SET NO.

TOWN OF SYRACUSE
KOSCIUSKO COUNTY, INDIANA

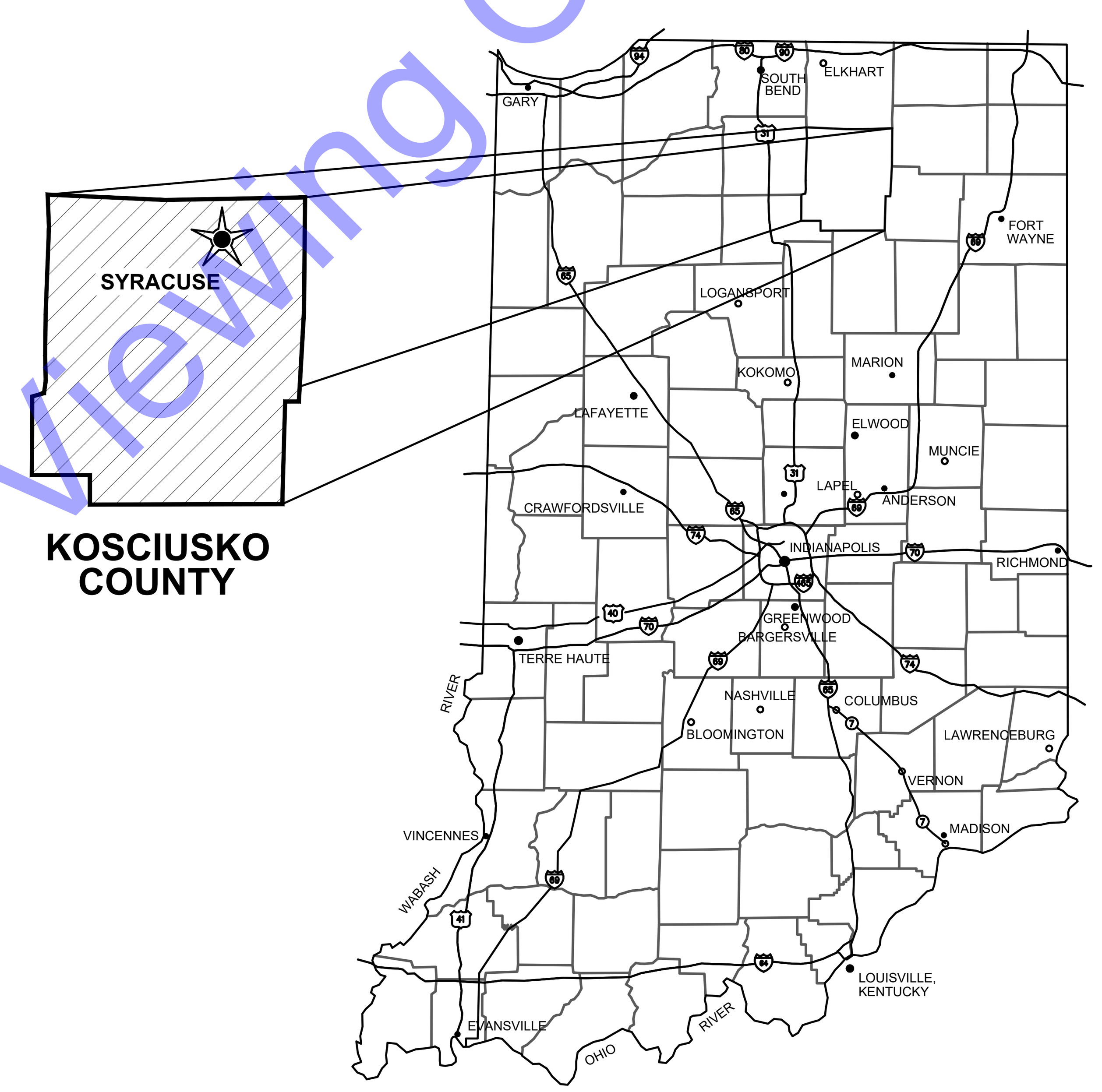
2025 COMMUNITY CROSSINGS MATCHING GRANT (CCMG) ROUND 1

JANUARY 2025

TOWN COUNCIL

NATHAN SCHERER .... PRESIDENT
PAUL STOELTING .... VICE PRESIDENT
CINDY KAISER .... MEMBER
WILLIAM MUSSER .... MEMBER
LARRY SIEGEL .... MEMBER

VIRGINIA CAZIER .... CLERK-TREASURER
MARK AURICH .... PUBLIC WORKS SUPERINTENDENT
DAVID WILKINSON .... TOWN MANAGER
JAY RIGDON .... TOWN ATTORNEY



GENERAL LOCATION MAP

THE CURRENT INDIANA DEPARTMENT OF TRANSPORTATION (INDOT) STANDARD SPECIFICATIONS, MUTCD, AND MUNICIPAL TECHNICAL STANDARDS SHALL BE USED WITH THESE PLANS.

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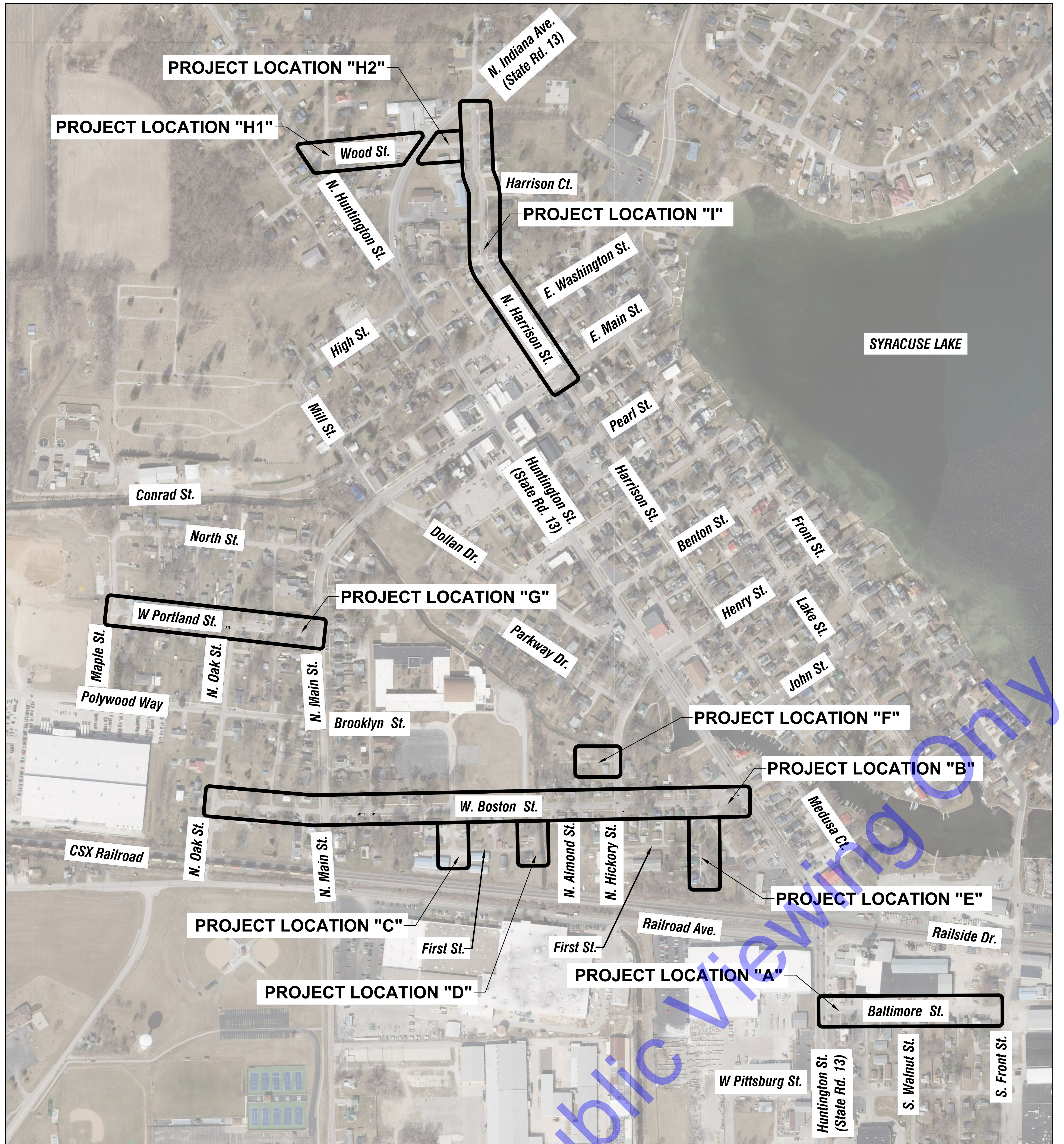
QA/QC BY : RYAN MAROVICH, P.E. 1/9/2025 DATE :

CERTIFIED BY : ROBYN MATTHEWS, P.E. 1/9/2025 DATE :
INDIANA P.E. No. 10100897

ROBYN LYNN MATTHEWS
REGISTERED
PE10100897
STATE OF INDIANA
PROFESSIONAL ENGINEER

PROJECT NO. : H24152



VICINITY MAP

SCALE: 1"=300'-0"

0 300' 600'

SHEET INDEX		
SHEET NUMBER	DRAWING NUMBER	SHEET TITLE
1	G1	TITLE SHEET
2	G2	VICINITY MAP AND DRAWING INDEX
3	G3	LEGEND AND NOTES
4	G4	SURVEY DATA
5	C1-1	DEMOLITION AND EROSION CONTROL PLAN - BALTIMORE STREET
6	C1-2	DEMOLITION AND EROSION CONTROL PLAN - BOSTON STREET
7	C1-3	DEMOLITION AND EROSION CONTROL PLAN - BOSTON STREET
8	C1-4	DEMOLITION AND EROSION CONTROL PLAN - BOSTON STREET
9	C1-5	DEMOLITION AND EROSION CONTROL PLAN - N. ACORN STREET & BUTTERNUT STREET
10	C1-6	DEMOLITION AND EROSION CONTROL PLAN - N. PECAN STREET
11	C1-7	DEMOLITION AND EROSION CONTROL PLAN - TURKEY CREEK LANE
12	C1-8	DEMOLITION AND EROSION CONTROL PLAN - W. PORTLAND STREET
13	C1-9	DEMOLITION AND EROSION CONTROL PLAN - WOOD STREET
14	C1-10	DEMOLITION AND EROSION CONTROL PLAN - N. HARRISON STREET
15	C1-11	DEMOLITION AND EROSION CONTROL PLAN - N. HARRISON STREET
16	C2-1	ROADWAY AND GRADING PLAN - BALTIMORE STREET
17	C2-2	ROADWAY AND GRADING PLAN - BOSTON STREET
18	C2-3	ROADWAY AND GRADING PLAN - BOSTON STREET
19	C2-4	ROADWAY AND GRADING PLAN - BOSTON STREET
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24	C2-9	ROADWAY AND GRADING PLAN - WOOD STREET
25	C2-10	ROADWAY AND GRADING PLAN - N. HARRISON STREET
26	C2-11	ROADWAY AND GRADING PLAN - N. HARRISON STREET
27	C3-1	CURB RAMP DETAIL - N. MAIN STREET @ BOSTON STREET
28	C3-2	CURB RAMP DETAIL - N. ACORN STREET @ BOSTON STREET
29	C3-3	CURB RAMP DETAIL - BUTTERNUT STREET @ BOSTON STREET
30	C3-4	CURB RAMP DETAIL - N. HICKORY STREET @ BOSTON STREET
31	C3-5	CURB RAMP DETAIL - N. PECAN STREET @ BOSTON STREET
32	C3-6	CURB RAMP DETAIL - PORTLAND STREET INTERSECTIONS
33	C3-7	CURB RAMP DETAIL - N. HARRISON ST. @ W. WASHINGTON STREET
34	C3-8	CURB RAMP DETAIL - N. HARRISON STREET INTERSECTIONS
35	MD1	MISCELLANEOUS DETAILS
36	MD2	MISCELLANEOUS DETAILS
37	MD3	MISCELLANEOUS DETAILS
38	MD4	MISCELLANEOUS DETAILS

PROJECT LOCATION DESCRIPTION

LOCATION "A" : BALTIMORE ST. FROM SR 13 TO S. FRONT ST.

LOCATION "B" : W. BOSTON ST. FROM N. OAK ST. TO SR 13

LOCATION "C" : N. ACORN ST. FROM W. BOSTON ST. TO FIRST ST.

LOCATION "D" : BUTTERNUT ST. FROM W. BOSTON ST. TO FIRST ST.

LOCATION "E" : N. PECAN ST. FROM W. BOSTON ST. TO FIRST ST.

LOCATION "F" : TURKEY CREEK LN. FROM N. BUTTERNUT ST. TO N. HICKORY ST.

LOCATION "G" : W. PORTLAND ST. FROM MAPLE ST. TO N. MAIN ST.

LOCATION "H1" : WOOD ST. FROM N. HUNTINGTON ST. TO N. INDIANA AVE.

LOCATION "H2" : WOOD ST. FROM N. INDIANA AVE. TO N. HARRISON ST.

LOCATION "I" : N. HARRISON ST. FROM N. INDIANA AVE. TO N. HARRISON ST.

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Signature 1/9/2024 Date

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VICINITY MAP AND DRAWING INDEX

Drawing No:
G2

GENERAL ABBREVIATIONS

AADT	AVERAGE ANNUAL DAILY TRAFFIC	ID	INSIDE DIAMETER
ADJ	ADJUSTED	INL	INLET
ALUM	ALUMINUM	INV	INVERT
@	AT	IP	IRON PIN
AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	LB	POUND
ASTM	AMERICAN SOCIETY FOR TESTING MATERIALS	LTG	LIGHTING
AVE	AVENUE		
AVG	AVERAGE	MAX	MAXIMUM
		MGD	MILLIONS GALLONS PER DAY
BLDG	BUILDING	MH	MANHOLE
BIT	BITUMINOUS	MIN	MINIMUM, MINUTE
BM	BENCH MARK	MJ	MECHANICAL JOINT
BOT	BOTTOM		
BRG	BEARING	NG	NATURAL GAS
		NO.	NUMBER
CB	CATCH BASIN		
CFM	CUBIC FEET PER MINUTE	OC	ON CENTER
CL	CENTERLINE	OD	OUTSIDE DIAMETER
CO	CLEAN OUT	OPP	OPPOSITE
CMP	CORRUGATED METAL PIPE		
COL/C	COLUMN	PB	PULL BOX
CONC	CONCRETE	PSF	POUNDS PER SQUARE FOOT
COP	COPPER	PSI	POUNDS PER SQUARE INCH
CJ	CONSTRUCTION JOINT	PVC	POLYVINYL CHLORIDE
CY	CUBIC YARD		
		RAD	RADIUS
DIA	DIAMETER	RCP	REINFORCED CONCRETE PIPE
DIM	DIMENSION	REQ'D	REQUIRED
DI	DUCTILE IRON PIPE	R/W	RIGHT-OF-WAY
DS	DOWN SPOUT		
DWG	DRAWING	SAN	SANITARY
		SAS	SANITARY SEWER
EA	EACH	SCH	SCHEDULE
EFFL	EFFLUENT	SECT	SECTION
EL	ELEVATION	SF	SQUARE FEET
EX,EXIST	EXISTING	SHT	SHEET
EXP JP	EXPANSION JOINT	SQ	SQUARE
		STD	STANDARD
FD	FLOOR DRAIN	STM	STORM
FDN	FOUNDATION	S STL, SS	STAINLESS STEEL
FH	FIRE HYDRANT	STL	STEEL
FLR	FLOOR	SY	SQUARE YARD
FM	FORCE MAIN		
FRP	FIBER REINFORCED PLASTIC	TEMP	TEMPORARY
FT	FEET OR FOOT	TWLTL	TWO-WAY LEFT TURN LANE
FTG	FOOTING	TYP	TYPICAL
GALV	GALVANIZED	V	VALVE
GEN	GENERAL	VAR	VARIES
GRD	GROUND OR GRADE	VERT	VERTICAL
GRET	GUARDRAIL END TREATMENT		
		W/	WITH
HORIZ	HORIZONTAL	W/O	WITHOUT
HP	HORSEPOWER	WWF	WELDED WIRE FABRIC
HWL	HIGH WATER LINE OR LEVEL		
		XING	CROSSING

GENERAL NOTES

1. ALL PROPERTY AND RIGHT-OF-WAY LINE INFORMATION SHOWN IN DRAWING SET ARE APPARENT AND SHALL NOT BE DEEMED EXACT LOCATIONS, UNLESS OTHERWISE NOTED. INFORMATION WAS OBTAINED VIA "INDIANA ON-LINE" GIS SHAPE FILES.

2. EXISTING UTILITY INFORMATION SHOWN IN DRAWING SET MEETS "ASCE 36-02" QUALITY LEVEL C, UNLESS OTHERWISE NOTED.

   UTILITY COORDINATION AND PROJECT DIRECTION OF EXISTING SUBSURFACE DATA:

   UTILITY QUALITY LEVEL DESCRIPTIONS

   UTILITY QUALITY A - PRECISE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES OBTAINED BY THE ACTUAL EXPOSURE (OR VERIFICATIONS OF PREVIOUSLY EXPOSED AND SURVEY UTILITIES) AND SUBSEQUENT MEASUREMENT OF SUBSURFACE UTILITIES, USUALLY AT A SPECIFIC POINT. ACCURACY OF LOCATION MATCHES PROJECT SURVEY TOLERANCE.

   UTILITY QUALITY B - INFORMATION OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. THE RELIABILITY OF THIS INFORMATION IS SURVEYED TO PROJECT CONTROL AND SUBJECT TO ACCURACY LEVELS OF THE GEOPHYSICAL TOLERANCE DEFINED BY THE PROJECT.

   UTILITY QUALITY C - INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE GROUND UTILITY FEATURES AND CORRELATING QUALITY LEVEL "D" INFORMATION.

   UTILITY QUALITY D - INFORMATION DERIVED FROM EXISTING RECORDS OR VERBAL RECOLLECTIONS.

3. NORTHING AND EASTING COORDINATES SHOWN ON ALL MANHOLES, INLETS, ETC. ARE SHOWN FROM CENTER OF STRUCTURE NOT CASTING, UNLESS OTHERWISE NOTED.

4. ALL MANHOLES THAT HAVE PIPE INVERT DIFFERENTIAL OF 2 FEET OR GREATER SHALL BE CONSIDERED A DROP MANHOLE. CONTRACTOR SHALL REFER TO MISCELLANEOUS DETAILS AND DETAILED SPECIFICATIONS FOR MORE INFORMATION.

5. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY CONFLICTING INFORMATION BECOMES APPARENT IN THE CONTRACTOR DOCUMENTS AS SOON AS POSSIBLE AND PRIOR TO ANY WORK BEING PERFORMED IN THE VICINITY OF OR RELATIVE TO THE APPARENT CONFLICT SO THAT CLARIFICATION MAY OCCUR PRIOR TO CONSTRUCTION ACTIVITIES.

6. ANY ALTERATIONS TO THESE DRAWINGS, SPECIFICATIONS, AND RECORDS ON FILE SHALL RELIEVE COMMONWEALTH ENGINEERS, INC. OF ANY RESPONSIBILITY OF THE ACCURACY OF THE DRAWINGS.

7. USE CAUTION DURING THE EXECUTION OF WORK TO PREVENT DAMAGE TO FEDERAL, STATE, COUNTY, MUNICIPAL, AND PRIVATE PROPERTY. REPAIR ALL DAMAGES AS A RESULT OF OPERATIONS. 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.

8. COMPLY WITH ALL APPLICABLE PERMITS AND REGULATIONS. APPLICABLE PERMITS ISSUED TO THE OWNER WILL BE MADE AVAILABLE TO THE CONTRACTOR.

9. EXISTING UTILITY LINES TO INDIVIDUAL CUSTOMERS MAY NOT BE SHOWN ON THE DRAWINGS. ASSUME THAT UNDERGROUND SERVICE LINES FOR ALL UTILITIES EXIST TO EACH PROPERTY ALONG THE ROUTE OF PLANNED IMPROVEMENTS. COORDINATE ALL WORK WITH RESPECTIVE UTILITIES.

PROJECT CONTACT INFORMATION

TOWN OF SYRACUSE	MARK AURICH	PUBLIC WORKS SUPERINTENDENT	(574) 457-3229	PWDIRECTOR@SYRACUSEIN.ORG
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TOWN OF SYRACUSE	PAUL HOFFMAN	STREET DEPARTMENT	(574) 457-3229	PHOFFMAN@SYRACUSEIN.ORG
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MCI (VERIZON)	DEAN BOYERS	TELECOM UTILITY	(469) 886-4238	INVESTIGATIONS@VERIZON.COM
MEDIACOM, LLC (NORTH WEBSTER)	GARY GUDEMAN	TELECOM UTILITY		
NEW PARIS TELEPHONE, INC.	COLLIN KOOGLER	TELECOM UTILITY	(574) 831-7110	CKOOGLER@NPTEL.COM
NIPSCO ELECTRIC (GOSHEN)	DAVE SCHAAFSMA	ELECTRIC UTILITY		UTILITYCOORDINATION@NISOURCE.COM
NIPSCO GAS (GOSHEN)	DAVE SCHAAFSMA	GAS UTILITY		UTILITYCOORDINATION@NISOURCE.COM

DRAWING SET LEGEND

- EXISTING GAS LINE
- EXISTING WATER LINE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING OVERHEAD UTILITY LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND TELEPHONE LINE
- EXISTING TELEPHONE LINE
- EXISTING CATV LINE
- EXISTING FIBER OPTIC LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING CHAINLINK FENCE
- EXISTING DECORATIVE FENCE
- APP. R/W — APPARENT RIGHT-OF-WAY
- APP. P/L — APPARENT PROPERTY LINE
- 725 — EXISTING MAJOR CONTOUR LINE
- 724 — EXISTING MINOR CONTOUR LINE
- 785 — PROPOSED MAJOR CONTOUR LINE
- 784 — PROPOSED MINOR CONTOUR LINE
- PROPOSED WATER LINE
- 000.00 — PROPOSED TOP OF CURB ELEVATION
- 000.00 — PROPOSED GUTTER ELEVATION
- 000.00 — PROPOSED SURFACE ELEVATION
- DIRECTION OF FLOW

- BOLLARD
- LARGE ROCK
- CONTROL POINT
- MONUMENT
- BENCHMARK
- BORE / DRILL HOLE
- MAILBOX
- FLAG POLE
- FENCE POST
- BUSH / HEDGE
- DECIDUOUS TREE
- CONIFEROUS TREE
- SIGN
- UTILITY LOCATE FLAG
- GAS LINE MARKER
- GAS VALVE
- GAS METER
- POWER POLE
- LIGHT POLE
- GUY WIRE
- ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER
- HAND HOLE BOX
- COMMUNICATION LINE MARKER

- TELE/TV PEDESTAL
- COMMUNICATION MANHOLE
- TRAFFIC MANHOLE
- WATER LINE MARKER
- WATER METER
- VALVE
- IRRIGATION CONTROL VALVE
- FIRE HYDRANT
- EXISTING SANITARY MH
- EXISTING STORM INLET (SQUARE)
- EXISTING STORM INLET (ROUND)
- CLEANOUT
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- AREA OF CONSTRUCTION
- DETOUR ROUTE
- (31) TEMPORARY CONCRETE BARRIER

- (A) *** IN. PLAIN PCCP
- (C) *** IN. PLAIN PCCP FOR DRIVEWAYS
- (F) CONCRETE SIDEWALK
- (J) *** IN. HMA SHOULDER
- (J1) *** IN. PCCP SHOULDER
- (J2) *** IN. COMPACTED AGG. (TYPE) SHOULDER
- (K) *** LB/SYS HMA SURFACE (TYPE) ON *** LB/SYS HMA INTERMEDIATE (TYPE) ON *** LB/SYS HMA BASE (TYPE) ON *** IN. COMPACTED AGG. BASE (TYPE)
- (N) *** IN. COMPACTED AGG. (TYPE) FOR SURFACE
- (O) *** IN. COMPACTED AGG. (TYPE) FOR BASE
- (P) PRIME COAT
- (P1) SEAL COAT
- (P2) TACK COAT
- (R) MILLING, ASPHALT, *** IN. *** LB/SYS HMA SURFACE (TYPE)
- (R4) *** IN. PCCP FOR RESURFACE
- (U) *** IN. UNDERDRAIN
- (X) CONSTRUCTION SIGN, TYPE *
- (Y) BARRICADE, TYPE *
- (5) BUTT JOINT
- (6) CONSTRUCTION JOINT
- (7) KEYWAY JOINT
- (9) *** IN. PREFORMED JOINT FILLER

- (12) IMPACT ATTENUATOR, TYPE *
- (13) CONCRETE CURB
- (14) INTEGRAL CONCRETE CURB
- (15) CONCRETE CURB AND GUTTER
- (18) INTEGRAL CONCRETE CURB, TYPE *
- (22) CONCRETE CENTER CURB, TYPE *
- (23) ASPHALT CURB
- (26) SEEDING AND/OR SODDING
- (C) CURB RAMP, CONCRETE
- (33) SNOWPLOWABLE RAISED PAVEMENT MARKER
- (34) *** IN. SOLID WHITE PAINT LINE
- (35) *** IN. SOLID YELLOW PAINT LINE
- (37) THERMOPLASTIC PAVEMENT MESSAGE MARKING
- (40) *** IN. SOLID WHITE PREFORMED LINE
- (41) *** IN. SOLID YELLOW PREFORMED LINE
- (42) *** IN. BROKEN WHITE PREFORMED LINE
- (43) *** IN. BROKEN YELLOW PREFORMED LINE
- (46) *** IN. SOLID WHITE THERMOPLASTIC LINE
- (47) *** IN. SOLID YELLOW THERMOPLASTIC LINE
- (48) *** IN. BROKEN WHITE THERMOPLASTIC LINE
- (49) *** IN. BROKEN YELLOW THERMOPLASTIC LINE

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Signature | Date 1/9/2024

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LEGEND AND NOTES

Drawing No:
G3

VICINITY MAP

SCALE: 1"=300'-0"

0 300' 600'

CONTROL POINT INFORMATION

IDENTIFIER	NORTHING	EASTING	DESCRIPTION
CP-102	2248863.07	306280.30	MAG NAIL SPIKE
CP-103	2248846.79	306494.45	MAG NAIL SPIKE
CP-108	2251359.52	304932.78	MAG NAIL SPIKE
CP-111	1810668.94	297556.83	MAG NAIL SPIKE
CP-116	2251187.31	304647.14	CAPPED REBAR
CP-117	2249239.82	304323.54	CAPPED REBAR
CP-128	2251414.15	304492.80	CAPPED REBAR
CP-137	2249241.68	303262.24	CAPPED REBAR
CP-138	2249223.64	303777.15	CAPPED REBAR
CP-140	2248632.55	305928.23	CAPPED TEMP
CP-142	2249203.82	304914.83	CAPPED REBAR
CP-143	2249259.06	305522.76	CAPPED REBAR
CP-144	2249981.16	303383.18	CAPPED REBAR
CP-145	2250059.77	302829.60	MAG NAIL SPIKE
CP-146	2249963.13	303753.77	MAG NAIL SPIKE
CP-147	2251304.27	304621.27	CAPPED REBAR
CP-148	2251414.15	304192.80	CAPPED REBAR
CP-149	2251843.62	304411.52	CAPPED REBAR
CP-160	2249233.89	304660.81	CAPPED TEMP
CP-162	2248317.97	305948.42	CAPPED TEMP

TEMPORARY BENCHMARK INFORMATION

IDENTIFIER	ELEVATION	DESCRIPTION
TBM-3600	857.90	TBM/BOAT SPIKE SET SOUTH SIDE PP654-561
TBM-3792	861.68	TBM /CUT X EAST BONNET BOLT TOP FLANGE FIRE HYD
TBM-4247	907.95	TBM/BOAT SPIKE SET EAST SIDE PP670+604
TBM-4498	863.12	TBM /NW ANCHOR BOLT OLD CONC SIGN BASE
TBM-5422	861.06	TBM /CUT X E BONNET BOLT TOP FLANGE FIRE HYD

