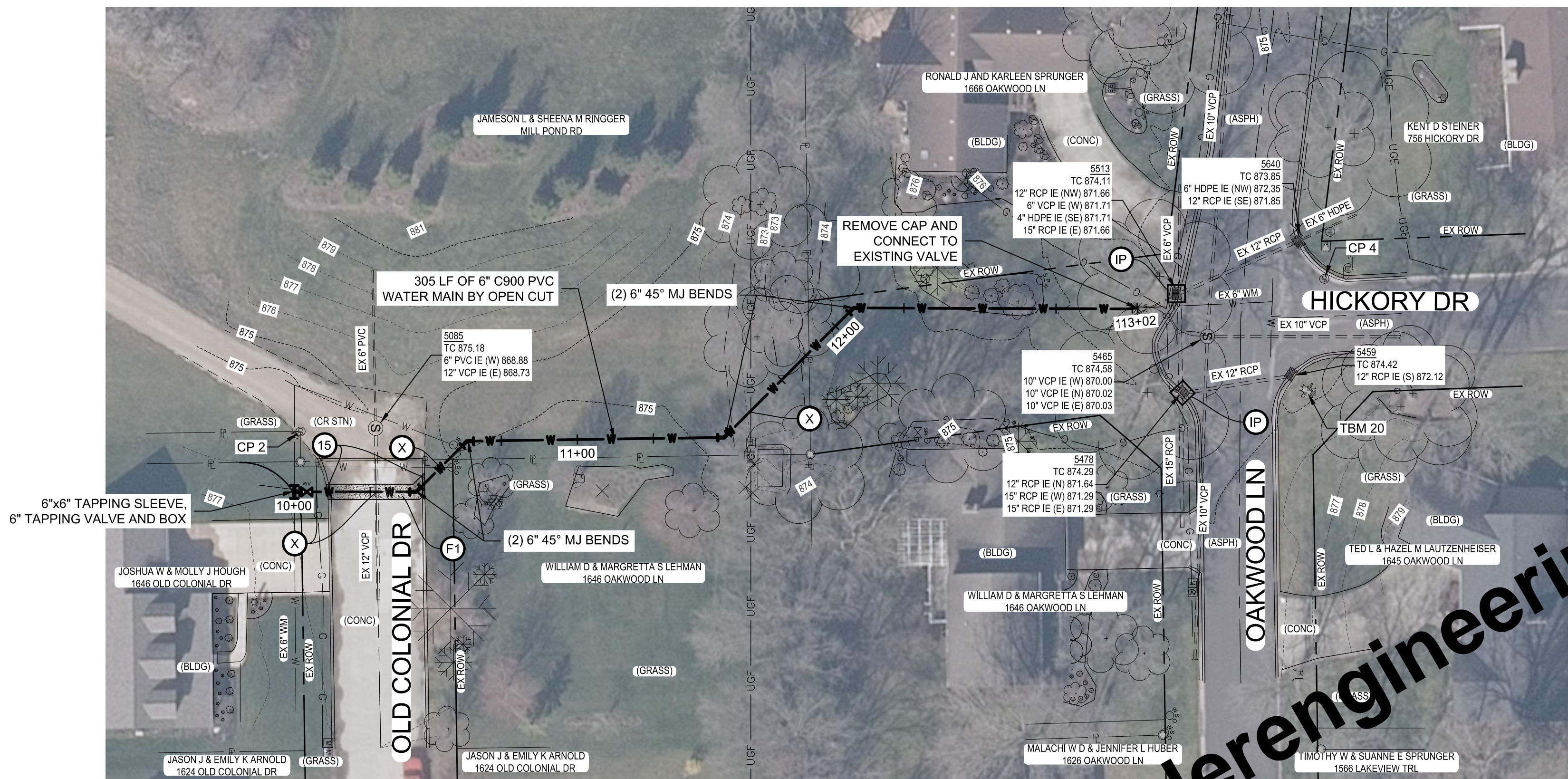
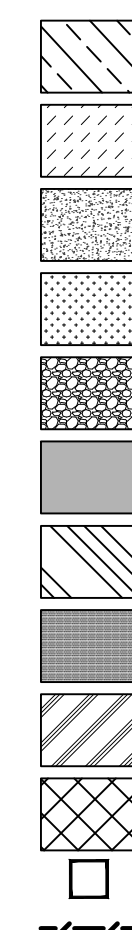
- INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON PLAN SHEETS AND AS NECESSARY TO PROVIDE ADEQUATE PROTECTION OF THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.

**NOTES**

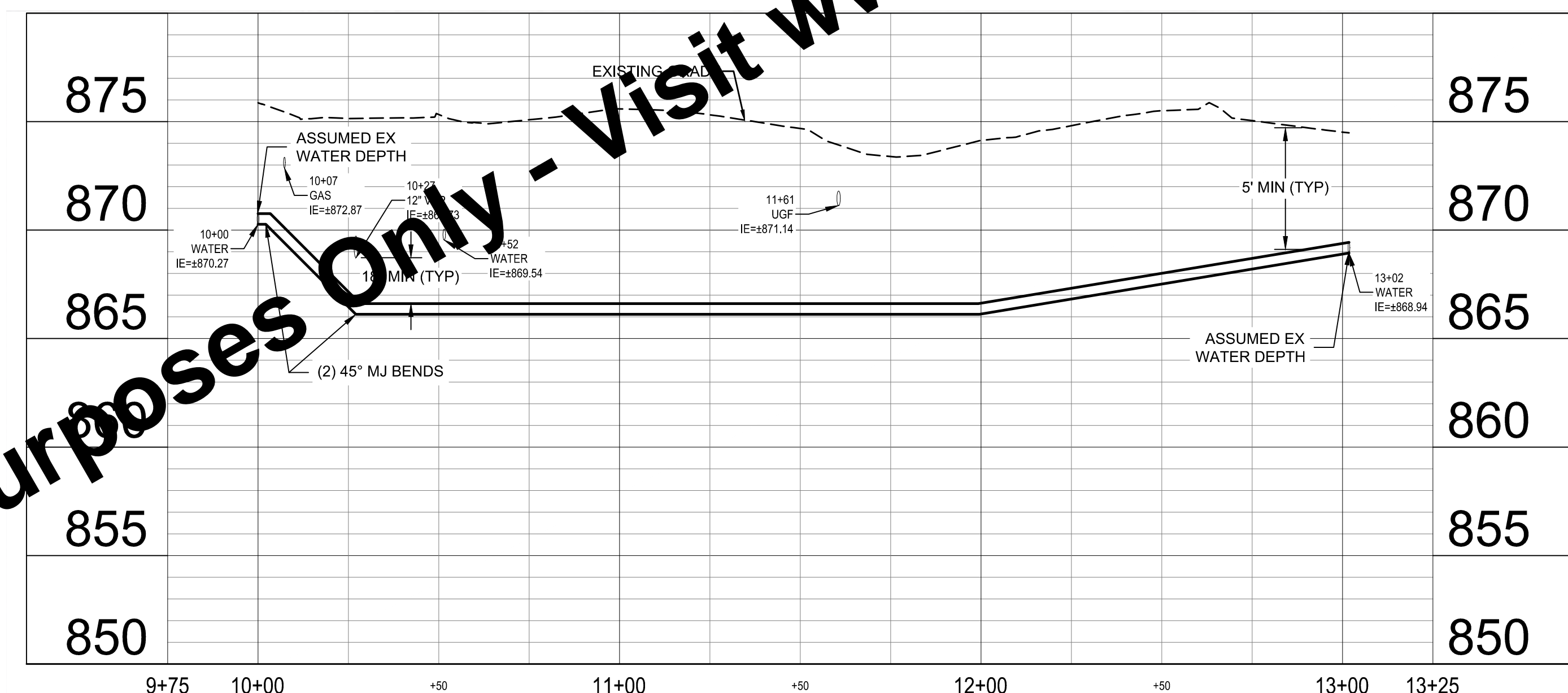
- 1646 OAKWOOD LN AND 1666 OAKWOOD LN HAVE UNMARKED BURIED SPRINKLER SYSTEMS. COORDINATE WITH OWNERS TO DETERMINE LOCATION.

**KEYED NOTES & LEGEND**

- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.



**PLAN - LINE A**  
SCALE: 1" = 30'

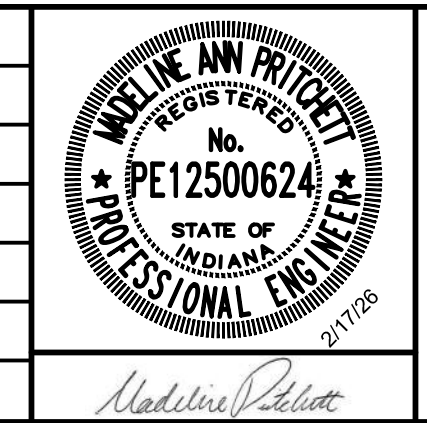


**PROFILE - LINE A**  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

Drawing: X:\Berne\295025 Berne Wm Impr and SL EUD\GIS\Sheet\295025-PP.dwg | Layout: 05 | Plotter: 021726 @ 02:28:38 | LastSavedBy: Masinf

SCALE VERIFICATION BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
	CHECKED BY	ADG				
	APPROVED BY	MAP				
	ISSUE DATE	FEBRUARY 2026				
	PROJECT NUMBER	295025-04-001				

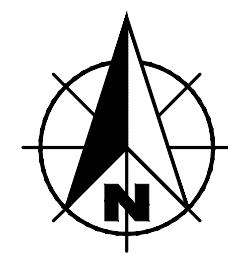


**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

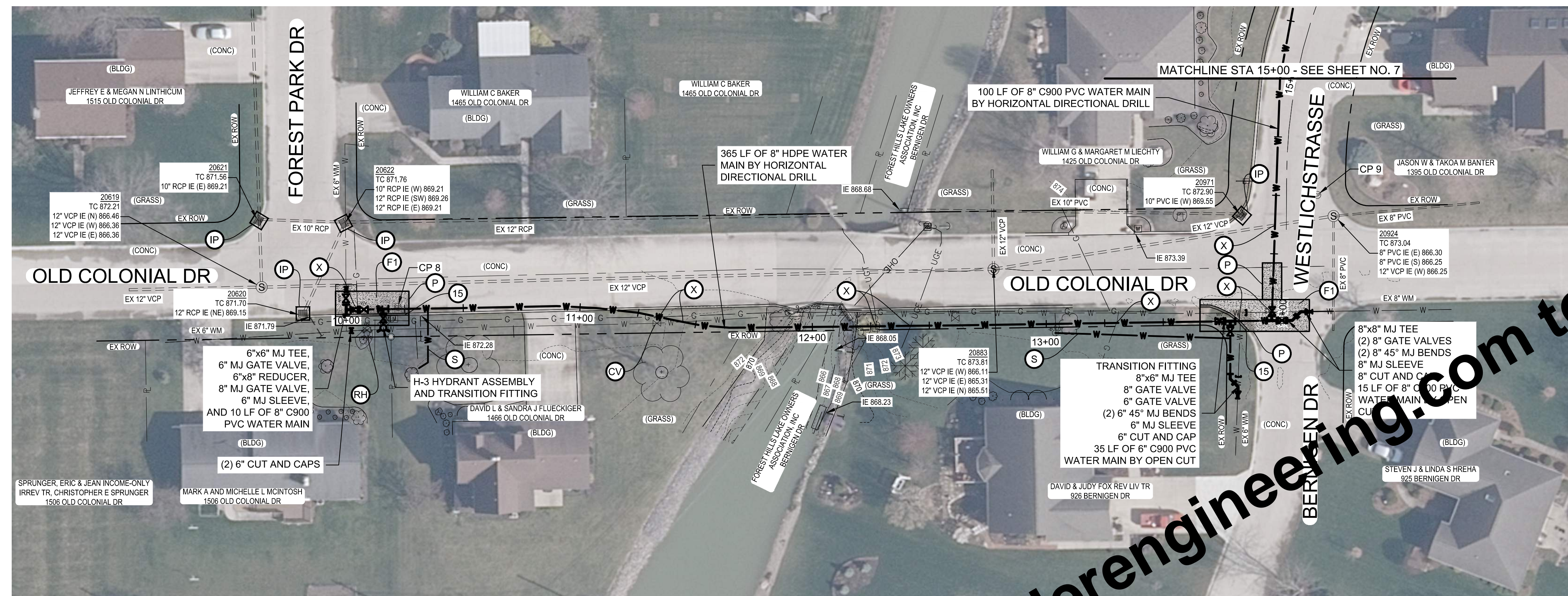
CITY OF BERNE, INDIANA

**LINE A - PLAN AND PROFILE**

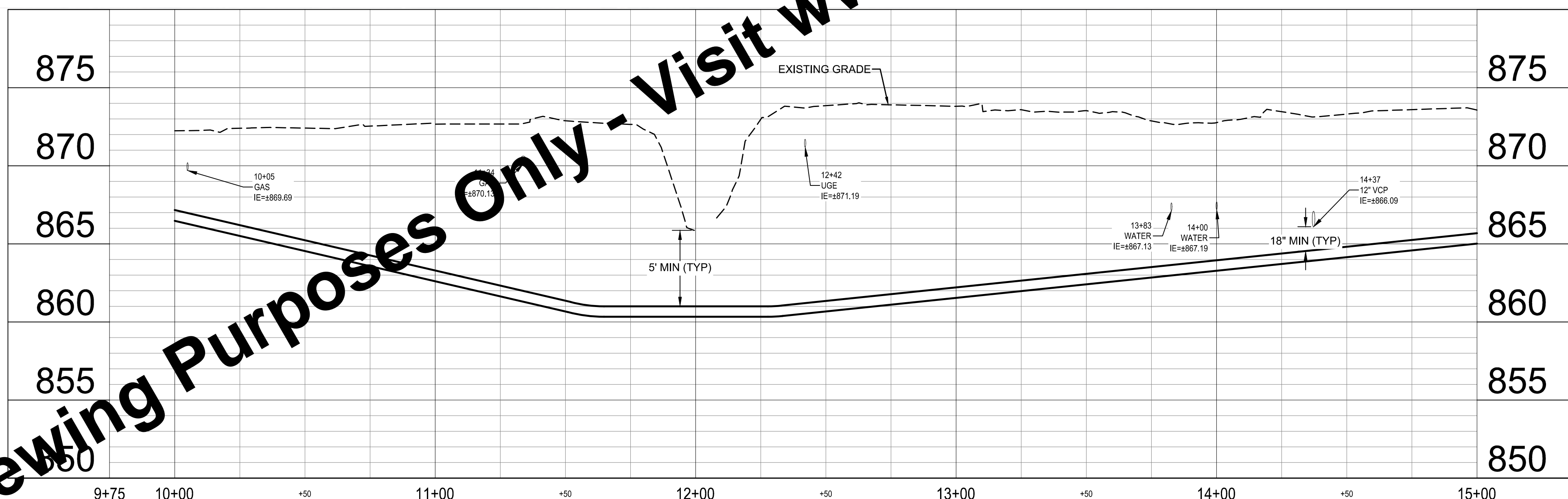
SHEET NO.	05
TOTAL SHEETS	21



0 15 30 60 FT  
1" = 30'



PLAN - LINE B  
SCALE: 1" = 30'



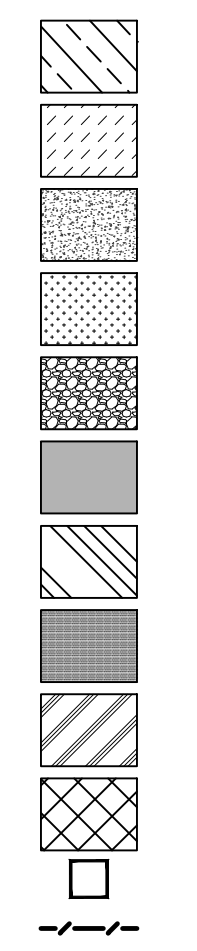
PROFILE - LINE B  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

GENERAL NOTES:

- INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON PLAN SHEETS AND AS NECESSARY TO PROVIDE ADEQUATE PROTECTION OF THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.
- NO WORK SHALL TAKE PLACE WITHIN THE WATERWAY.

KEYED NOTES & LEGEND

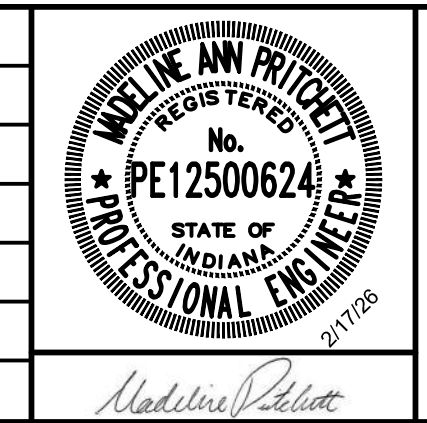
- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.



For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

Drawing: X:\Berne\295025 Berne WM Impr and SL ELD\DWG\Sheet\295025-PP.dwg | Layout: 06 | Plotter: 02/17/26 @ 02:29:14 | LastSavedBy: MasNF

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	DRAWN BY	MTF			
	CHECKED BY	ADG			
	APPROVED BY	MAP			
	ISSUE DATE	FEBRUARY 2026			
	PROJECT NUMBER	295025-04-001			

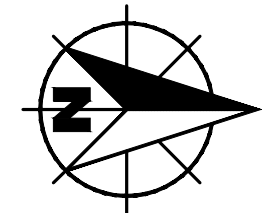


**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**LINE B - PLAN AND PROFILE**

SHEET NO.	<b>06</b>
TOTAL SHEETS	<b>21</b>



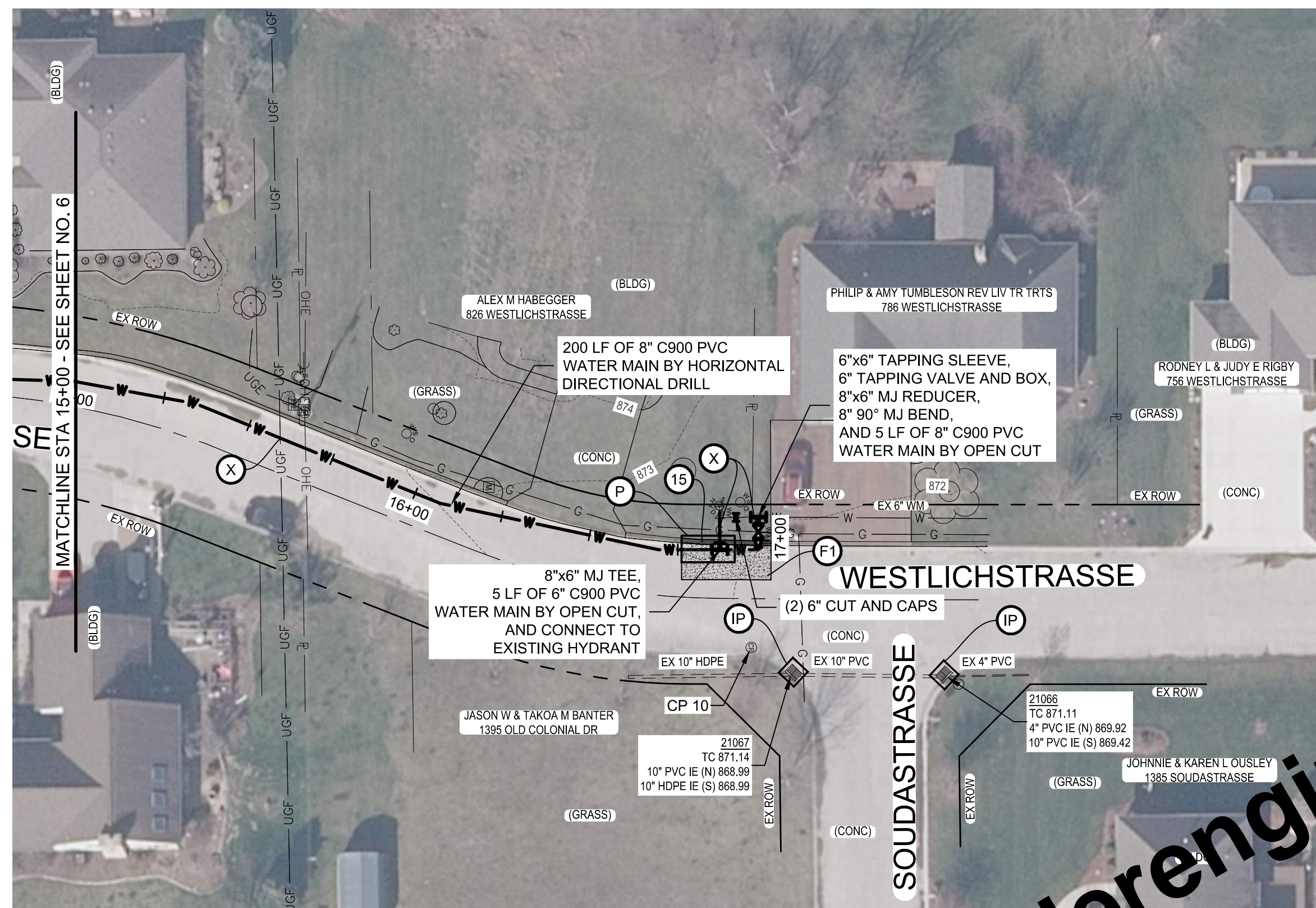
0 15 30 60 FT  
1" = 30'

**GENERAL NOTES:**

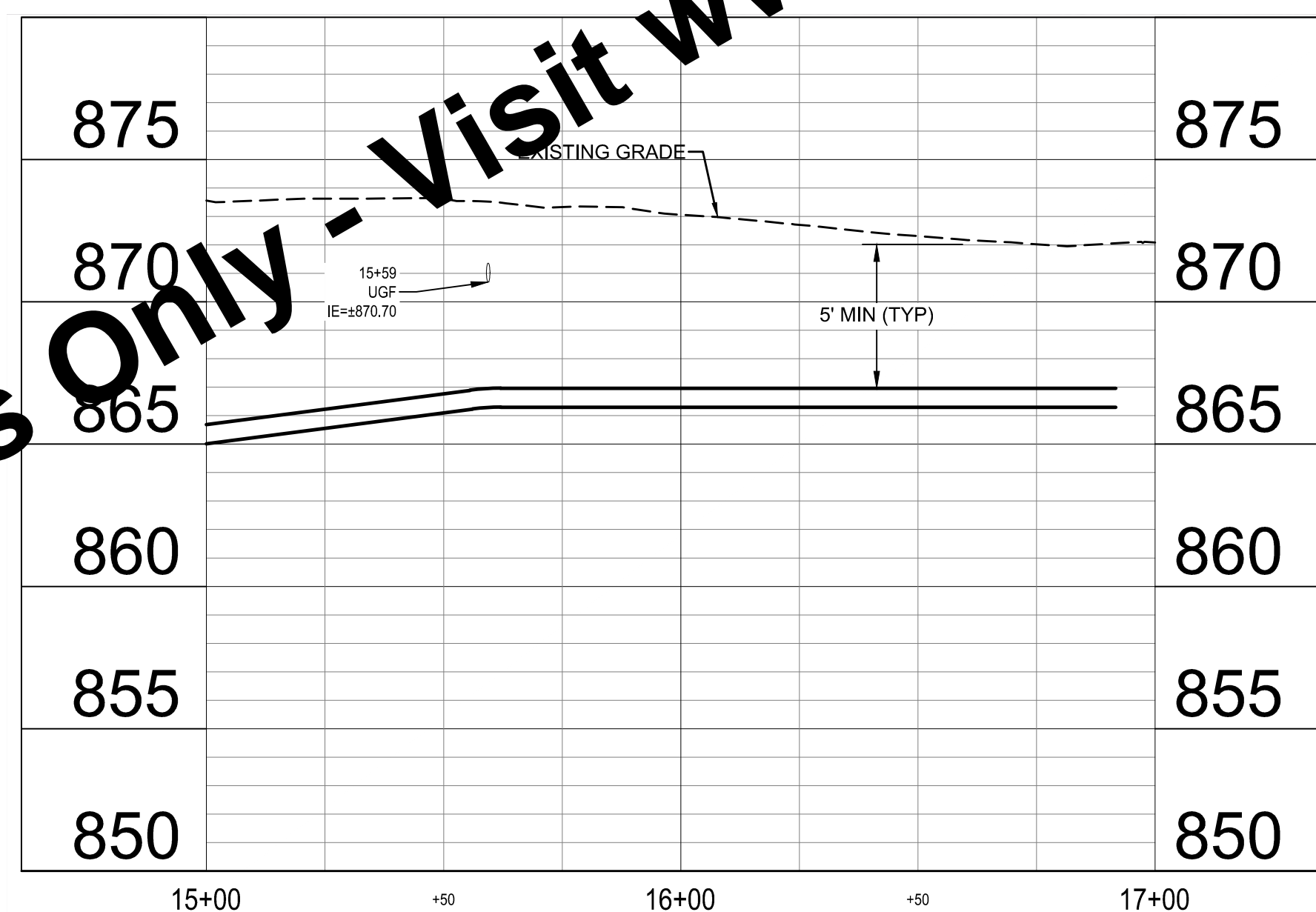
- INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON PLAN SHEETS AND AS NECESSARY TO PROVIDE ADEQUATE CONTROL OF THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.

**KEYED NOTES & LEGEND**

- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.