Project coordinates are based on the following:
HORIZONTAL-US State plane coordinates: NAD83 *(North American Datum)* Indiana West Zone (1302)
VERTICAL- USGS 1988 NAVD (North American Vertical Datum)-per GPS observations (Not verified by physical location of published USGS monuments)

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SURVEY DATA

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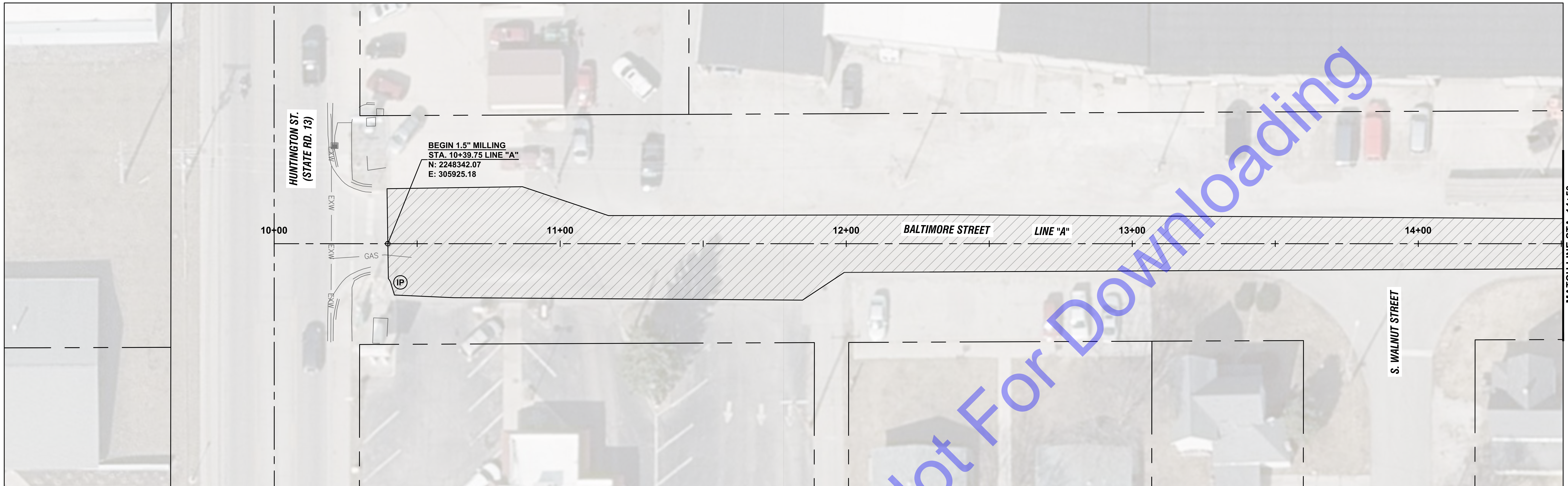
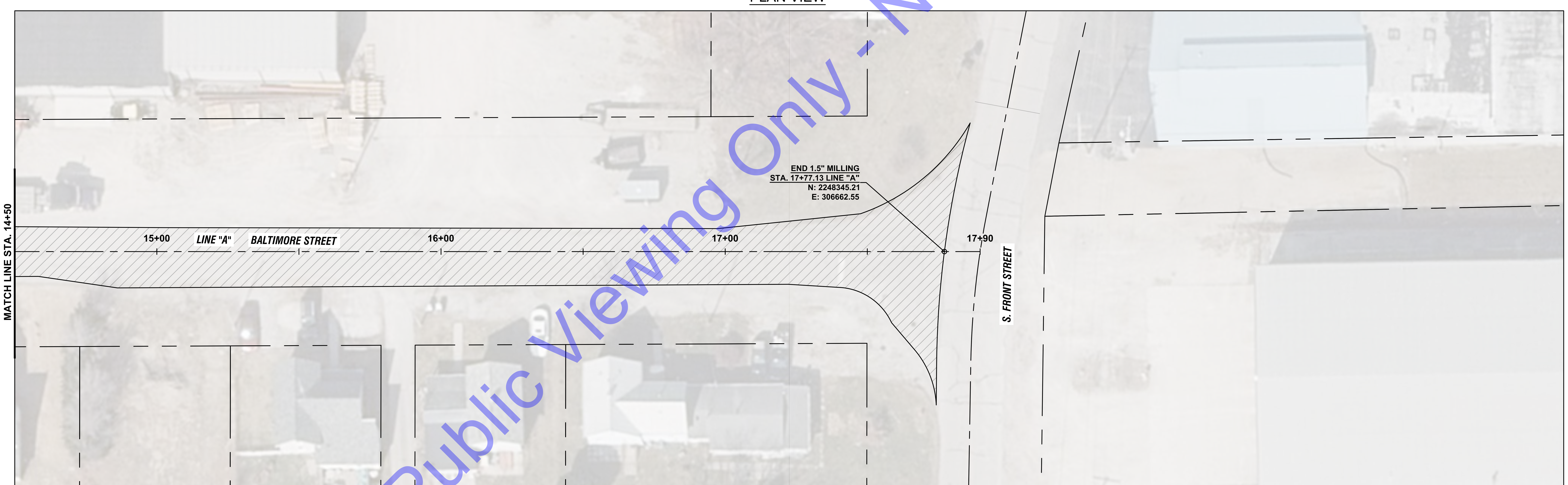
G4



PLAN VIEW



PLAN VIEW

DEMOLITION LEGEND

- 1.5 IN. PAVEMENT MILLING
- ASPHALT REMOVAL
- TOPSOIL STRIPPING & GRADING
- CONCRETE SIDEWALK REMOVAL
- AGGREGATE/BRICK REMOVAL
- CONCRETE DRIVE ENTRANCE REMOVAL

EROSION CONTROL LEGEND

- (IP) STORM SEWER INLET PROTECTION

NOTES

1. CONTRACTOR SHALL PLAN CONSTRUCTION ACTIVITIES TO MINIMIZE IMPACT TO TRAFFIC. LOCAL TRAFFIC ACCESS, INCLUDING ACCESS TO ALL RESIDENCES, MUST BE MAINTAINED AT ALL TIMES. TO MAINTAIN TRAFFIC MOVEMENT, APPROPRIATE TRAFFIC CONTROL DEVICES SHALL BE USED. SUCH TRAFFIC CONTROL DEVICES SHALL COMPLY WITH THE LATEST EDITION OF THE MUTCD AND ALL APPLICABLE INDIANA SUPPLEMENTS.
2. SAW CUT CLEAN EDGE WHEN REMOVING PAVEMENT AND MATCHING TO EXISTING PAVEMENT.
3. CONTRACTOR SHALL REMOVE PAVEMENT AT A WIDTH OF TWO (2) FEET FROM EDGE OF CURB.

HORIZONTAL SCALE: 1" = 20'-0"

0 10' 20' 40' 60'

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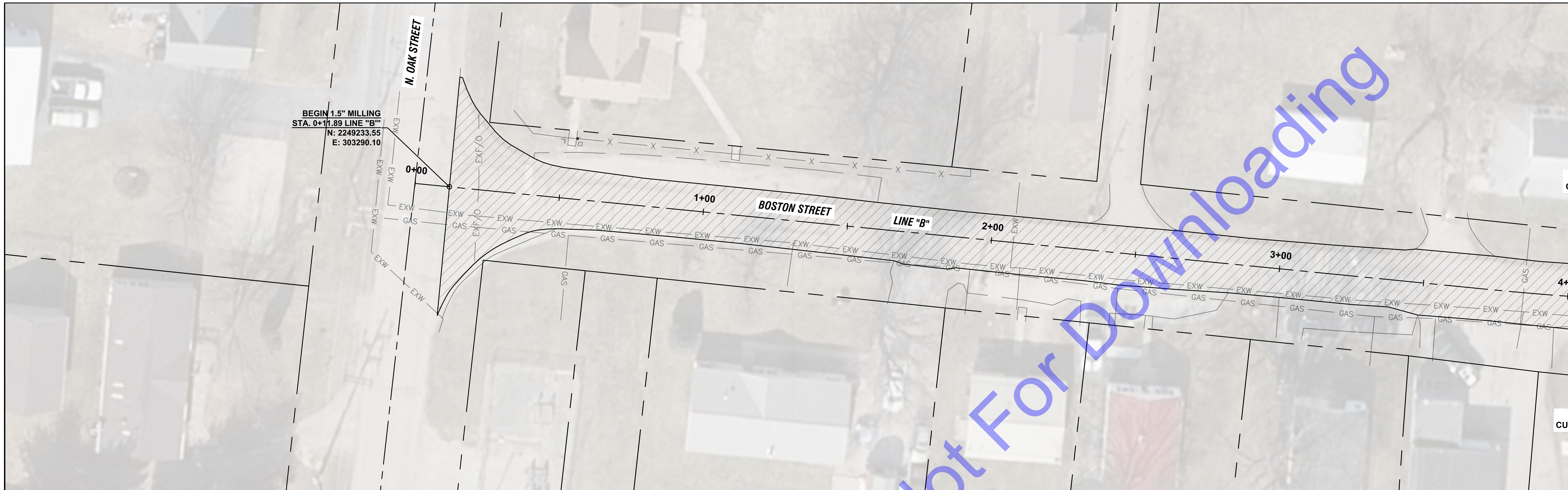
DEMOLITION AND EROSION CONTROL PLAN

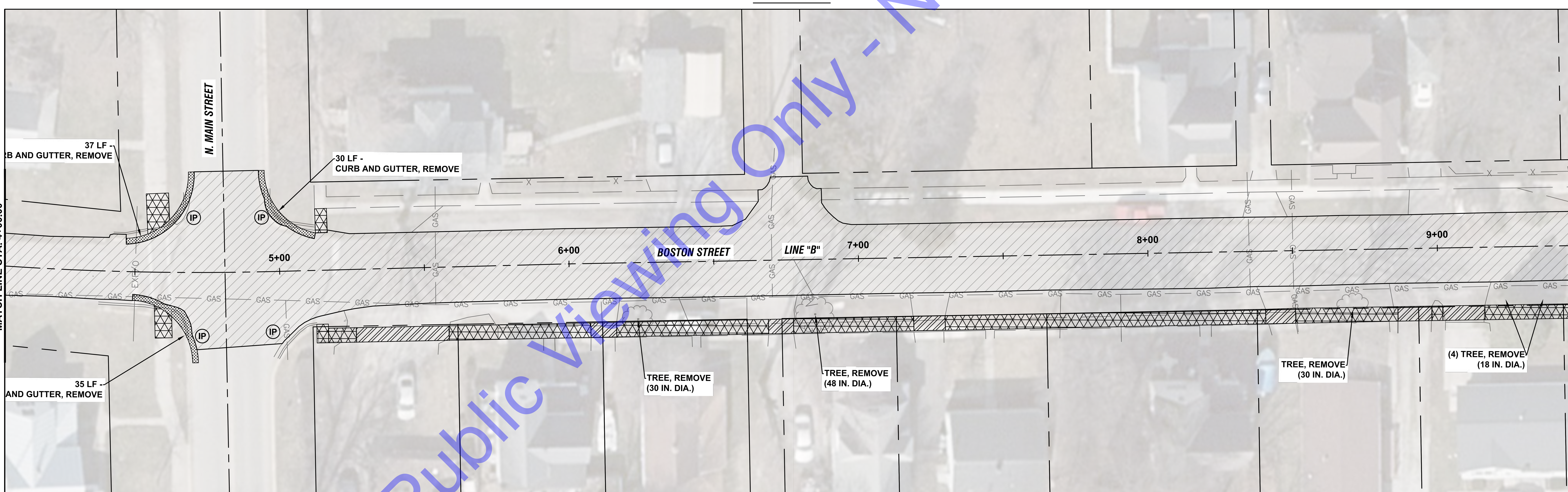
BALTIMORE STREET

Drawing No:
C1-1

Sheet: 5 OF 38



PLAN VIEW



PLAN VIEW

DEMOLITION LEGEND

- 1.5 IN. PAVEMENT MILLING
- ASPHALT REMOVAL
- TOPSOIL STRIPPING & GRADING
- CONCRETE SIDEWALK REMOVAL
- AGGREGATE/BRICK REMOVAL
- CONCRETE DRIVE ENTRANCE REMOVAL

EROSION CONTROL LEGEND

- (IP) STORM SEWER INLET PROTECTION

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HORIZONTAL SCALE: 1" = 20'-0"
0 10' 20' 40' 60'

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ROBYN LYNN MATTHEWS
REGISTERED
PE10100897
STATE OF INDIANA
PROFESSIONAL ENGINEER

Signature 1/9/2024
Date

TOWN OF SYRACUSE
KOSCIUSKO CO., INDIANA

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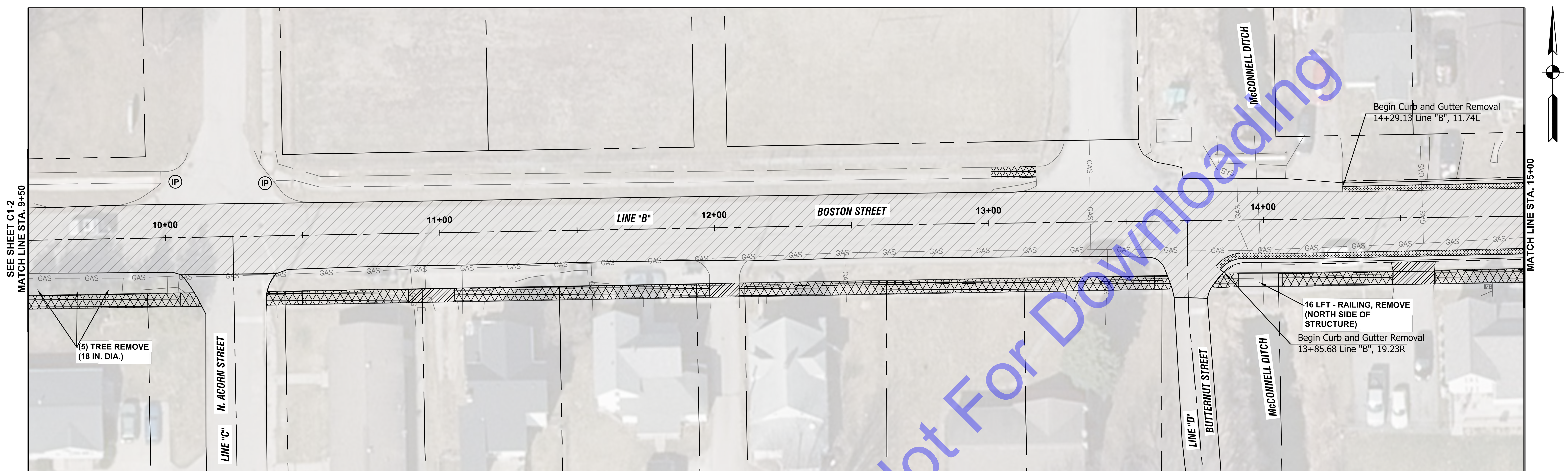
DEMOLITION AND EROSION CONTROL PLAN

BOSTON STREET

Drawing No:
C1-2



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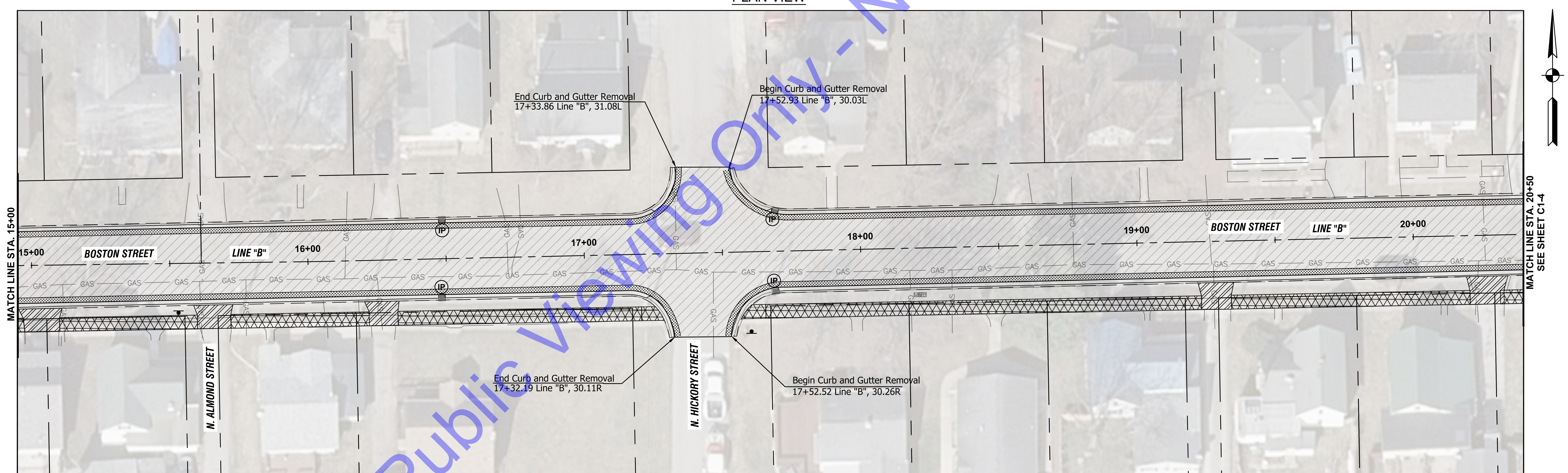

PLAN VIEW

DEMOLITION LEGEND

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- CONCRETE SIDEWALK REMOVAL
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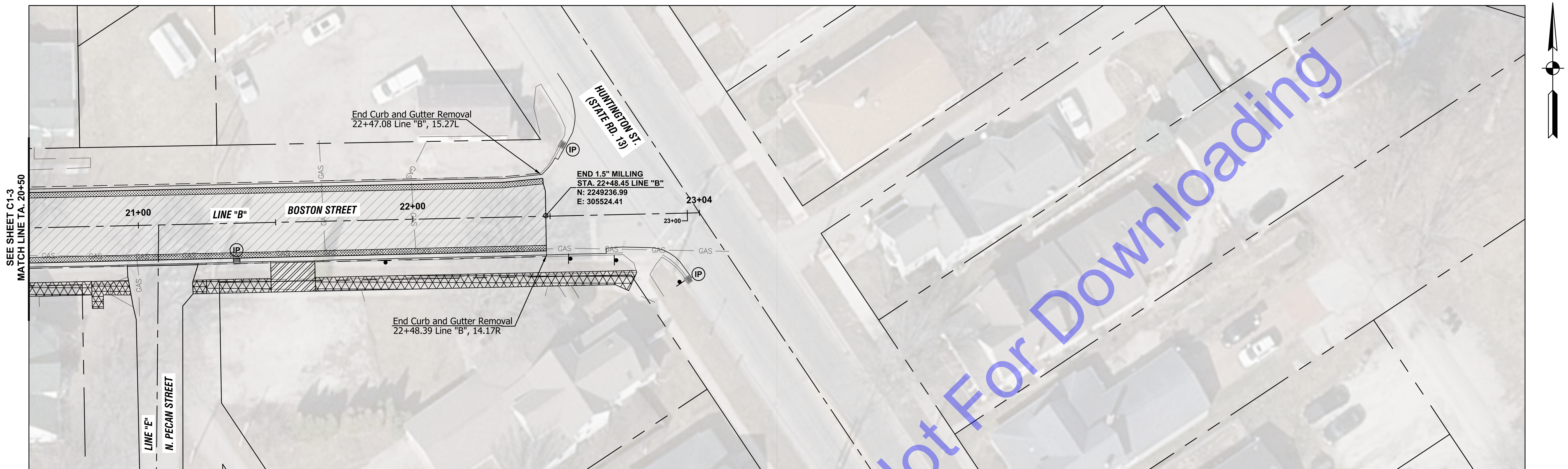
DEMOLITION AND EROSION CONTROL PLAN

BOSTON STREET

Drawing No:
C1-3



PLAN VIEW

DEMOLITION LEGEND

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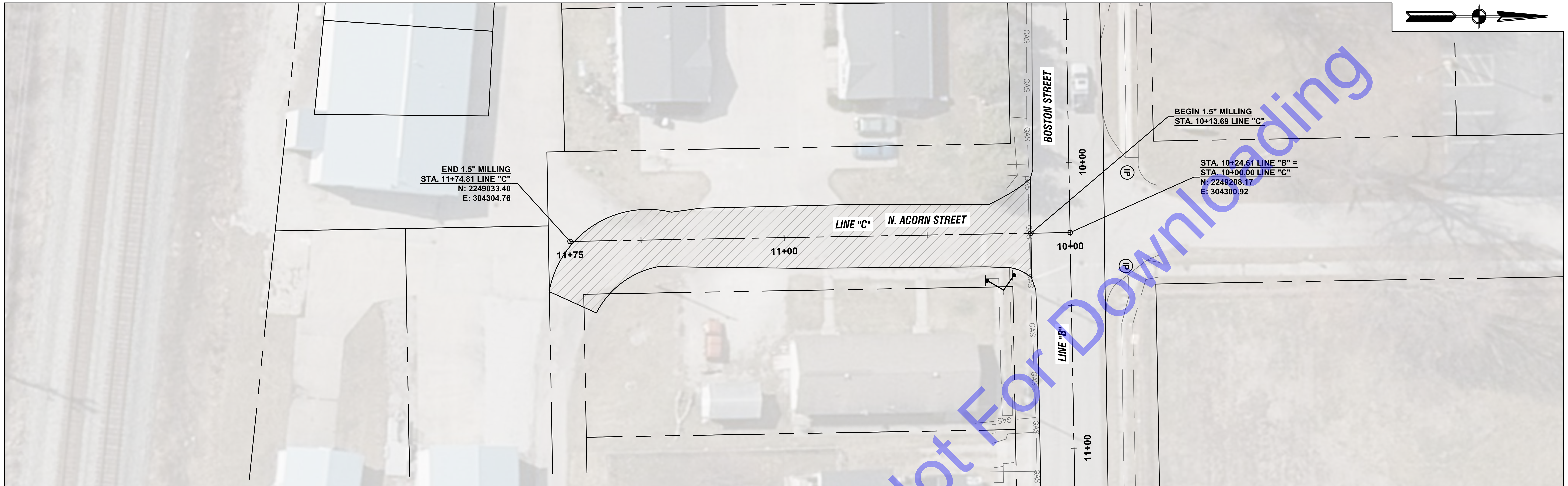
DEMOLITION AND EROSION CONTROL PLAN

BOSTON STREET

Drawing No:
C1-4



PLAN VIEW

PLAN VIEW

DEMOLITION LEGEND

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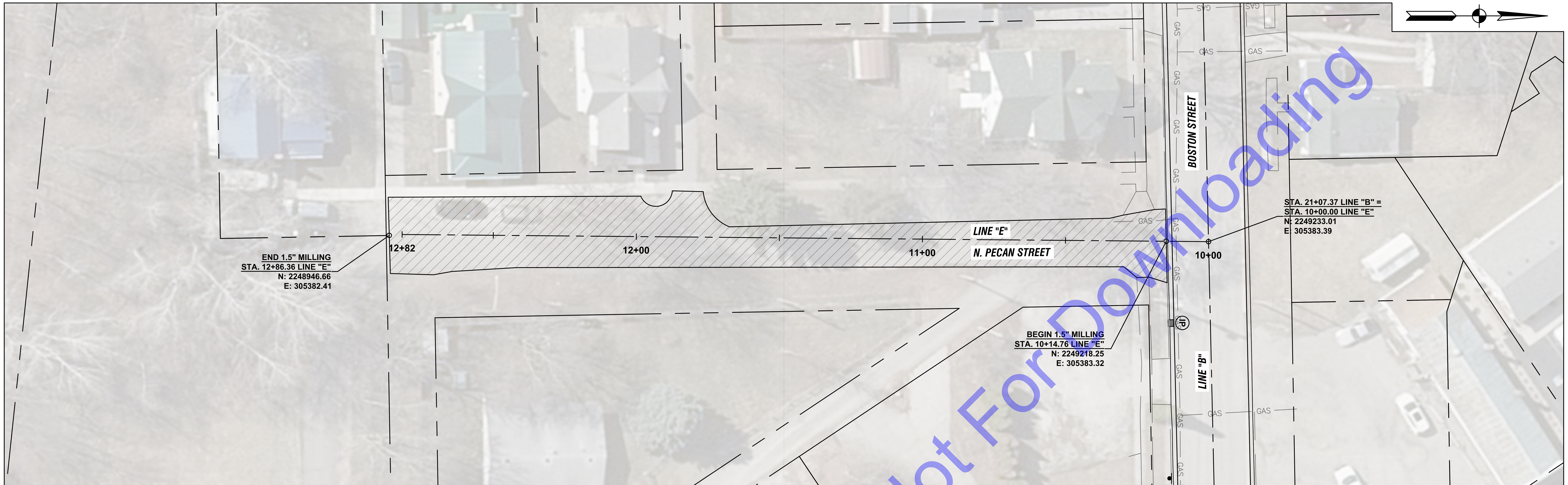
DEMOLITION AND EROSION CONTROL PLAN

N. ACORN STREET & BUTTERNUT STREET

Drawing No:
C1-5

Sheet: 9 OF 38



PLAN VIEW

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DEMOLITION AND EROSION CONTROL PLAN

N. PECAN STREET

Drawing No:
C1-6

PLAN VIEW

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DEMOLITION AND EROSION CONTROL PLAN

TURKEY CREEK LANE

Drawing No:
C1-7

DEMOLITION LEGEND

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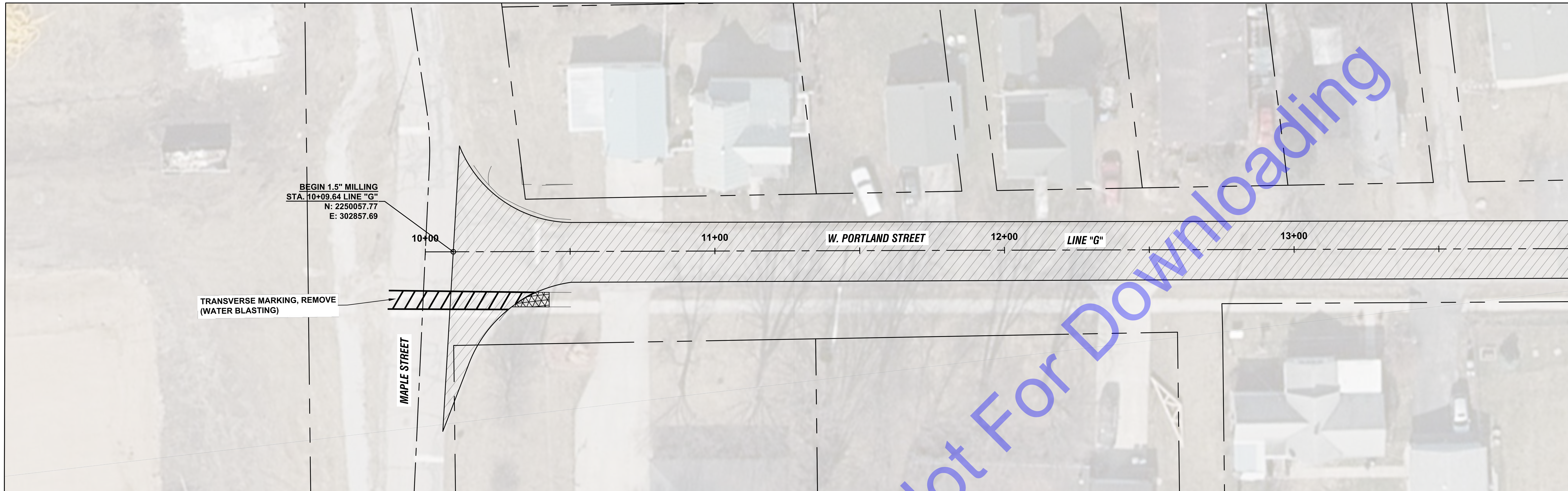
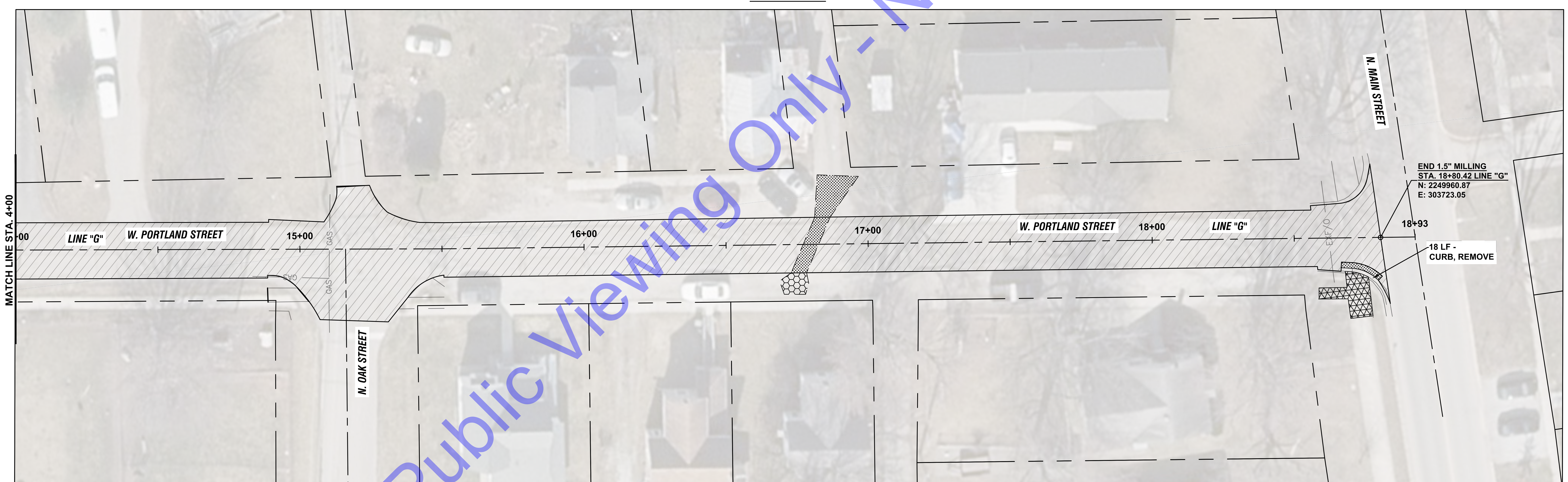


PLAN VIEW



PLAN VIEW

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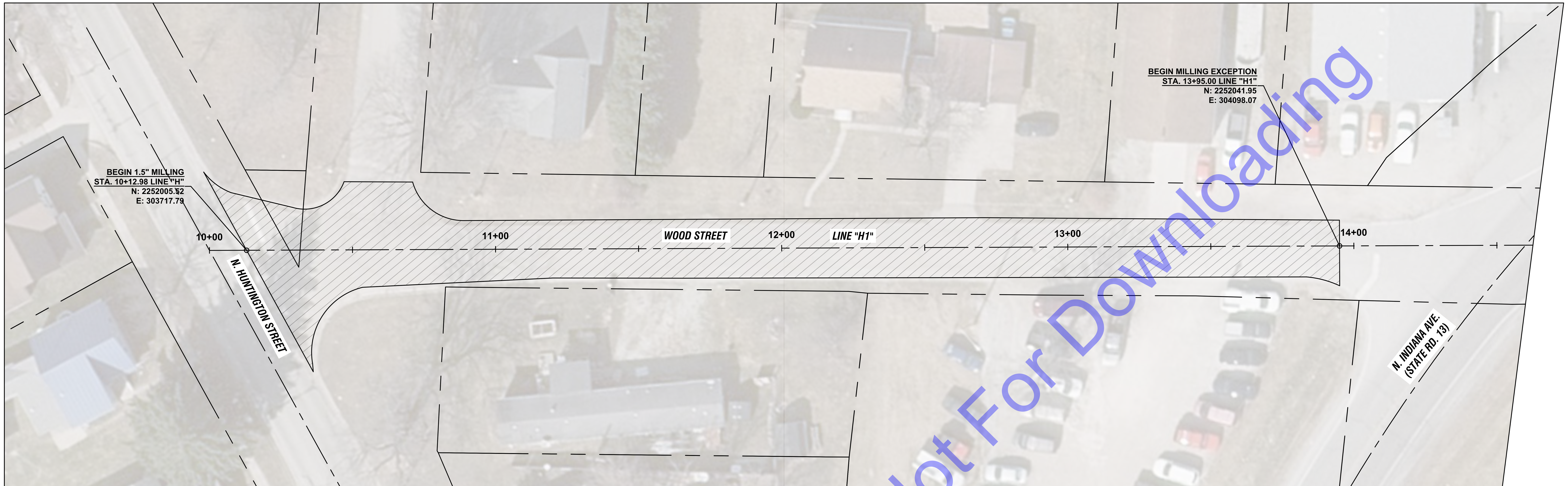
DEMOLITION AND EROSION CONTROL PLAN

W. PORTLAND STREET

Drawing No:
C1-8

Sheet: 12 OF 38



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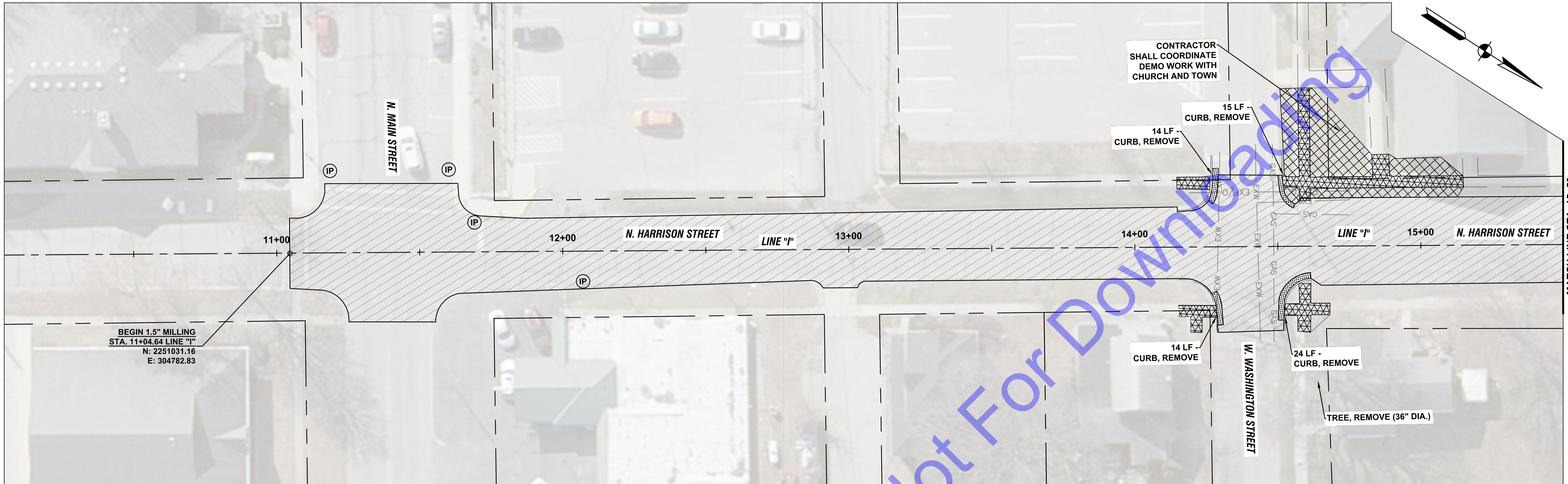
DEMOLITION AND EROSION CONTROL PLAN

WOOD STREET

Drawing No:
C1-9



PLAN VIEW

PLAN VIEW

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DEMOLITION AND EROSION CONTROL PLAN

N. HARRISON STREET

Drawing No:
C1-10

SEE SHEET C1-10
MATCH LINE STA. 20+50

PLAN VIEW

DEMOLITION LEGEND

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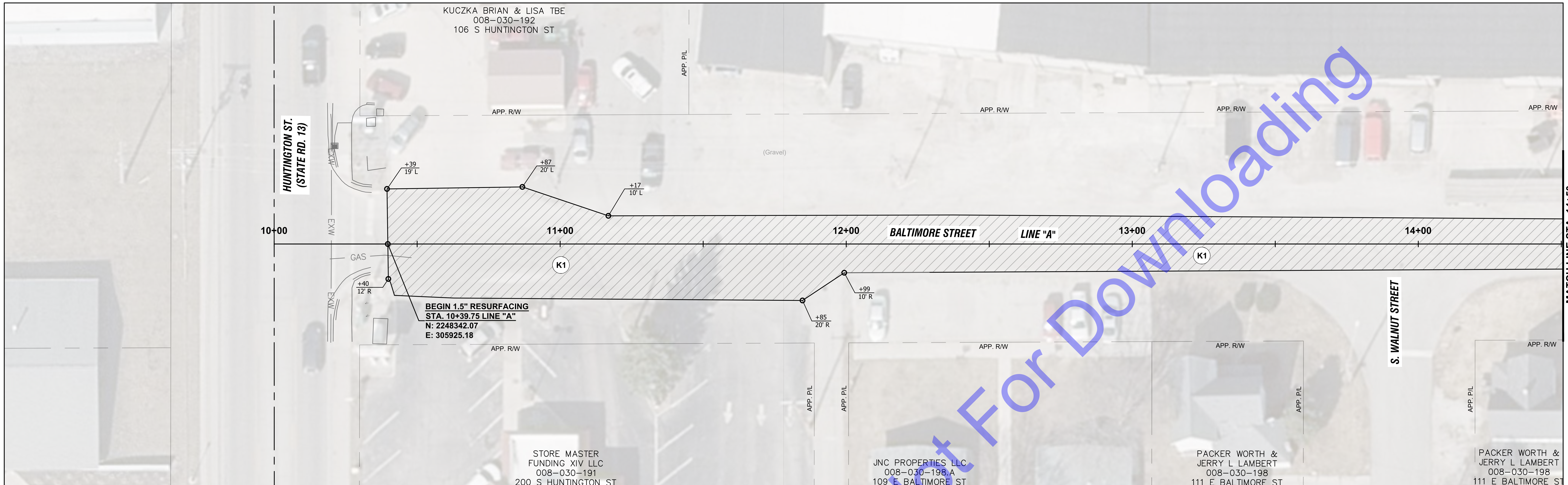
N. HARRISON STREET

Drawing No:
C1-11



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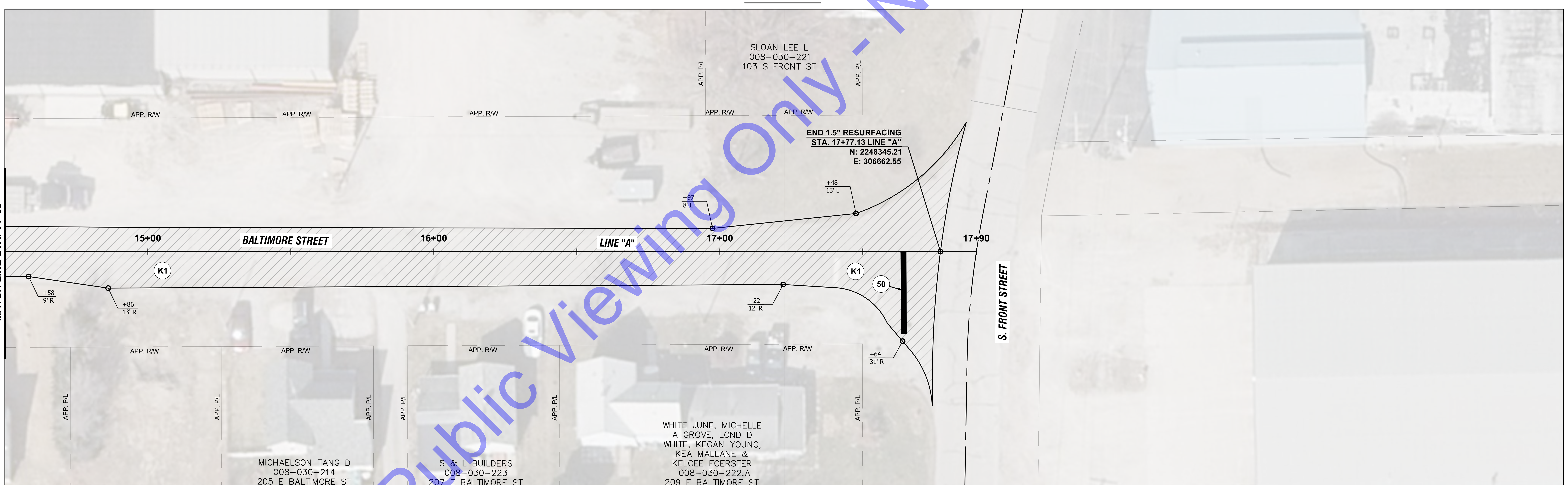

PLAN VIEW

ROAD IMPROVEMENT LEGEND

- K1 — 165 LBS/SYD HMA SURFACE, TYPE "B", 9.5 MM
- K2 — 165 LBS/SYD HMA SURFACE, TYPE "B", 9.5 mm ON 275 LBS/SYD HMA INTERMEDIATE, TYPE "B", 12.5 mm ON 8 IN. (MIN.) COMPACTED AGGREGATE No. 53 BASE COMPACTED SUBGRADE
- CR — CURB RAMP, CONCRETE
- F — CONCRETE SIDEWALK, 4 IN. ON 2 IN. COMPACTED AGGREGATE No. 53
- C — CONCRETE ENTRANCE, 6" CONC, ON 4" COMPACTED AGGREGATE NO. 53, ON COMPACTED SUBGRADE.
- 26 — MULCHED SEEDING ON 6 IN. TOPSOIL (MIN.)
- J2 — COMPACTED AGGREGATE No. 53 (6 IN. MIN.)

PAVEMENT MARKING LEGEND

- 44 — LINE, THERMOPLASTIC, SOLID, WHITE, 6 IN.
- 46 — TRANSVERSE MARKINGS, THERMOPLASTIC, YIELD LINE, WHITE, 24 IN.
- 50 — TRANSVERSE MARKINGS, THERMOPLASTIC, SOLID, WHITE, 24 IN. STOP BAR

NOTES

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2. CONTRACTOR SHALL PLACE CENTERLINE PAVEMENT MARKING AS CLOSE TO ROAD WIDTH CENTER AS POSSIBLE.
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4. ALL CURB RAMPS SHALL BE ADA-COMPLIANT. SEE CURB RAMP DETAILS FOR FURTHER GUIDANCE.
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6. CONTRACTOR SHALL ENSURE THAT REPLACED SIDEWALK IS RAISED TO ALLOW POSITIVE DRAINAGE TOWARDS ADJACENT SEEDED RESTORATION AREAS.
7. CONTRACTOR SHALL USE MULCHED SEEDING ON 6 INCHES (MINIMUM) OF TOPSOIL FOR RESTORATION AREAS ADJACENT TO SIDEWALKS AND CURBS.
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HORIZONTAL SCALE: 1" = 20'-0"
0 10' 20' 40' 60'

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STATE OF INDIANA
PROFESSIONAL ENGINEER

Signature 1/9/2024 Date

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KOSCIUSKO CO., INDIANA

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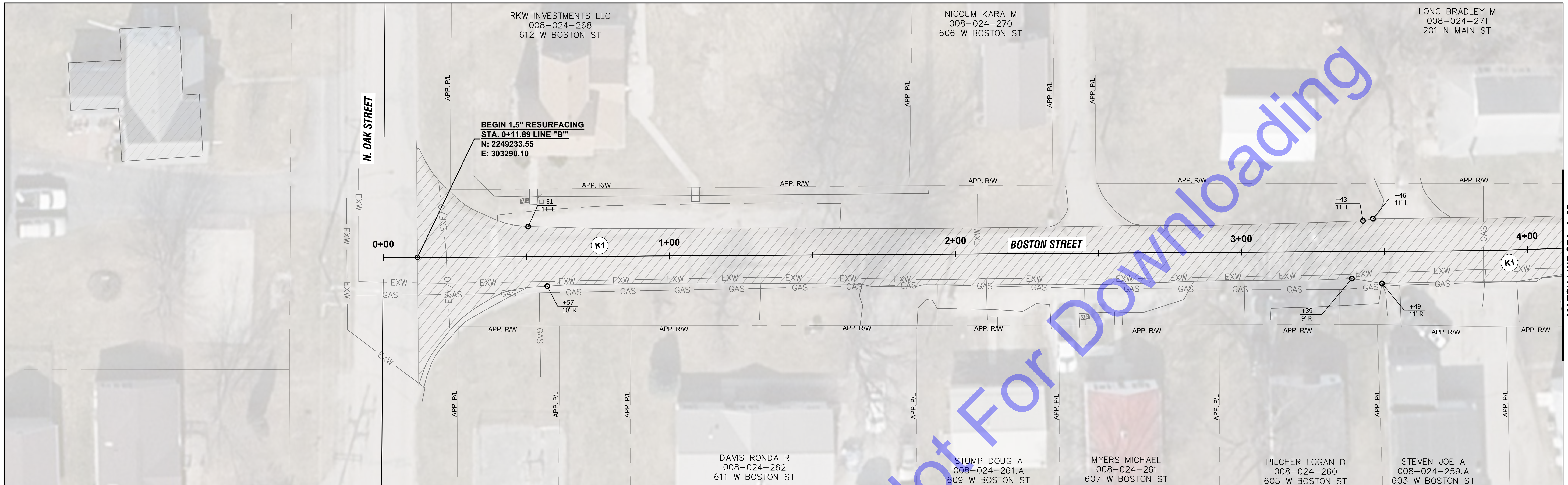
Issue Date:	Project No:	Scale:
1/9/2025	H24152	AS SHOWN

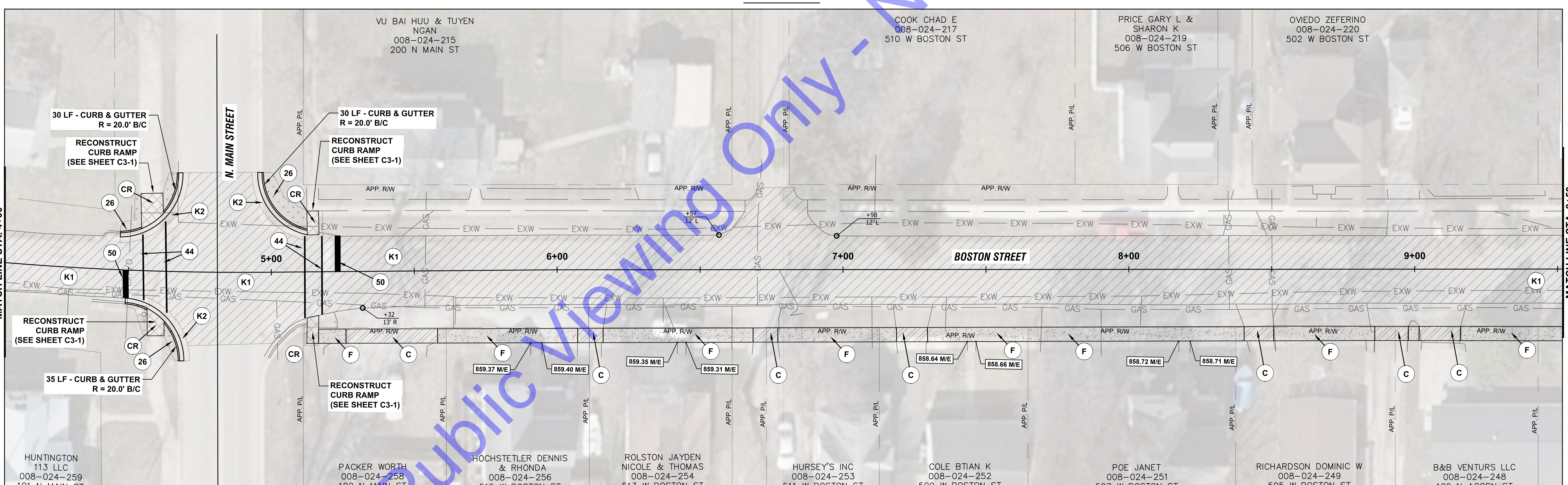
ROADWAY AND GRADING PLAN

BALTIMORE STREET

Drawing No:
C2-1



PLAN VIEW



PLAN VIEW

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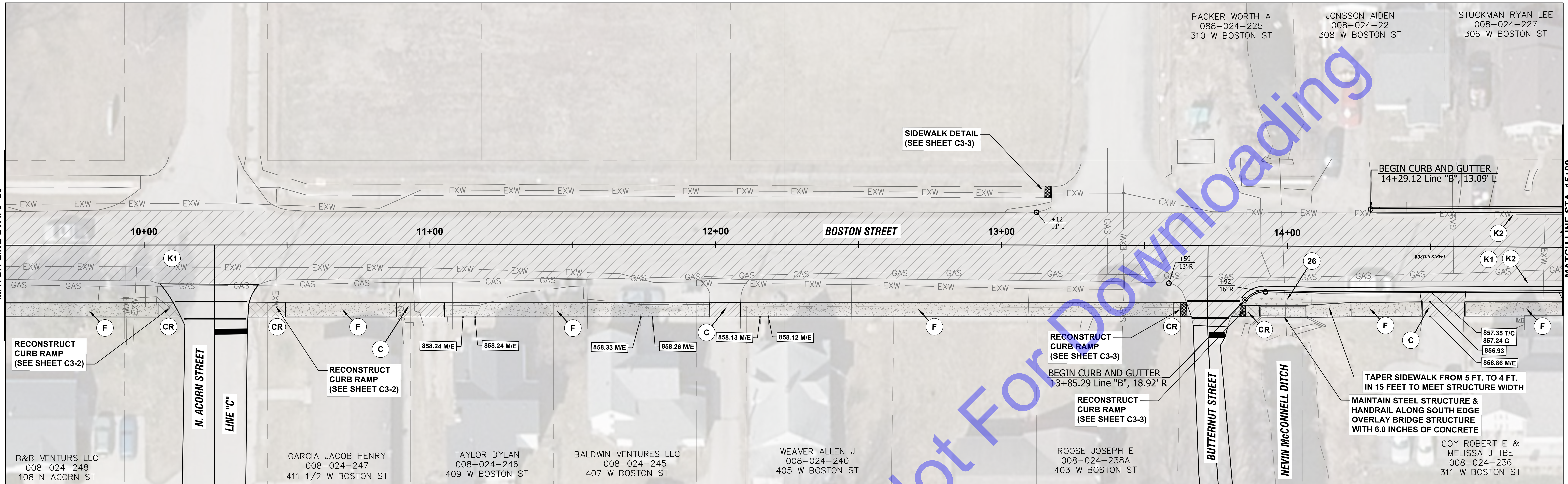
ROADWAY AND GRADING PLAN

BOSTON STREET

Drawing No:
C2-2



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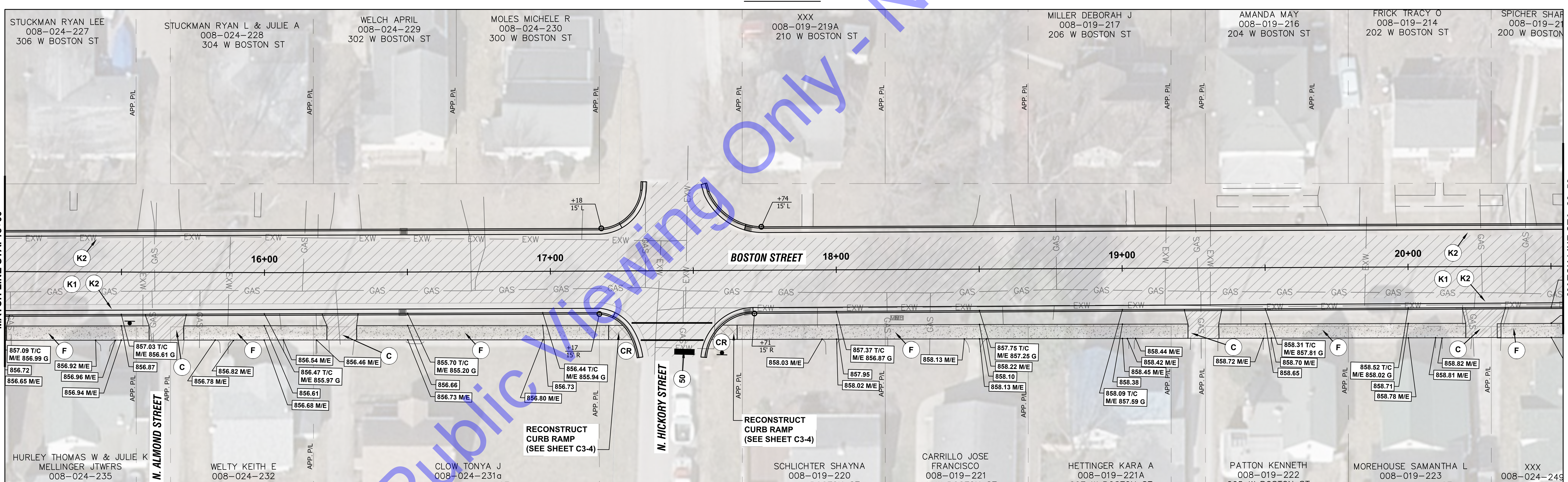