**PLAN - LINE B**  
SCALE: 1" = 30'

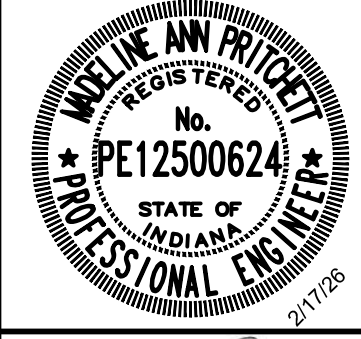


**PROFILE - LINE B**  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

Drawing: X:\Berne\295025 Berne WM Impro and SL EUD\GIS\Sheet\295025-PP.dwg | Layout: 07 | Plotter: 021726 @ 02:28:59 | LastSavedBy: MasrF

SCALE VERIFICATION  BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
	CHECKED BY	ADG				
	APPROVED BY	MAP				
	ISSUE DATE	FEBRUARY 2026				
	PROJECT NUMBER	295025-04-001				



**W**  
**WESSLER**  
ENGINEERING  
*More than a Project™*

**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**LINE B - PLAN AND PROFILE**

SHEET NO.	07
TOTAL SHEETS	21



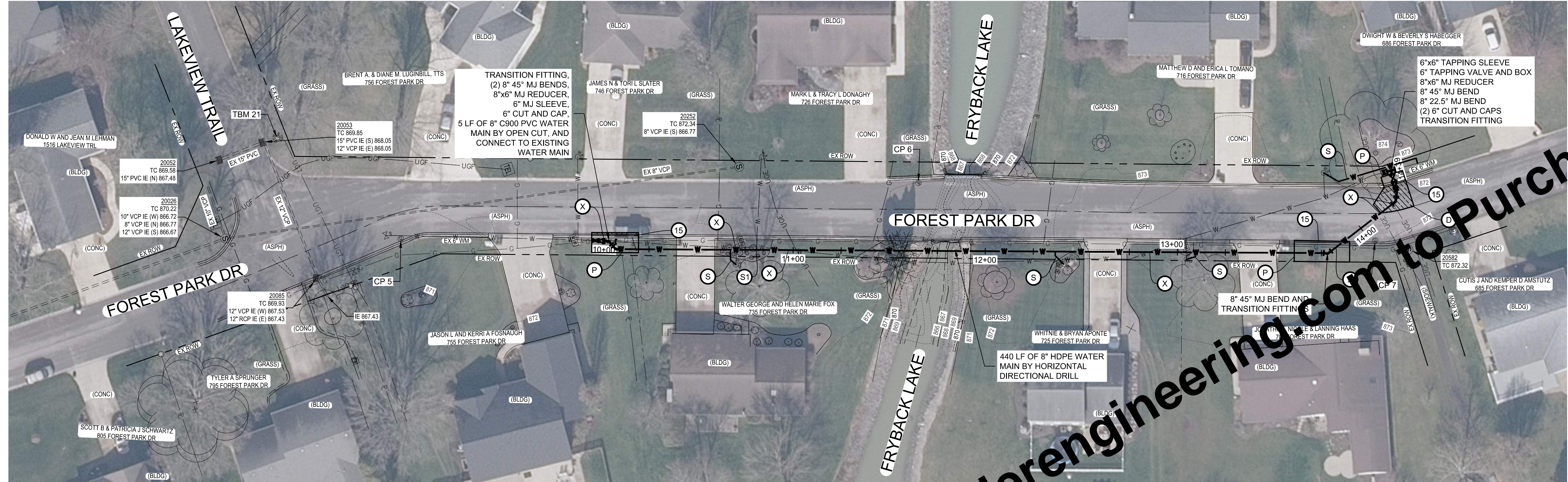
0 15 30 60 FT  
1" = 30'

**GENERAL NOTES:**

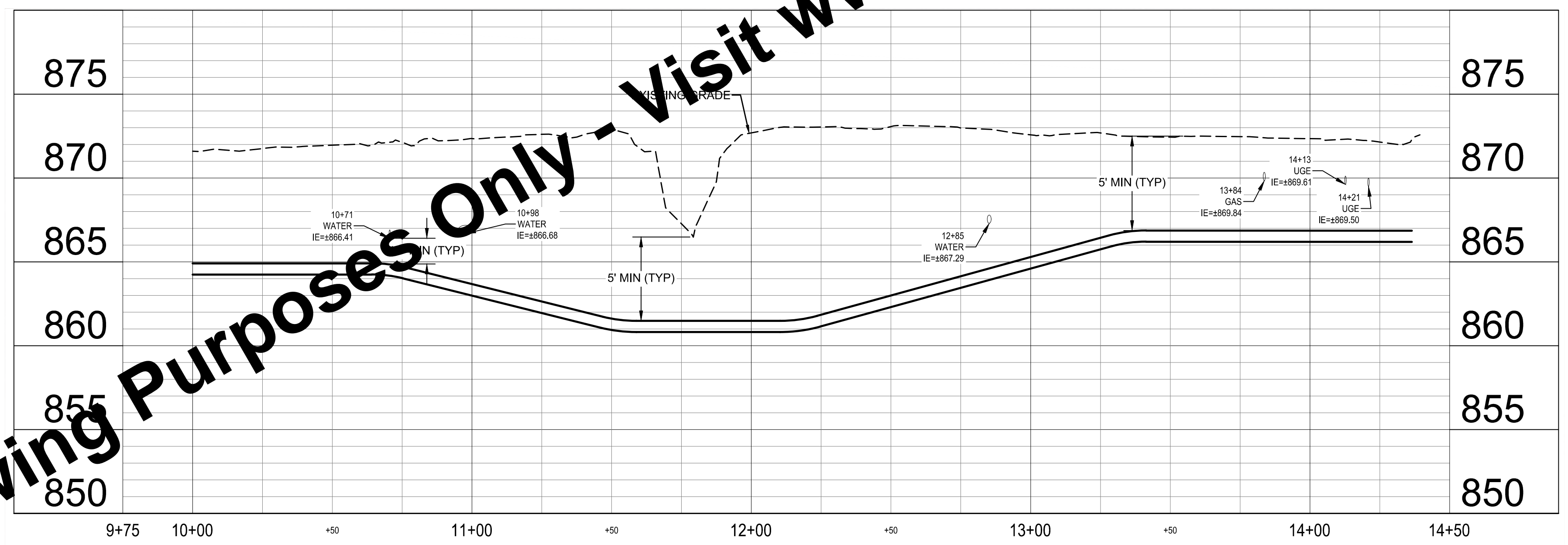
1. INSURE EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON PLAN SHEETS ARE NECESSARY TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.
2. NO WORK SHALL TAKE PLACE WITHIN THE WATERWAY.

**KEYED NOTES & LEGEND**

- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.



PLAN - LINE C  
SCALE: 1" = 30'

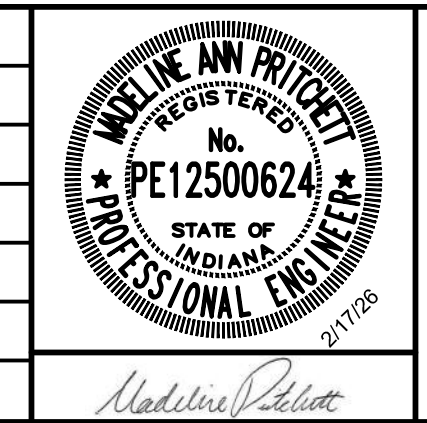


PROFILE - LINE C  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

Drawing: X:\Berne\295025 Berne WM Imp and SL\LD\GIS\Sheet\295025-PP.dwg | Layout: 08 | Plotter: 021726 @ 02:30:44 | LastSavedBy: MasNF

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	DRAWN BY	MTF			
	CHECKED BY	ADG			
	APPROVED BY	MAP			
	ISSUE DATE	FEBRUARY 2026			
	PROJECT NUMBER	295025-04-001			

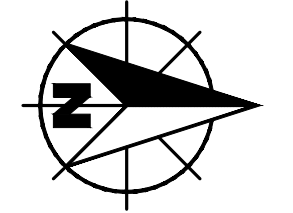


**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**LINE C - PLAN AND PROFILE**

SHEET NO.	<b>08</b>
TOTAL SHEETS	<b>21</b>



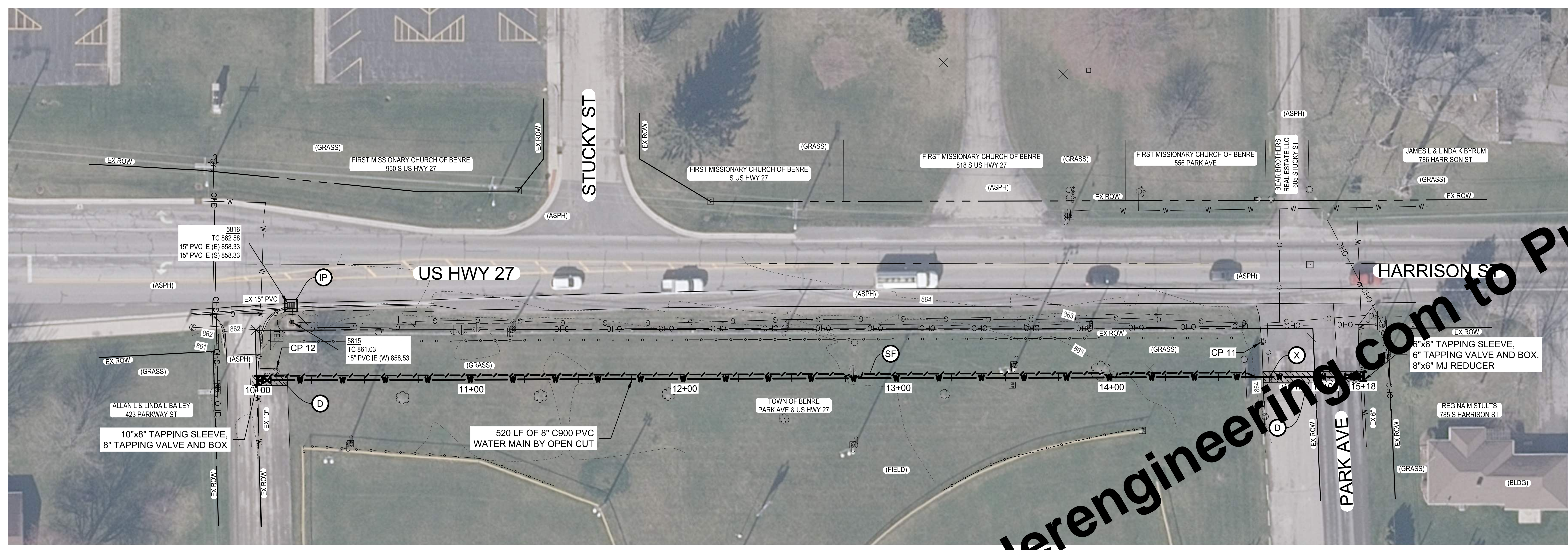
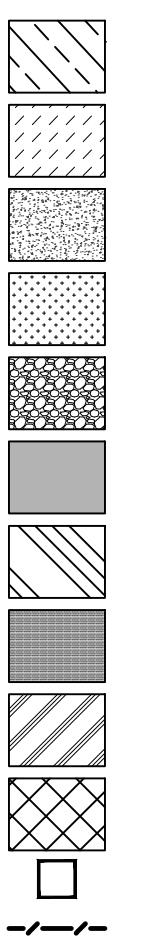
0 15 30 60 FT  
1" = 30'

**GENERAL NOTES:**

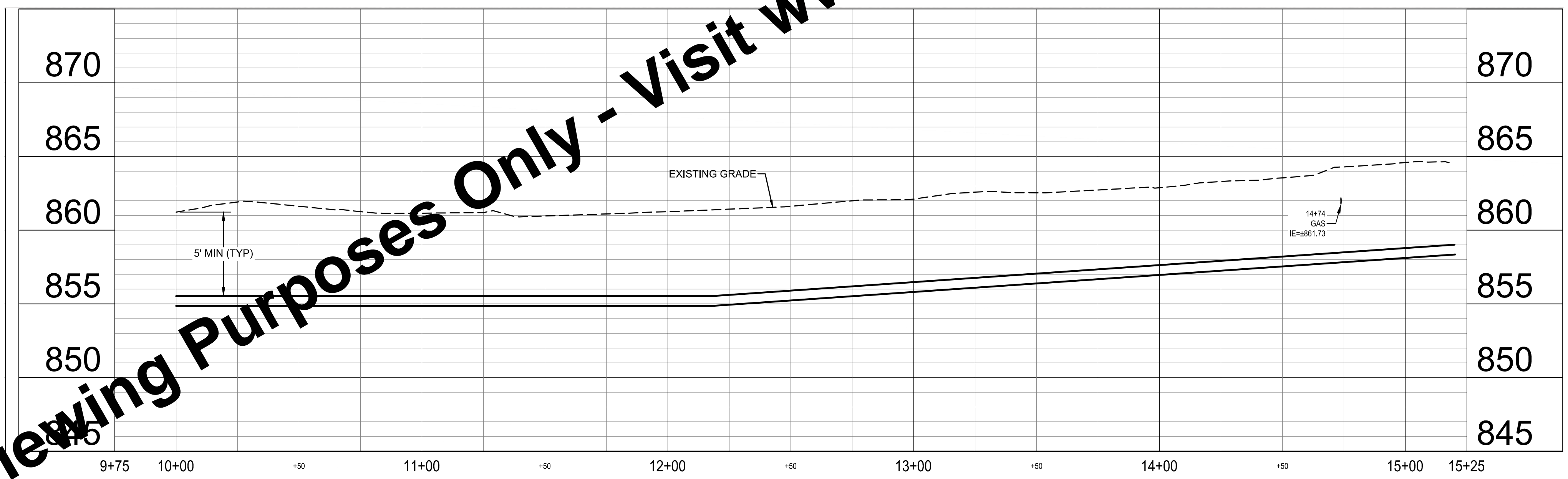
- INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON PLAN SHEETS AND AS NECESSARY TO PROVIDE ADEQUATE CONTROL OF THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.

**KEYED NOTES & LEGEND**

- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.



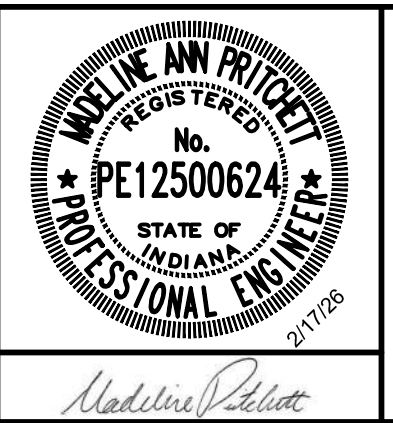
**PLAN - LINE D**  
SCALE: 1" = 30'



**PROFILE - LINE D**  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING	MTF				
	CHECKED BY	ADG			
	APPROVED BY	MAP			
	ISSUE DATE	FEBRUARY 2026			
	PROJECT NUMBER	295025-04-001			



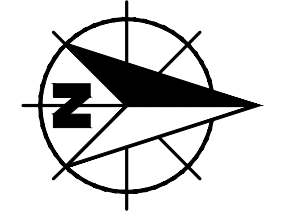
**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**LINE D - PLAN AND PROFILE**

SHEET NO.	<b>09</b>
TOTAL SHEETS	<b>21</b>

Drawing: X:\Berne\295025 Berne WM Impr and SL RUD\GIS\Sheet\295025-PP.dwg | Layout: 09 | Plotter: 021726 @ 02-31-20 | LastSavedBy: MasNF



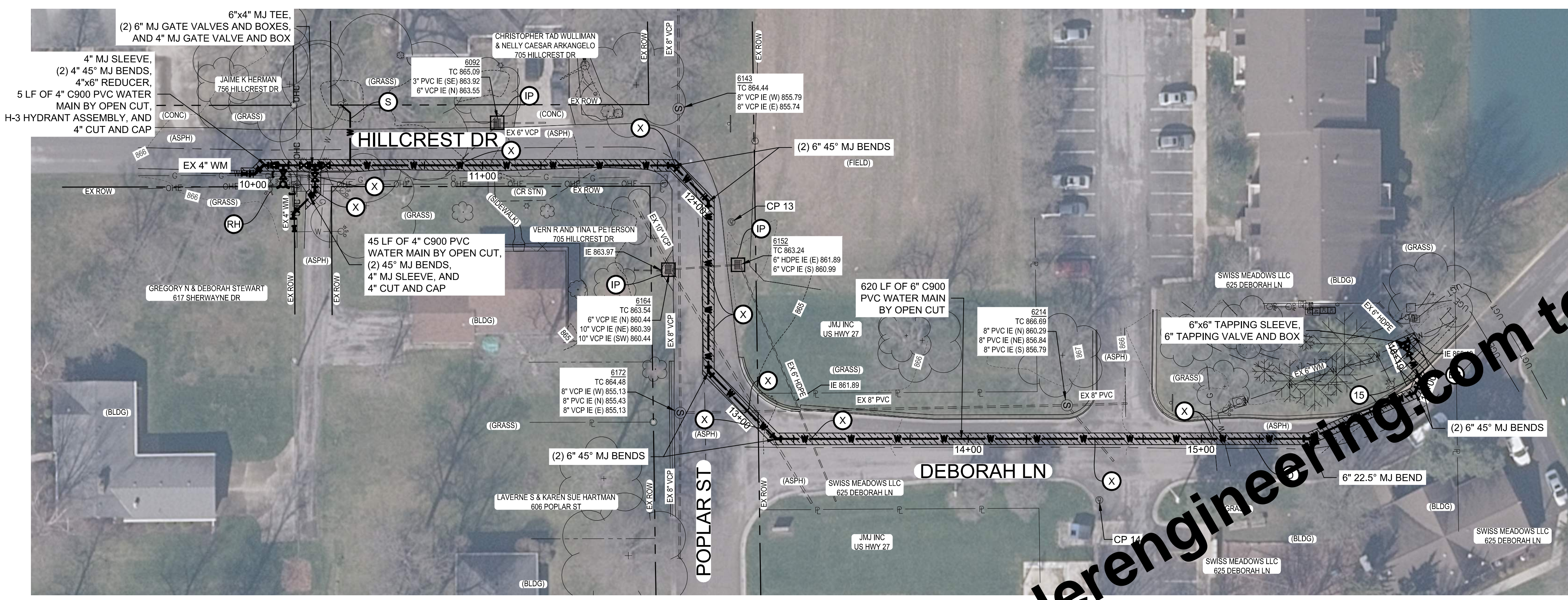
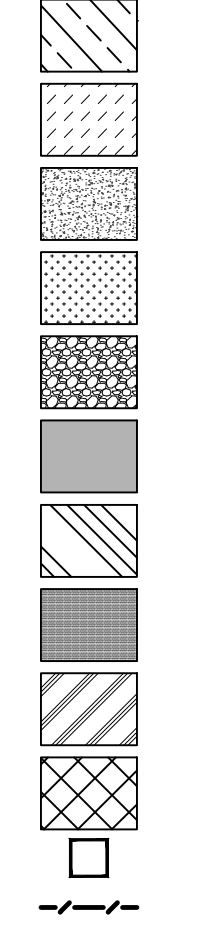
0 15 30 60 FT  
1" = 30'

**GENERAL NOTES:**

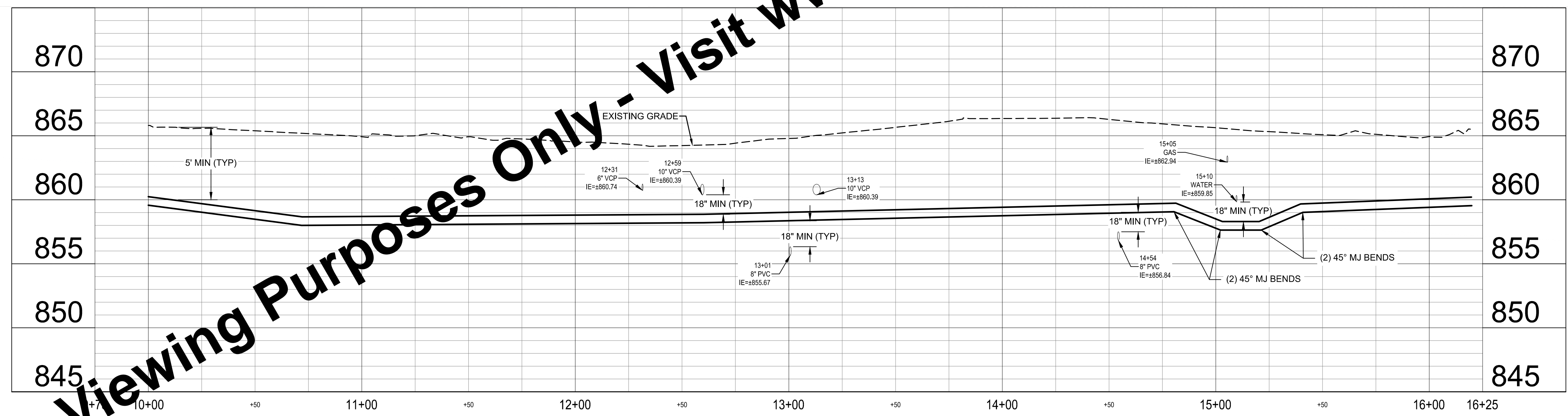
- INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON PLAN SHEETS AND AS NECESSARY TO PROVIDE ADEQUATE PROTECTION OF THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.

**KEYED NOTES & LEGEND**

- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.



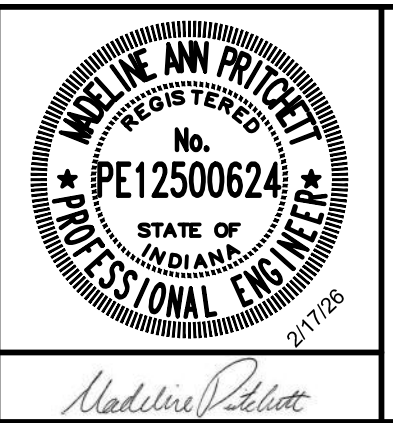
**PLAN - LINE E**  
SCALE: 1" = 30'



**PROFILE - LINE E**  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

SCALE VERIFICATION BAR IS ONE INCH LONG ON ORIGINAL DRAWING	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
	CHECKED BY	ADG				
	APPROVED BY	MAP				
	ISSUE DATE	FEBRUARY 2026				
	PROJECT NUMBER	295025-04-001				



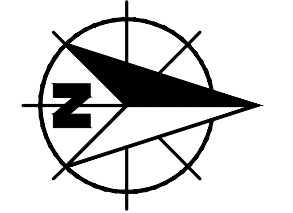
**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**LINE E - PLAN AND PROFILE**

SHEET NO.	<b>10</b>
TOTAL SHEETS	<b>21</b>

Drawing: X:\Berne\295025 Berne WM Impr and SL R/D\GIS\Sheet\295025-PP.dwg | Layout: 10 | Plotter: 02/17/26 @ 02:31:59 | User: wessler, Massif



0 15 30 60 FT  
1" = 30'

**GENERAL NOTES:**

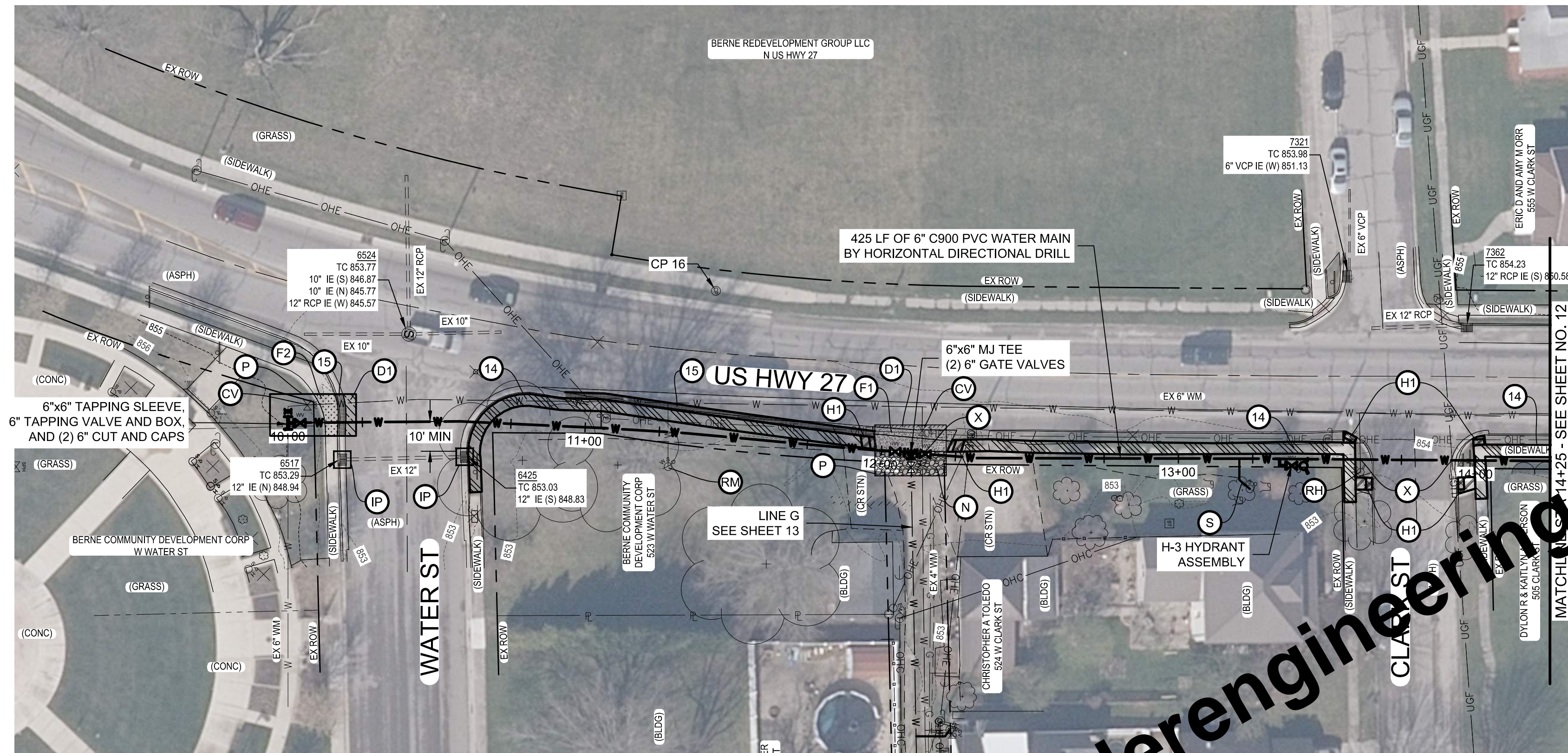
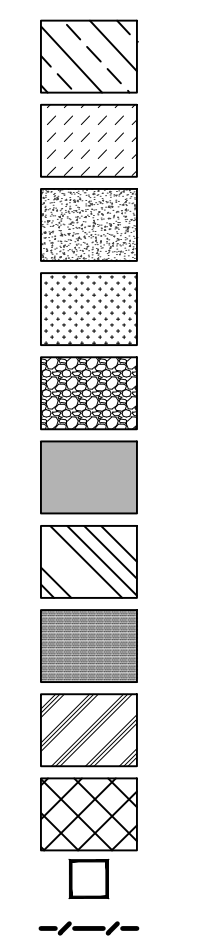
- INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON PLAN SHEETS AND AS NECESSARY TO PROVIDE ADEQUATE PROTECTION OF THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.