PLAN VIEW

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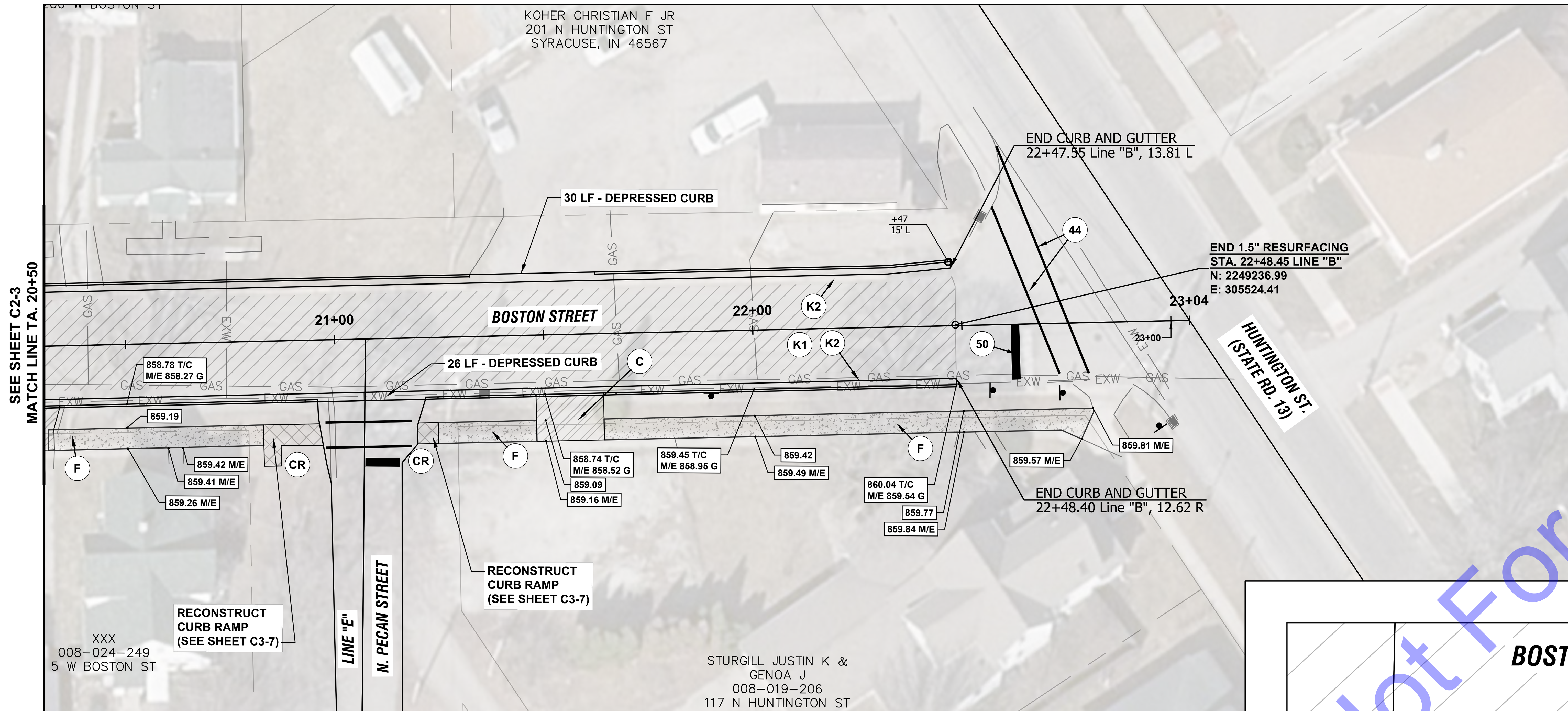
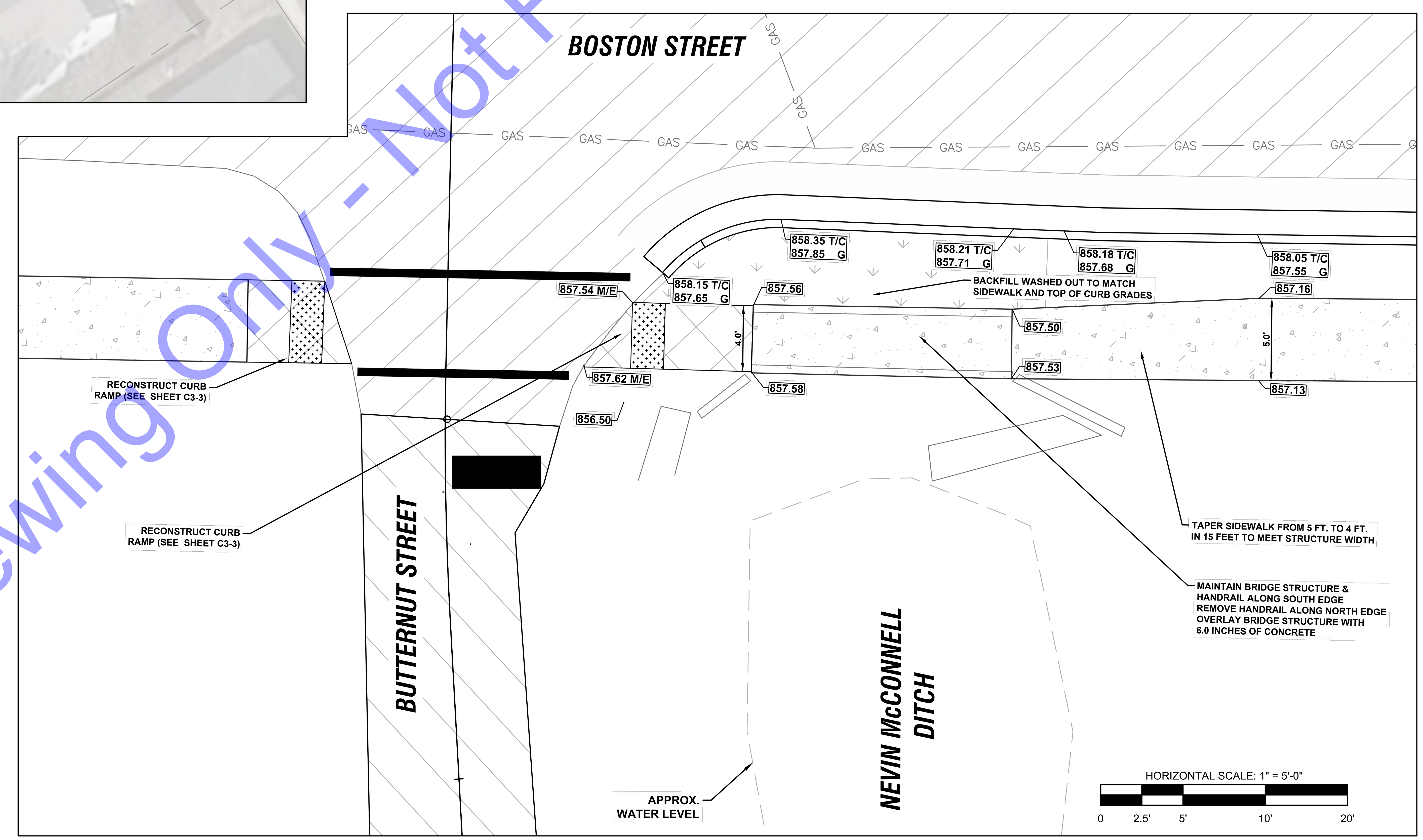
ROADWAY AND GRADING PLAN

BOSTON STREET

Drawing No:
C2-3



PLAN VIEW



CURB AND EXISTING HANDRAIL DETAIL

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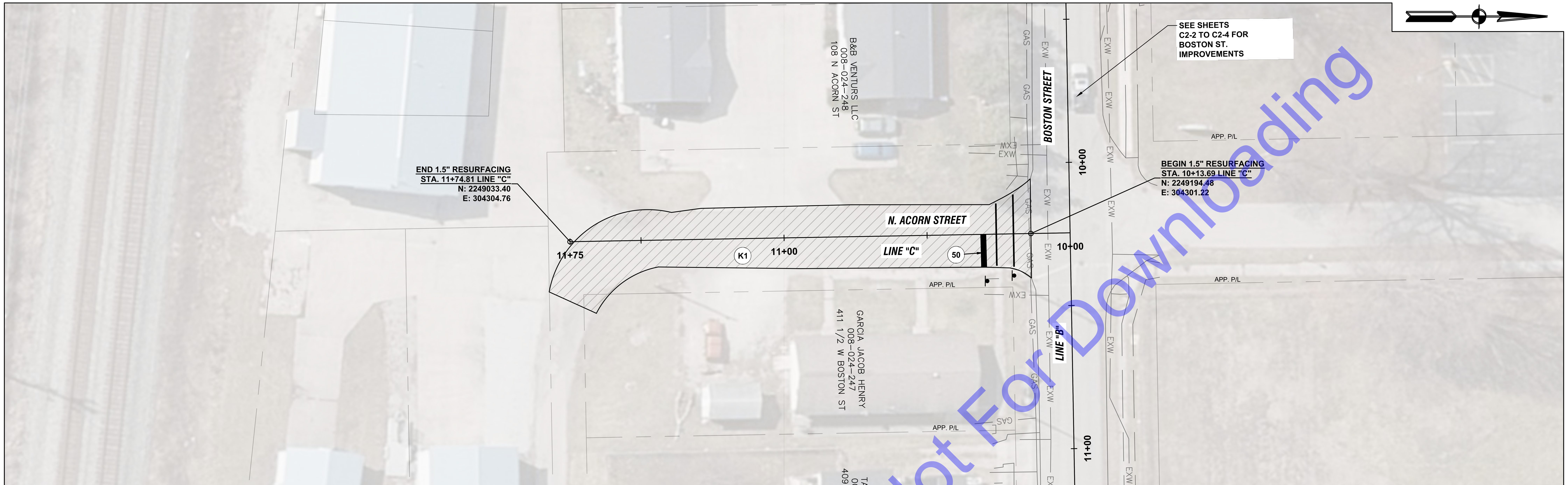
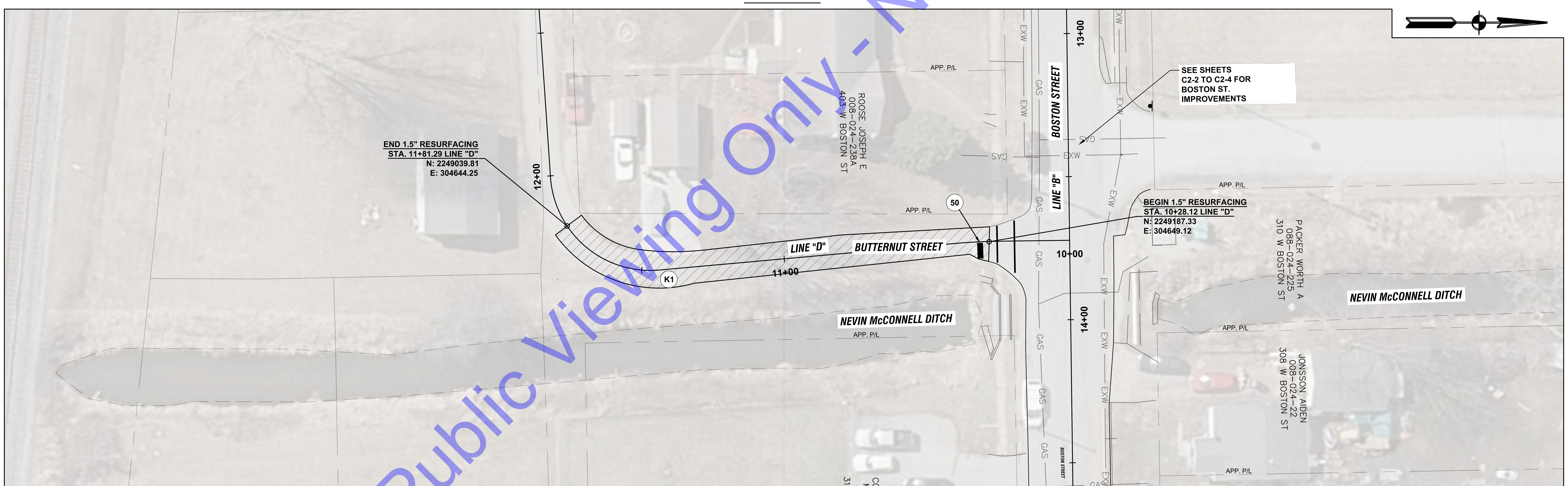
ROADWAY AND GRADING PLAN

BOSTON STREET

Drawing No:
C2-4



PLAN VIEW



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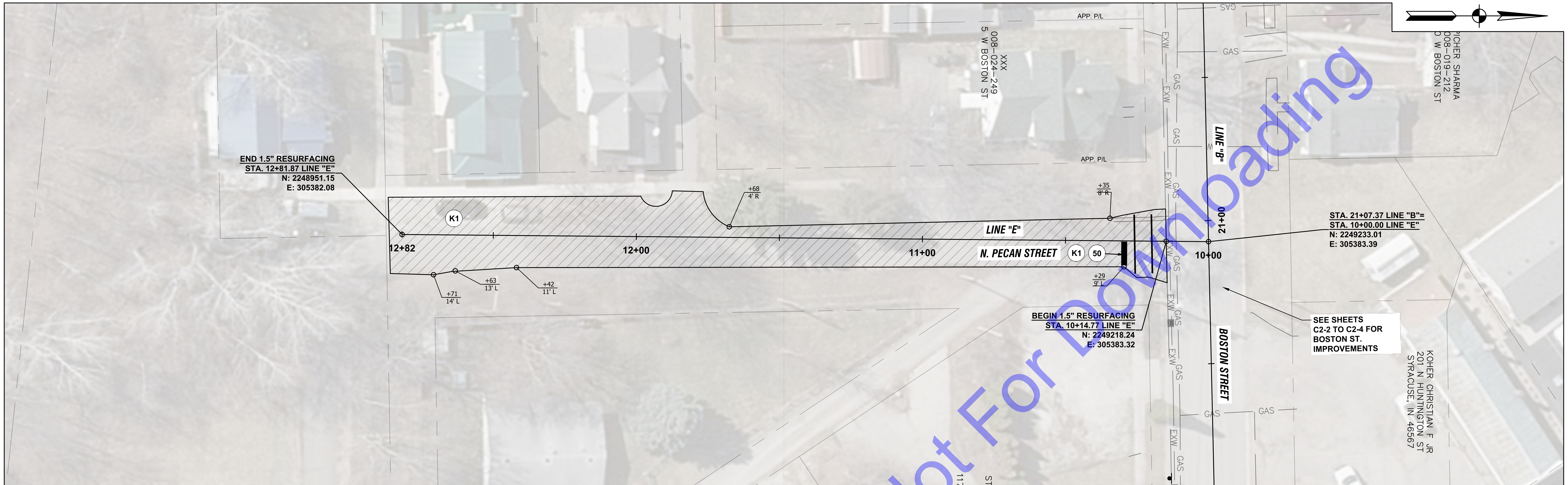
ROADWAY AND GRADING PLAN

N. ACORN STREET & BUTTERNUT STREET

Drawing No:
C2-5



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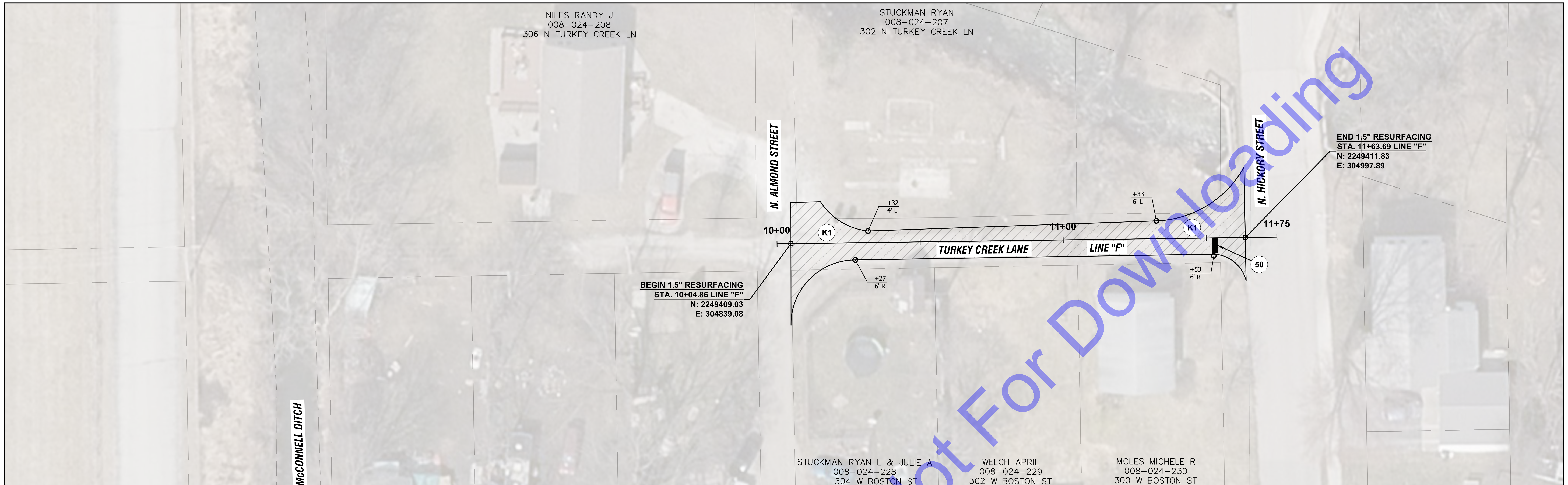
ROADWAY AND GRADING PLAN

N. PECAN STREET

Drawing No: C2-6



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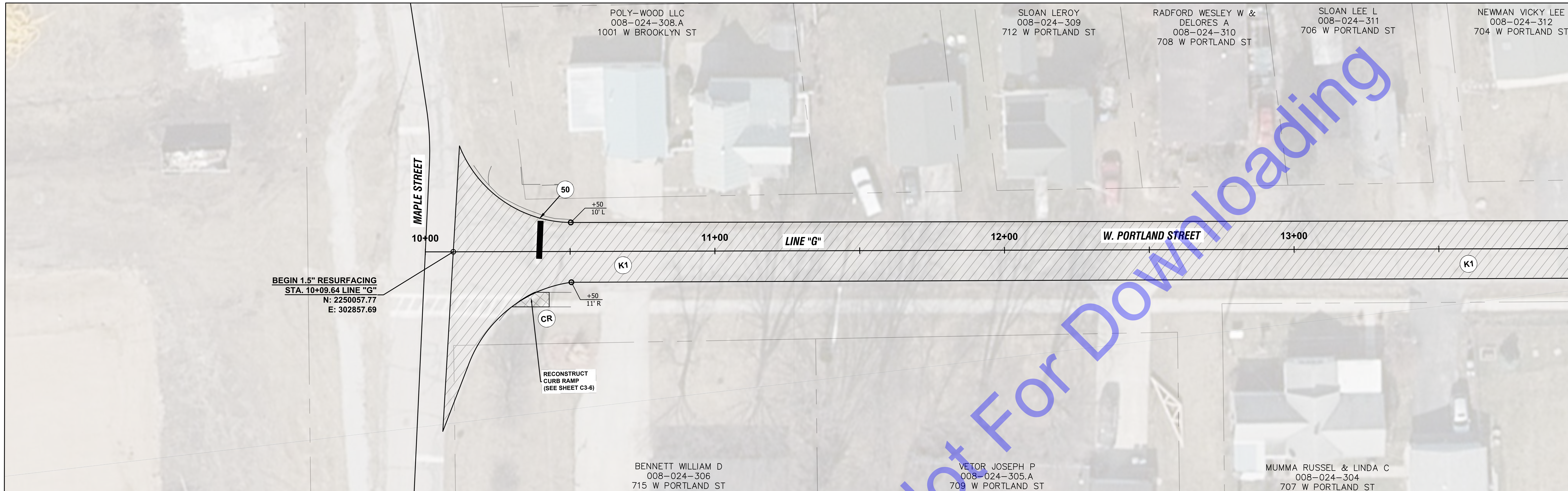
ROADWAY AND GRADING PLAN

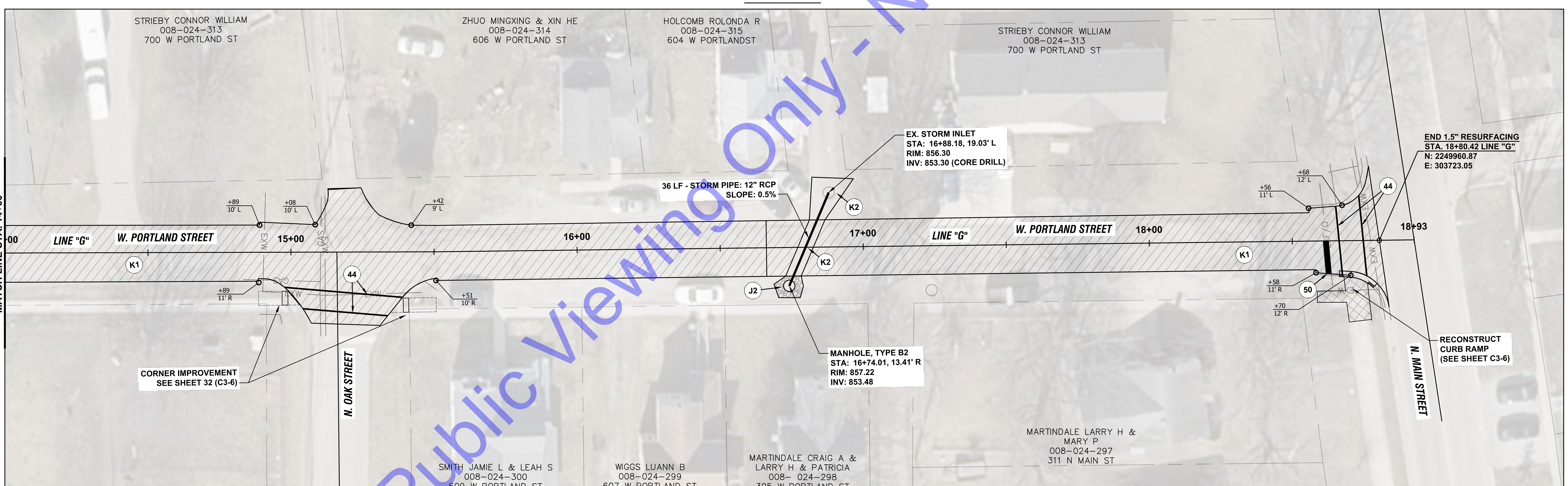
TURKEY CREEK LANE

Drawing No:
C2-7

Sheet: 22 OF 38



PLAN VIEW



PLAN VIEW

ROAD IMPROVEMENT LEGEND

K1	165 LBS/SYD HMA SURFACE, TYPE "B", 9.5 MM
K2	165 LBS/SYD HMA SURFACE, TYPE "B", 9.5 mm ON 275 LBS/SYD HMA INTERMEDIATE, TYPE "B", 12.5 mm ON 8 IN. (MIN.) COMPACTED AGGREGATE No. 53 BASE COMPACTED SUBGRADE
CR	CURB RAMP, CONCRETE
F	CONCRETE SIDEWALK, 4 IN. ON 2 IN. COMPACTED AGGREGATE No. 53
C	CONCRETE ENTRANCE, 6" CONC, ON 4" COMPACTED AGGREGATE No. 53, ON COMPACTED SUBGRADE.
26	MULCHED SEEDING ON 6 IN. TOPSOIL (MIN.)
J2	COMPACTED AGGREGATE No. 53 (6 IN. MIN.)

PAVEMENT MARKING LEGEND

44	LINE, THERMOPLASTIC, SOLID, WHITE, 6 IN.
46	TRANSVERSE MARKINGS, THERMOPLASTIC, YIELD LINE, WHITE, 24 IN.
50	TRANSVERSE MARKINGS, THERMOPLASTIC, SOLID, WHITE, 24 IN. STOP BAR

NOTES

1. CONTRACTOR SHALL MATCH PROPOSED GRADES WITH EXISTING GRADES FOR PAVEMENT MILLING AREAS.
2. CONTRACTOR SHALL PLACE CENTERLINE PAVEMENT MARKING AS CLOSE TO ROAD WIDTH CENTER AS POSSIBLE.
3. DETECTABLE WARNING SURFACES SHALL EXTEND A MINIMUM OF 24 IN. IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF SIDEWALK.
4. ALL CURB RAMPS SHALL BE ADA-COMPLIANT. SEE CURB RAMP DETAILS FOR FURTHER GUIDANCE.
5. CONTRACTOR SHALL ADHERE TO INDOT STANDARD SPECIFICATIONS SECTION 205 FOR EROSION CONTROL MEASURES INFORMATION AND IMPLEMENTATION.
6. CONTRACTOR SHALL ENSURE THAT REPLACED SIDEWALK IS RAISED TO ALLOW POSITIVE DRAINAGE TOWARDS ADJACENT SEEDED RESTORATION AREAS.
7. CONTRACTOR SHALL USE MULCHED SEEDING ON 6 INCHES (MINIMUM) OF TOPSOIL FOR RESTORATION AREAS ADJACENT TO SIDEWALKS AND CURBS.
8. CONTRACTOR SHALL INSTALL DEPRESSED CURBING AT ALL EXISTING DRIVES ALONG CURB REPLACEMENT AREAS.

HORIZONTAL SCALE: 1" = 20'-0"
0 10' 20' 40' 60'

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ROBYN LYNN MATTHEWS
REGISTERED
PE10100897
STATE OF INDIANA
PROFESSIONAL ENGINEER

Signature: Robyn L. Matthews — Date: 1/9/2024

TOWN OF SYRACUSE
KOSCIUSKO CO., INDIANA

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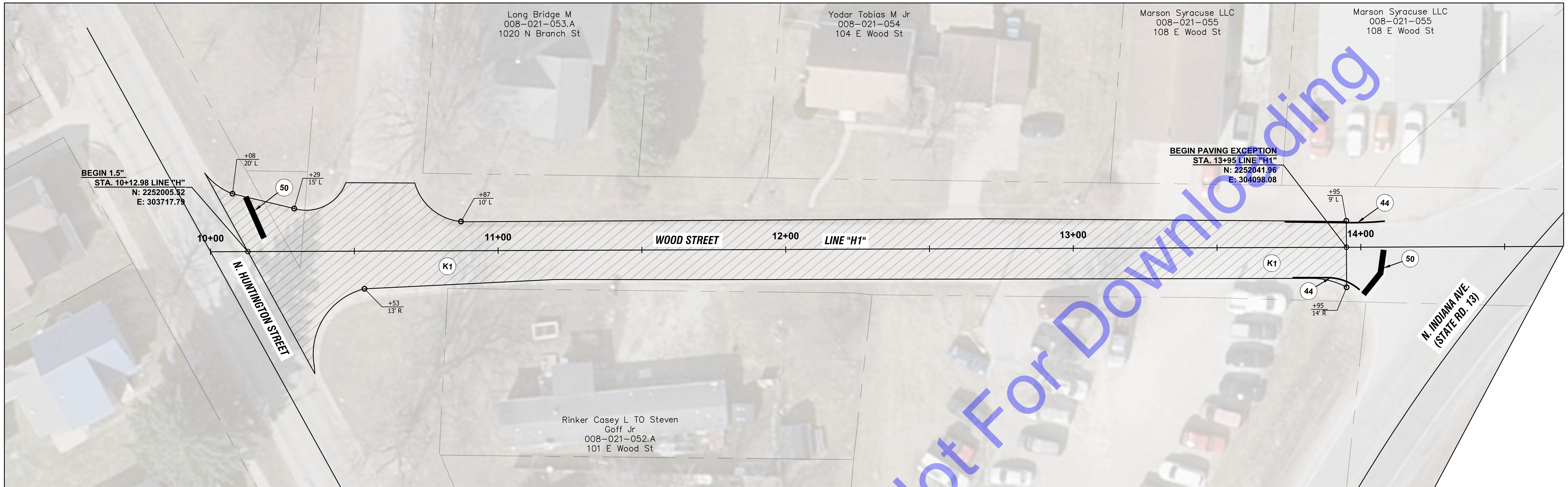
1/9/2025	H24152	AS SHOWN

ROADWAY AND GRADING PLAN

W. PORTLAND STREET

Drawing No:
C2-8



PLAN VIEW

PLAN VIEW

ROAD IMPROVEMENT LEGEND

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PAVEMENT MARKING LEGEND

- 44 — LINE, THERMOPLASTIC, SOLID, WHITE, 6 IN.
- 46 — TRANSVERSE MARKINGS, THERMOPLASTIC, YIELD LINE, WHITE, 24 IN.
- 50 — TRANSVERSE MARKINGS, THERMOPLASTIC, SOLID, WHITE, 24 IN. STOP BAR

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PROFESSIONAL ENGINEER
Signature 1/9/2024 Date