**NOTES**

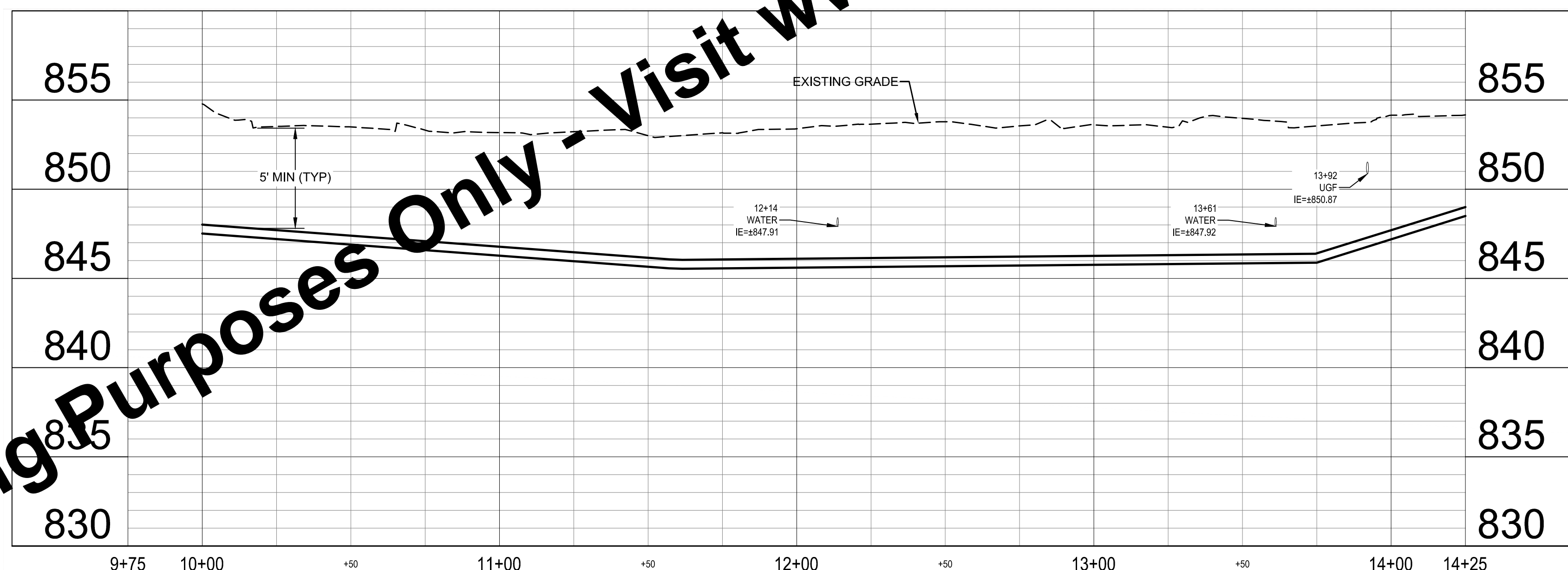
- EXISTING WATER ON WATER ST WAS NOT MARKED DURING SURVEY. LOCATION SHOWN IS ESTIMATED BASED ON GIS DATA. FIELD LOCATE TO VERIFY.

**KEYED NOTES & LEGEND**

- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.



**PLAN - LINE F**  
SCALE: 1" = 30'

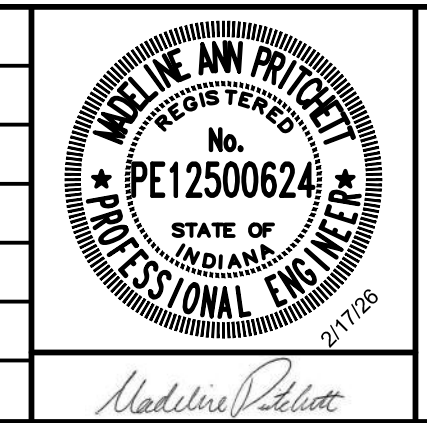


**PROFILE - LINE F**  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

Drawing: X:\Berne\295025 Berne W.M. Imp and S.L. R.D. V.G. (Sheet) 295025-PP.dwg | Layout: 11 | Plotter: 021726 @ 02:32:38 | Last Saved By: Masraf

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
<p>BAR IS ONE INCH LONG ON ORIGINAL DRAWING</p>	MTF				
	ADG				
	MAP				
	ISSUE DATE				
	FEBRUARY 2026				
PROJECT NUMBER					
	295025-04-001				

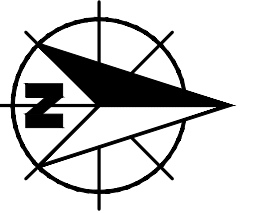


**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

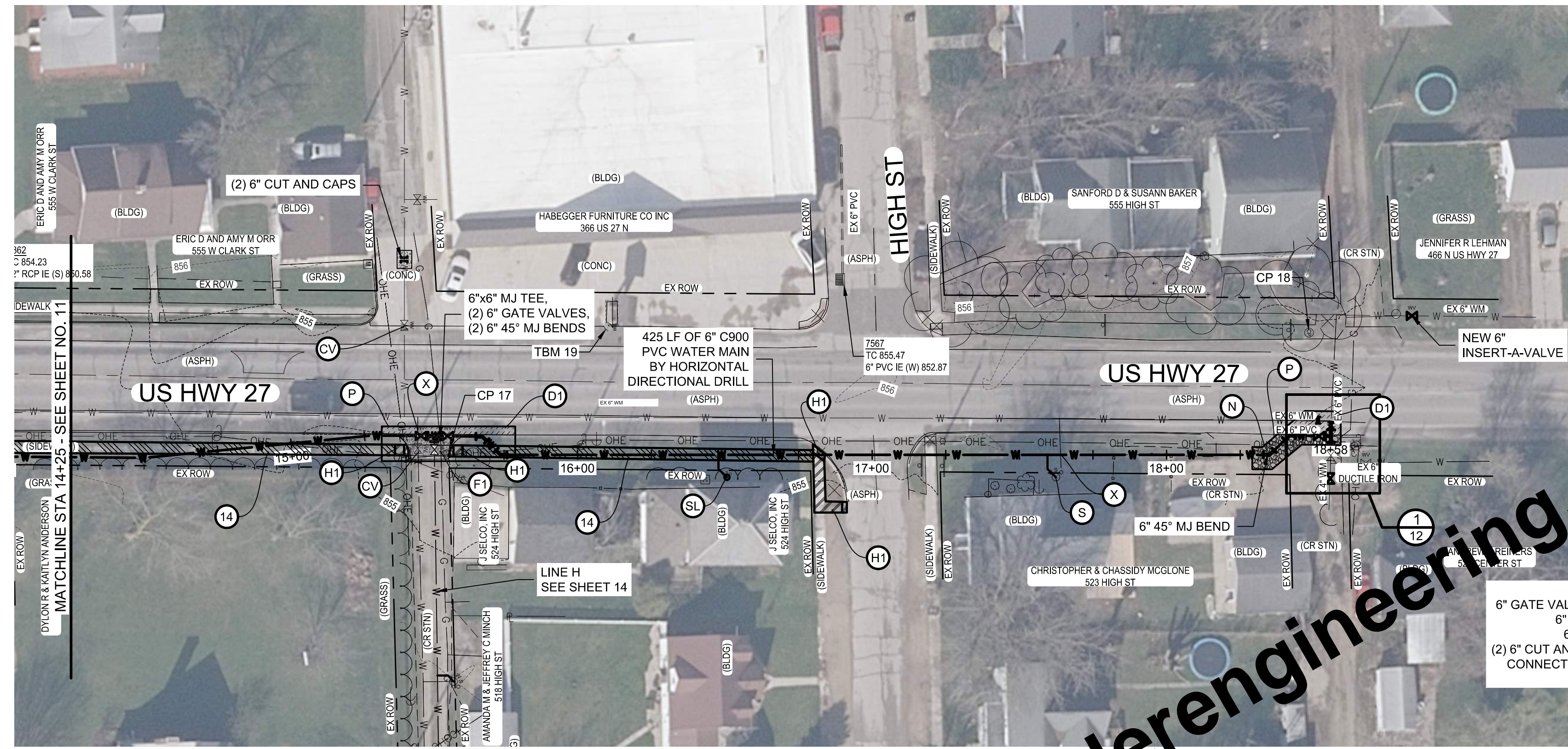
**LINE F - PLAN AND PROFILE**

SHEET NO.	<b>11</b>
TOTAL SHEETS	<b>21</b>

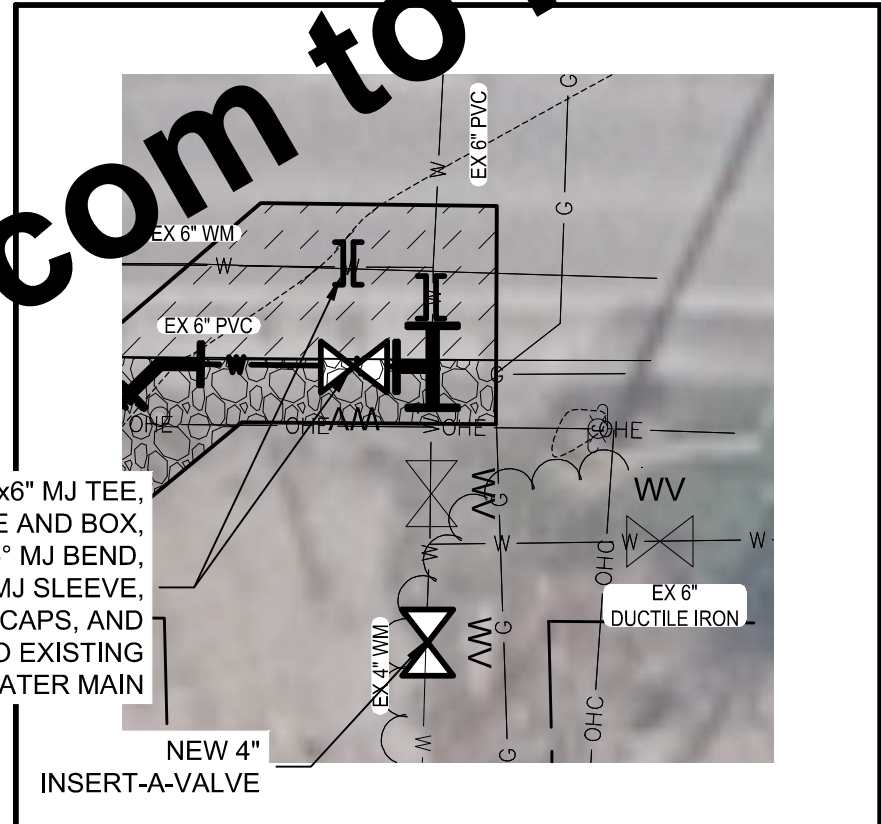


**GENERAL NOTES:**

1. INSURE EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON PLAN SHEETS ARE NECESSARY TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.



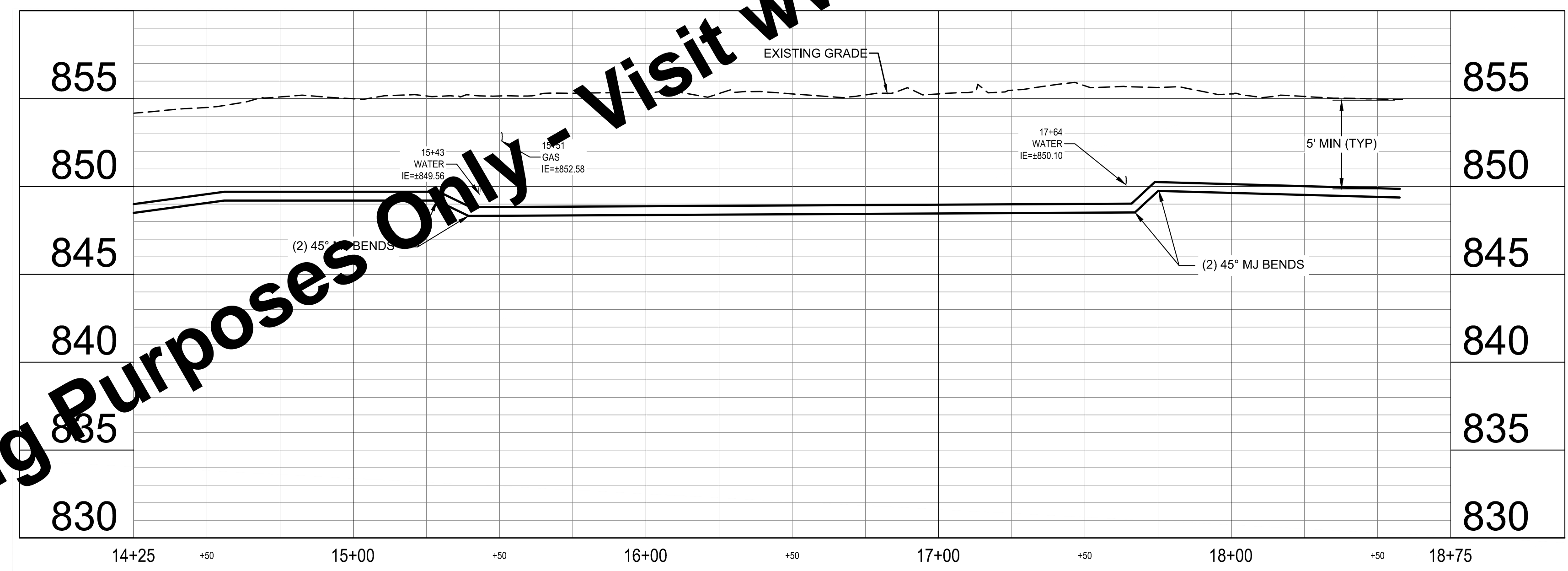
**PLAN - LINE F**  
SCALE: 1" = 30'



**DETAIL**  
SCALE: 1" = 10'

**KEYED NOTES & LEGEND**

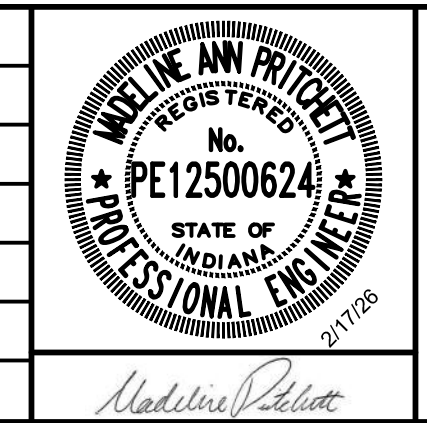
- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.



**PROFILE - LINE F**  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

SCALE VERIFICATION 	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
	CHECKED BY	ADG				
	APPROVED BY	MAP				
	ISSUE DATE	FEBRUARY 2026				
	PROJECT NUMBER	295025-04-001				



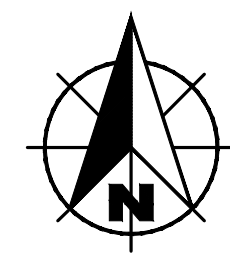
**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**LINE F - PLAN AND PROFILE**

SHEET NO.	12
TOTAL SHEETS	21

Drawing: X:\Berne\295025 Berne WM Impr and SL RDU\GIS\Sheet\295025-PP.dwg | Layout: 12 | Plotter: 021726 @ 02:33:39 | LastSavedBy: MasNF



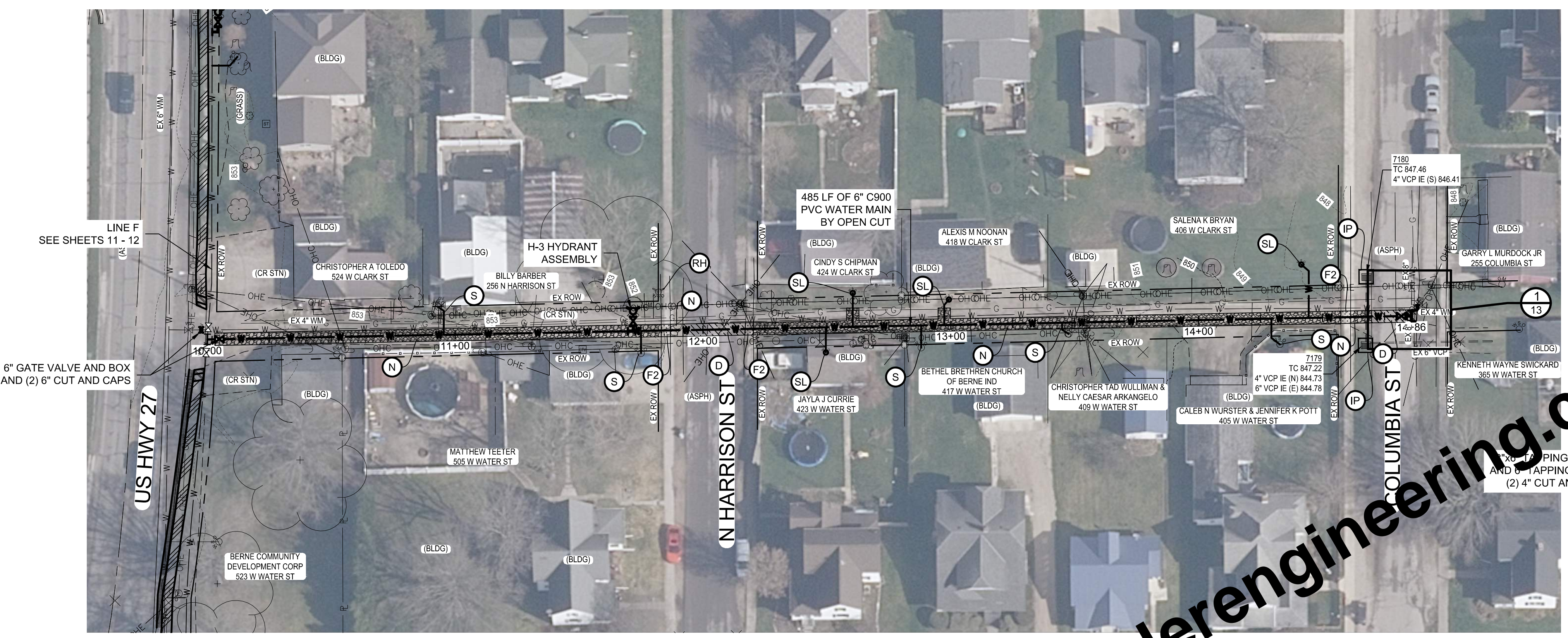
0 15 30 60 FT  
1" = 30'

**GENERAL NOTES:**

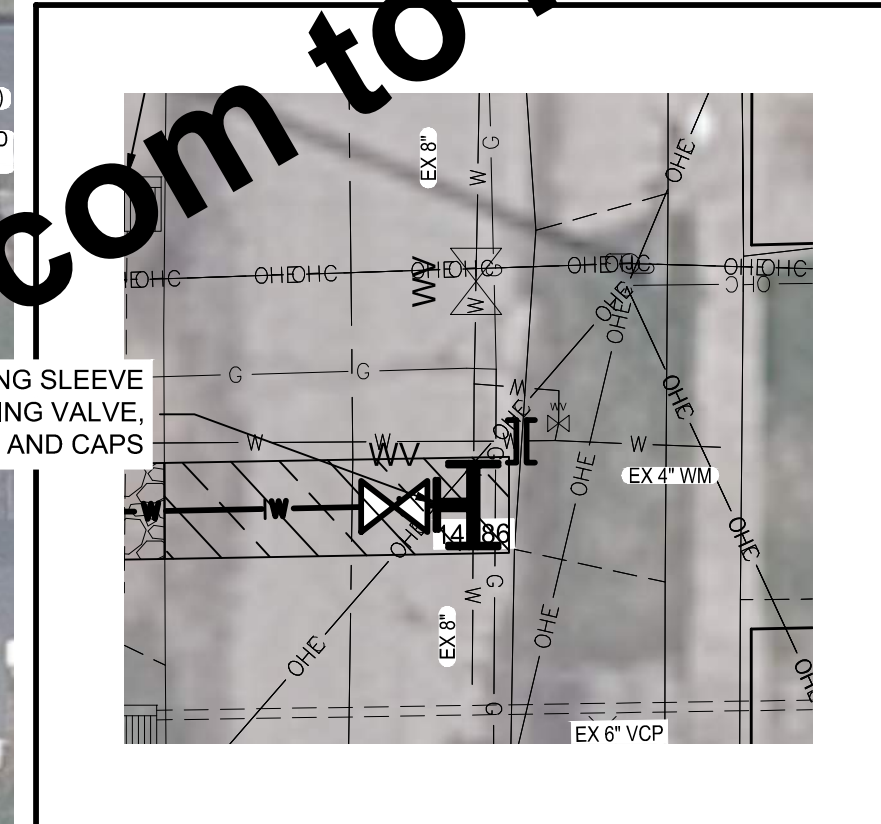
1. INSURE EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON PLAN SHEETS ARE NECESSARY TO PROVIDE ADEQUATE CONTROL FOR THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.

**KEYED NOTES & LEGEND**

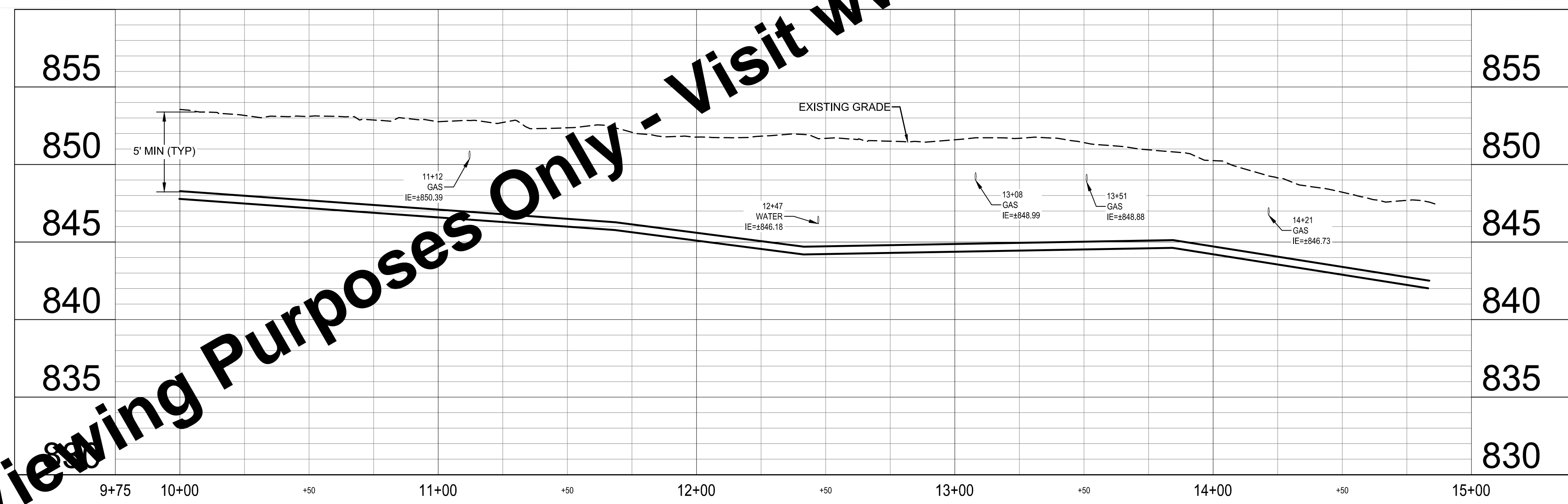
- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.



**PLAN - LINE G**  
SCALE: 1" = 30'



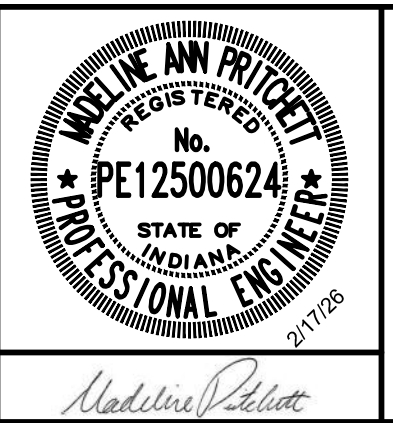
**DETAIL**  
SCALE: 1" = 10' 1/13



**PROFILE - LINE G**  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

SCALE VERIFICATION	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING	CHECKED BY	ADG				
	APPROVED BY	MAP				
	ISSUE DATE	FEBRUARY 2026				
	PROJECT NUMBER	295025-04-001				



**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**LINE G - PLAN AND PROFILE**

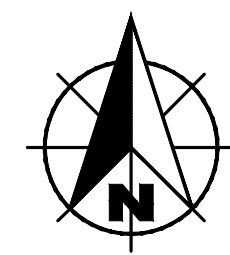
SHEET NO.

**13**

TOTAL SHEETS

**21**

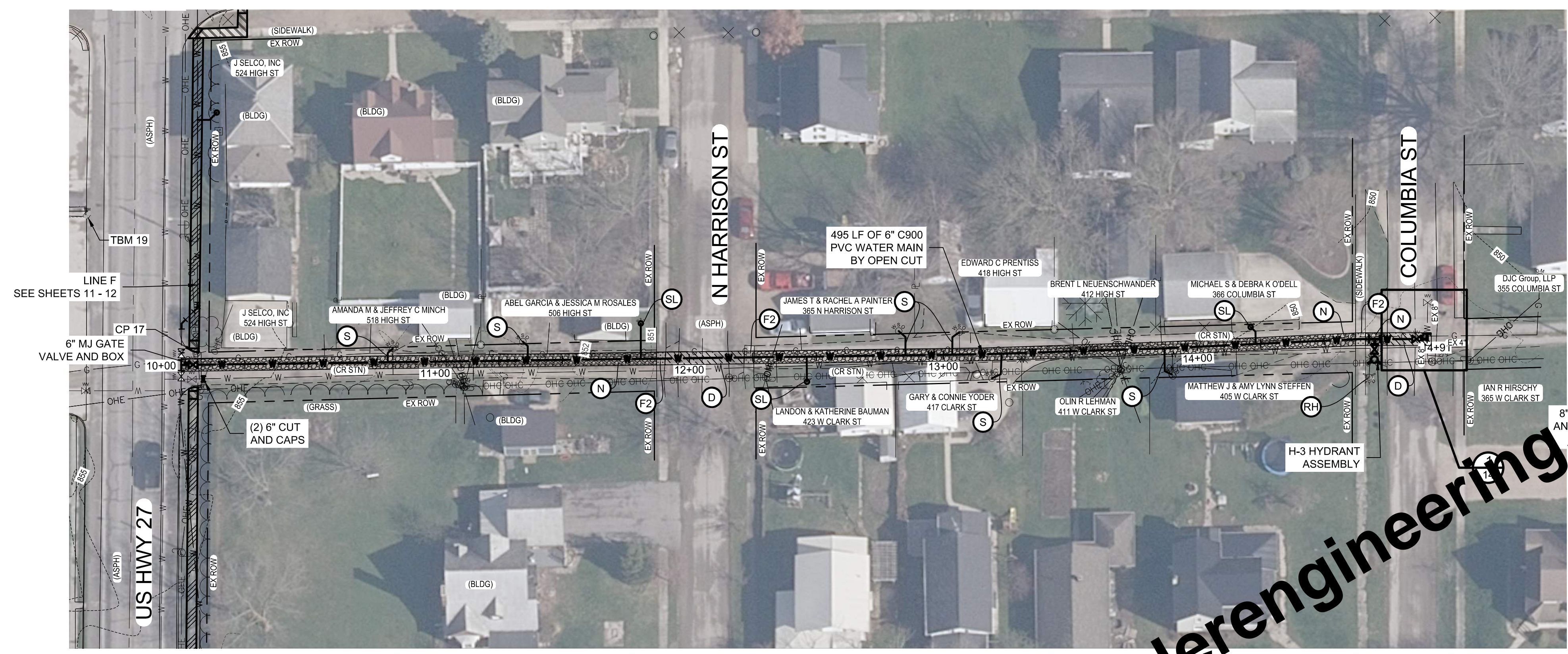
Drawing: X:\Berne\295025 Berne WM Impr and SL\LD\GIS\Sheet\295025-PP.dwg | Layout: 13 | Plotter: 0217126 @ 02-24-23 | User: Seneby, Masaf



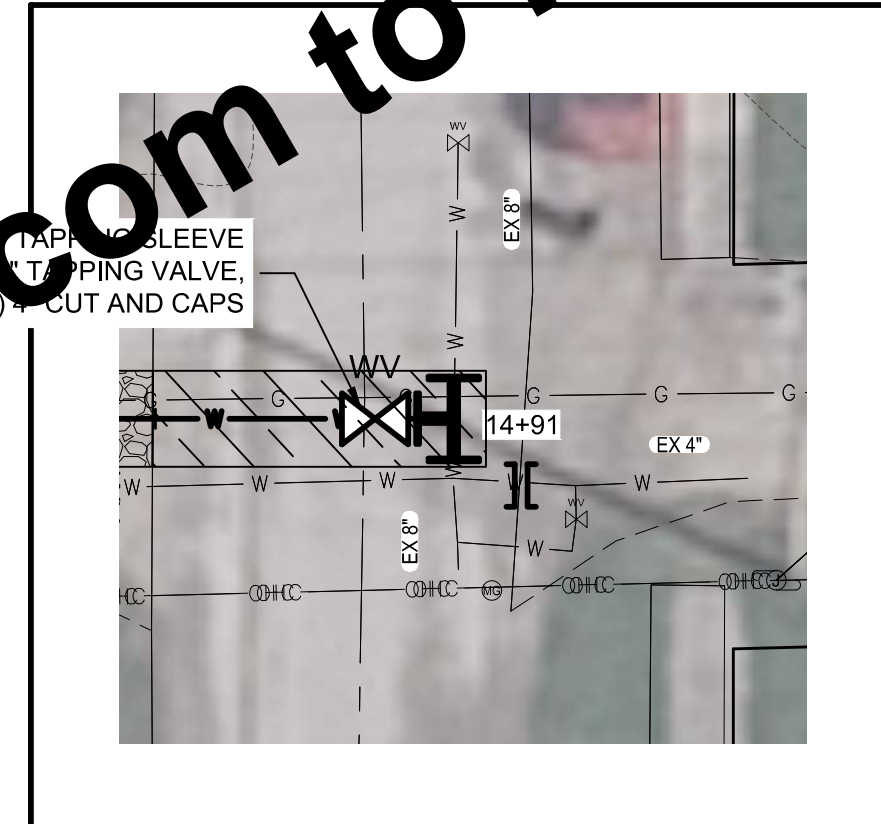
0 15 30 60 FT  
1" = 30'

**GENERAL NOTES:**

1. INSTALLED EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON PLAN SHEETS ARE NECESSARY TO PROVIDE ADEQUATE EROSION CONTROL FOR THE CONSTRUCTION AREA. SEE SPECIFICATION 02101.



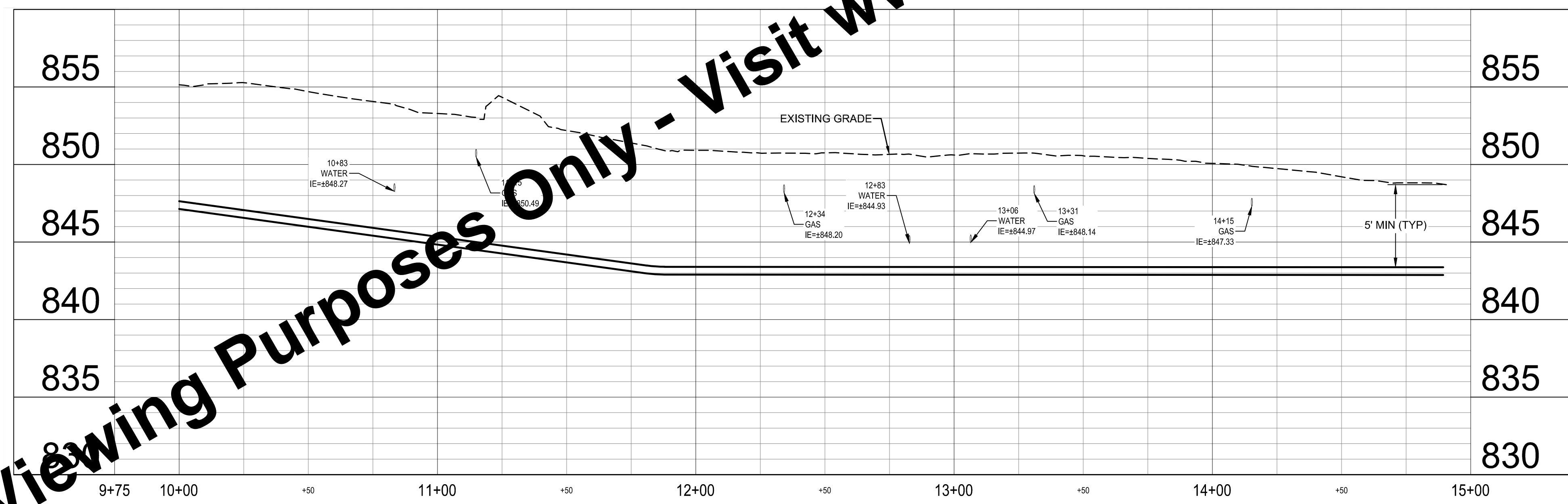
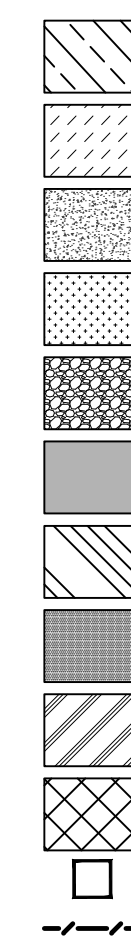
**PLAN - LINE H**  
SCALE: 1" = 30'



**DETAIL**  
SCALE: 1" = 10'

**KEYED NOTES & LEGEND**

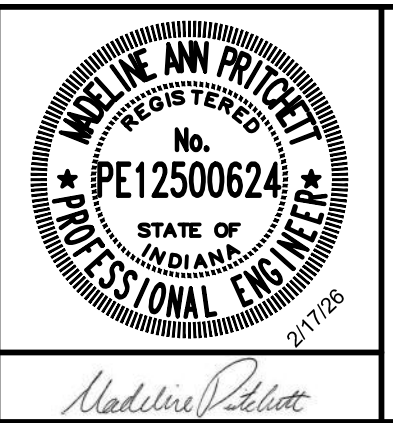
- D ASPHALT PAVEMENT (LOCAL STREETS) REPAIR AND FULL DEPTH CLASS I BACKFILL
- D1 ASPHALT (INDOT) PAVEMENT REPAIR AND FULL DEPTH CLASS I BACKFILL
- F1 CONCRETE DRIVE REPAIR AND FULL DEPTH CLASS I BACKFILL
- F2 CONCRETE SIDEWALK REPAIR AND FULL DEPTH CLASS I BACKFILL
- N CRUSHED STONE SURFACE REPAIR AND FULL DEPTH CLASS I BACKFILL
- 13 CONCRETE CURB REPAIR, MATCH EXISTING AND FULL DEPTH CLASS I BACKFILL
- 14 NEW CONCRETE SIDEWALK
- 15 CONCRETE CURB AND GUTTER REPAIR, MATCH EXISTING AND FULL CLASS I BACKFILL
- H1 CURB RAMP - CONSTRUCTED TO MEET CURRENT ADA AND INDOT STANDARDS
- EB EROSION CONTROL BLANKET
- IP INLET PROTECTION
- SF SILT FENCE
- P APPROXIMATE LOCATION OF DRILL/RECEIVING PIT
- RH REMOVE EXISTING HYDRANT, CLOSE EXISTING AUXILIARY VALVE AND REMOVE VALVE BOX AND LID. IF AUXILIARY VALVE IS NOT PRESENT, CAP EXISTING HYDRANT LEAD
- CV CLOSE EXISTING VALVE AND REMOVE VALVE BOX AND LID
- RM REMOVE EXISTING CURB STOP AND BOX, AND ABANDON EXISTING SERVICE LINE
- S NEW 3/4" SERVICE LINE AND RECONNECT
- S1 CONNECT EXISTING SERVICE LINE TO NEW WATER MAIN
- SL LEAD SERVICE LINE REPLACEMENT, SEE SHEET 04
- X POTENTIAL UTILITY CONFLICT FIELD VERIFY PRIOR TO CONSTRUCTION.



**PROFILE - LINE H**  
HORIZ SCALE: 1" = 30'  
VERT SCALE: 1" = 5'

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

SCALE VERIFICATION BAR IS ONE INCH LONG ON ORIGINAL DRAWING	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
	CHECKED BY	ADG				
	APPROVED BY	MAP				
	ISSUE DATE	FEBRUARY 2026				
	PROJECT NUMBER	295025-04-001				



**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

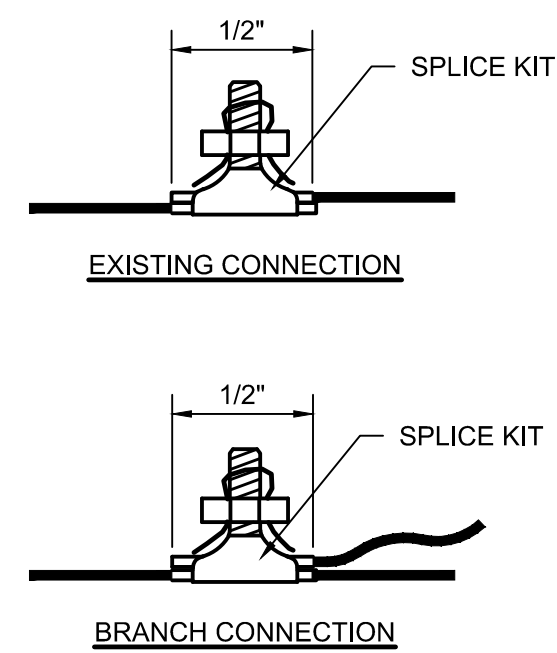
CITY OF BERNE, INDIANA

**LINE H - PLAN AND PROFILE**

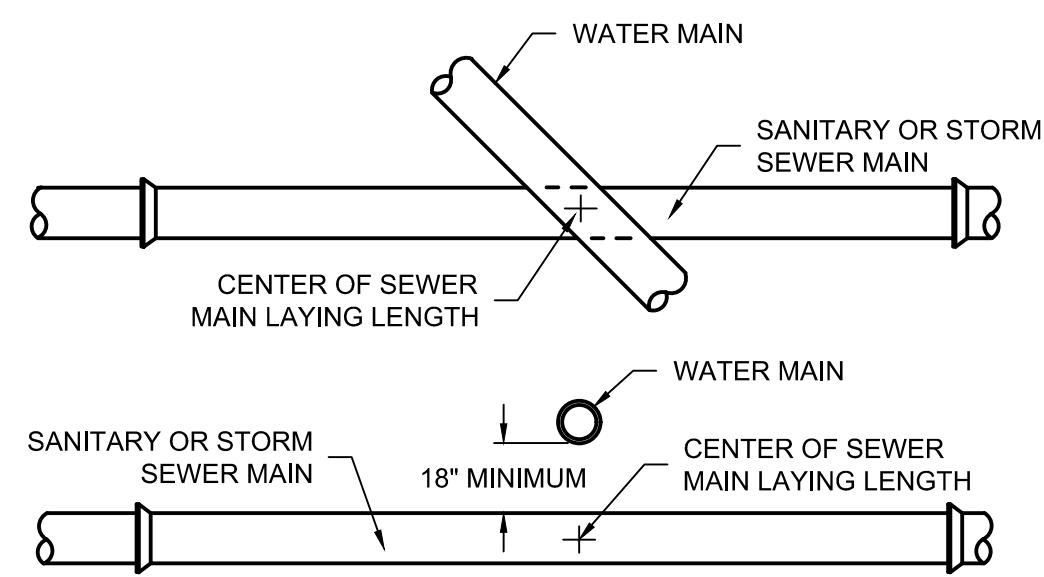
SHEET NO.  
**14**

TOTAL SHEETS  
**21**

Drawing: X:\Berne\295025 Berne WM Impr and SL RUDING\Sheet\295025-PP.dwg | Layout: 14 | Plotter: 02/17/26 @ 02:35:42 | User: mason@wessler.com

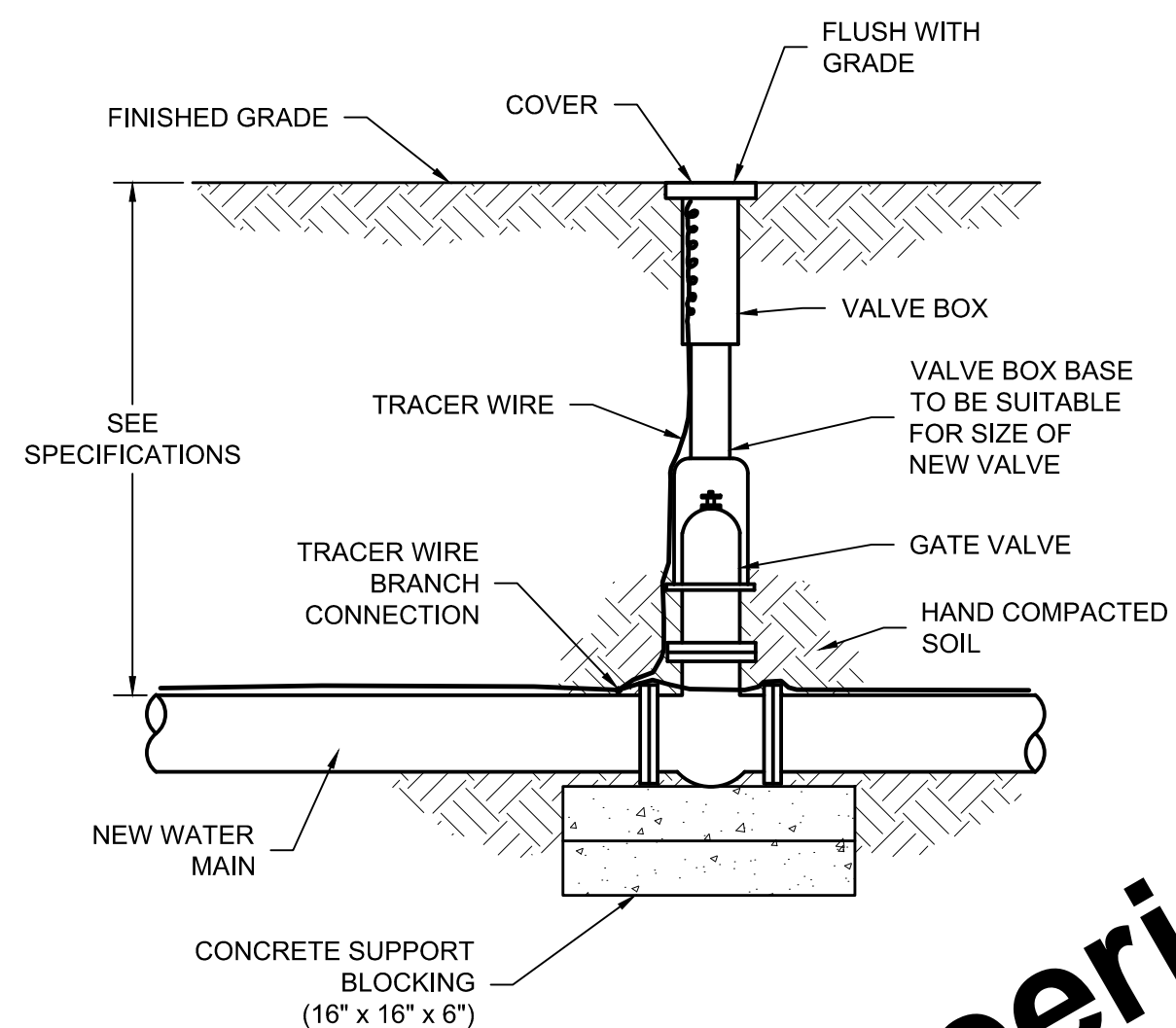


**TRACER WIRE BOLTED CONNECTION**  
SCALE: NONE

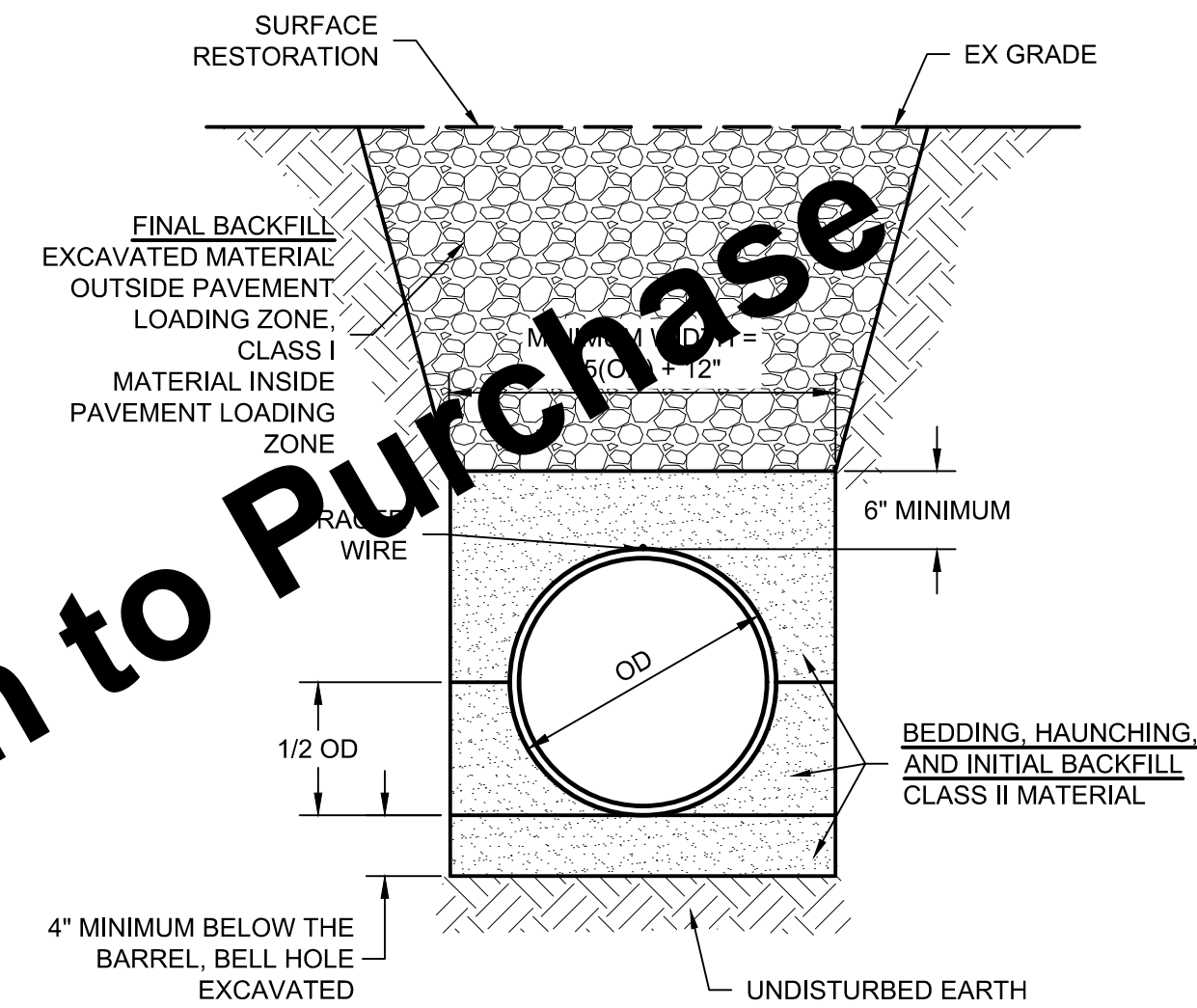


**NOTES:**  
1. WATER MAIN AND SEWER MINIMUM SEPARATION: 18" VERTICAL SEPARATION 10'-0" HORIZONTAL SEPARATION.  
2. WHERE WATER MAIN AND SEWER SEPARATION IS LESS THAN 18" VERTICAL OR 10' HORIZONTAL, THE SEWER MUST BE DUCTILE IRON OR SDR-21 PVC.