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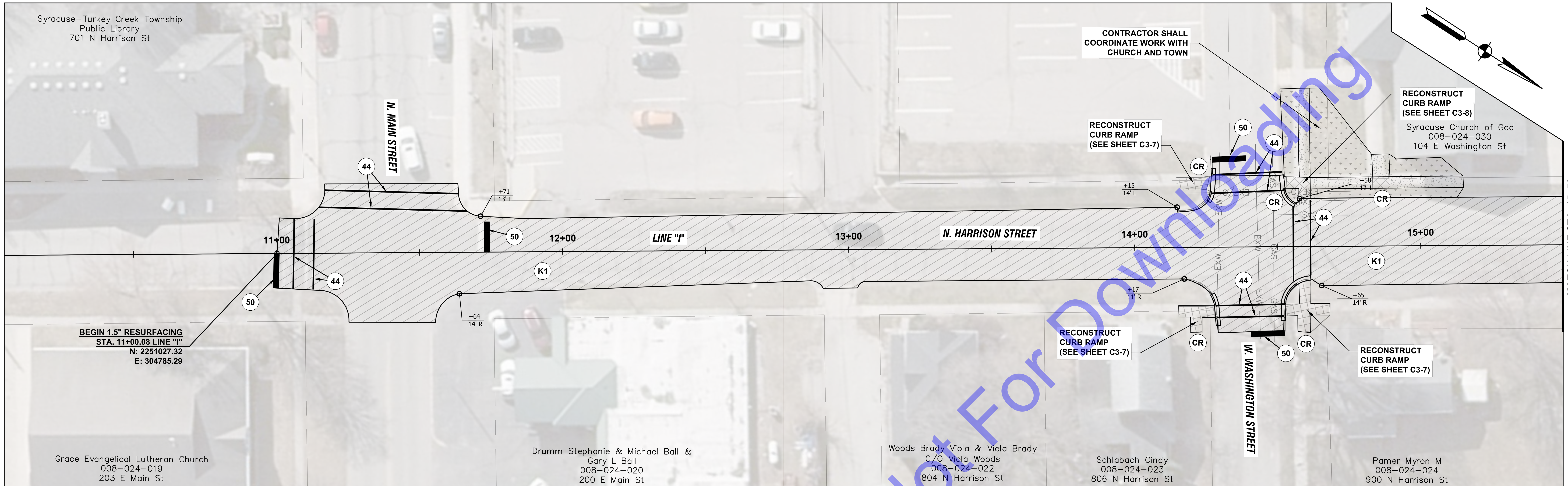
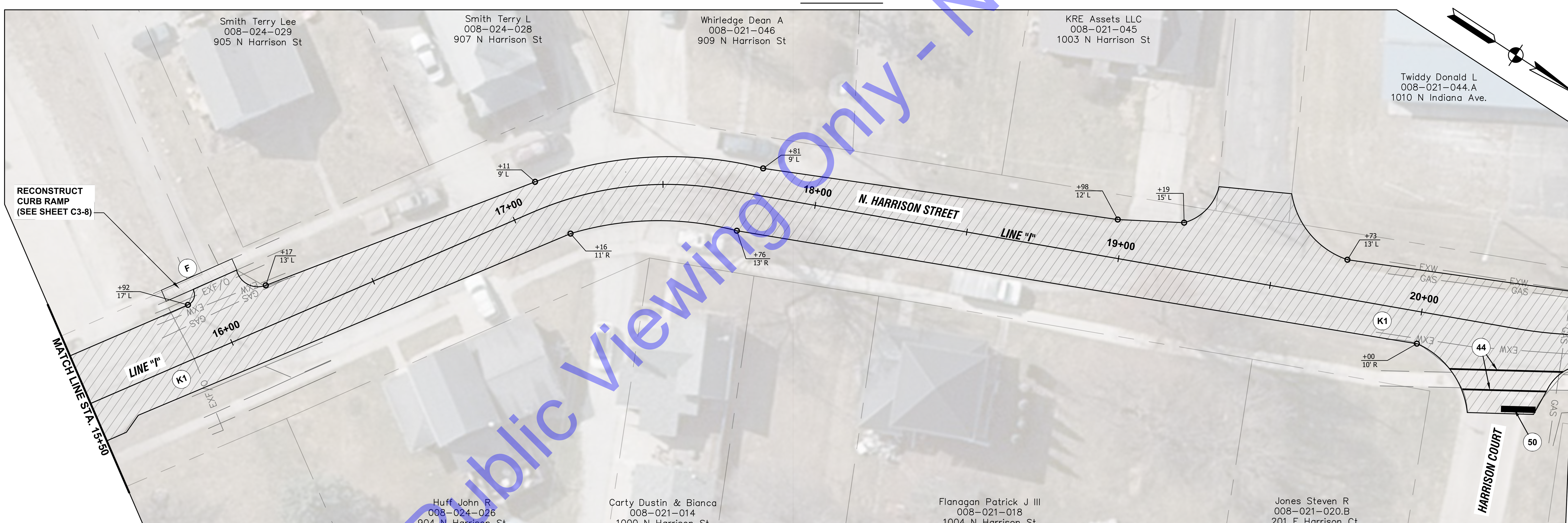
ROADWAY AND GRADING PLAN

WOOD STREET

Drawing No:
C2-9



PLAN VIEW



PLAN VIEW

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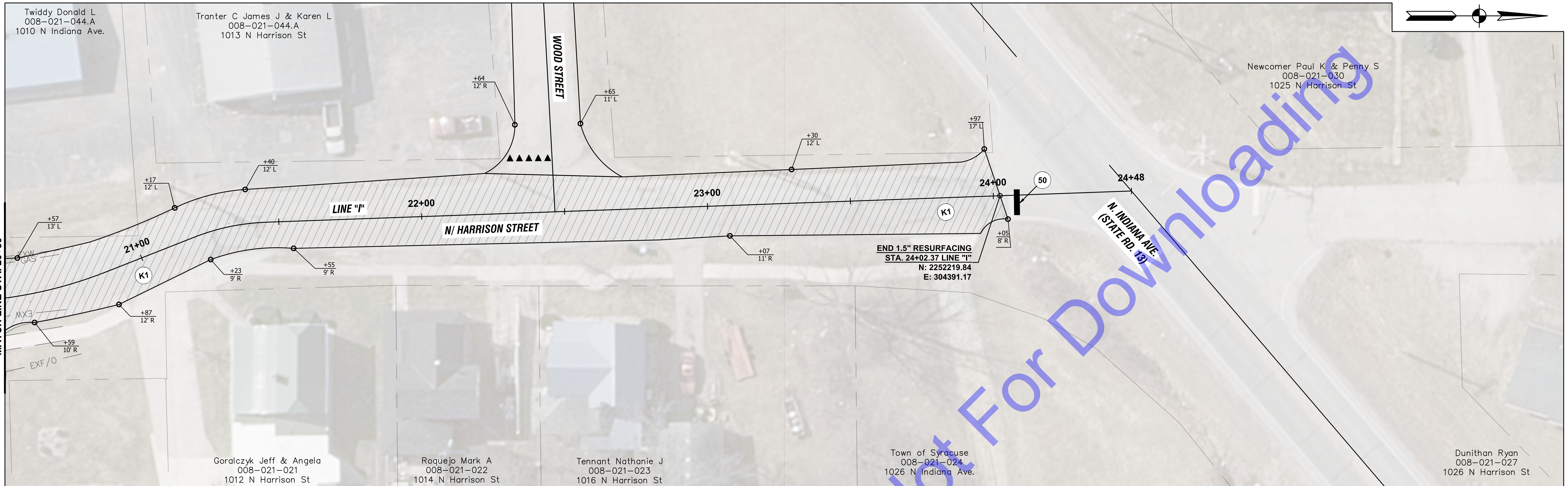
ROADWAY AND GRADING PLAN

N. HARRISON STREET

Drawing No:
C2-10



PLAN VIEW

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PROFESSIONAL ENGINEER

Signature 1/9/2024 Date

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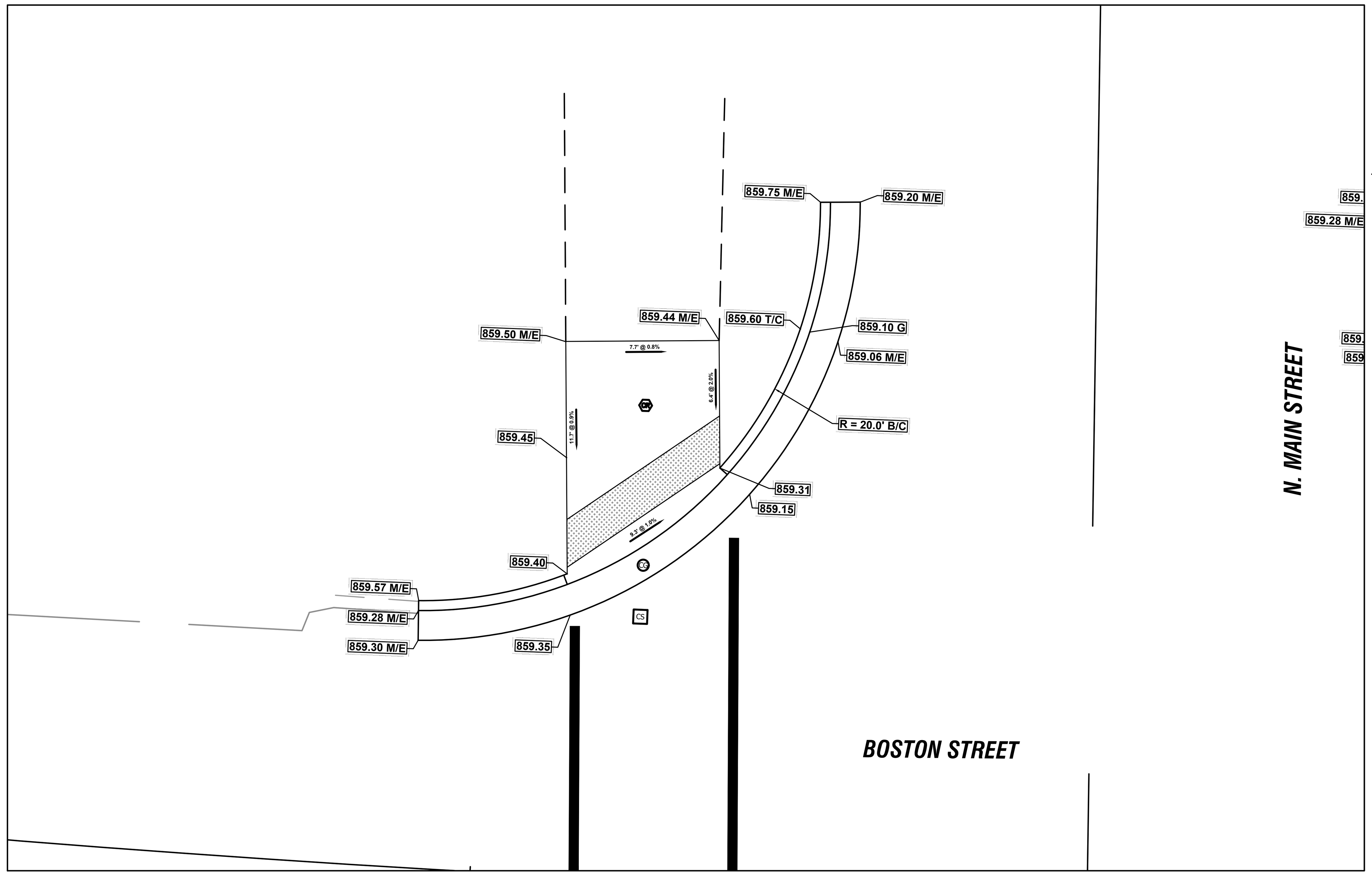
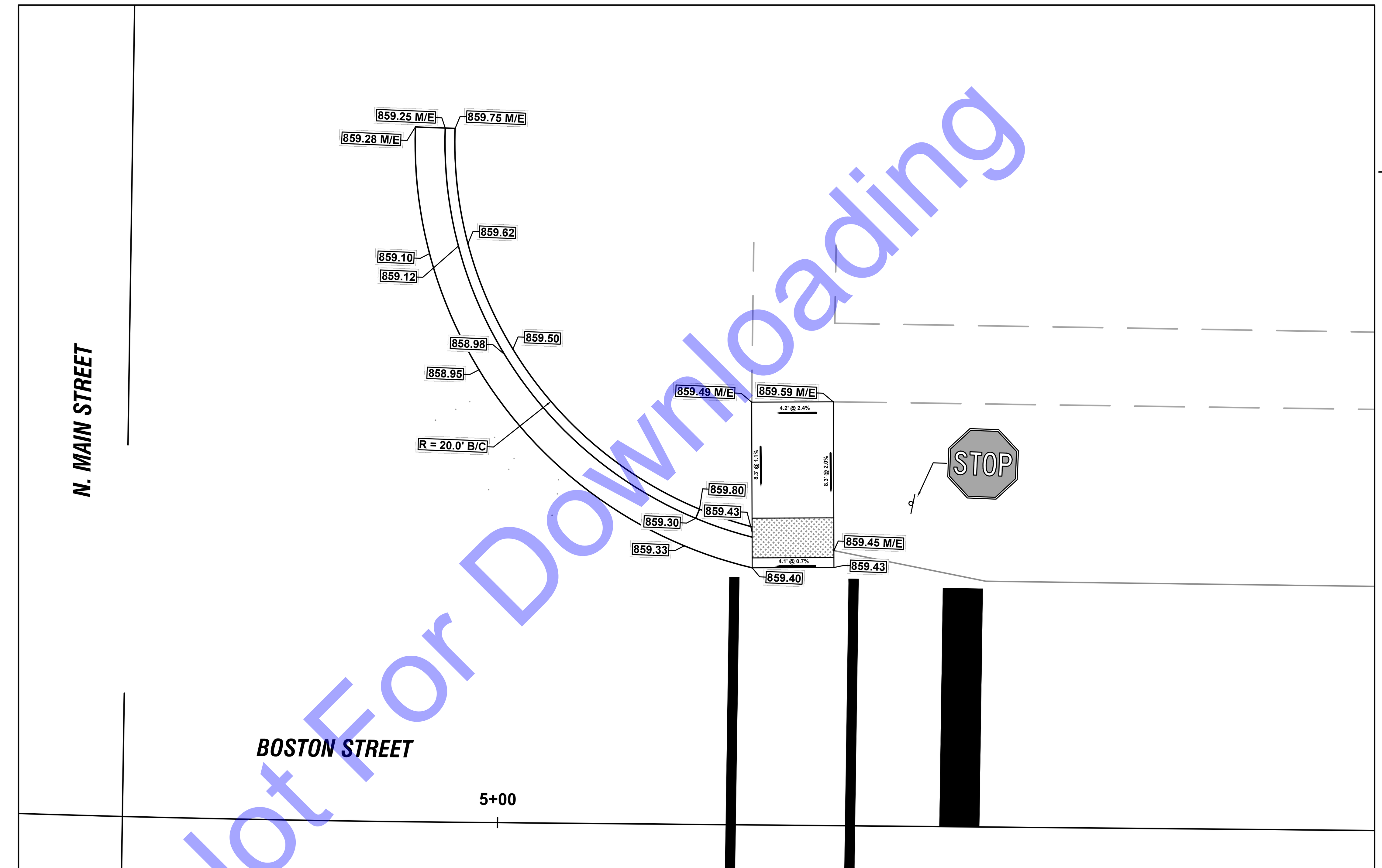
ROADWAY AND GRADING PLAN

N. HARRISON STREET

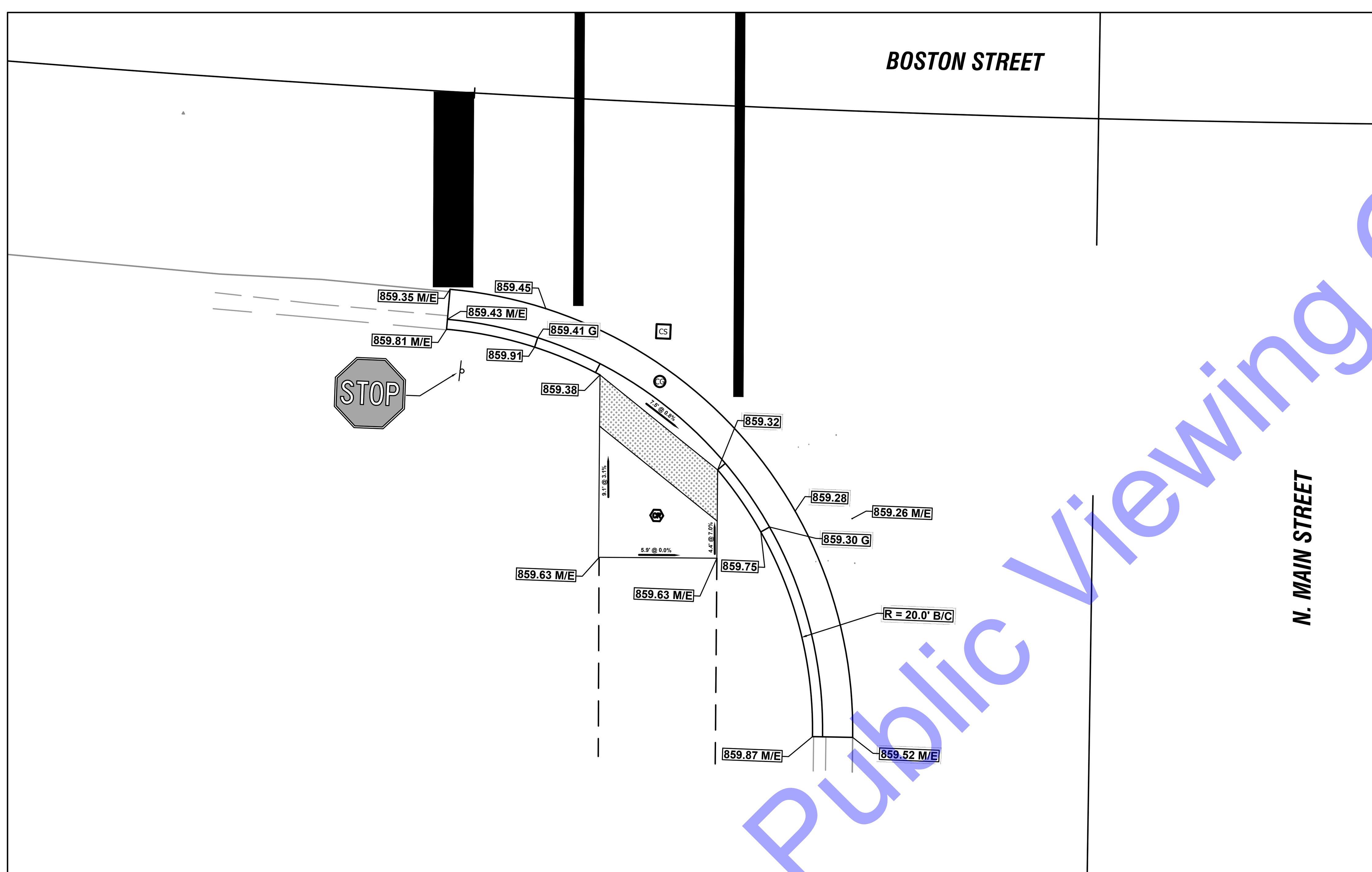
Drawing No:
C2-11



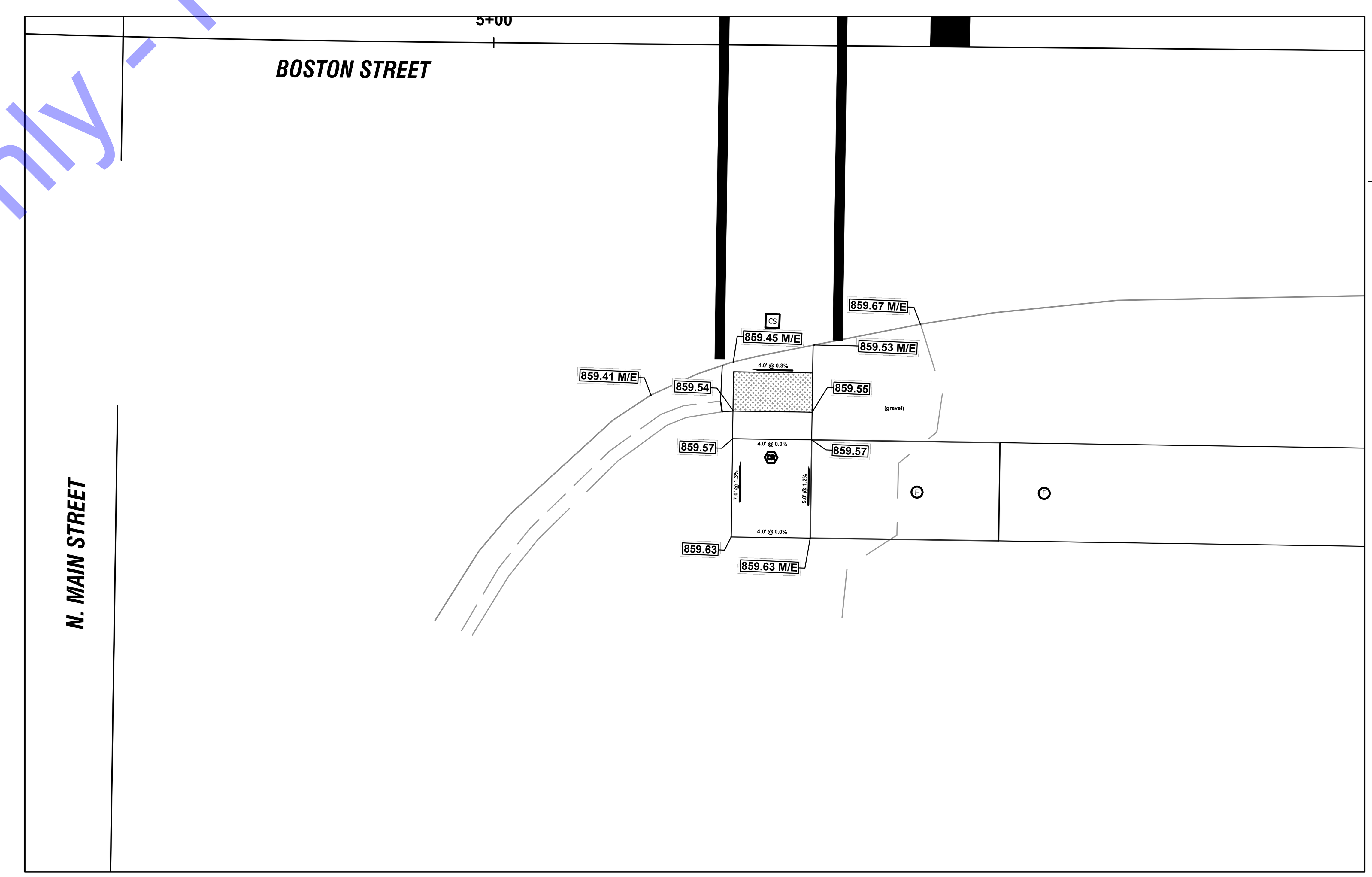
PLAN VIEW - NORTHWEST CORNER



PLAN VIEW - NORTHEAST CORNER



PLAN VIEW - SOUTHWEST CORNER



PLAN VIEW - SOUTHEAST CORNER

LEGEND

- (CR) CURB RAMP, CONCRETE
- (F) SIDEWALK, CONCRETE
- (CG) CURB & GUTTER, CONCRETE
- (C) CURB, CONCRETE
- [TS] TURNING SPACE
- [CS] CLEAR SPACE
- DETECTABLE WARNING SURFACE 2' WIDTH (TYP.)
- ELEVATION

NOTES

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HORIZONTAL SCALE: 1" = 5'-0"
0 2.5' 5' 10' 15'

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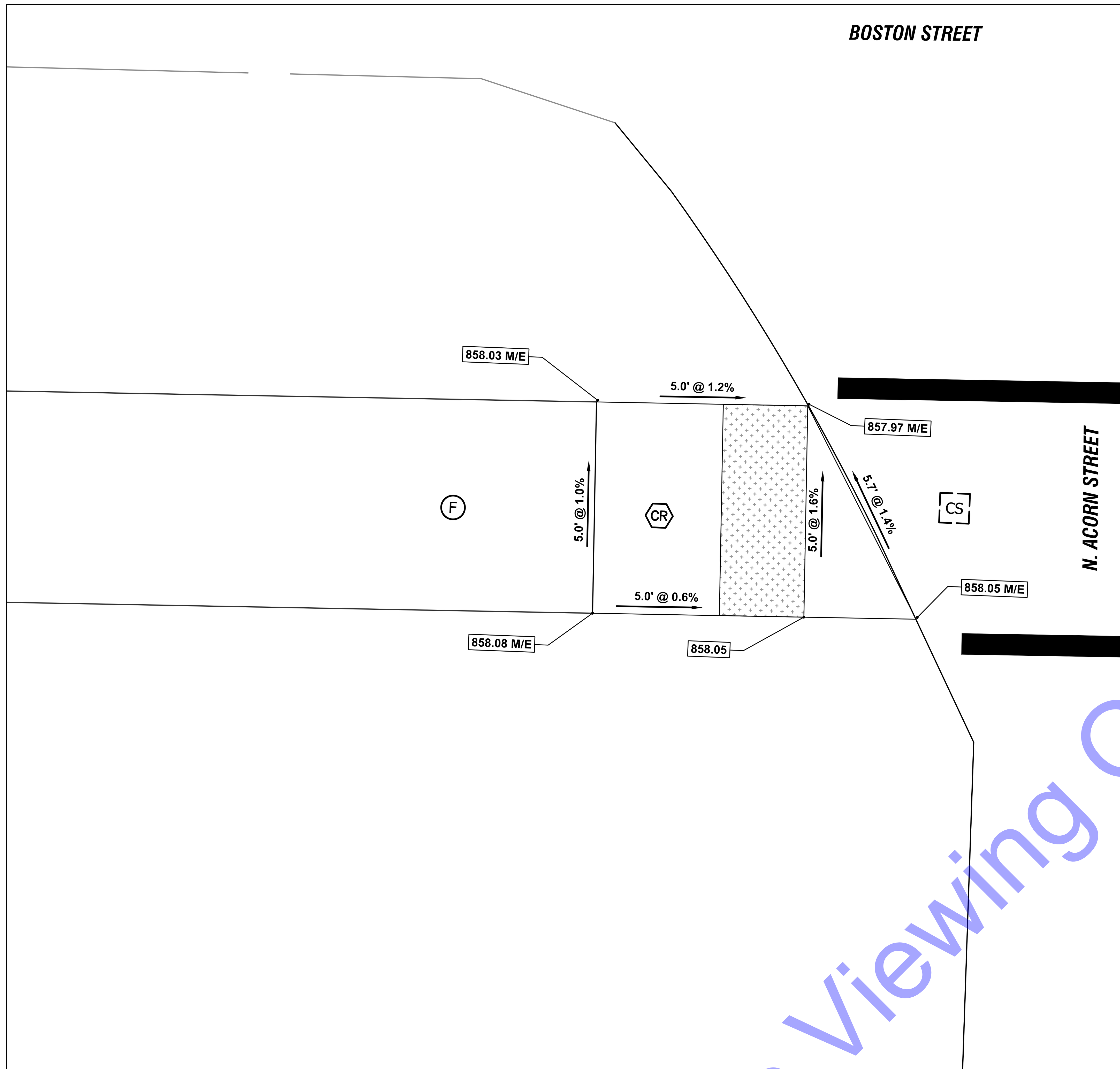
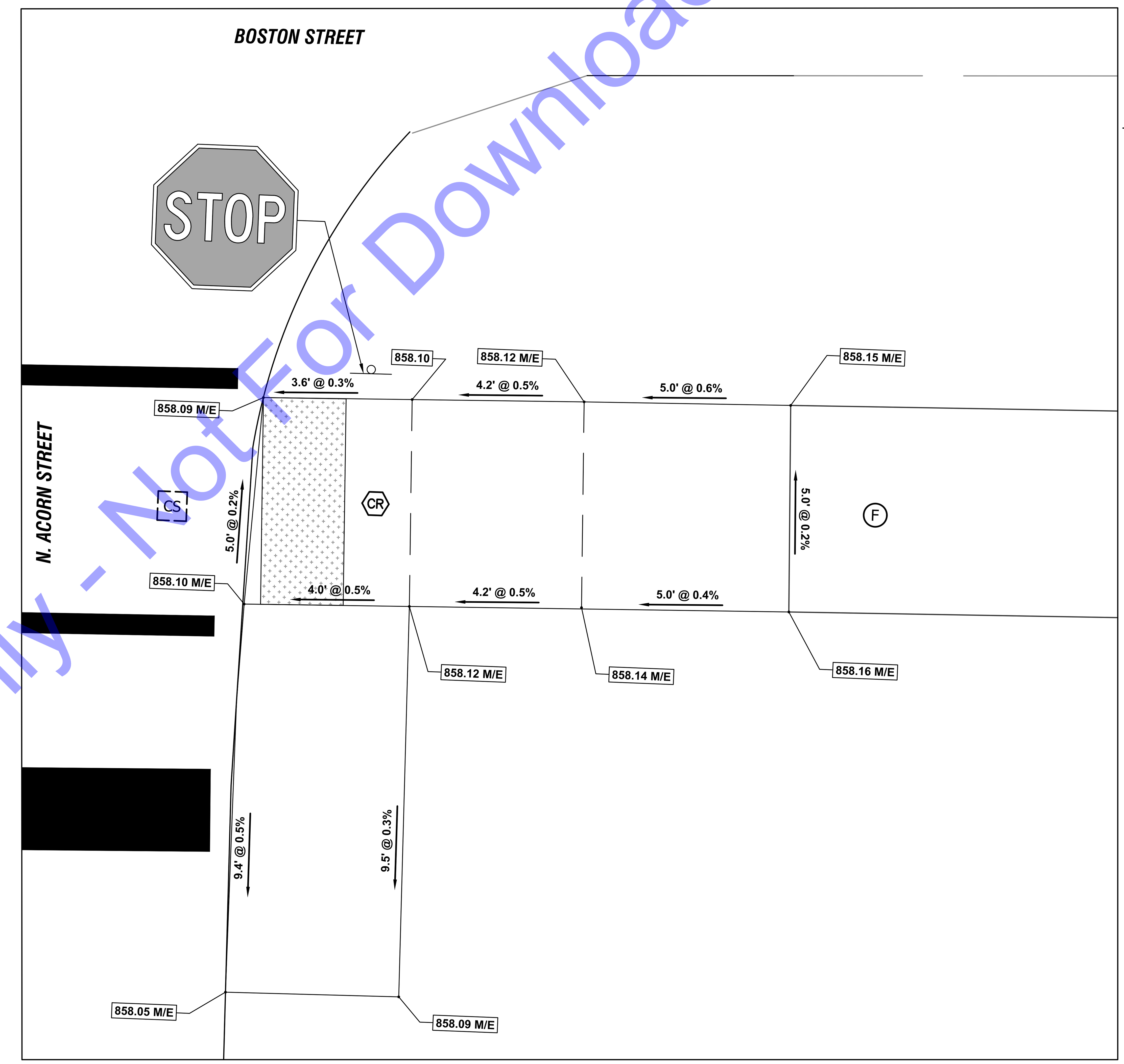
CURB RAMP DETAIL