**MINIMUM CROSSOVER AND SEPARATION REQUIREMENTS FOR SEWER AND WATER MAINS**  
SCALE: NONE

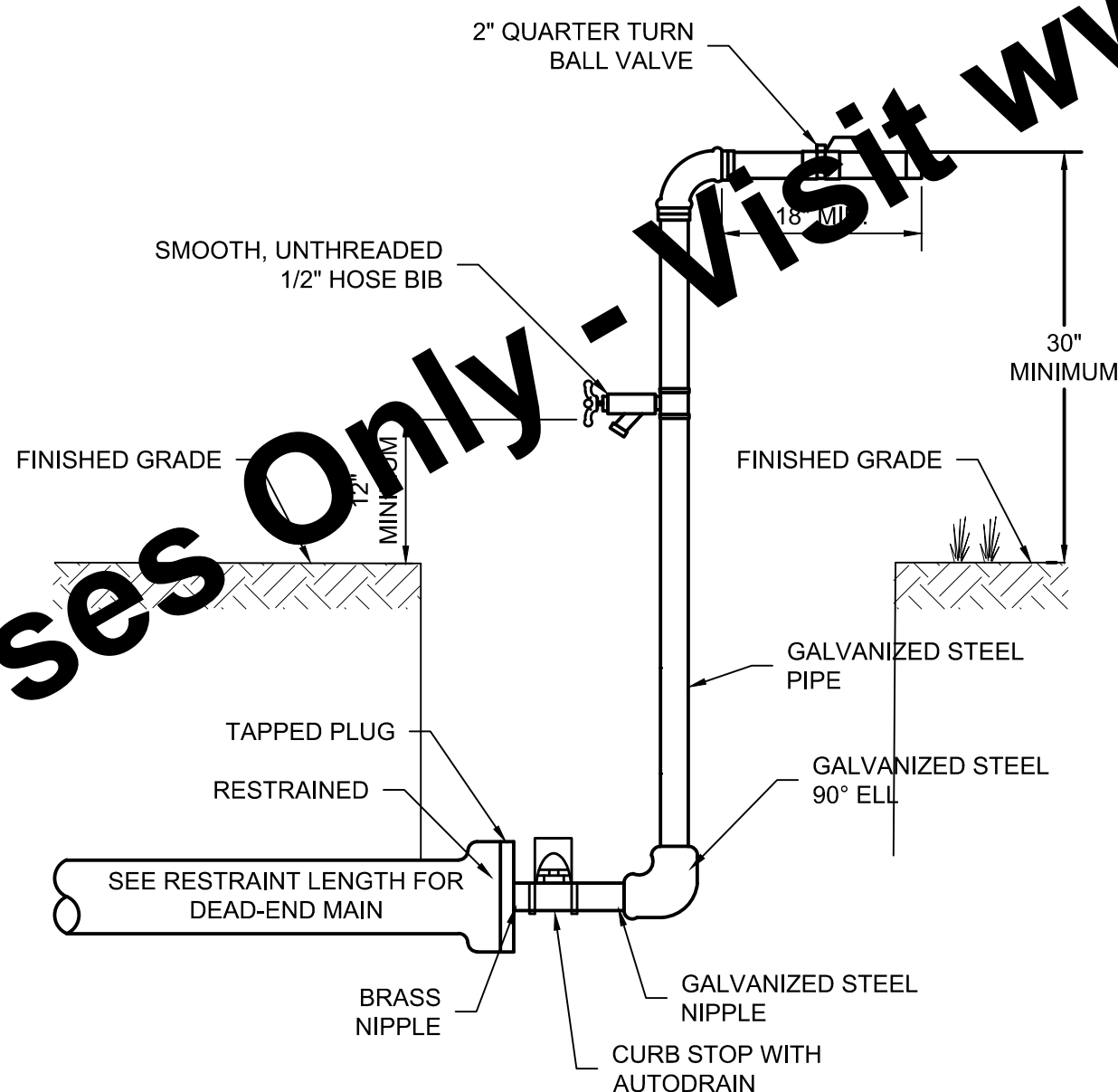


**GATE VALVE**  
SCALE: NONE

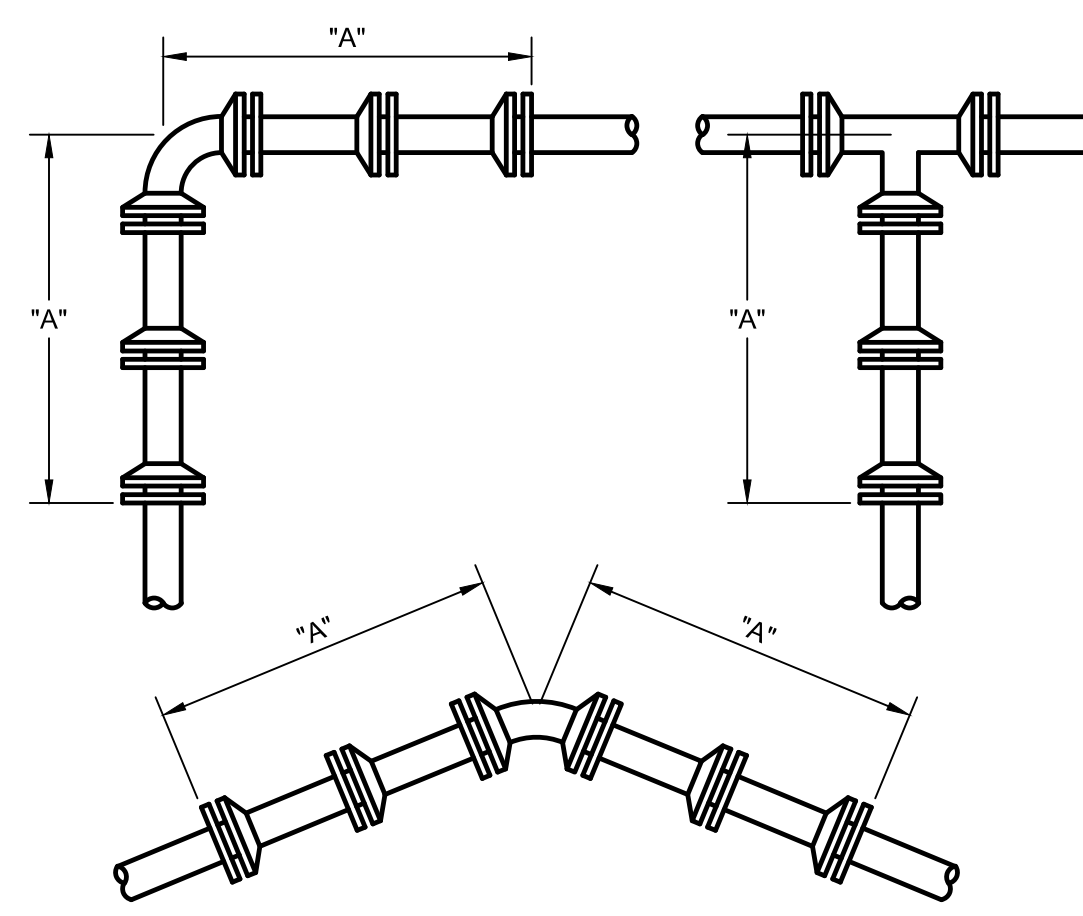


**PLASTIC PIPE TRENCH (PRESSURE)**  
SCALE: NONE

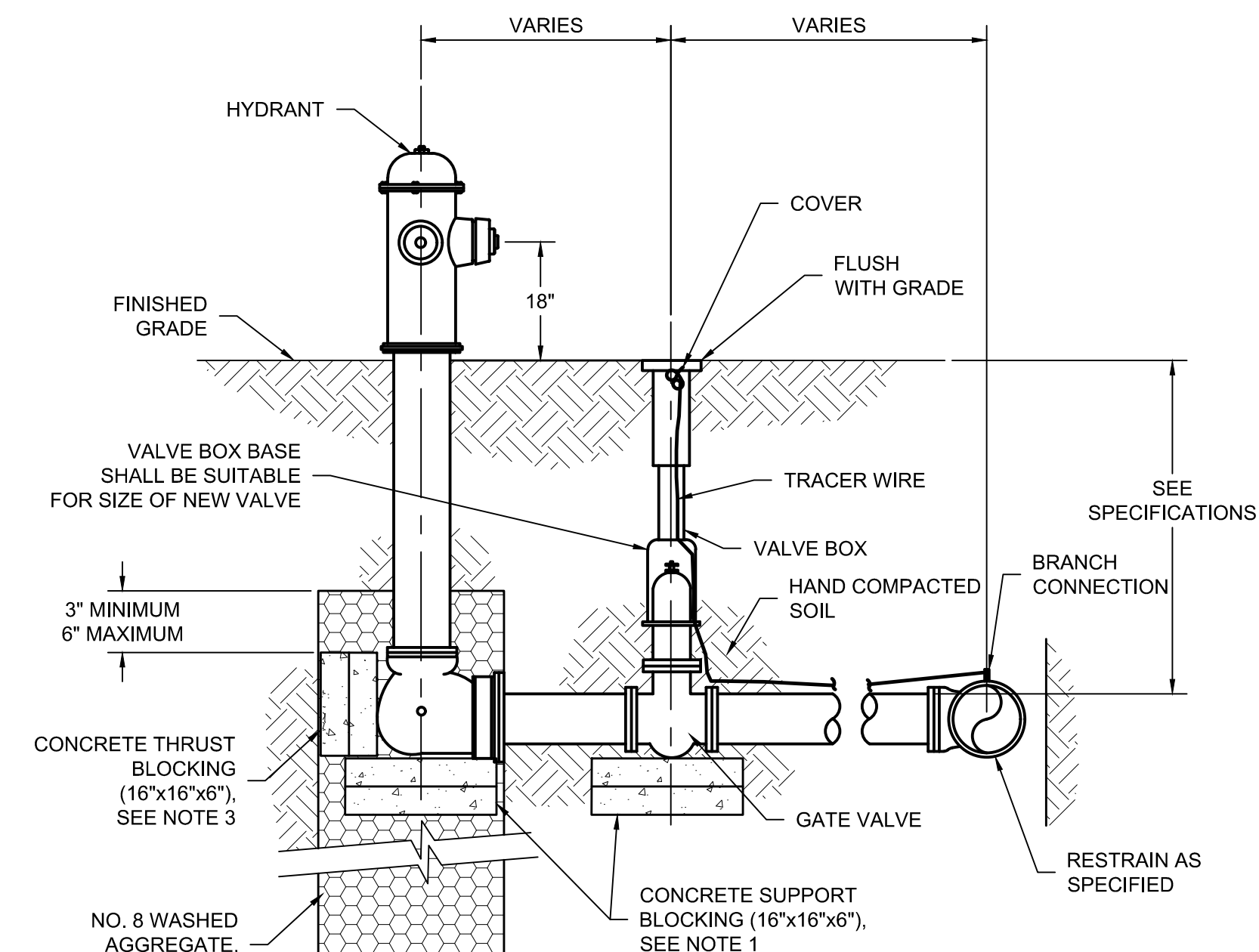
FITTING	FEET OF RESTRAINT PIPE @ 150 PSI (A) ON EACH SIDE OF FITTING		
	WATER MAIN SIZE		
	4 INCH	6 INCH	8 INCH
90° HORIZ BEND	2	3	3
22 1/2° HORIZ BEND	3	5	6
45° HORIZ BEND	6	9	11
90° HORIZ BEND	15	21	27
11 1/4° VERT BEND	3	5	6
22 1/2° VERT BEND	6	9	11
45° VERT BEND	13	18	23
90° VERT BEND	30	43	55
VALVES AND PLUGS	30	43	55
TEE OUTLET	9	22	33
DEAD END	30	43	55



**TEMPORARY BLOW-OFF ASSEMBLY**  
SCALE: NONE



**WATER MAIN RESTRAINED PIPING**  
SCALE: NONE

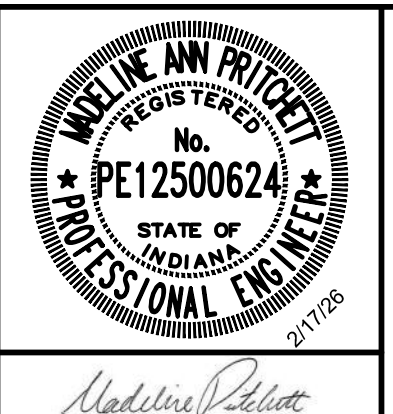


**NOTES:**  
1. SET HYDRANT AND VALVE ON CONCRETE SUPPORT BLOCKING.  
2. PLACE 2'x3' DEEP DRAINAGE PIT. EXTEND A MINIMUM OF 3", AND MAXIMUM OF 6", ABOVE HYDRANT BOOT.  
3. RESTRAINED FITTINGS SHALL BE USED IN ADDITION TO CONCRETE THRUST BLOCKING. RESTRAINTS MUST BE USED FROM THE DISTRIBUTION MAIN TO THE HYDRANT. PLACE CONCRETE BLOCKS BEHIND HYDRANT TO UNDISTURBED EARTH.  
4. VALVE BOX SHALL BE CENTERED AND PLUMB OVER VALVE OPERATING NUT.

**HYDRANT ASSEMBLY**  
SCALE: NONE

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com)

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	DRAWN BY	MTF			
	CHECKED BY	ADG			
	APPROVED BY	MAP			
	ISSUE DATE	FEBRUARY 2026			
	PROJECT NUMBER	295025-04-001			

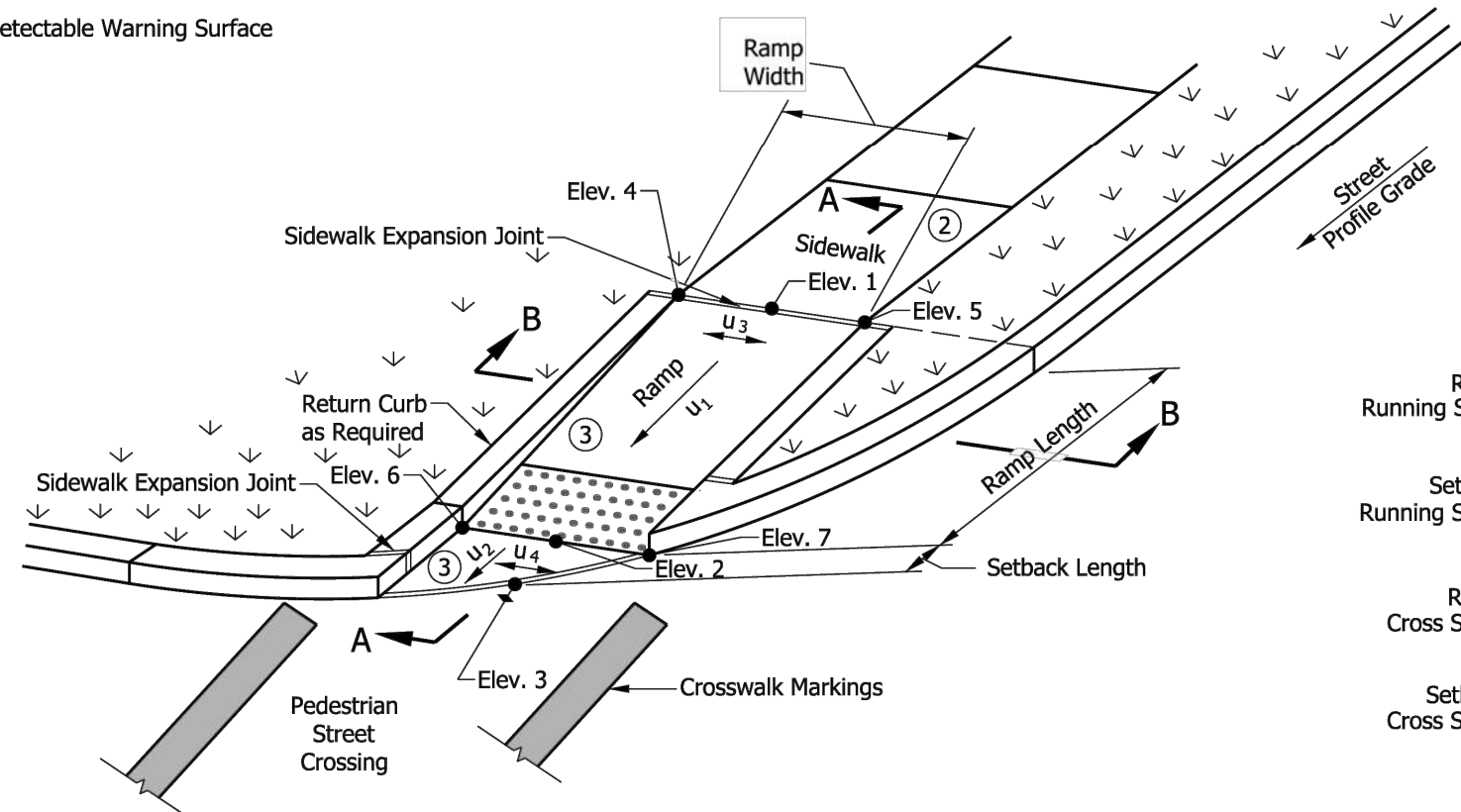


**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**  
CITY OF BERNE, INDIANA  
**MISCELLANEOUS DETAILS**

SHEET NO.  
**15**  
TOTAL SHEETS  
**21**

Drawing: X:\Berne\295025 Berne WM Impr and SLR\DWG\Sheet\295025-MD.dwg | Layout: 15 | Plotter: 02/17/26 @ 02:35:03 | LastSavedBy: MtsrNF

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



- NOTES:**
- The bottom edge of the ramp or setback and top of curb shall be flush with the edge of adjacent pavement and gutter line.
  - A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.
  - 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.

**Component Slope Equations:**

$$\text{Ramp } u_1 = \frac{\text{Elev. 1} - \text{Elev. 2}}{\text{Ramp Length}} \leq 8.33\%$$

$$\text{Running Slope}$$

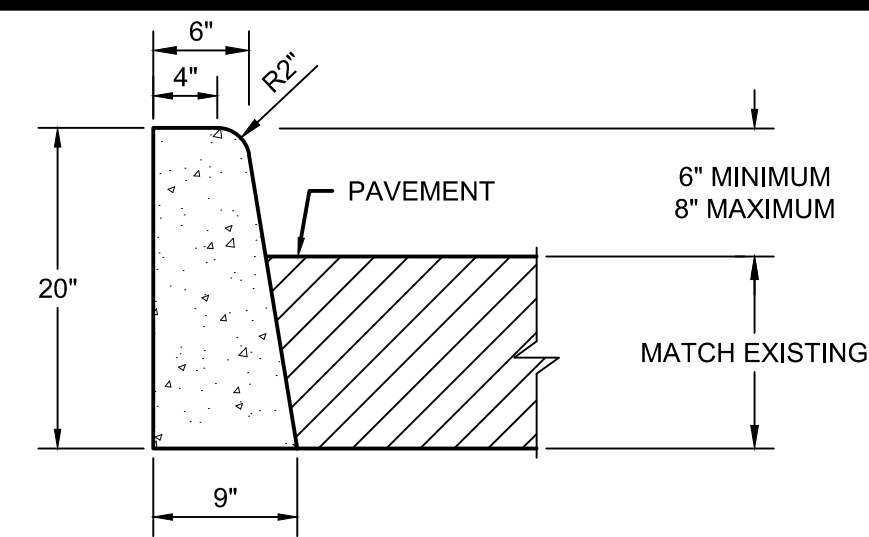
$$\text{Setback } u_2 = \frac{\text{Elev. 2} - \text{Elev. 3}}{\text{Setback Length}} \leq \text{Profile Grade of Adjacent Street}$$

$$\text{Ramp } u_3 = \frac{\text{Elev. 4} - \text{Elev. 5}}{\text{Ramp Width}} \leq 2.00\% \text{ (4)}$$

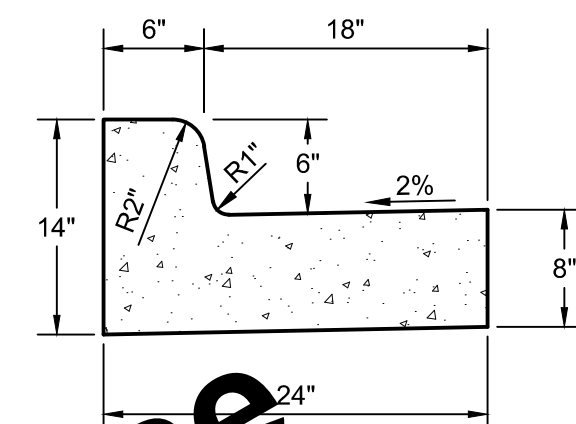
$$\text{Cross Slope}$$

$$\text{Setback } u_4 = \frac{\text{Elev. 6} - \text{Elev. 7}}{\text{Ramp Width}} \leq 2.00\% \text{ (4)}$$

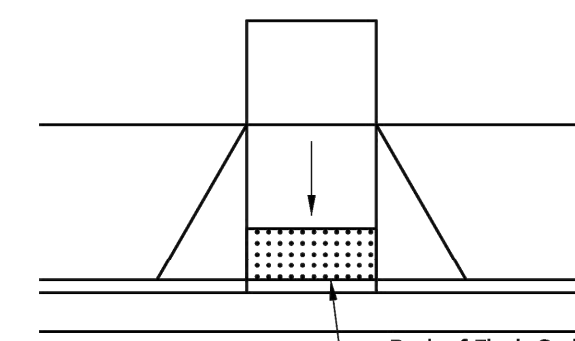
$$\text{Cross Slope}$$



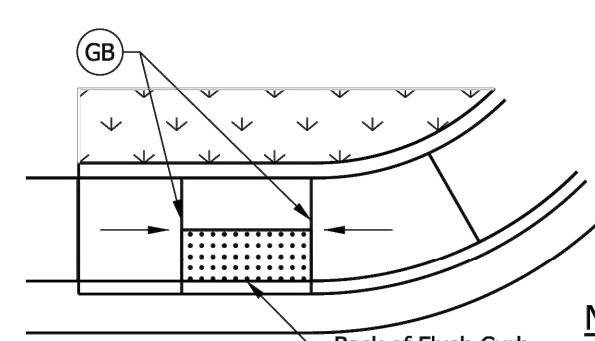
**CONCRETE CURB**  
SCALE: NONE



**CONCRETE CURB AND GUTTER**  
SCALE: NONE



**PERPENDICULAR CURB RAMP**



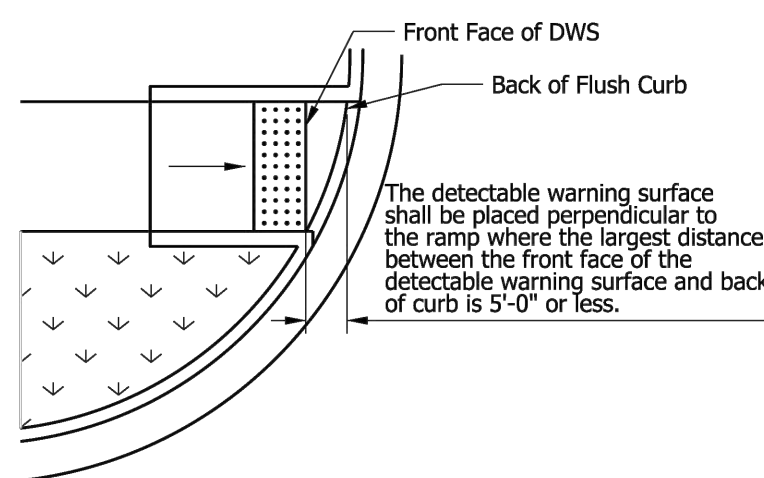
**PARALLEL CURB RAMP (4)**

**NOTES:**

- A detectable warning surface shall be placed at each street, alley, or railroad crossing. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement at a sidewalk driveway crossing.
- The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel beyond the full width as shown. The detectable warning surface shall be placed across a grade break.
- Where the distance from the face of the detectable warning surface is 5 ft or less to the back of curb, the detectable warning surface shall be placed perpendicular to the ramp. Where the distance from the face of the detectable warning surface is more than 5 ft from the back of curb, the detectable warning surface 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.
- 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.

**LEGEND:**

- Buffer or Other Non-Walkable Surface
- Detectable Warning Surface (DWS)
- Ramp
- GB



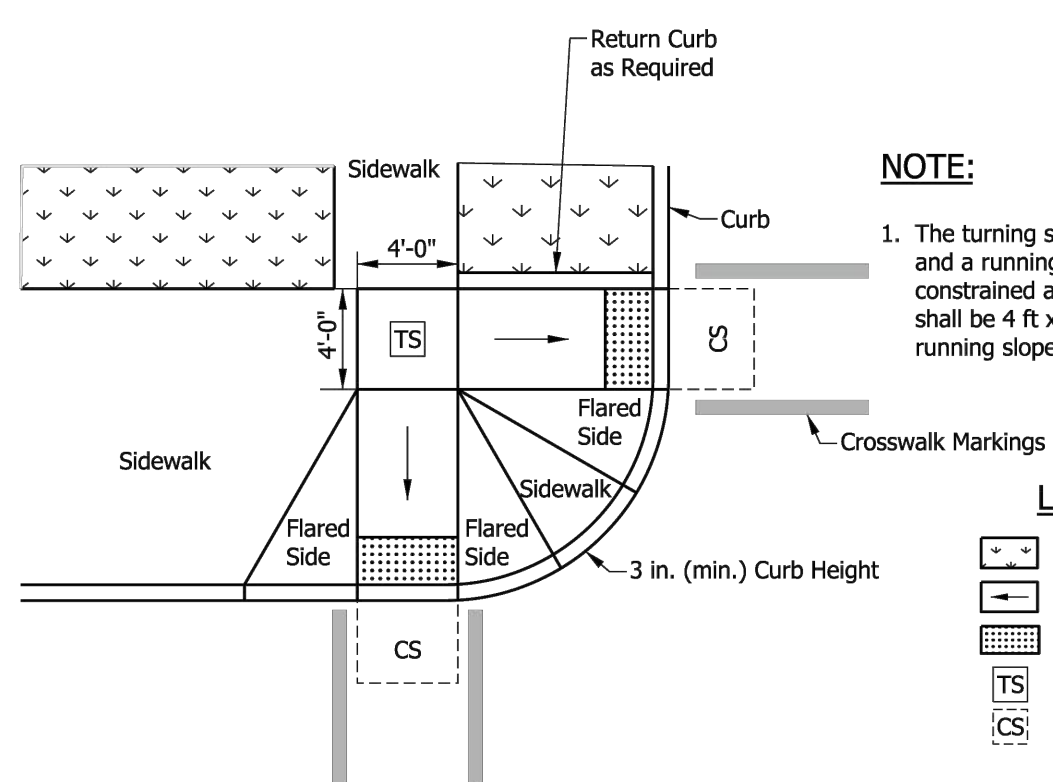
**ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP ON A 1/4" RADIUS (3)**

**NOTE:**

- 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
- TS
- CS



**PAIRED PERPENDICULAR CURB RAMP AT SMALL RADIUS**

**NOTES:**

- The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.
- 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.
- 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:**

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

**Component Slope Equations:**

$$\text{Ramp } u_1 = \frac{\text{Elev. 2} - \text{Elev. 3}}{\text{Ramp Length}} \leq 8.33\%$$

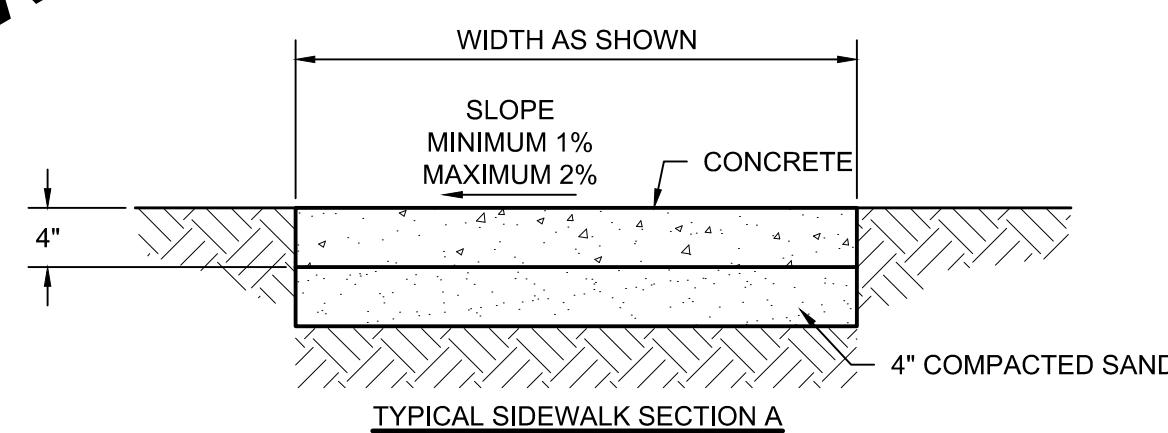
$$\text{Running Slope}$$

$$\text{Turning Space } u_2 = \frac{\text{Elev. 1} - \text{Elev. 2}}{\text{Sidewalk Width}} \leq 2.00\%$$

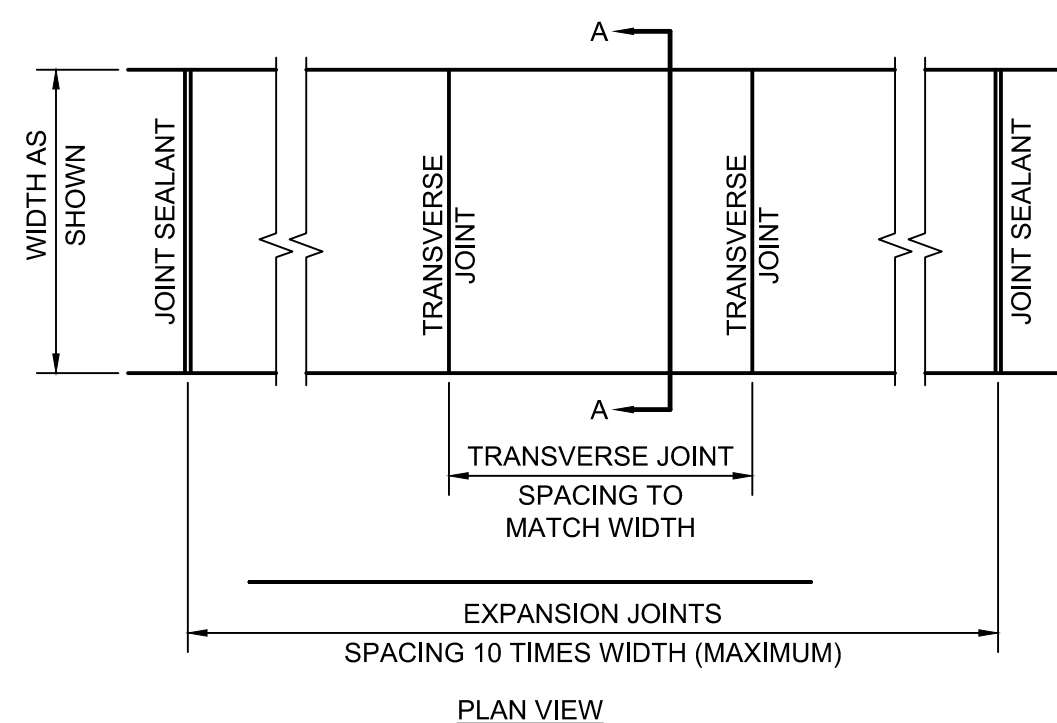
$$\text{Running Slope}$$

$$\text{Ramp and Turning Space } u_3 = \frac{\text{Elev. 4} - \text{Elev. 5}}{\text{Ramp or Turning Space Width}} \leq 2.00\% \text{ (4)}$$