N. MAIN STREET
@ BOSTON STREET

Drawing No:
C3-1



PLAN VIEW - SOUTHWEST CORNER



PLAN VIEW - SOUTHEAST CORNER

LEGEND

- (CR) CURB RAMP, CONCRETE
- (F) SIDEWALK, CONCRETE
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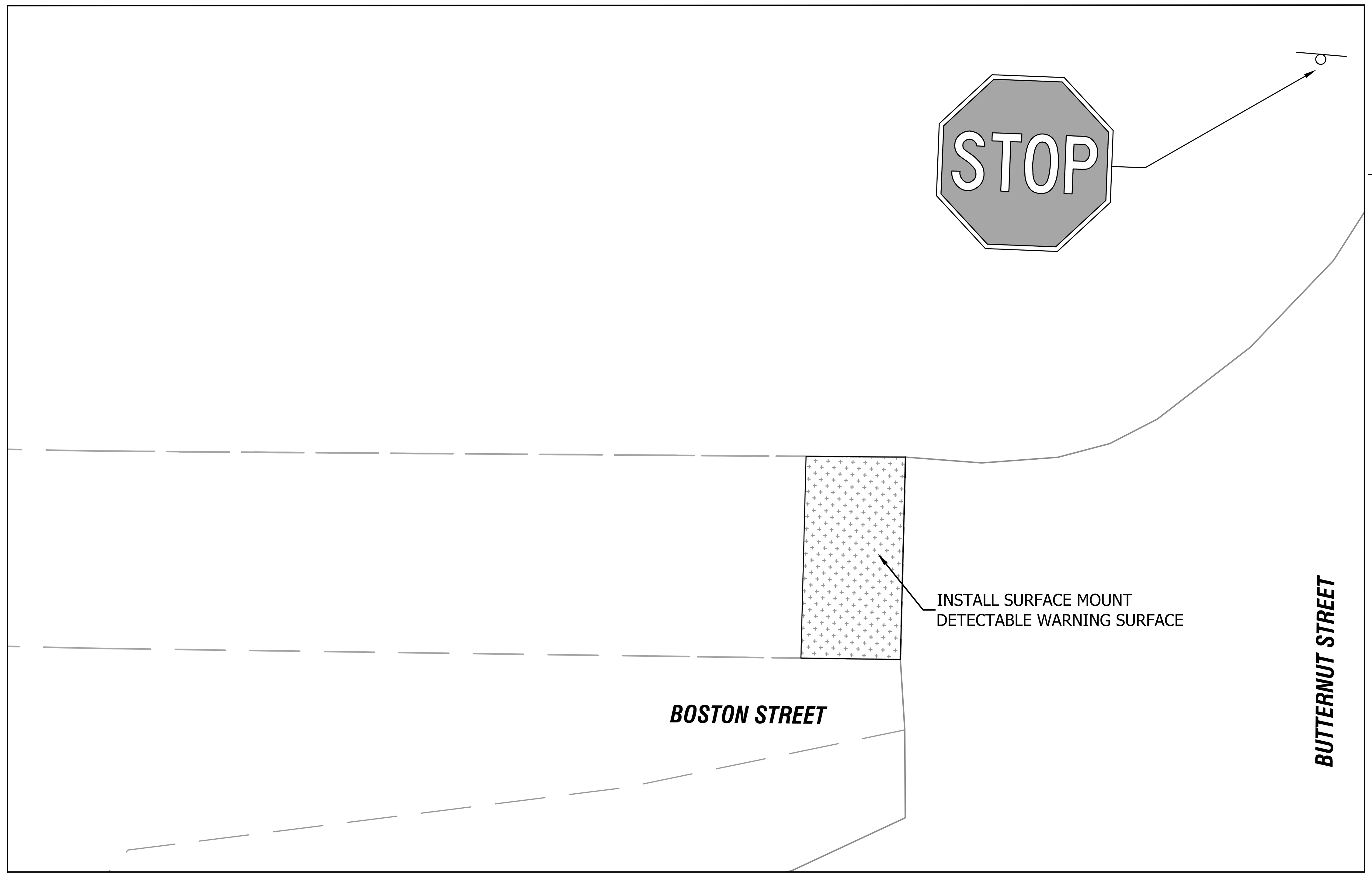
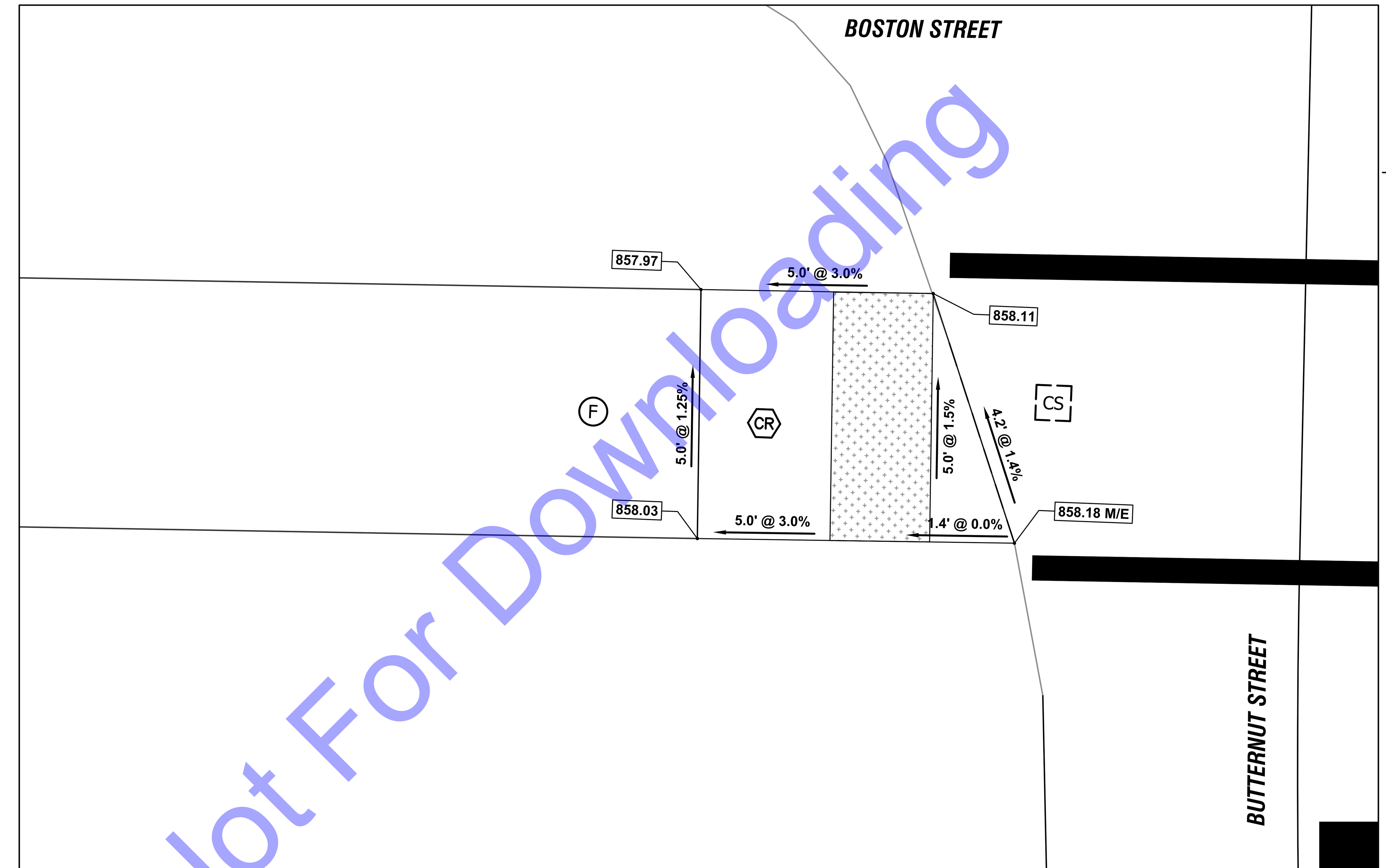
CURB RAMP DETAIL

N. ACORN STREET
@ BOSTON STREET

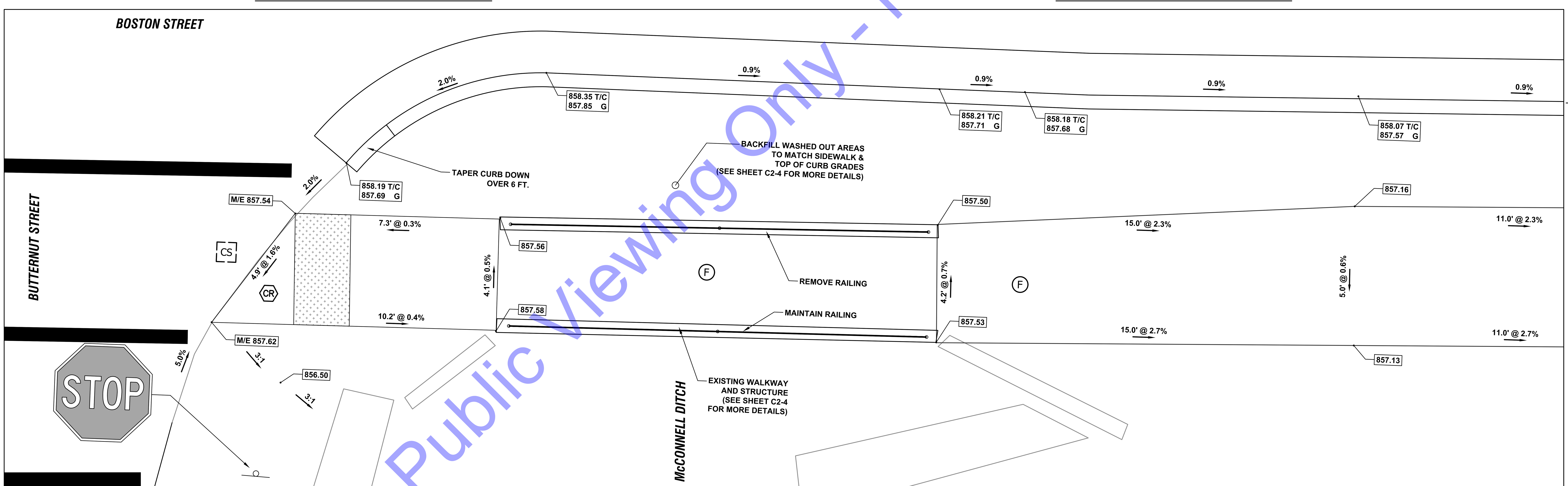
Drawing No:
C3-2



PLAN VIEW - NORTHWEST CORNER



PLAN VIEW - SOUTHWEST CORNER



PLAN VIEW - SOUTHEAST CORNER

LEGEND

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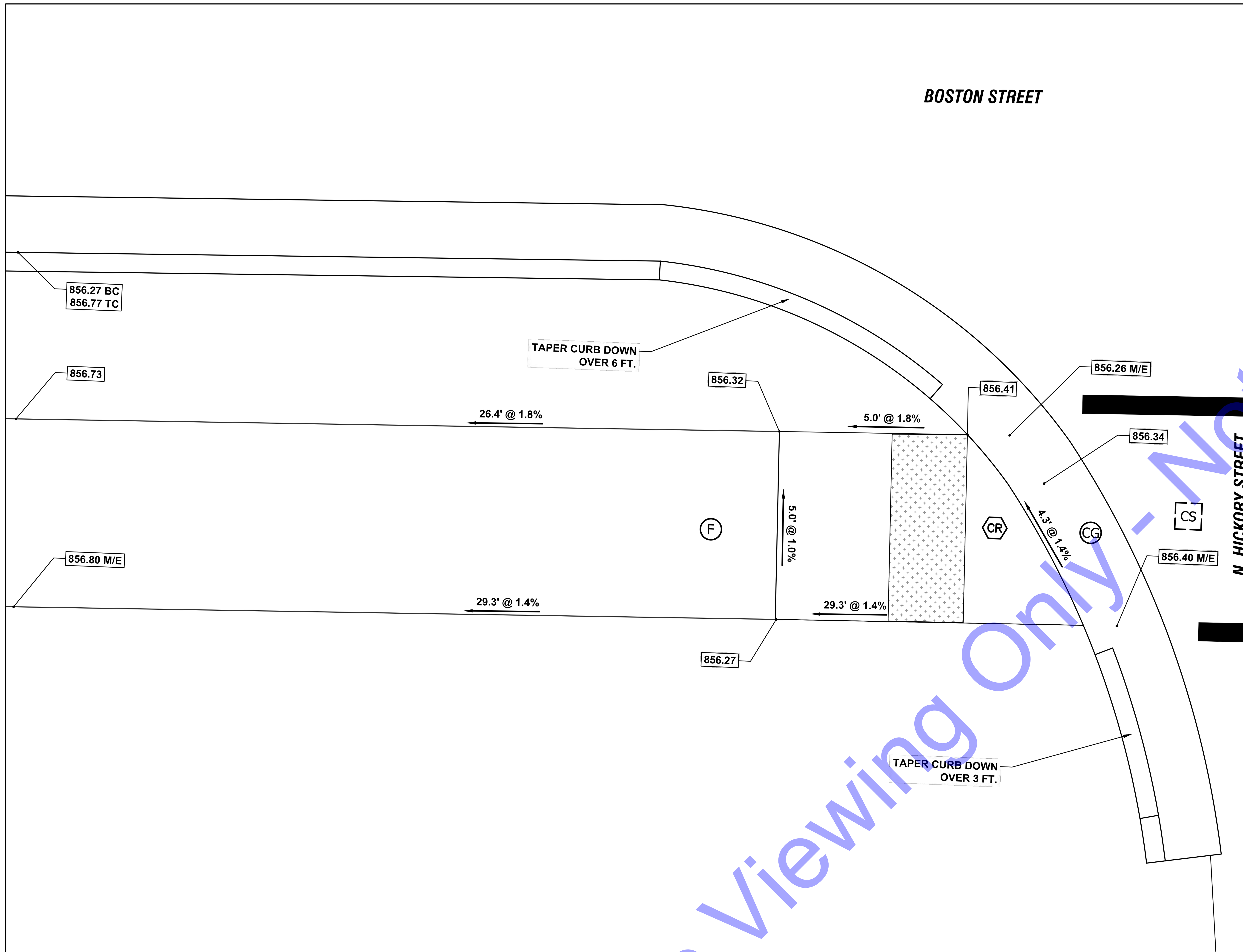
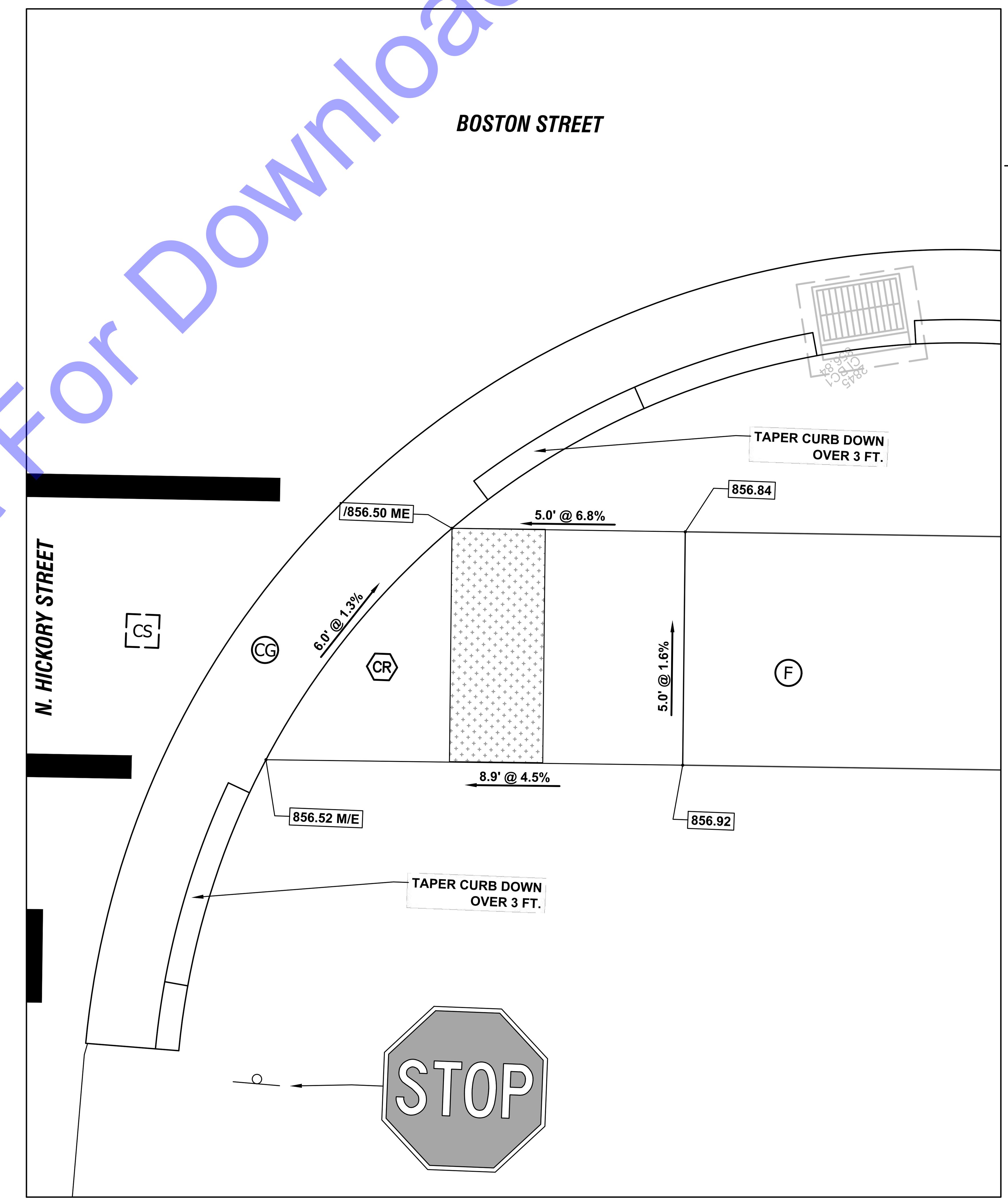
CURB RAMP DETAIL

BUTTERNUT STREET
@ BOSTON STREET

Drawing No:
C3-3



PLAN VIEW - SOUTHWEST CORNER



PLAN VIEW - SOUTHEAST CORNER

LEGEND

- CR CURB RAMP, CONCRETE
- F SIDEWALK, CONCRETE
- CG CURB & GUTTER, CONCRETE
- C CURB, CONCRETE
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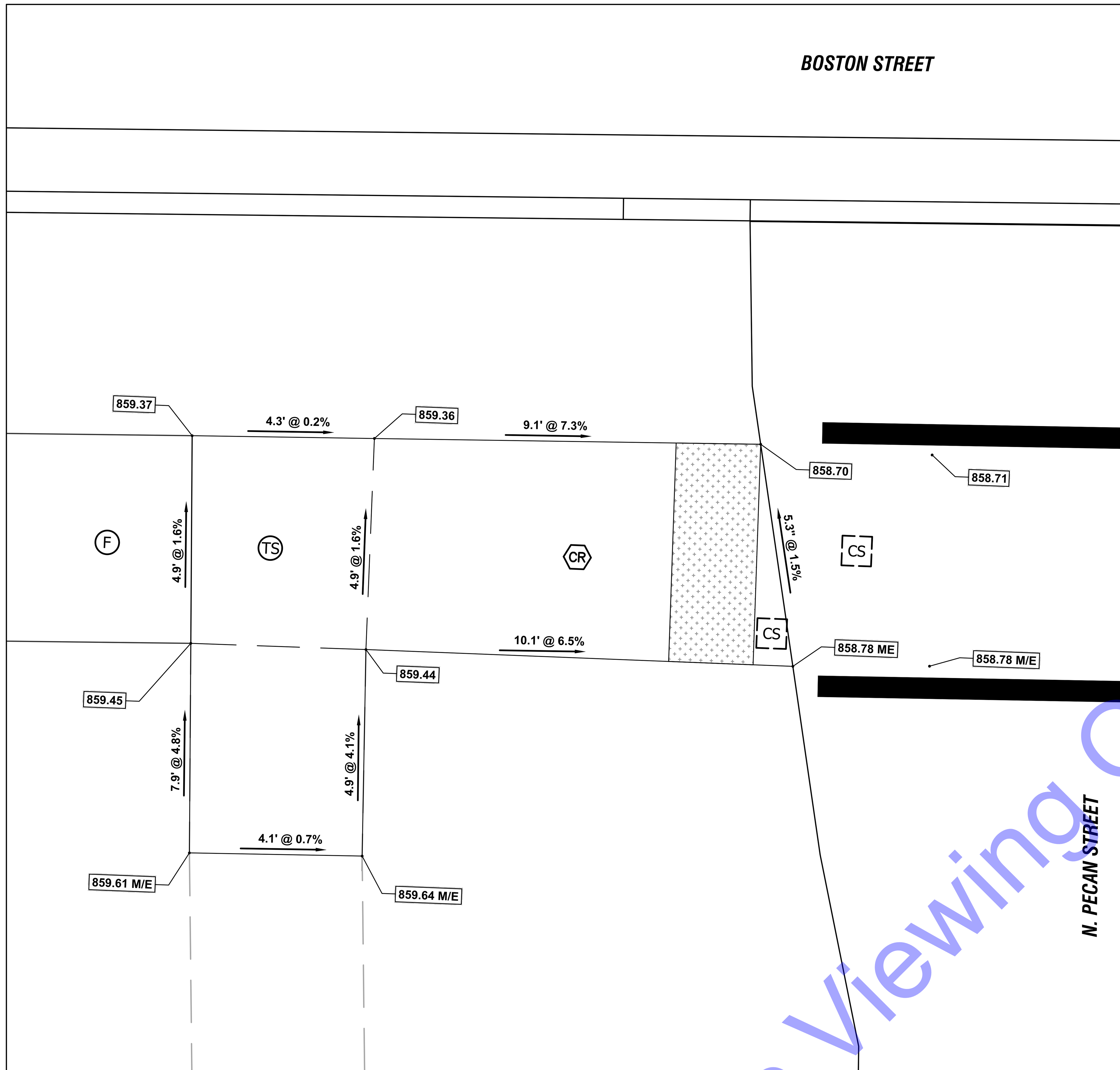
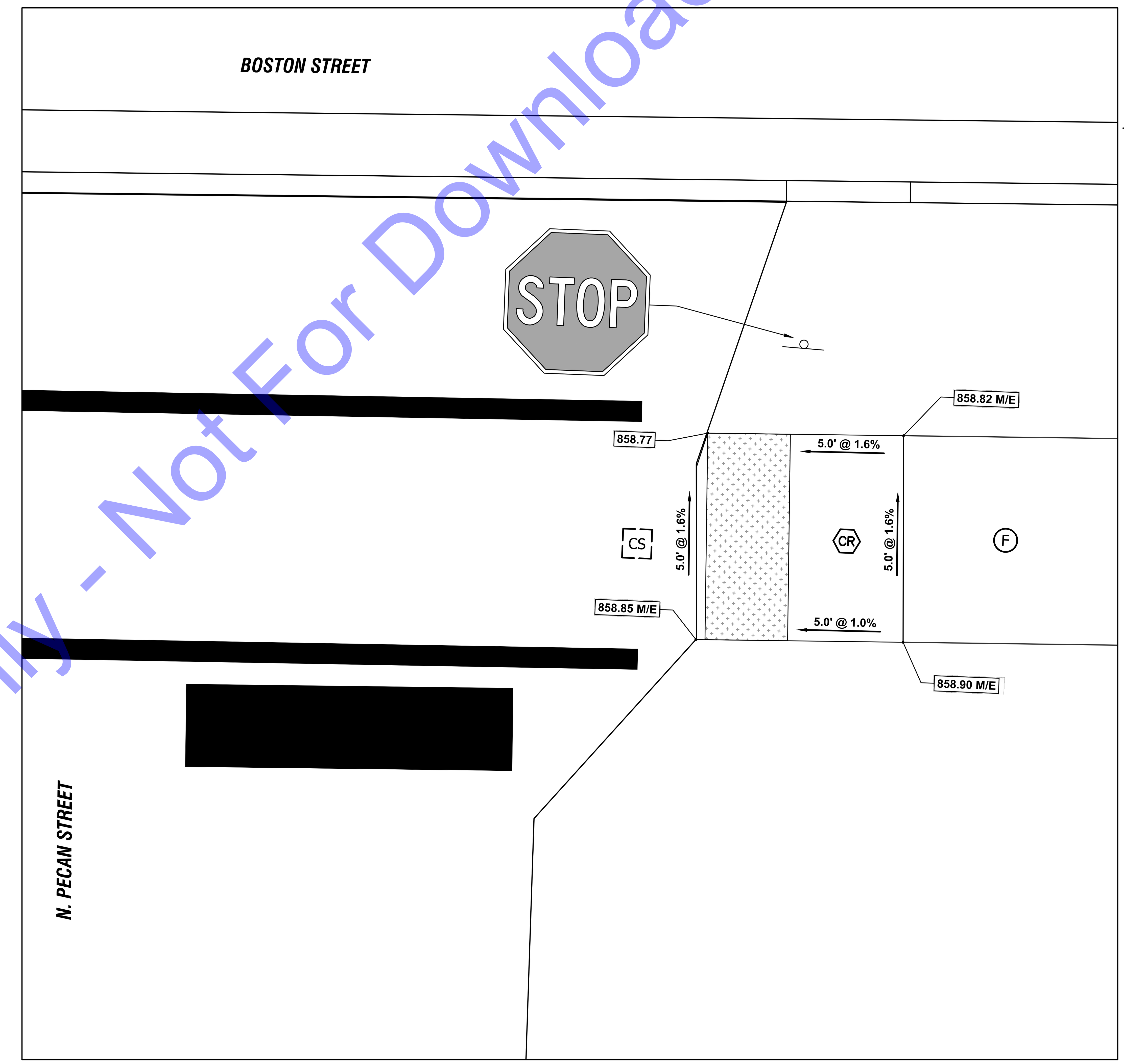
CURB RAMP DETAIL

N. HICKORY STREET
@ BOSTON STREET

Drawing No:
C3-4



PLAN VIEW - SOUTHWEST CORNER



PLAN VIEW - SOUTHEAST CORNER

LEGEND

- (CR) CURB RAMP, CONCRETE
- (F) SIDEWALK, CONCRETE
- (CG) CURB & GUTTER, CONCRETE
- (C) CURB, CONCRETE
- [TS] TURNING SPACE
- [CS] CLEAR SPACE
- DETECTABLE WARNING SURFACE 2' WIDTH (TYP.)
- ELEVATION

NOTES

1. ALL CURB RAMPS SHALL BE ADA-COMPLIANT. LONGITUDINAL SLOPE SHALL NOT EXCEED 5.0%. TRANSVERSE SLOPE SHALL NOT EXCEED 2.0%.
2. CONTRACTOR SHALL TIE INTO EXISTING SIDEWALK AND EDGE OF PAVEMENT AS SHOWN IN THESE PLANS.