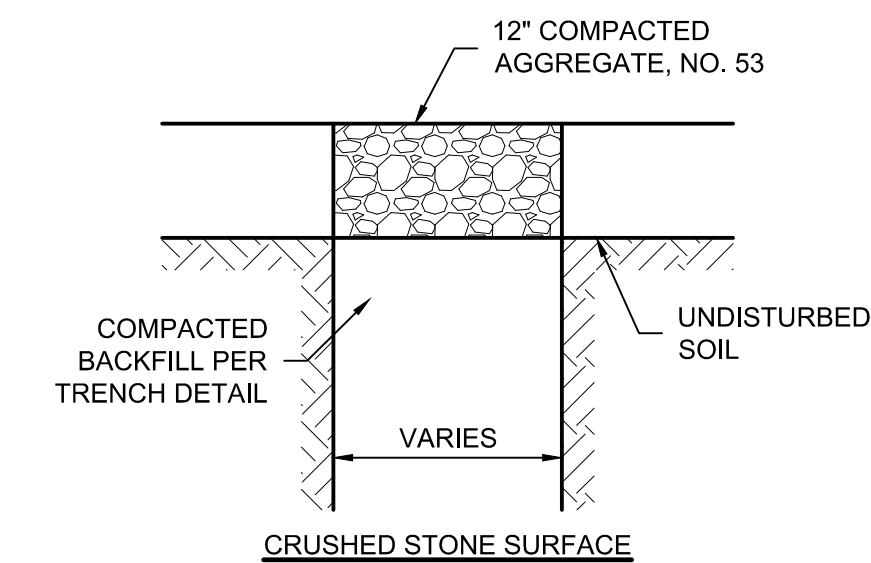
$$\text{Cross Slope}$$



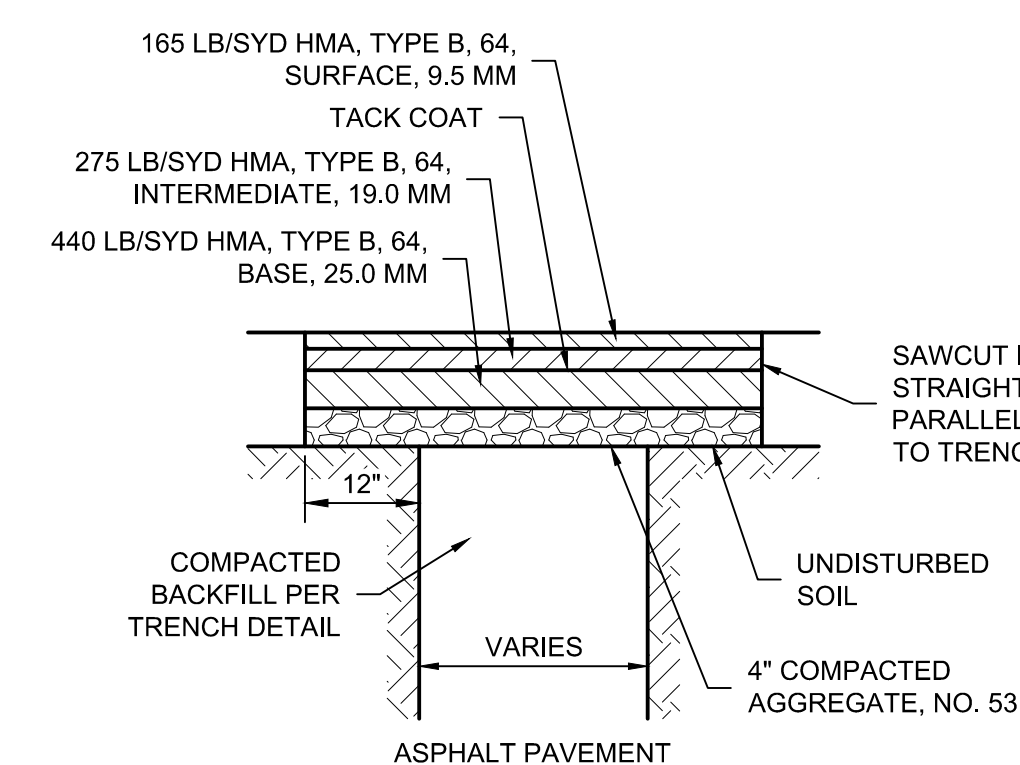
**TYPICAL SIDEWALK SECTION A**



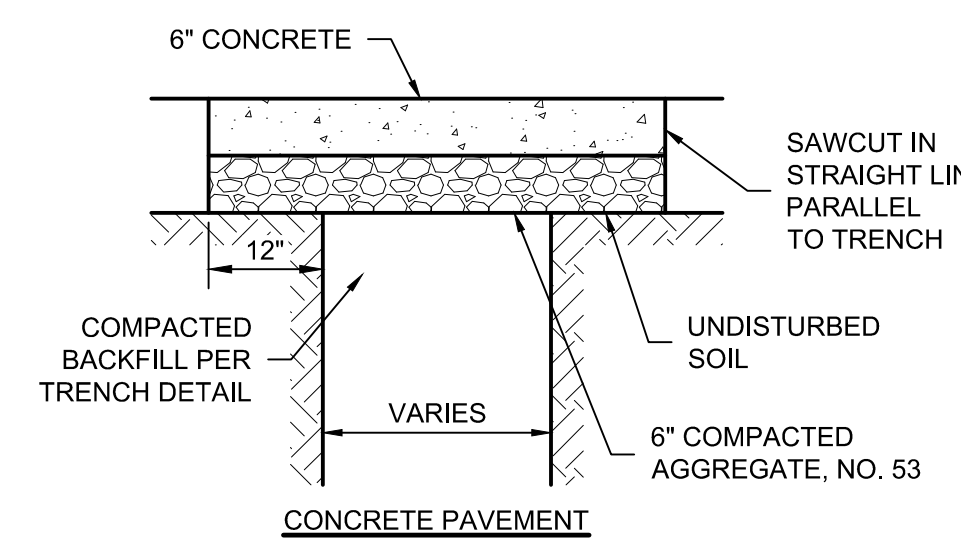
**CONCRETE SIDEWALK**  
SCALE: NONE



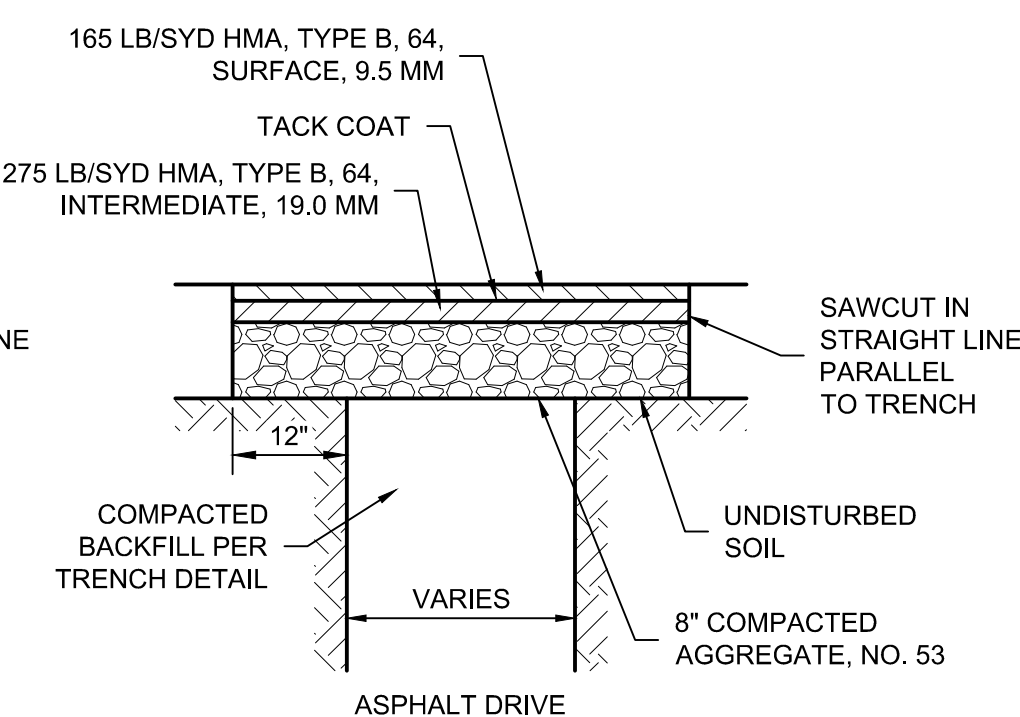
**CRUSHED STONE SURFACE**



**ASPHALT PAVEMENT**



**CONCRETE PAVEMENT**



**ASPHALT DRIVE**

**PAVEMENT REPAIR**  
SCALE: NONE

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

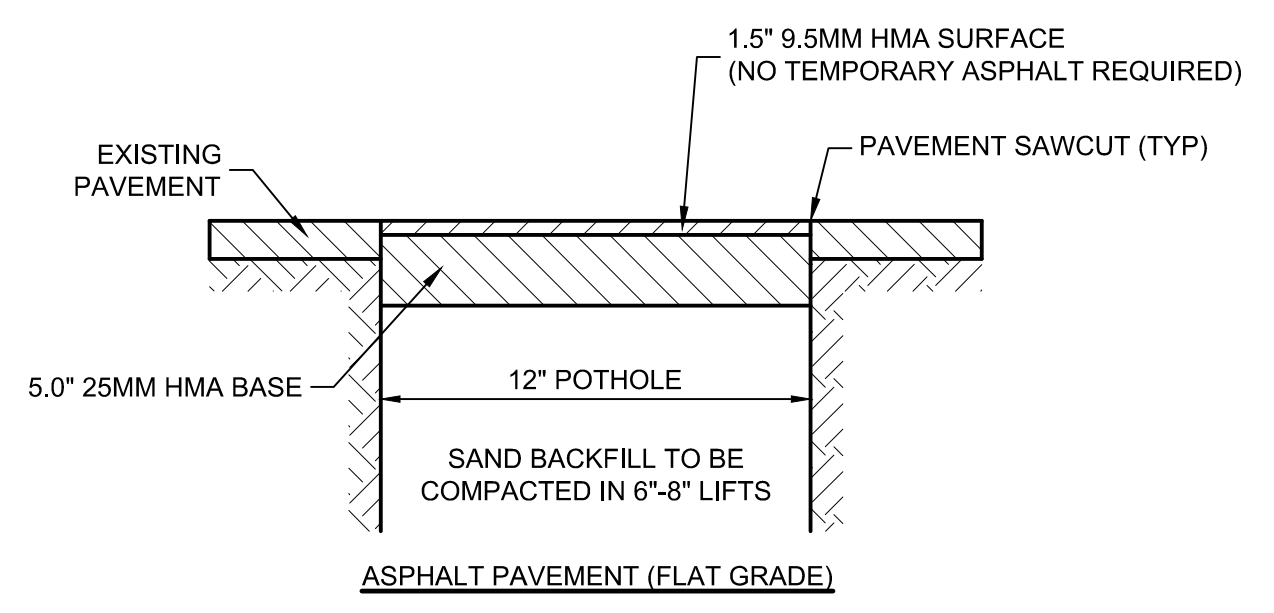
SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING	MTF				
	CHECKED BY				
	ADG				
	APPROVED BY				
	MAP				
	ISSUE DATE				
	FEBRUARY 2026				
	PROJECT NUMBER				
	295025-04-001				

**W**  
**WESSLER**  
 ENGINEERING  
*More than a Project™*

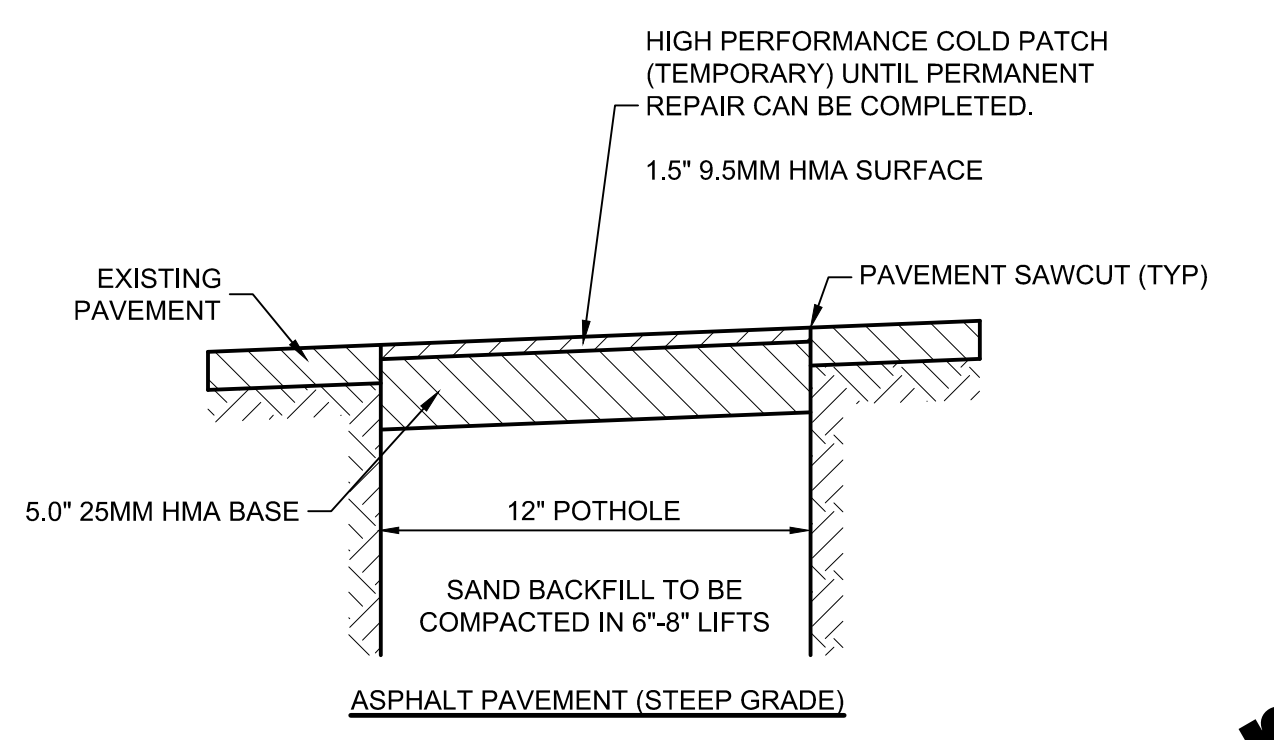
**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**  
 CITY OF BERNE, INDIANA  
**MISCELLANEOUS DETAILS**

SHEET NO.  
**16**  
 TOTAL SHEETS  
**21**

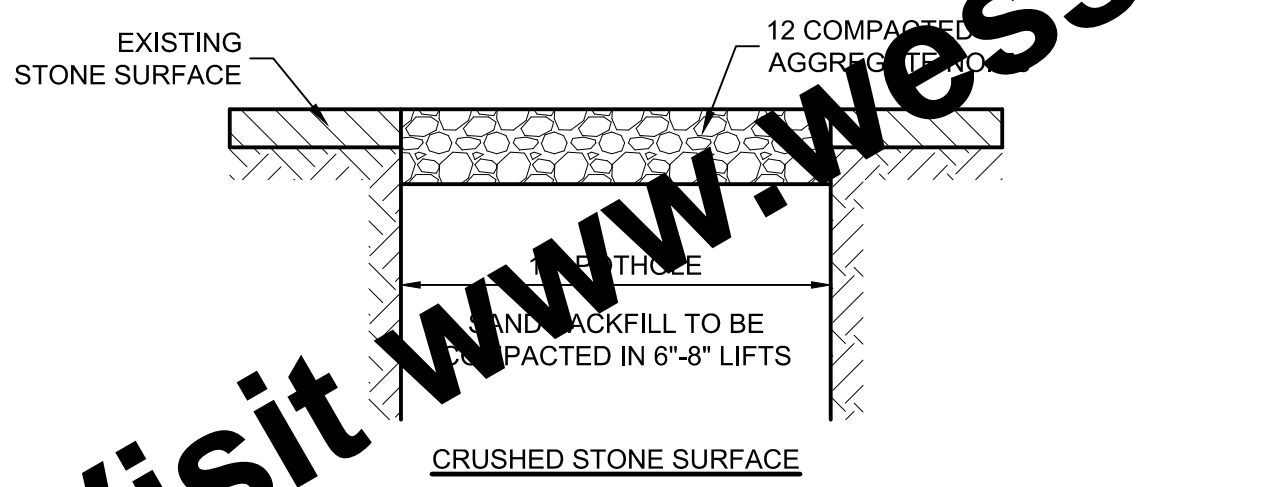
Drawing: X:\Berne\295025\Berne WM Impr and LS Lead\DWG\Sheet\295025-MD.dwg | Layout: 16 | Plotfile: 021726.ctb | LastSavedBy: Mtsnrf



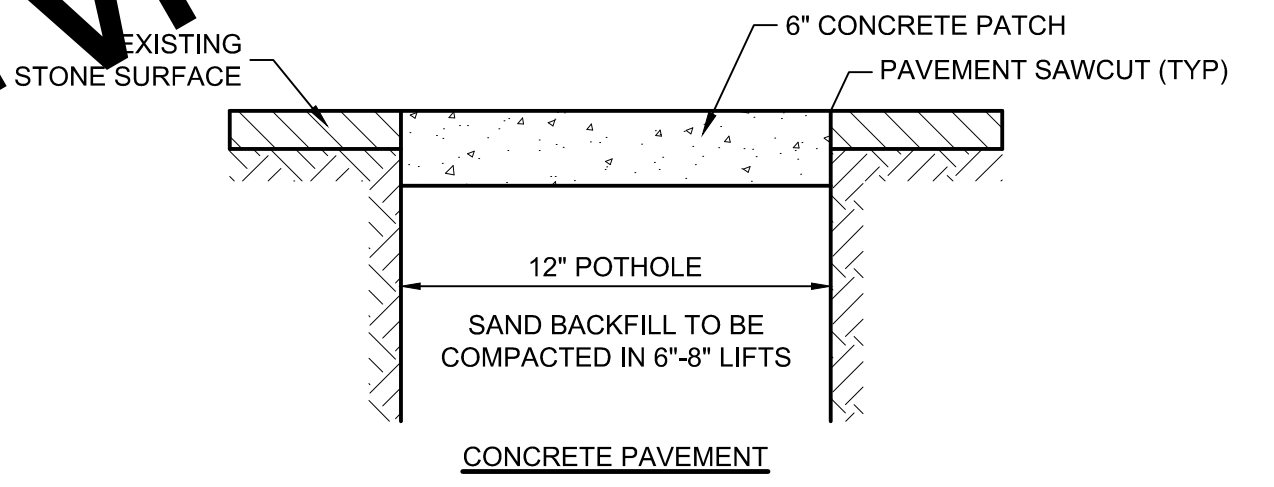
ASPHALT PAVEMENT (FLAT GRADE)



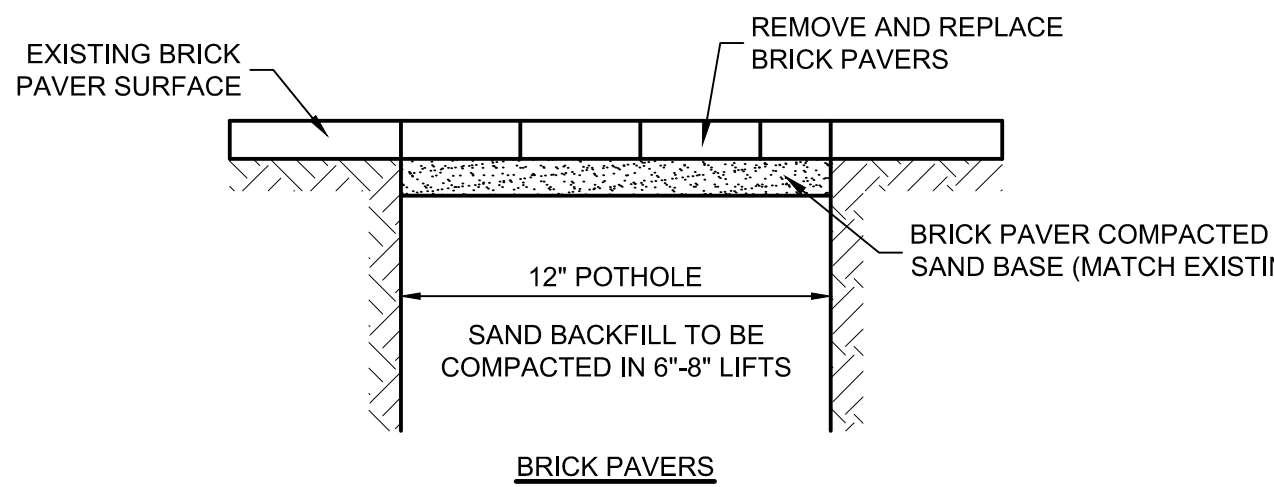
ASPHALT PAVEMENT (STEEP GRADE)



CRUSHED STONE SURFACE

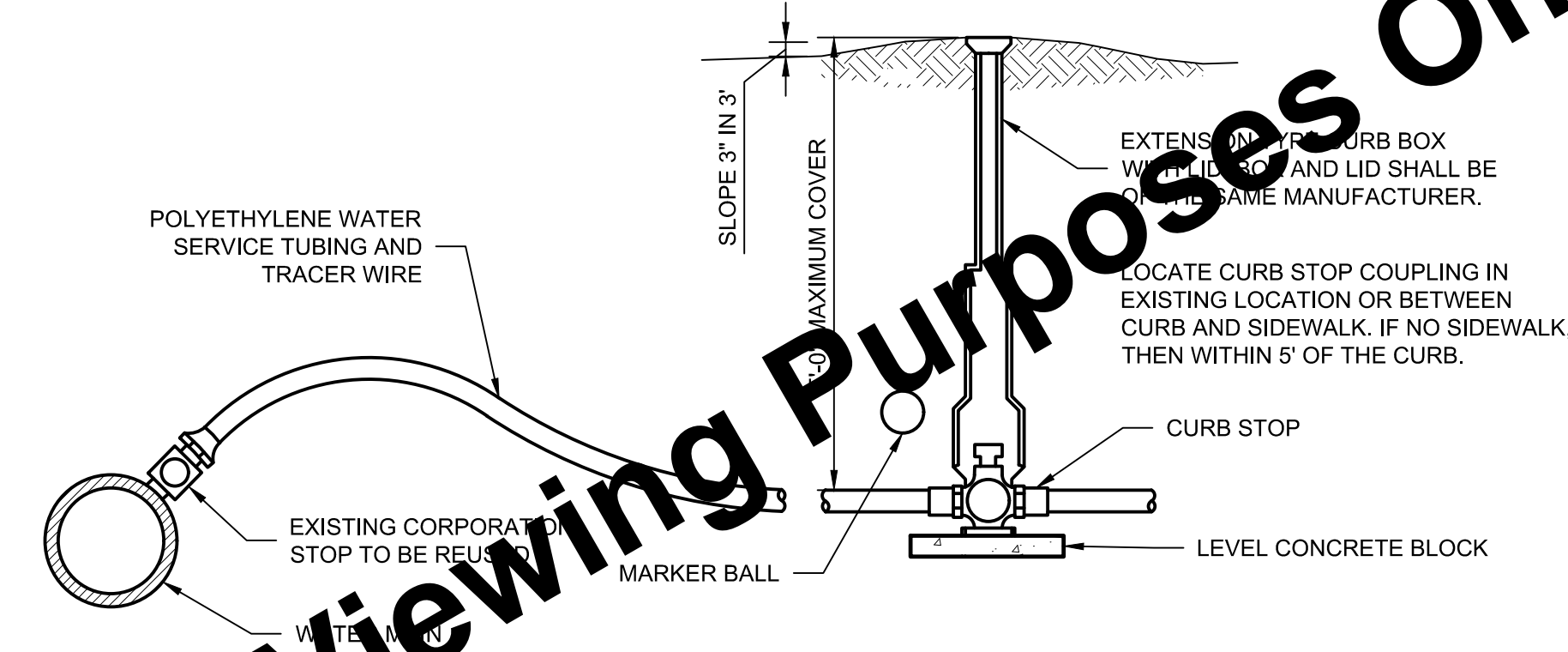


CONCRETE PAVEMENT

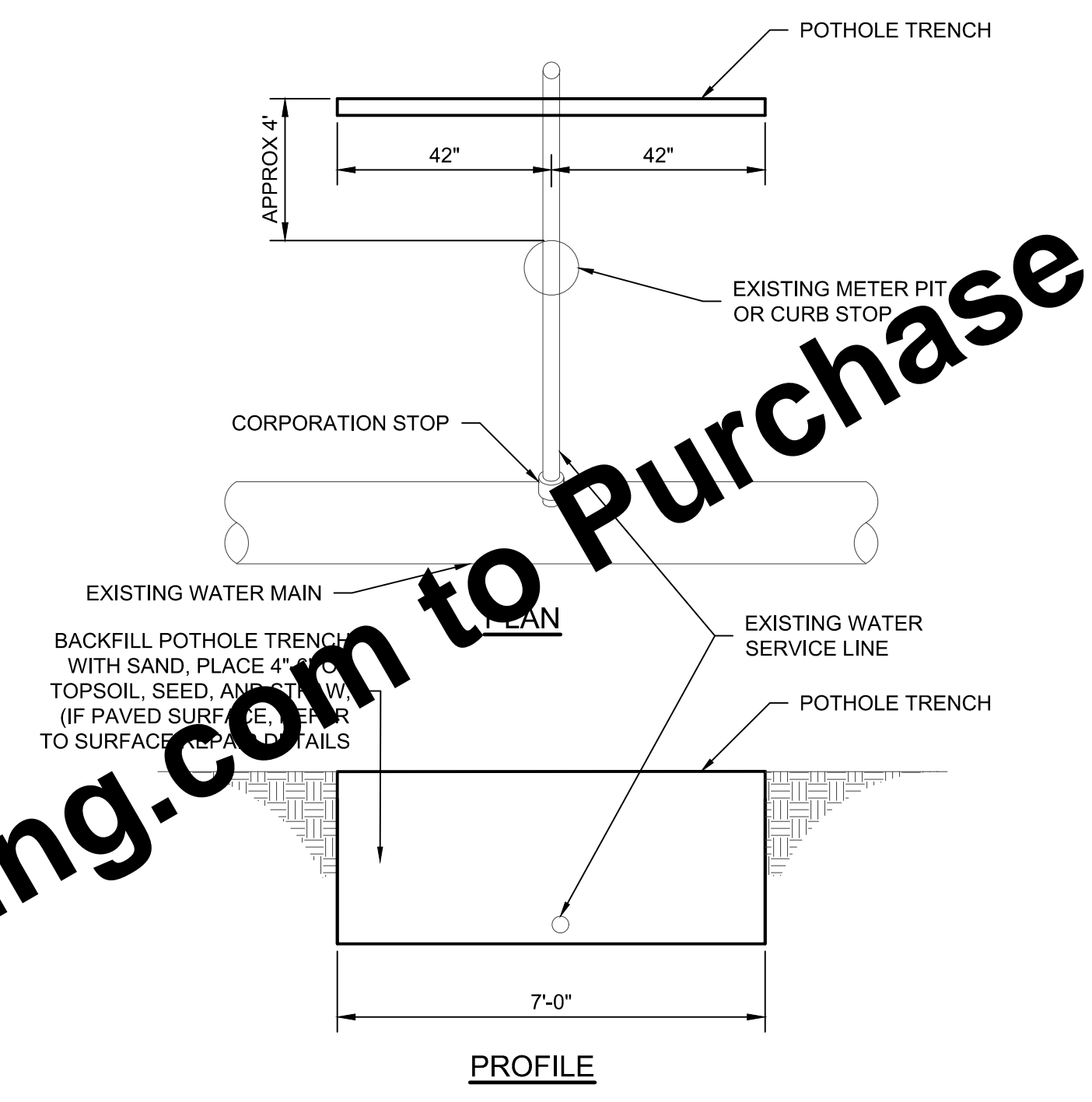


BRICK PAVERS

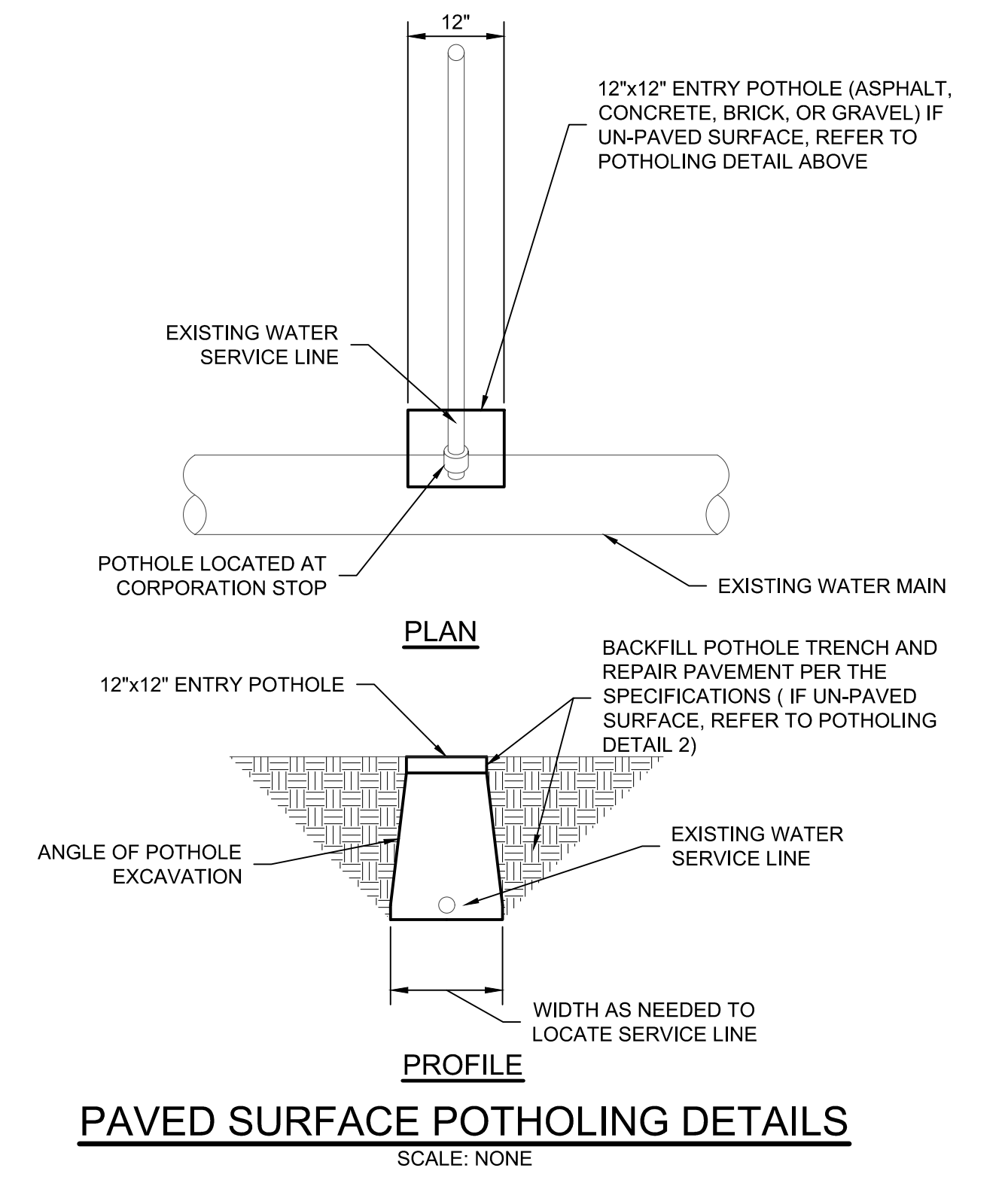
POTHOLE PATCHING DETAILS  
SCALE: NONE



NEW CURB STOP FOR LEAD SERVICE LINE REPLACEMENTS  
SCALE: NONE




UN-PAVED SURFACE POT HOLE TRENCH  
SCALE: NONE

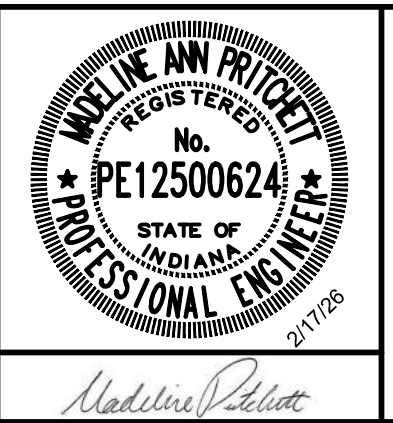


PAVED SURFACE POT HOLE TRENCH  
SCALE: NONE

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

Drawing: X:\Berne\295025 Berne WM Impr and SLR\DWG\Sheet\295025.MD.dwg | Layout: IT | Plotter: 0217126 @ 02:38:43 | LastSavedBy: MtsrF

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	DRAWN BY	MTF			
	CHECKED BY	ADG			
	APPROVED BY	MAP			
	ISSUE DATE	FEBRUARY 2026			
	PROJECT NUMBER	295025-04-001			

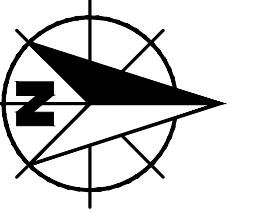


**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**LEAD SERVICE LINE REPLACEMENT DETAILS**

SHEET NO.	<b>17</b>
TOTAL SHEETS	<b>21</b>



0 20 40 80 FT  
1" = 40'



**TRAFFIC CONTROL LEGEND**

- WORK AREA(S)
- ROAD WORK AHEAD\* (W20-1) OR "UTILITY WORK AHEAD" (W21-7)
- "END ROAD WORK" (G20-2)
- "ROAD CLOSED AHEAD" (W20-3)
- "ROAD CLOSED TO THRU TRAFFIC" (R11-4)
- "ROAD CLOSED" (R11-2)
- (W24-1)
- (W24-1)
- "SIDEWALK CLOSED" (R9-9)
- "SIDEWALK CLOSED AHEAD" ← CROSS HERE" (R9-11)
- SIDEWALK DETOUR
- TRAFFIC CONTROL DRUM
- TRAFFIC FLOW DIRECTION
- ROAD CLOSURE SIGN ASSEMBLY, INCLUDES SPECIFIED SIGN, BARRICADE TYPE IIB, AND TYPE B CONSTRUCTION WARNING LIGHT
- TEMPORARY PAVEMENT MARKING, REMOVABLE, SOLID, 4" (YELLOW)
- TEMPORARY PAVEMENT MARKING, REMOVABLE, SOLID, 4" (WHITE)
- SIGN, FACING LEFT

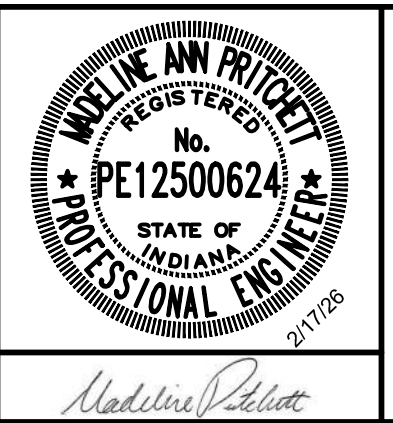
**TRAFFIC CONTROL NOTES**

1. PROTECTION OF AND ACCESS FOR PEDESTRIANS, EMERGENCY VEHICLES, AND ADJACENT RESIDENTIAL AND COMMERCIAL PROPERTIES SHALL BE MAINTAINED DURING CONSTRUCTION.
2. SIGNS SHALL BE MOUNTED PER INDOT STANDARD DRAWING E801-TCDV-06.
3. CONTRACTOR SHALL REPLACE OR RESET ANY DAMAGED SIGNS.
4. PROVIDE SIGNS IN COMPLIANCE WITH THE MUTCD (LATEST EDITION) AND THE CURRENT INDOT STANDARDS.
5. COORDINATE CLOSURES WITH ALL EMERGENCY AGENCIES AND SCHOOL DISTRICTS. THE CONTRACTOR IS TO NOTIFY THE SCHOOL DISTRICT AND OTHER RELEVANT LOCAL AGENCIES AT LEAST 2 WEEKS PRIOR TO THE ACTUAL DATE OF ROAD CLOSURE.
6. LIMIT ACTIVE WORK AREAS AS NECESSARY TO FACILITATE ACCESS TO RESIDENCES. WORK AREAS AND THEIR ASSOCIATED SIGNAGE SHALL BE ADJUSTED/MOVED AS NECESSARY WITH CONSTRUCTION PROGRESS.
7. NOTIFY EACH RESIDENT OR PROPERTY OWNER OF WORK WHICH WILL IMPACT THEIR PROPERTY A MINIMUM OF 2 BUSINESS DAYS IN ADVANCE OF RESTRICTING ACCESS TO THE PROPERTY.
8. REFERENCE SPECIFICATION SECTION 01010 AND 01500 FOR LANE RESTRICTIONS AND WORKING HOURS.
9. OTHER MAINTENANCE OF TRAFFIC CONFIGURATIONS MAY BE USED PROVIDED THAT OPERATIONS ARE CONDUCTED IN ACCORDANCE WITH THE MUTCD AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION.
10. TEMPORARY SIGNS SHALL BE INSTALLED ON POSTS DRIVEN INTO THE GROUND PER INDOT STANDARD DRAWINGS IN RURAL SETTINGS, OR ON SUPPORTS FABRICATED WITH TEE LEGS AND WEIGHTS IN AREAS WITH PAVEMENT, SIDEWALKS OR OTHER SURFACES IN URBAN AREAS WHERE POST HOLES ARE NOT DESIRABLE.

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

Drawing: X:\Berne\295025 Berne WM Impr and SLR\DWG\Sheet\295025-MCT.dwg | Layout: 18 | Plotter: 02/17/26 @ 02:27:21 | LashedBy: MsonrF

SCALE VERIFICATION BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	DRAWN BY	MTF	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
	CHECKED BY	ADG				
	APPROVED BY	MAP				
	ISSUE DATE	FEBRUARY 2026				
	PROJECT NUMBER	295025-04-001				



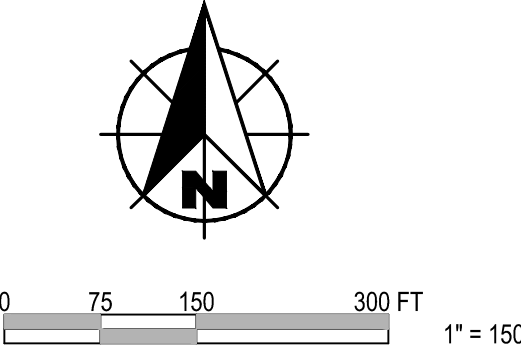
WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS

CITY OF BERNE, INDIANA

---

MAINTENANCE OF TRAFFIC DETAILS

SHEET NO.	18
TOTAL SHEETS	21



**TRAFFIC CONTROL LEGEND**

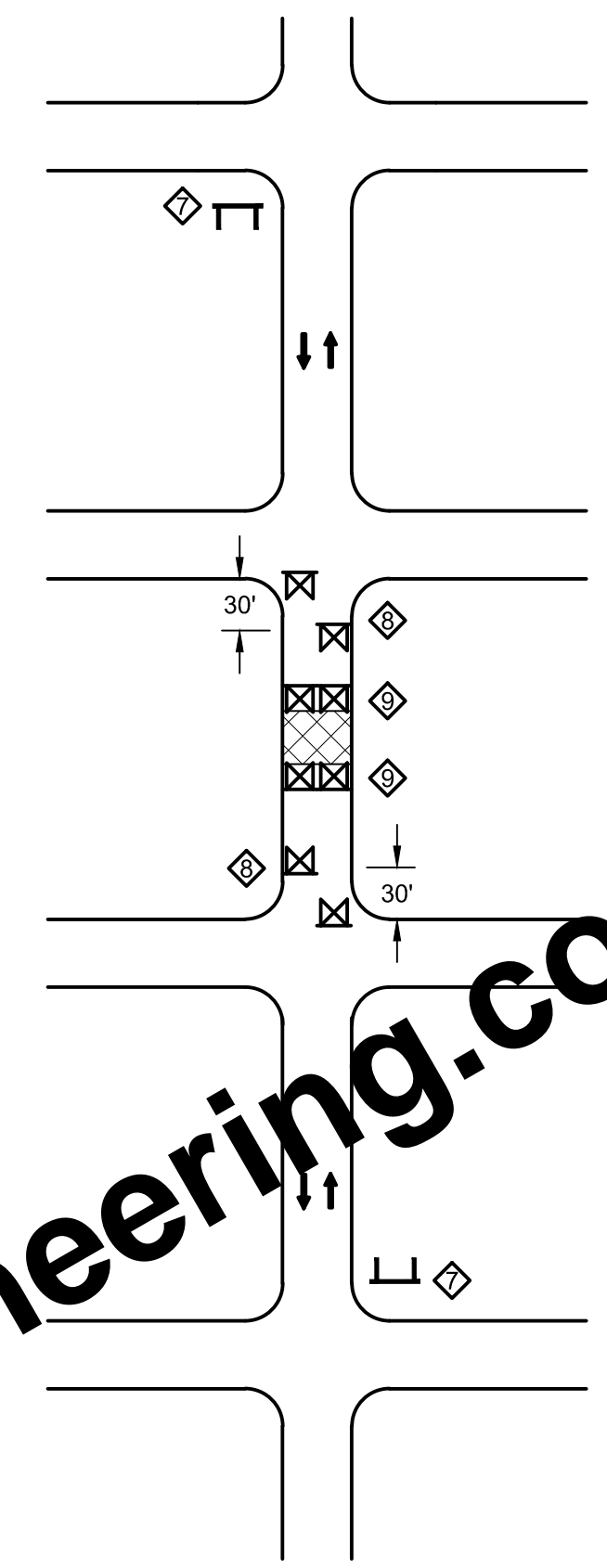
- ▨ WORK AREA(S)
- ◇ "ROAD WORK AHEAD" (W20-1) OR "UTILITY WORK AHEAD" (W21-7)
- ◇ "END ROAD WORK" (G20-2)
- ◇ "ROAD CLOSED AHEAD" (W20-3)
- ◇ "ROAD CLOSED TO THRU TRAFFIC" (R11-4)
- ◇ "ROAD CLOSED" (R11-2)
- ◇ (W24-1)
- ◇ (W24-1)
- ◇ "SIDEWALK CLOSED" (R9-9)
- ◇ "SIDEWALK CLOSED AHEAD ← CROSS HERE" (R9-11)
- - SIDEWALK DETOUR
- TRAFFIC CONTROL DRUM
- TRAFFIC FLOW DIRECTION
- ⊠ ROAD CLOSURE SIGN ASSEMBLY, INCLUDES SPECIFIED SIGN, BARRICADE TYPE IIIb, AND TYPE B CONSTRUCTION WARNING LIGHT
- ⊠ TEMPORARY PAVEMENT MARKING, REMOVABLE, SOLID, 4" (YELLOW)
- ⊠ TEMPORARY PAVEMENT MARKING, REMOVABLE, SOLID, 4" (WHITE)
- ⊠ SIGN, FACING LEFT

**TRAFFIC CONTROL NOTES**

1. PROTECTION OF AND ACCESS FOR PEDESTRIANS, TRUCKS, TRAILERS, AND ADJACENT RESIDENTIAL AND COMMERCIAL PROPERTIES SHALL BE MAINTAINED DURING CONSTRUCTION.
2. SIGNS SHALL BE MOUNTED PER INDOT STANDARD DRAWING E801-TCDV-06.
3. CONTRACTOR SHALL REPLACE OR RESET ANY DAMAGED SIGNS.
4. PROVIDE SIGNS IN COMPLIANCE WITH THE IMUTCD (LATEST EDITION) AND THE CURRENT INDOT STANDARDS.
5. COORDINATE CLOSURES WITH ALL EMERGENCY AGENCIES AND SCHOOL DISTRICTS. THE CONTRACTOR IS TO NOTIFY THE SCHOOL DISTRICT AND OTHER RELEVANT LOCAL AGENCIES AT LEAST 2 WEEKS PRIOR TO THE ACTUAL DATE OF ROAD CLOSURE.
6. LIMIT ACTIVE WORK AREAS AS NECESSARY TO FACILITATE ACCESS TO RESIDENCES. WORK AREAS AND THEIR ASSOCIATED SIGNAGE SHALL BE ADJUSTED/MOVED AS NECESSARY WITH CONSTRUCTION PROGRESS.
7. NOTIFY EACH RESIDENT OR PROPERTY OWNER OF WORK WHICH WILL IMPACT THEIR PROPERTY A MINIMUM OF 2 BUSINESS DAYS IN ADVANCE OF RESTRICTING ACCESS TO THE PROPERTY.
8. REFERENCE SPECIFICATION SECTION 01010 AND 01500 FOR LANE RESTRICTIONS AND WORKING HOURS.
9. OTHER MAINTENANCE OF TRAFFIC CONFIGURATIONS MAY BE USED PROVIDED THAT OPERATIONS ARE CONDUCTED IN ACCORDANCE WITH THE IMUTCD AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION.
10. TEMPORARY SIGNS SHALL BE INSTALLED ON POSTS DRIVEN INTO THE GROUND PER INDOT STANDARD DRAWINGS IN RURAL SETTINGS, OR ON SUPPORTS FABRICATED WITH TEE LEGS AND WEIGHTS IN AREAS WITH PAVEMENT, SIDEWALKS OR OTHER SURFACES IN URBAN AREAS WHERE POST HOLES ARE NOT DESIRABLE.

**LOCAL STREET CLOSURE**

SCALE: NONE



**Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams**

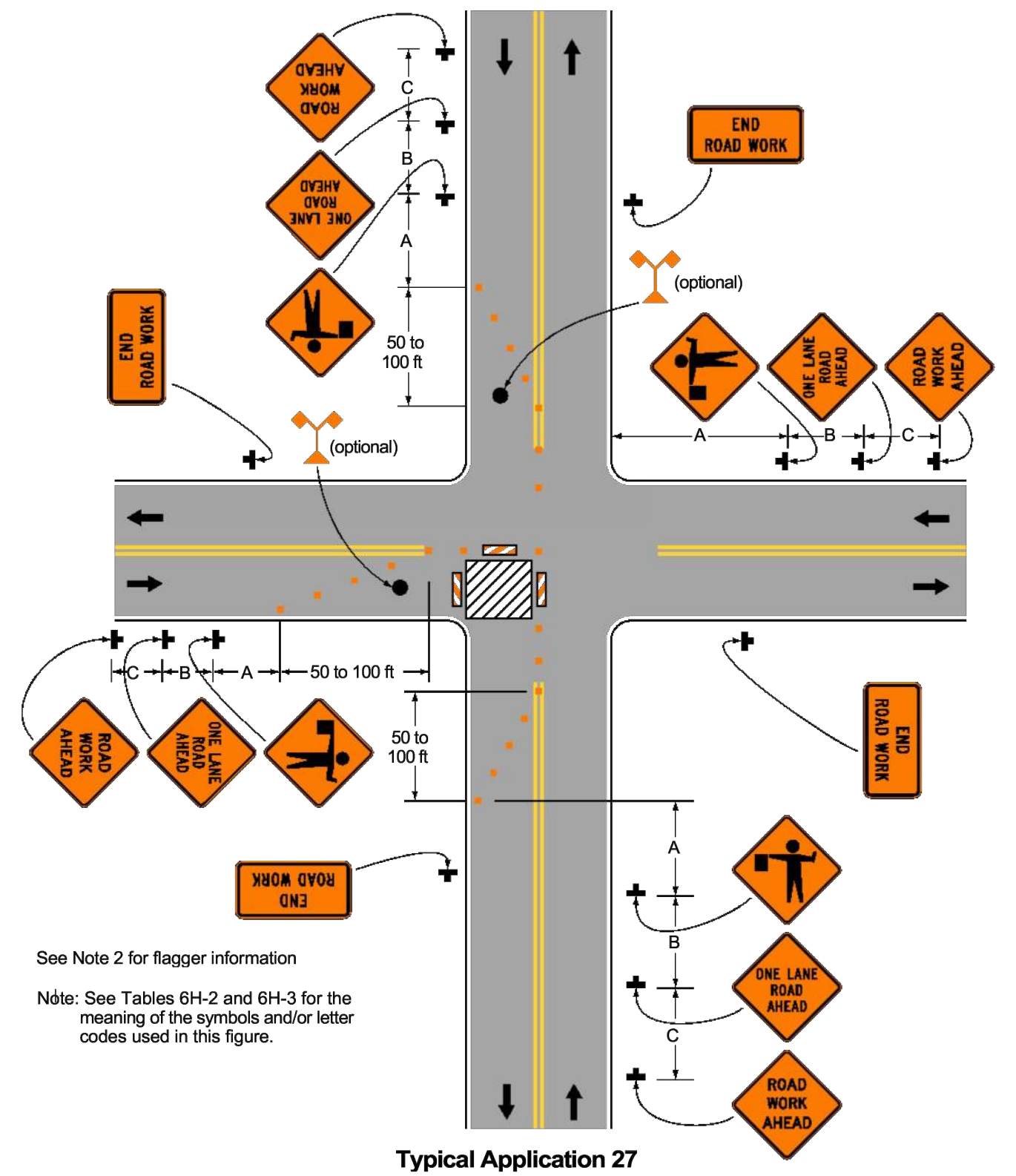
Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

\* Speed category to be determined by highway agency  
 \*\* The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

**Notes for Figure 6H-27 Typical Application 27**

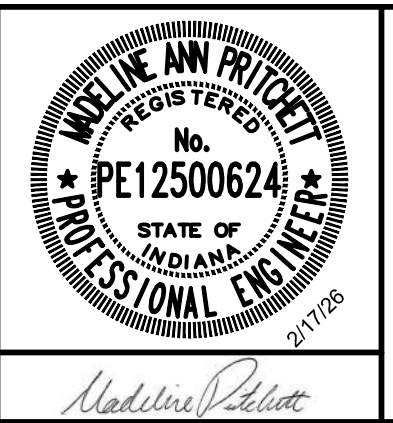
- Guidance:**
1. The situation depicted can be simplified by closing one or more of the intersection approaches. If this cannot be done, and if a capacity problem is a problem, through vehicular traffic should be directed to other roads or routes.
  2. For short duration work operations, flagger(s) or uniformed law enforcement officer(s) should be used to direct road users within the intersection.
- Standard:**
- At night, flagger stations shall be illuminated, except in emergencies.
- Option:**
4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
  5. For short-duration work operations, the channelizing devices may be eliminated if a vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work space.
  6. A BE PREPARED TO STOP sign may be added to the sign series.
- Guidance:**
7. When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.
  8. ONE LANE ROAD AHEAD signs should also be used to provide adequate advance warning.
- Support:**
9. Turns can be prohibited as required by vehicular traffic conditions. Unless the streets are wide, it might be physically impossible to make certain turns, especially for large vehicles.
- Option:**
10. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.
- Standard:**
11. Vehicle hazard warning signals shall not be used instead of the vehicles high-intensity rotating, flashing, oscillating, or strobe lights.

**Figure 6H-27. Closure at the Side of an Intersection (TA-27)**



For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING 	DRAWN BY	MTF			
	CHECKED BY	ADG			
	APPROVED BY	MAP			
	ISSUE DATE	FEBRUARY 2026			
	PROJECT NUMBER	295025-04-001			



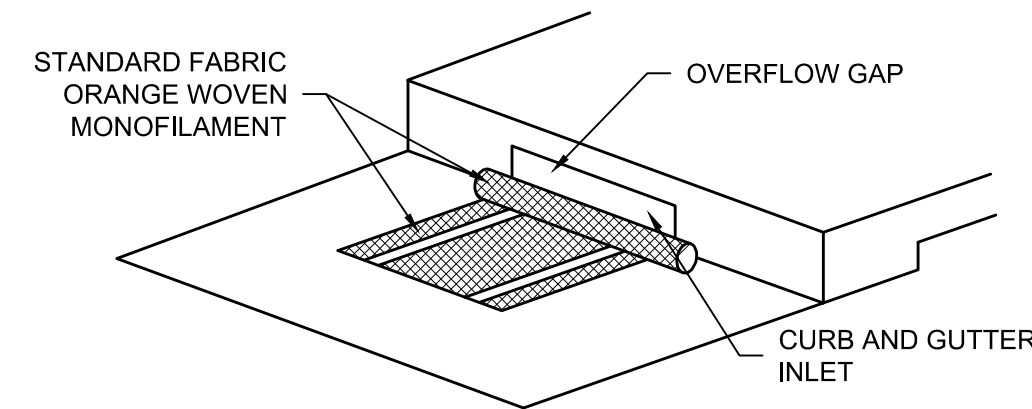
**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**MAINTENANCE OF TRAFFIC DETAILS**

SHEET NO.	<b>19</b>
TOTAL SHEETS	<b>21</b>

Drawing: X:\Berne\295025\Berne WM Impr and SLR EID\GIS\Sheet\295025-MOT.dwg | Layout: 19 | Plotter: 02/17/26 @ 02:37:44 | LashedBy: MsonrF



DESIGN CONFORMS TO ALL SHAPES OF CONCRETE CURBS

**PRODUCT:**

1. DANDY CURB SACK, OR APPROVED EQUAL.

**INSTALLATION:**

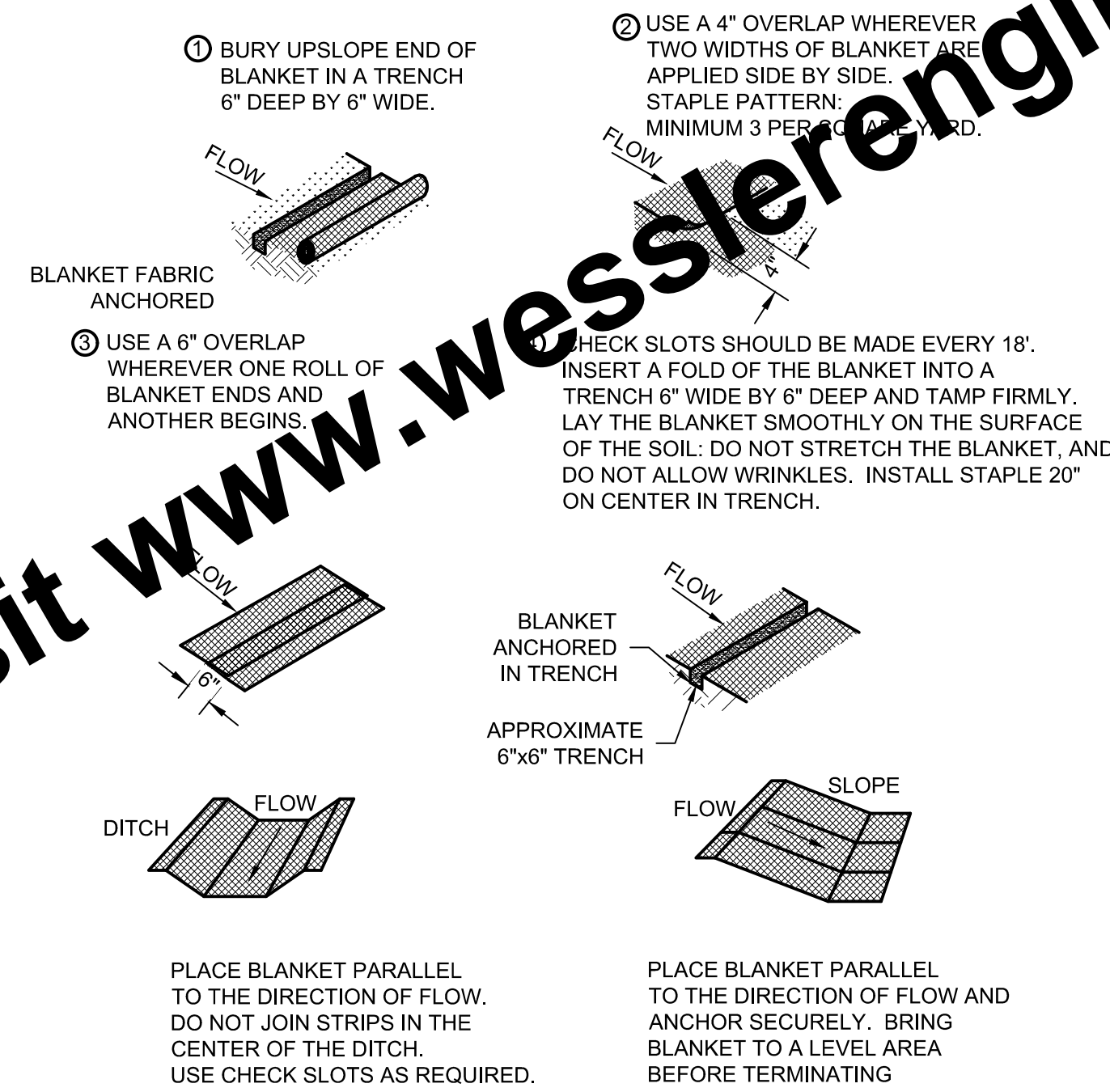
1. REMOVE THE GRATE FROM THE CATCH BASIN AND STAND ON END.
2. CRADLE THE GRATE BETWEEN THE UPPER AND LOWER STRAPS.
3. INSERT THE GRATE INTO THE INLET WITH THE LIFTING DEVICES. LOWER BACK EDGE WITH TUBE INTO PLACE. TUBE SHOULD PARTIALLY BLOCK THE CURB HOOD OPENING.