HORIZONTAL SCALE: 1" = 2'-0"

0 1' 2' 4' 6'

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REGISTERED
PE10100897
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PROFESSIONAL ENGINEER

Robyn L. Matthews 1/9/2024
Signature Date

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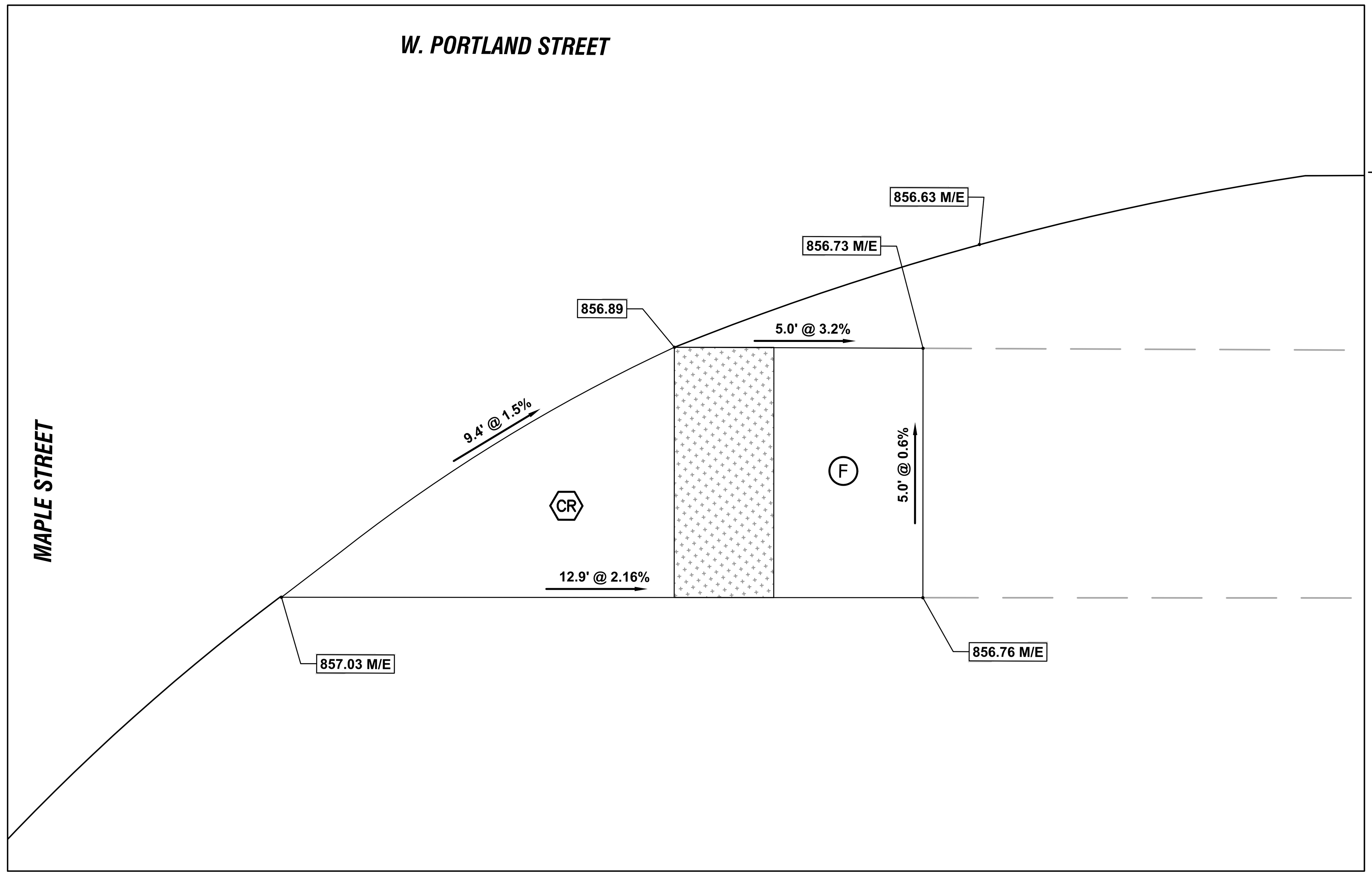
CURB RAMP DETAIL

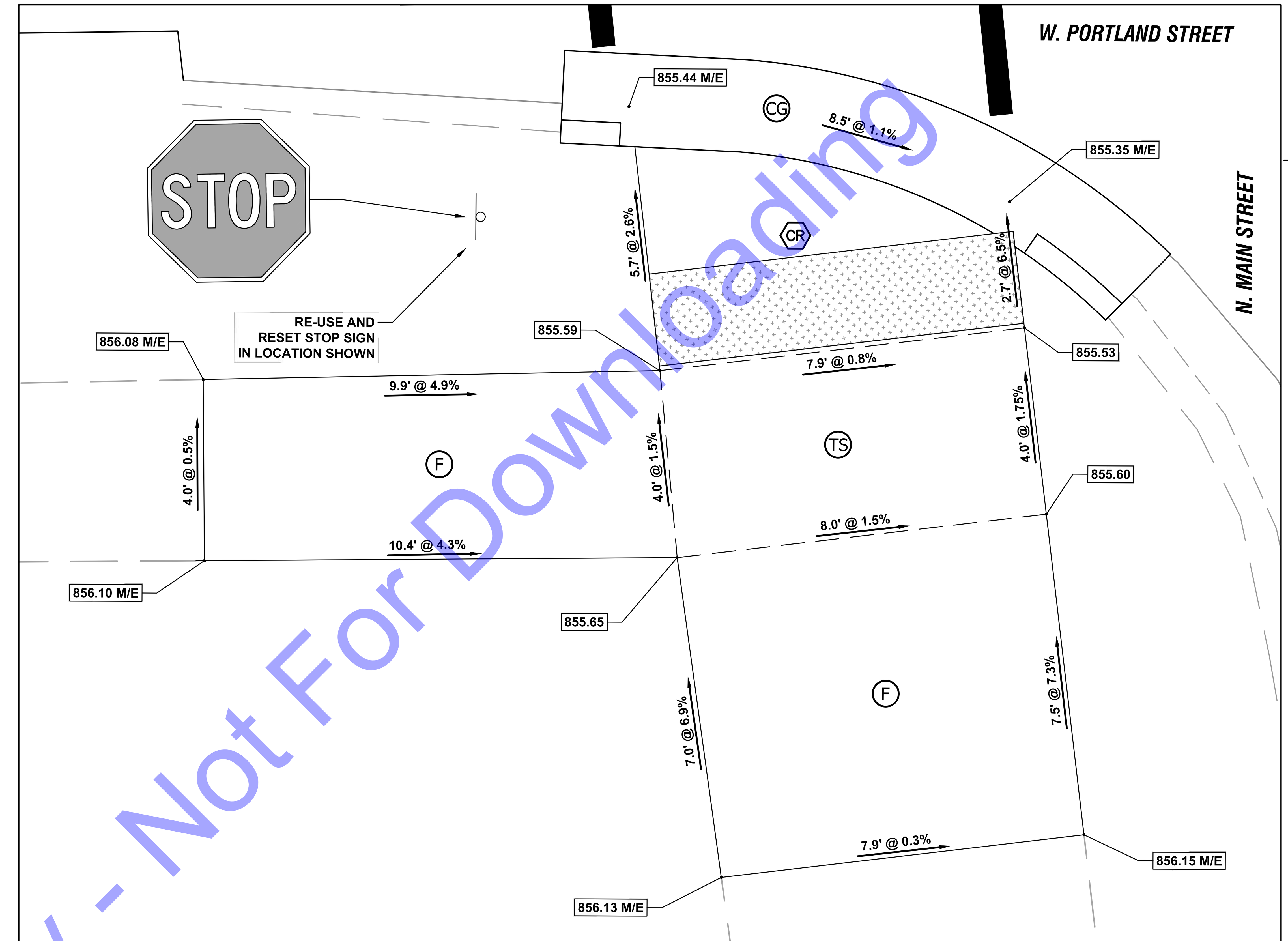
N. PECAN STREET
@ BOSTON STREET

Drawing No:
C3-5

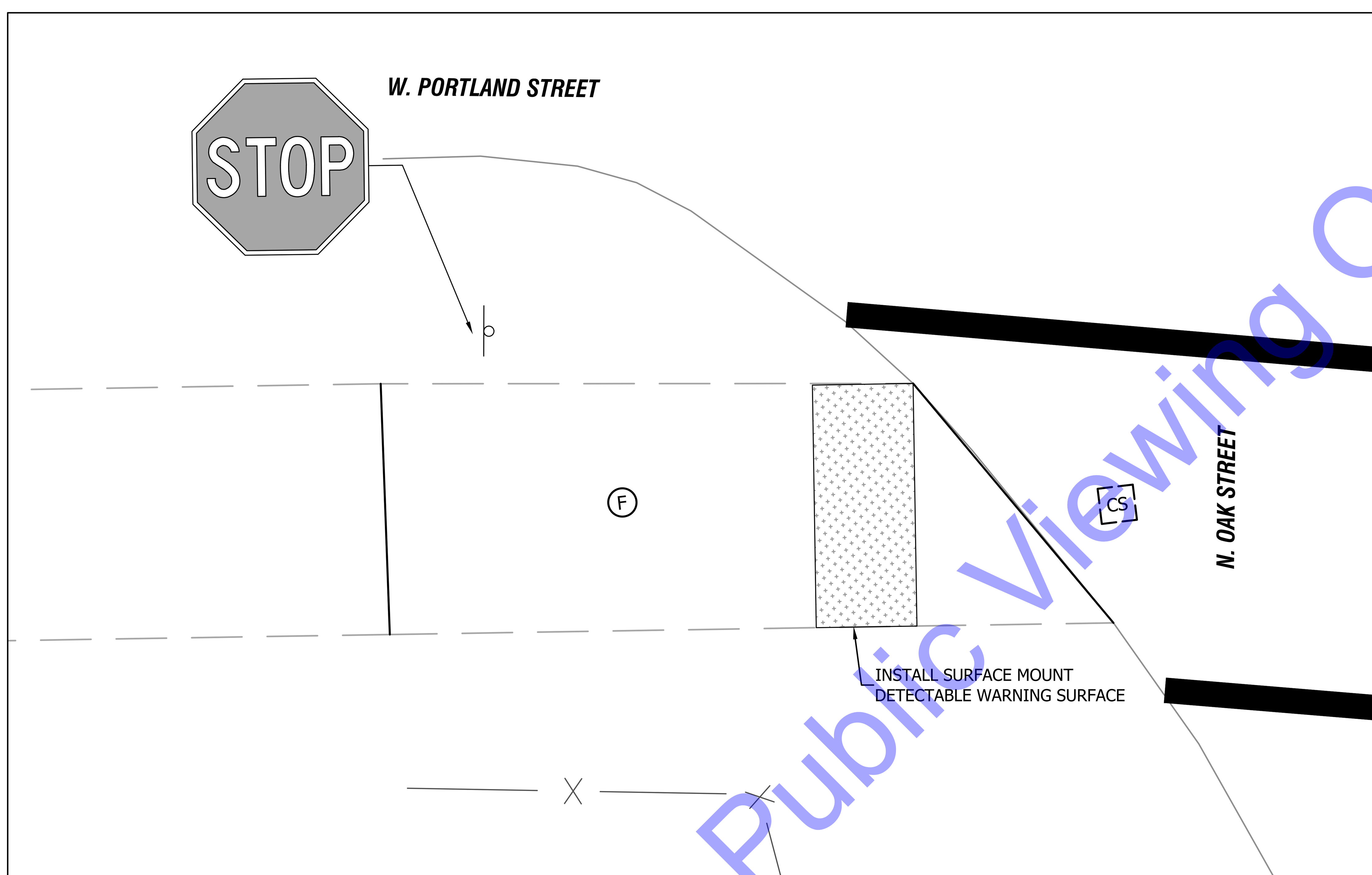
Sheet: 31 OF 38



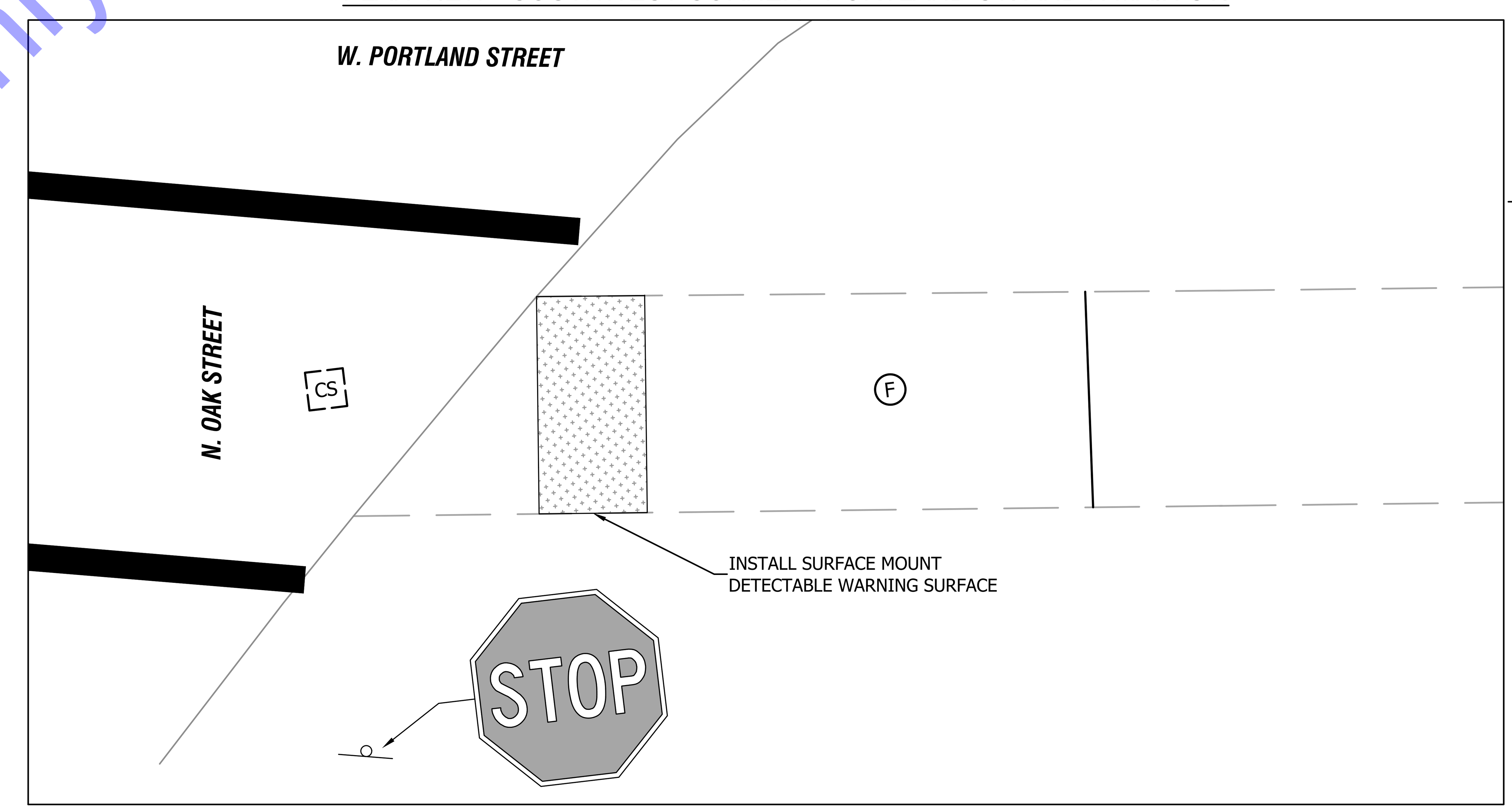
PLAN VIEW - SOUTHEAST CORNER - PORTLAND ST. AND MAPLE ST.



PLAN VIEW - SOUTHWEST CORNER - PORTLAND ST. AND N MAIN ST.



PLAN VIEW - SOUTHWEST CORNER - PORTLAND ST. AND OAK ST.



PLAN VIEW - SOUTHEAST CORNER - PORTLAND ST. AND OAK ST.

LEGEND

- (CR) CURB RAMP, CONCRETE
- (F) SIDEWALK, CONCRETE
- (CG) CURB & GUTTER, CONCRETE
- (C) CURB, CONCRETE
- [TS] TURNING SPACE
- [CS] CLEAR SPACE
- DETECTABLE WARNING SURFACE 2' WIDTH (TYP.)
- ELEVATION

NOTES

1. ALL CURB RAMPS SHALL BE ADA-COMPLIANT. LONGITUDINAL SLOPE SHALL NOT EXCEED 5.0%. TRANSVERSE SLOPE SHALL NOT EXCEED 2.0%.
2. CONTRACTOR SHALL TIE INTO EXISTING SIDEWALK AND EDGE OF PAVEMENT AS SHOWN IN THESE PLANS.

HORIZONTAL SCALE: 1" = 2'-0"

0 1' 2' 4' 6'

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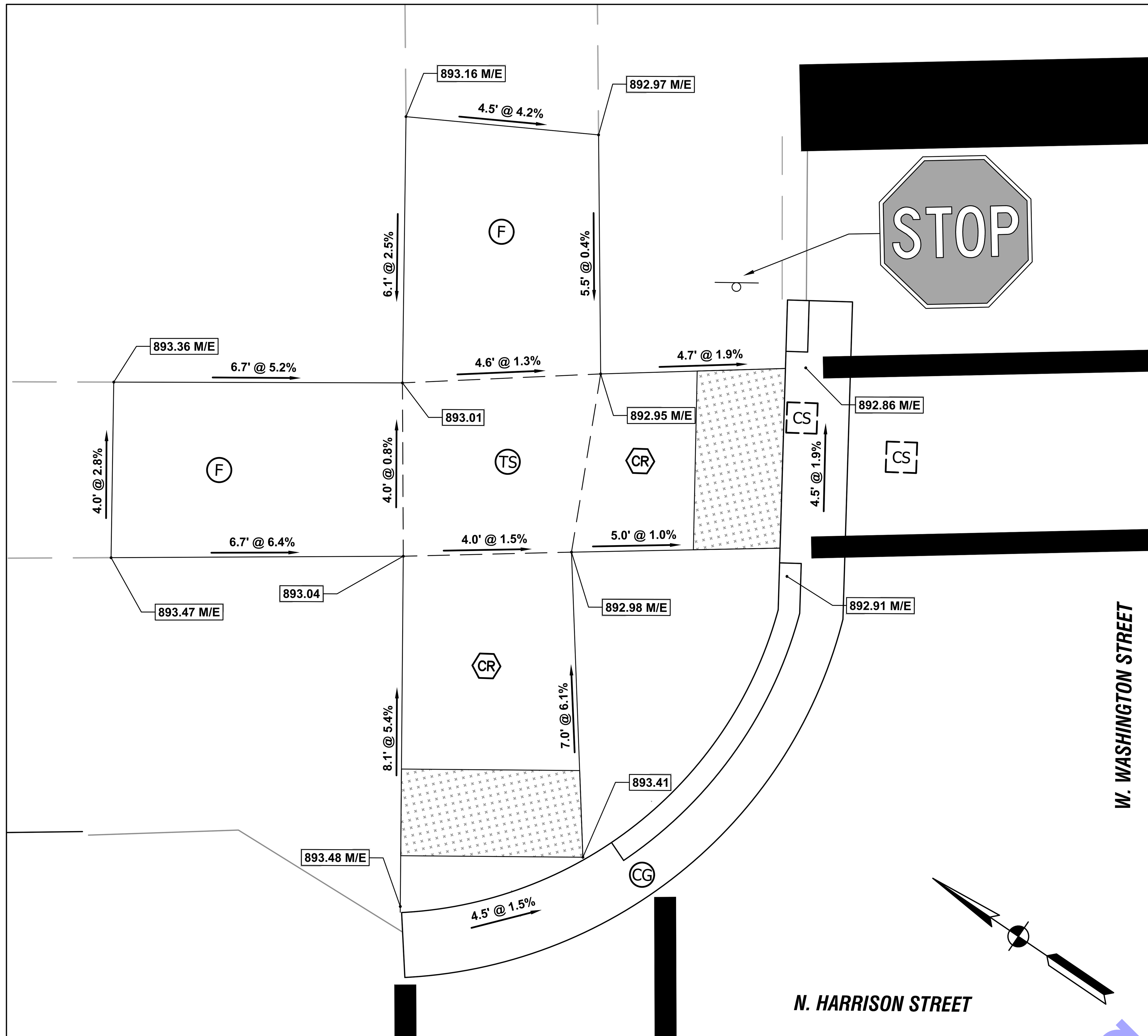
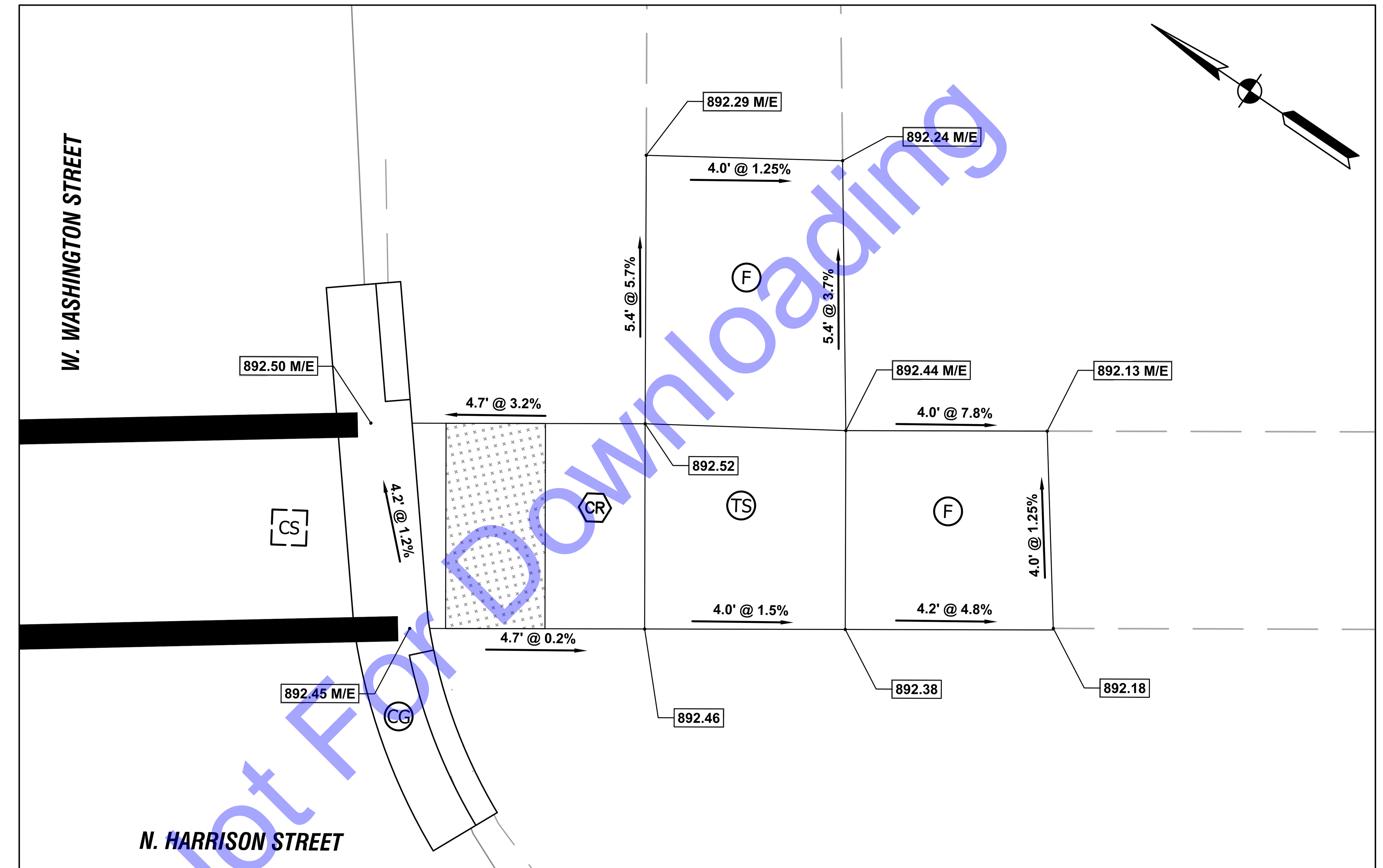
CURB RAMP DETAIL

PORTLAND STREET
INTERSECTIONS

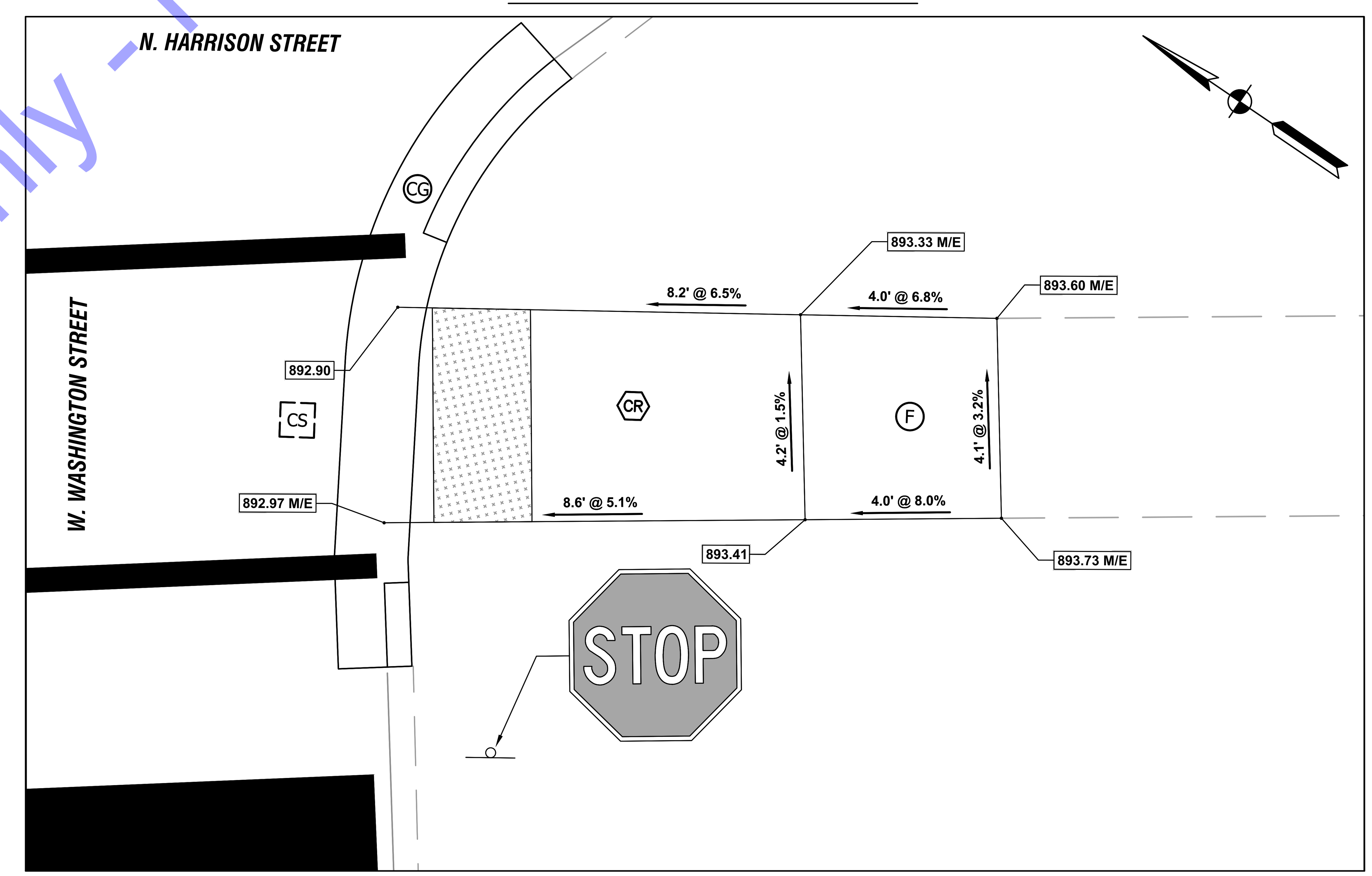
Drawing No:
C3-6



PLAN VIEW - NORTHEAST CORNER



PLAN VIEW - SOUTHEAST CORNER



PLAN VIEW - SOUTHWEST CORNER

LEGEND

- (CR) CURB RAMP, CONCRETE
- (F) SIDEWALK, CONCRETE
- (CG) CURB & GUTTER, CONCRETE
- (C) CURB, CONCRETE
- [TS] TURNING SPACE
- [CS] CLEAR SPACE
- DETECTABLE WARNING SURFACE 2' WIDTH (TYP.)
- ELEVATION

NOTES

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2. CONTRACTOR SHALL TIE INTO EXISTING SIDEWALK AND EDGE OF PAVEMENT AS SHOWN IN THESE PLANS.