**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

**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 APPLICABLE WITH PERMANENT SEEDING AND TEMPORARY SEEDING. ALSO REQUIRED WITH DORMANT SEEDING UNLESS SOIL IS IN FREEZE/THAW CYCLE.

**NOTES:**

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

**MAINTENANCE:**

1. INSPECT WITHIN 24 HOURS OF EACH RAIN EVENT AND AT LEAST ONCE EVERY 7 CALENDAR DAYS.
2. CHECK FOR EROSION AND REMOVAL OF MULCH AND REPAIR IMMEDIATELY.
3. MONITOR FOR EROSION, WEAR AND ADEQUATE COVER (70% DENSITY).
4. RESEED OR APPLY MULCH WHERE NECESSARY.
5. SELECT SOIL TREATMENT MATERIALS AND RATES AS DETERMINED BY SOIL TESTS AND SITE CONDITIONS.

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

Drawing: X:\Berne\295025 Berne WM Impr and SL EROSION\CD.dwg | Layout: 20 | Plotter: 02171726 @ 02/28/2025 | User: jswanby | Mtnaf

For Viewing Purposes Only - Visit [www.wesslerengineering.com](http://www.wesslerengineering.com) to Purchase

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING	MTF				
	CHECKED BY: ADG				
	APPROVED BY: MAP				
	ISSUE DATE: FEBRUARY 2026				
	PROJECT NUMBER: 295025-04-001				

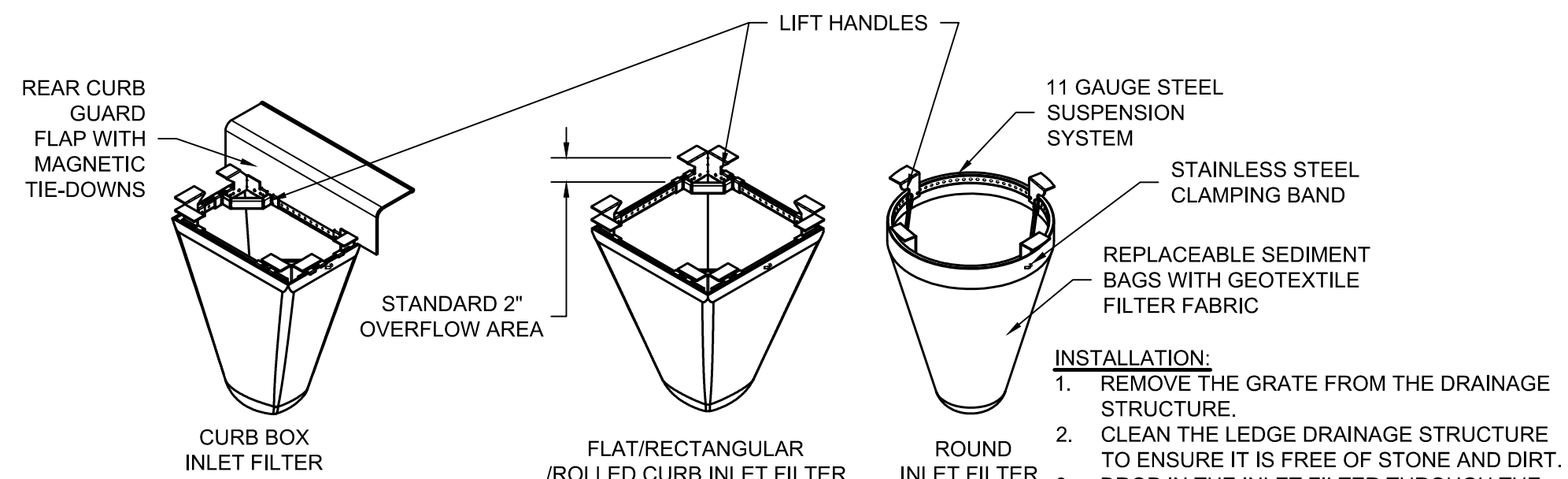
**W**  
**WESSLER**  
ENGINEERING  
*More than a Project™*

**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**EROSION CONTROL DETAILS**

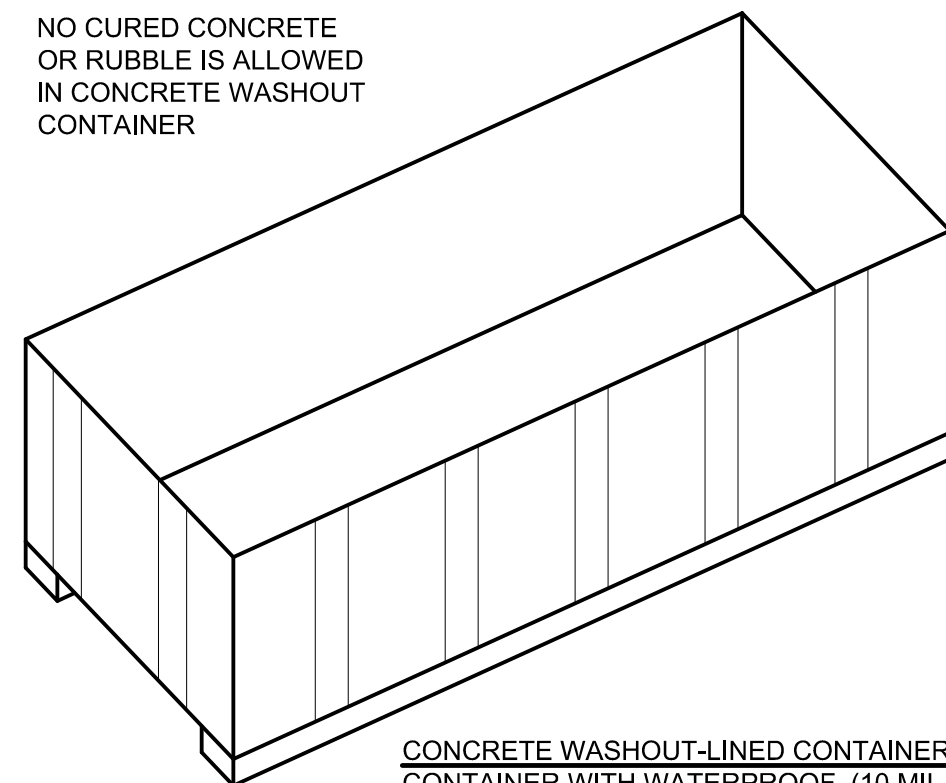
SHEET NO.	<b>20</b>
TOTAL SHEETS	<b>21</b>



INLET FILTER SPECIFICATIONS		
WOVEN GEOTEXTILE SEDIMENT BAG SPECS (2 FT VOL)		
MATERIAL PROPERTY	TEST METHOD	VALUE (AVG)
GRAB TENSILE	ASTM D4632	255 X 275
PUNCTURE STRENGTH	ASTM D4833	135 LB
TRAPEZOIDAL TEAR	ASTM D4533	75 LB
UV RESISTANCE	ASTM D4355	90%
APP OPEN SIZE (AOS)	ASTM D4751	NO. 20 SIEVE
PERMITTIVITY	ASTM D4491	1.5 S <sup>-1</sup>
WATER FLOW RATE	ASTM D4491	200 GPM/SQFT
SEDIMENT REMOVAL EFFICIENCY (8% MIX)	ASTM D7351	82%

SOURCE: FLEX STORM INLET FILTER

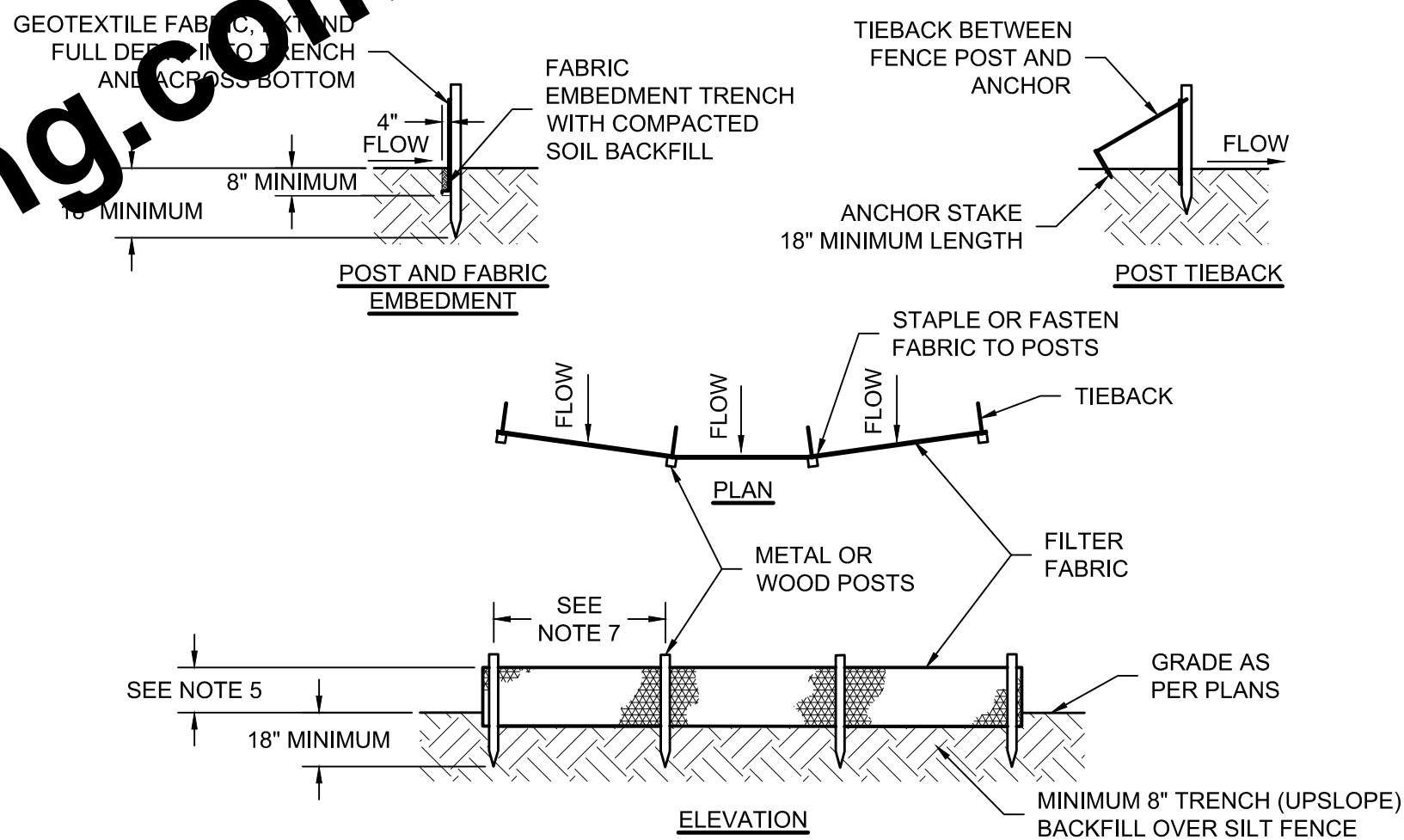
- INSTALLATION:**
- REMOVE THE GRATE FROM THE DRAINAGE STRUCTURE.
  - CLEAN THE LEDGE DRAINAGE STRUCTURE TO ENSURE IT IS FREE OF STONE AND DIRT. DROP IN THE INLET FILTER THROUGH THE CLEAR OPENING AND BE SURE THE SUSPENSION HANGERS REST FIRMLY ON THE INSIDE LEDGE.
  - REPLACE THE GRATE.
  - FOR CURB BOX INLET FILTERS: INSERT INLET FILTER AS DESCRIBED ABOVE IN COMBINATION WITH THE CURB BOX FLAP IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- MAINTENANCE:**
- INSPECT THE INLET FILTER DAILY AND AFTER EACH STORM EVENT AND EMPTY IF THE SEDIMENT BAG IS MORE THAN HALF FILLED WITH SEDIMENT AND DEBRIS, OR AS DIRECTED BY THE ENGINEER.
  - REMOVE THE GRATE AND LIFT THE INLET FILTER FROM THE DRAINAGE STRUCTURE. DISPOSE OF ACCUMULATED SEDIMENTS AND DEBRIS PROPERLY. MATERIAL SHALL NOT BE DISCHARGED TO THE STORM SEWER SYSTEM.
  - REMOVE ANY CAKED ON SILT FROM THE SEDIMENT BAG AND REVERSE FLUSH THE BAG FOR OPTIMAL FILTRATION.
  - REPLACE THE BAG IF THE INNER FILTER MEMBRANE IS TORN.



CONCRETE WASHOUT-LINED CONTAINER WITH WATERPROOF (10 MIL MINIMUM) PLASTIC LINER SUPPLIED BY APPROVED HAULER

- NOTES:**
- CONCRETE WASHOUT-LINED CONTAINER SHALL BE INSTALLED PRIOR TO ANY CONCRETE POURING ACTIVITIES ON SITE.
- WASHOUT PROCEDURES:**
- 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.
  - SCRAPE AS MUCH MATERIAL FROM THE CHUTES AS POSSIBLE BEFORE WASHING THEM. USE NON-WATER CLEANING METHODS TO MINIMIZE THE CHANGE FOR WASTE TO FLOW OFF SITE.
  - 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 CONTAINER AREA.
  - DO NOT BACK FLUSH EQUIPMENT AT THE PROJECT SITE.
  - DO NOT USE ADDITIVES WITH WASH WATER.
  - DO NOT WASH OUT OR DRAIN WASTE WATERS TO STORM DRAINS, WETLANDS, STREAMS, CREEKS, DITCHES OR STREETS.
- MAINTENANCE:**
- REPAIR AND/OR REPLACE CONCRETE WASHOUT-LINED CONTAINER AS NEEDED TO MAINTAIN CAPACITY FOR WASHOUT WATER.
  - CONCRETE WASHOUT SIGNS SHALL BE POSTED NEAR THE CONCRETE WASHOUT-LINED CONTAINER TO CLEARLY INDICATE THE LOCATION OF CONCRETE WASHOUT ACTIVITIES.

**CONCRETE WASHOUT-LINED CONTAINER**

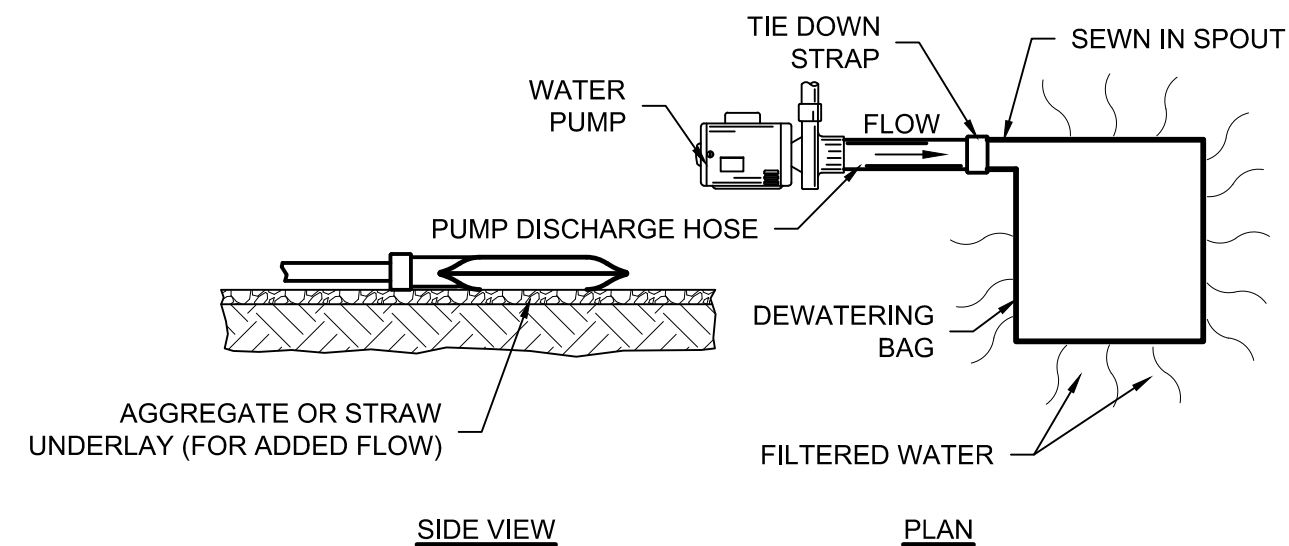


- NOTES:**
- SYNTHETIC FILTER FABRIC SHALL BE A PERVIOUS SHEET OF WOVEN OR NON-WOVEN GEOTEXTILE FABRIC AND SHALL BE CERTIFIED BY THE MANUFACTURER OR SUPPLIER AS CONFORMING TO THE FOLLOWING REQUIREMENTS:
    - TEXTILE STRENGTH AT 20% (MAXIMUM) ELONGATION, PER ASTM D4632.
    - WOVEN EXTRA STRENGTH - 50 LB/LINEAR INCH (MINIMUM), NON-WOVEN EXTRA STRENGTH - 70 LB/LINEAR INCH (MINIMUM).
    - WOVEN STANDARD STRENGTH - 30 LB/LINEAR INCH (MINIMUM), NON-WOVEN STANDARD STRENGTH - 50 LB/LINEAR INCH (MINIMUM).
    - APPARENT OPENING SIZE (AOS) (U.S. SIEVE) - NO. 30 PARTICLE SIZE OF 0.6 mm (MAXIMUM), ASTM D4751.
    - PERMITTIVITY - 0.05 S<sup>-1</sup> (MAXIMUM), 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 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".
  - 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 SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6" OVERLAP, AND SECURELY SEALED.
  - POSTS SHALL BE SPACED AT 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

**INLET PROTECTION**

SCALE: NONE

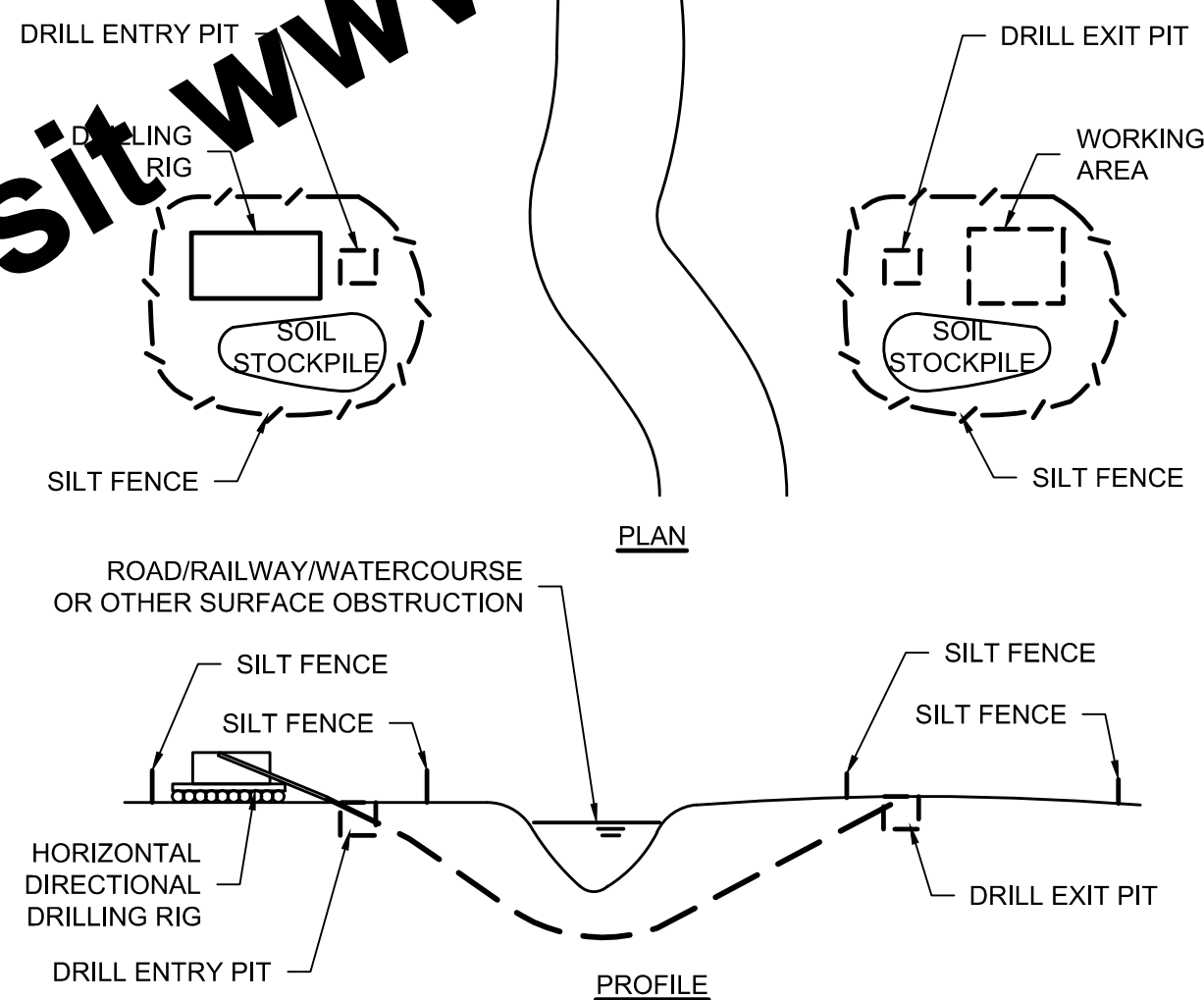


MECHANICAL PROPERTIES	TEST METHOD	UNITS	INDUSTRY STANDARD
GRAB TENSILE STRENGTH	ASTM D4632	kN (LB)	0.9 (205) X 0.9 (205)
GRAB TENSILE ELONGATION	ASTM D4632	%	50 X 50
PUNCTURE STRENGTH	ASTM D4833	kN (LB)	0.58 (130)
MULLEN BURST STRENGTH	ASTM D3786	kPa (PSI)	2618 (380)
TRAPEZOID TEAR STRENGTH	ASTM D4533	kN (LB)	0.36 (80) X 0.36 (80)
UV RESISTANCE	ASTM D4355	%	7
APPARENT OPENING SIZE	ASTM D4751	Mm (US STD SIEVE)	180 (30)
FLOW RATE	ASTM D4491	1/MIN/M <sup>2</sup> (GAL/MIN/FT <sup>2</sup> )	200 (95)
PERMITTIVITY	ASTM D4491	S <sup>-1</sup>	1.2

- MAINTENANCE:**
- DURING THE ACTIVE DEWATERING PROCESS, INSPECTION OF THE PUMPING BAG SHOULD BE REVIEWED FREQUENTLY. SPECIAL ATTENTION SHOULD BE PAID TO THE BOTTOM AREA FOR ANY SIGN OF EROSION AND CONCENTRATION OF FLOW. OBSERVE WHERE POSSIBLE THE QUALITY OF THE EFFLUENT AND DETERMINE IF ADDITIONAL TREATMENT CAN BE PROVIDED.
  - DISPOSE OF ACCUMULATED SEDIMENT REMOVED DURING PUMPING OPERATIONS IN CONFORMANCE WITH THE SPECIFICATIONS.
  - REPLACE THE BAG OR DISPOSE OF SILT WHEN BAG IS FULL OF SEDIMENT OR WHEN SEDIMENT HAS REDUCED THE FLOW RATE TO AN IMPRACTICAL LEVEL.

SOURCE: KRISTAR DANDY DEWATERING BAG SEDCATCH

**PUMPING BAG**  
SCALE: NONE



- NOTES:**
- INSTALL SILT FENCE PRIOR TO ANY EXCAVATION.
  - FILTER WATER FROM BORE PIT DEWATERING, AND DO NOT DIRECTLY DISCHARGE TO ANY DITCH, STREAM, WETLAND OR STORM WATER CONVEYANCE. REFER TO PUMPING BAG DETAIL.
  - PLACE SOIL STOCKPILES WITHIN THE SILT FENCE BOUNDARY.
  - SOIL FROM STOCKPILES SHALL BE USED FOR BACKFILL OR DISPOSED OF PROPERLY.
  - RESEED AND MULCH ALL DISTURBED SOIL SURFACES.
  - ENVIRONMENTAL PROTECTION TO BE PROVIDED AS NECESSARY TO CONTAIN ANY DRILLING FLUID SPILLS.
- MAINTENANCE:**
- INSPECT SILT FENCE BARRIERS AFTER EACH RAINFALL, AND REPAIR OR REPLACE IMMEDIATELY.
  - REMOVE SEDIMENT DEPOSITS FROM THE SILT FENCE AFTER STORM EVENTS.

**HORIZONTAL DIRECTIONAL DRILL**  
SCALE: NONE

Drawing: X:\Berne\295025 Berne WM Impr and SLR\DWG\Sheet\295025-CD.dwg | Layout: 21 | Plotter: 02/17/26 @ 02:38:12 | User: wessler@wessler.com

SCALE VERIFICATION	DRAWN BY	NO.	DATE	INITIALS	REVISION DESCRIPTIONS
BAR IS ONE INCH LONG ON ORIGINAL DRAWING	MTF				
	CHECKED BY: ADG				
	APPROVED BY: MAP				
	ISSUE DATE: FEBRUARY 2026				
	PROJECT NUMBER: 295025-04-001				

**WESSLER ENGINEERING**  
More than a Project™

**WATER MAIN IMPROVEMENTS AND LEAD SERVICE LINE REPLACEMENTS**

CITY OF BERNE, INDIANA

**EROSION CONTROL DETAILS**

SHEET NO. **21**

TOTAL SHEETS **21**