HORIZONTAL SCALE: 1" = 2'-0"

0 1' 2' 4' 6'

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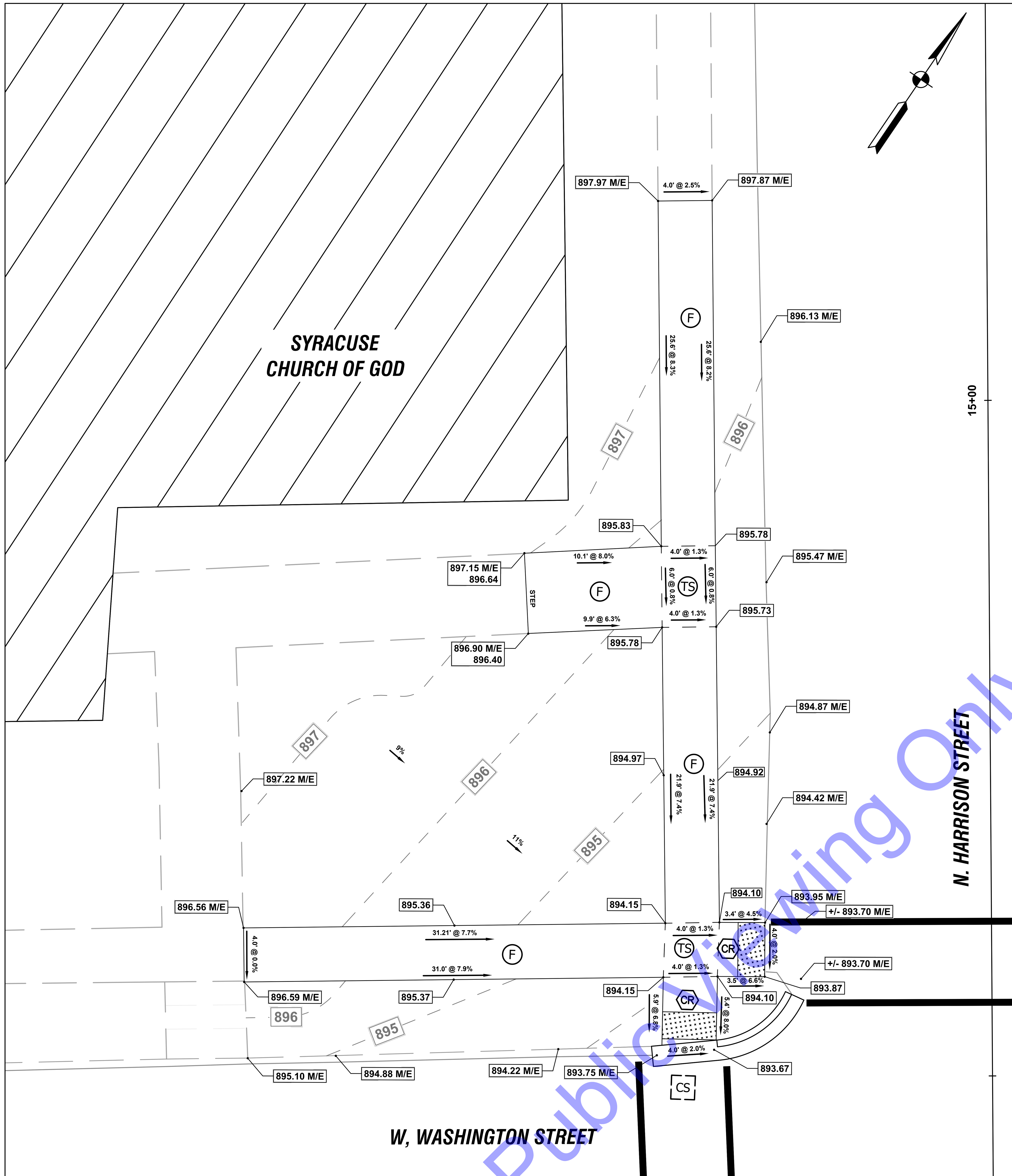
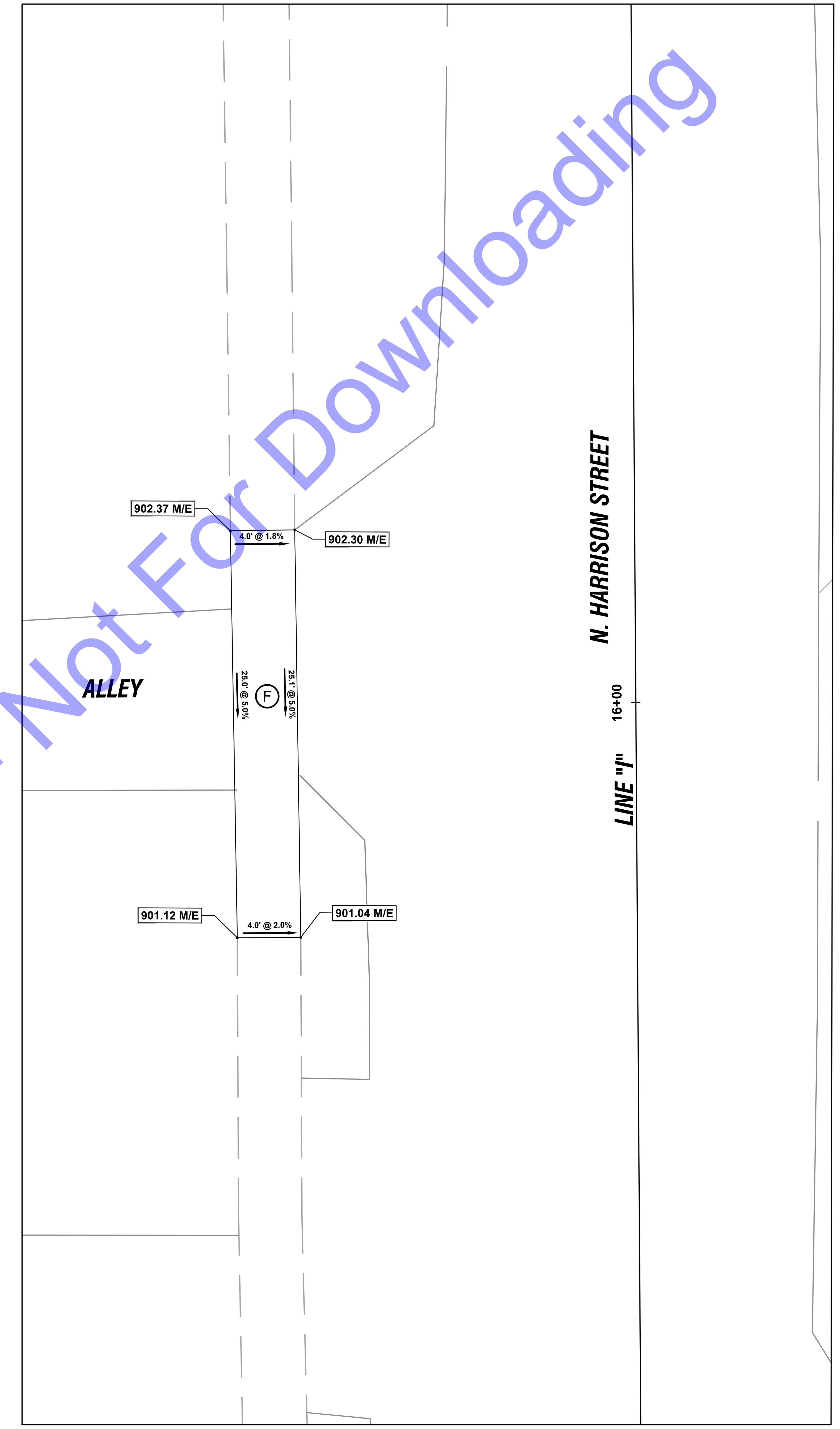
CURB RAMP DETAIL

N. HARRISON STREET @ W. WASHINGTON STREET

Drawing No: **C3-7**



PLAN VIEW - NORTHWEST CORNER - HARRISON ST. AND WASHINGTON ST.



PLAN VIEW - WEST SIDE OF HARRISON ST. @ MID-BLOCK ALLEY

LEGEND

- (CR) CURB RAMP, CONCRETE
- (F) SIDEWALK, CONCRETE
- (CG) CURB & GUTTER, CONCRETE
- (C) CURB, CONCRETE
- [TS] TURNING SPACE
- [CS] CLEAR SPACE
- DETECTABLE WARNING SURFACE 2' WIDTH (TYP.)
- ELEVATION

NOTES

1. ALL CURB RAMPS SHALL BE ADA-COMPLIANT. LONGITUDINAL SLOPE SHALL NOT EXCEED 5.0%. TRANSVERSE SLOPE SHALL NOT EXCEED 2.0%.
2. CONTRACTOR SHALL TIE INTO EXISTING SIDEWALK AND EDGE OF PAVEMENT AS SHOWN IN THESE PLANS.

HORIZONTAL SCALE: 1" = 5'-0"

0 2.5' 5' 10' 20'

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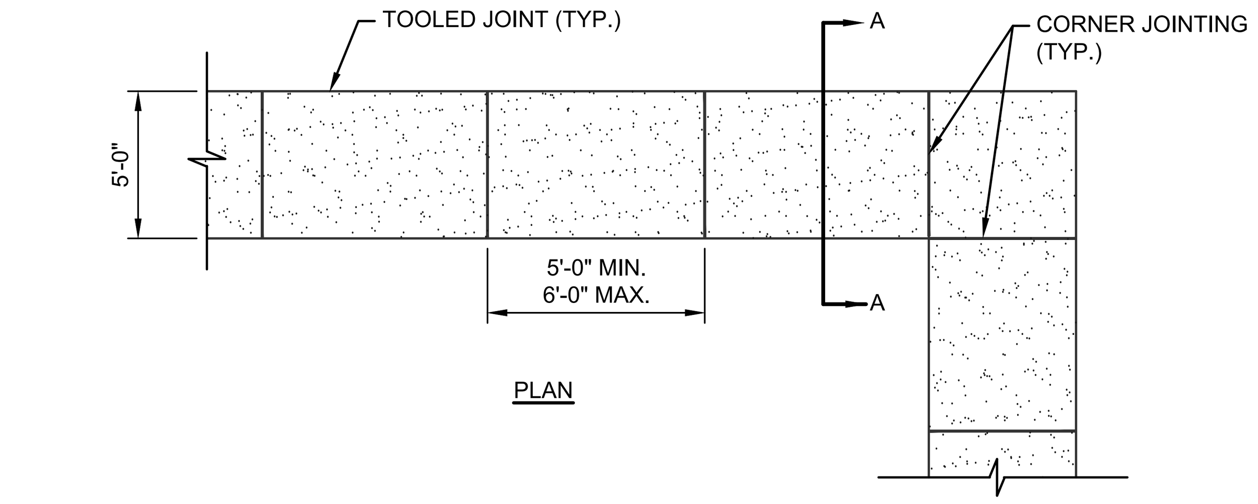
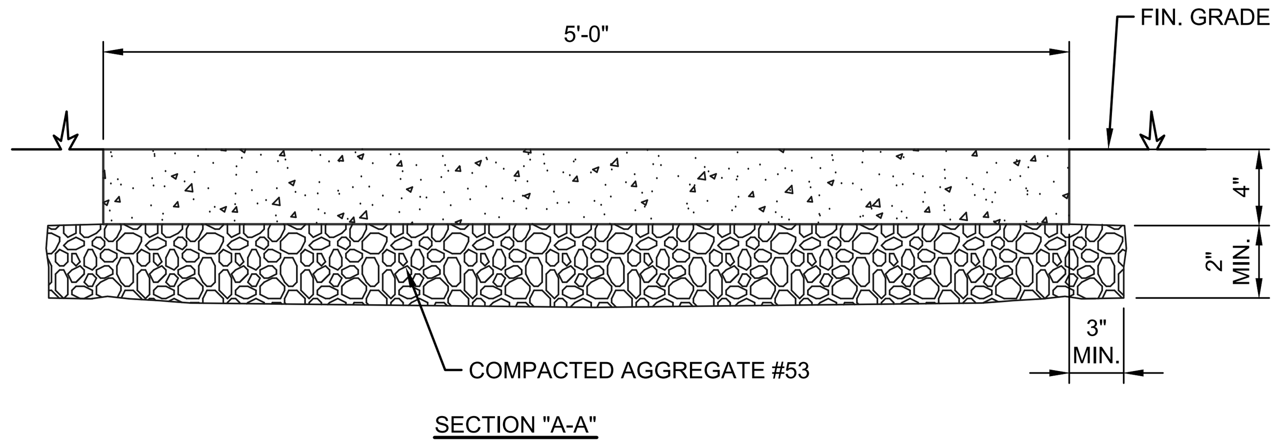
CURB RAMP DETAIL

N. HARRISON STREET INTERSECTIONS

Drawing No:
C3-8



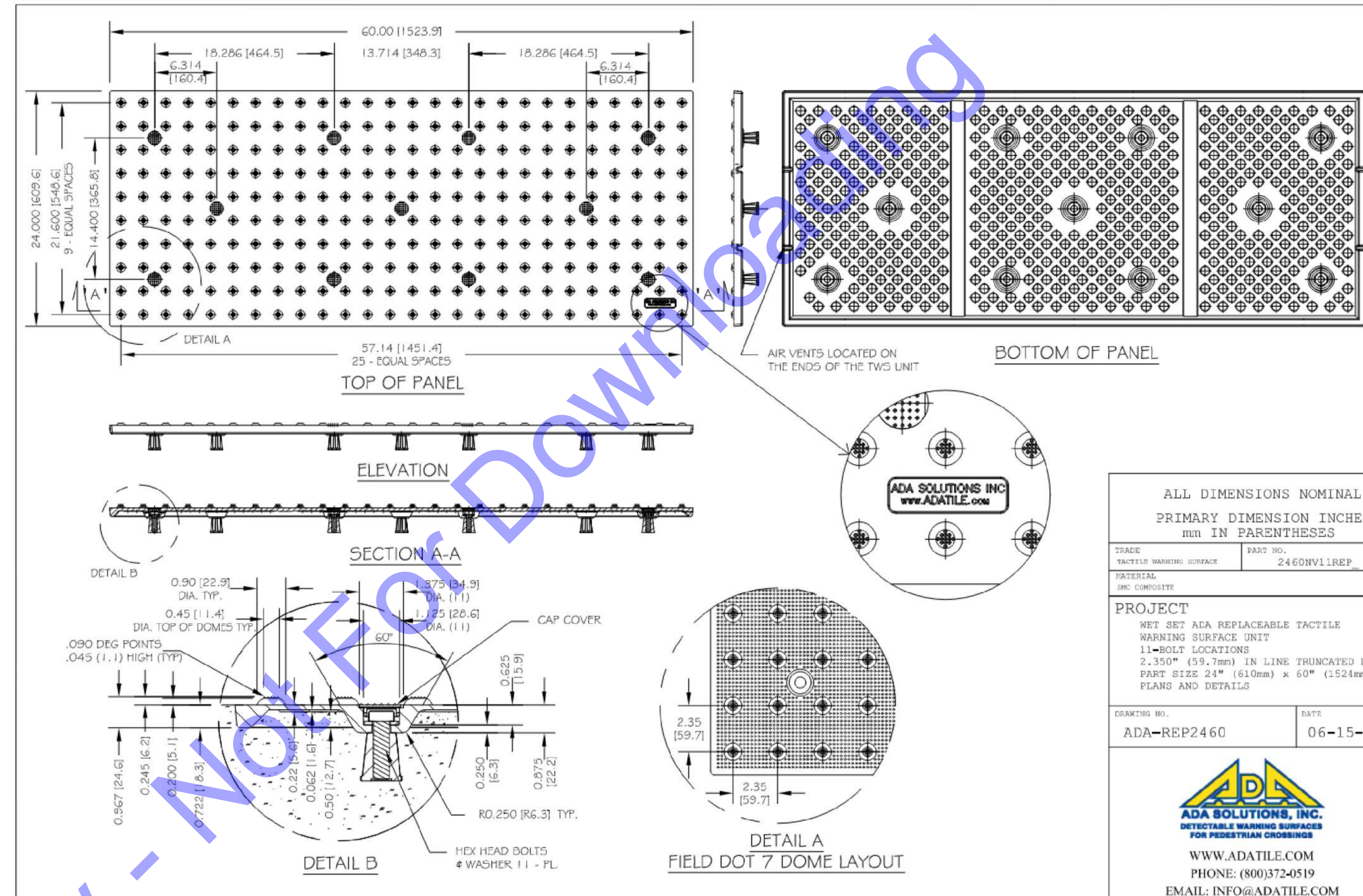


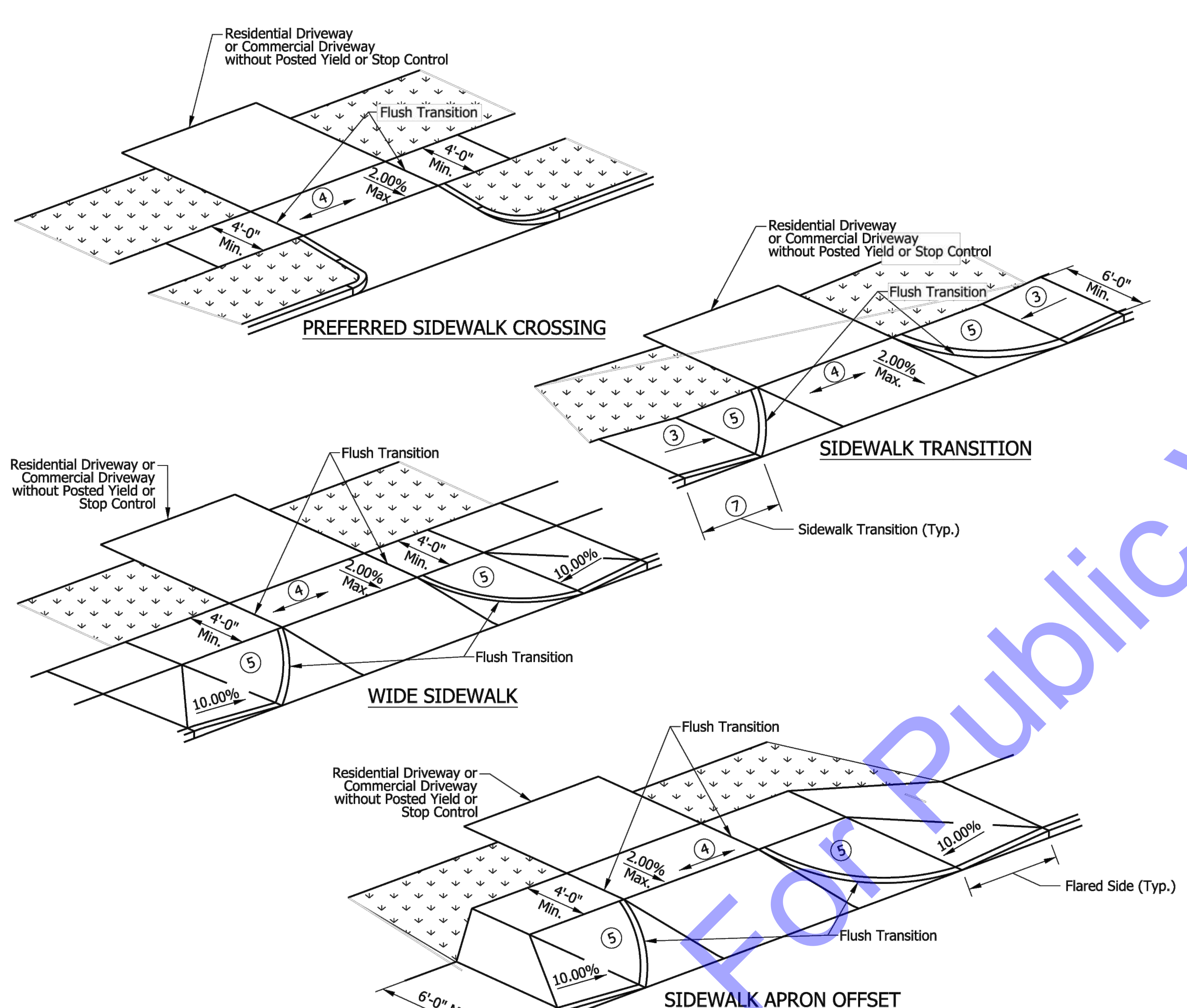
GENERAL NOTES:

1. TRANSVERSE JOINTS SHALL BE CUT WITH A JOINTER HAVING A RADIUS OF ¼" AT SPACING AT A MINIMUM OF 6'-0"
2. SIDEWALK SHALL BE 6" THICK WITH 4" OF COMPACTED AGGREGATE No. 53 AT ALL DRIVEWAY CROSSINGS
3. SIDE SLOPE SHALL BE 1.5%.

CONCRETE SIDEWALK DETAIL

NO SCALE

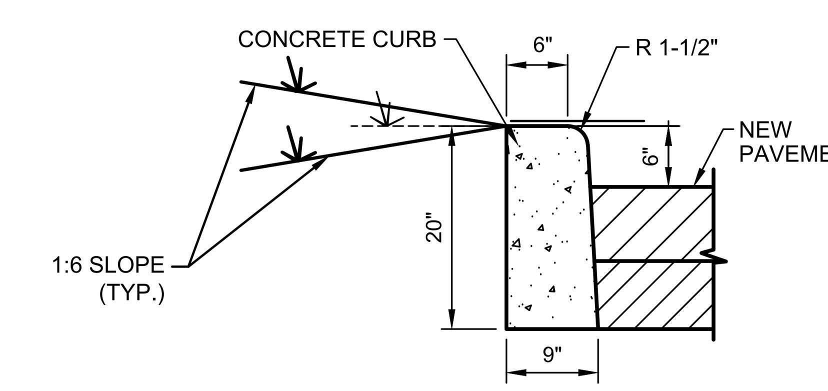




NOTES:

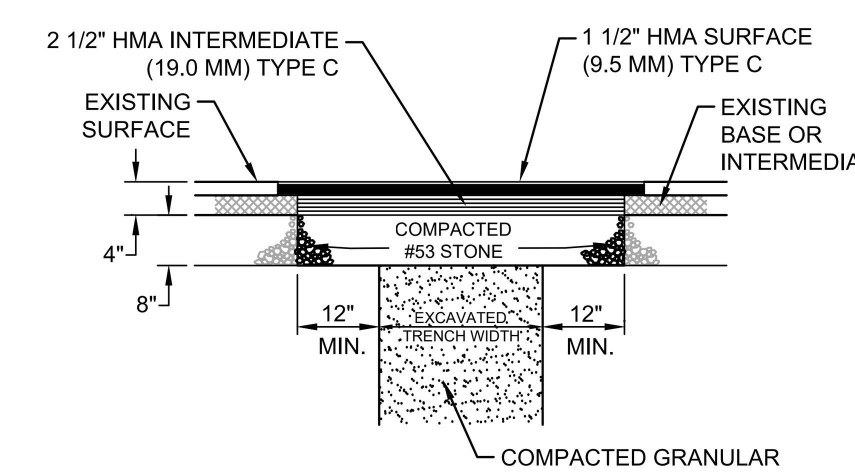
1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. A sidewalk driveway crossing shall only be used on a sidewalk at a residential driveway or a commercial driveway without posted yield or stop control. A curb ramp shall be used at all other crossings. See Standard Drawing Series E 604-SWCR for curb ramp details.
3. Where a sidewalk transition is used to lower or raise the sidewalk to connect with a residential driveway or commercial driveway without posted yield or stop control, the running slope of the transition shall be 8.33% maximum.
4. The grade of the sidewalk across the driveway shall not exceed the grade of the adjacent roadway.
5. The area between the driveway and a flared side or sidewalk transition shall match the driveway profile and transverse slope.
6. A turning space is not required at the top of a sidewalk transition.
7. Objects such as a utility cover, vault frame, and grating shall be placed outside a sidewalk transition.
8. A detectable warning surface shall not be placed at the crossings of a residential driveway. A detectable warning surface may be placed at the crossing of a commercial driveway without yield or stop control.
9. See Standard Drawing E 604-SDWK-01 and -02 for Sidewalk Details.
10. See Standard Drawing Series E 610-DRIV for drives.

INDIANA DEPARTMENT OF TRANSPORTATION	
SIDEWALK DRIVEWAY CROSSING	
STANDARD DRAWING NO.	E 604-SDWK-03



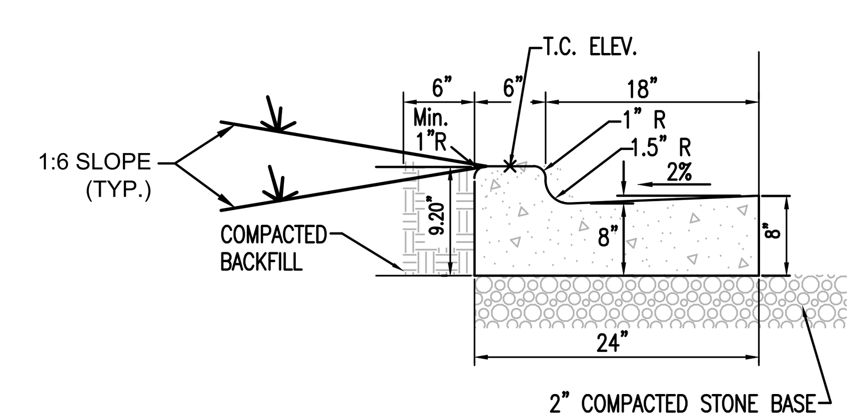
VERTICAL CONCRETE CURB DETAIL

NOT TO SCALE



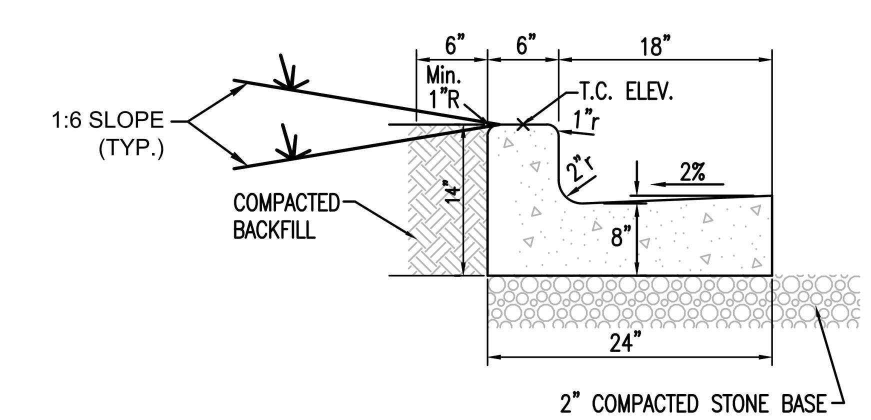
SURFACE RESTORATION DETAIL FOR ASPHALT PAVEMENT - ROAD

NOT TO SCALE



TYPICAL CONCRETE DEPRESSED CURB AND GUTTER DETAIL

NOT TO SCALE



TYPICAL CONCRETE CURB AND GUTTER DETAIL

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PROFESSIONAL ENGINEER

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MISCELLANEOUS DETAILS

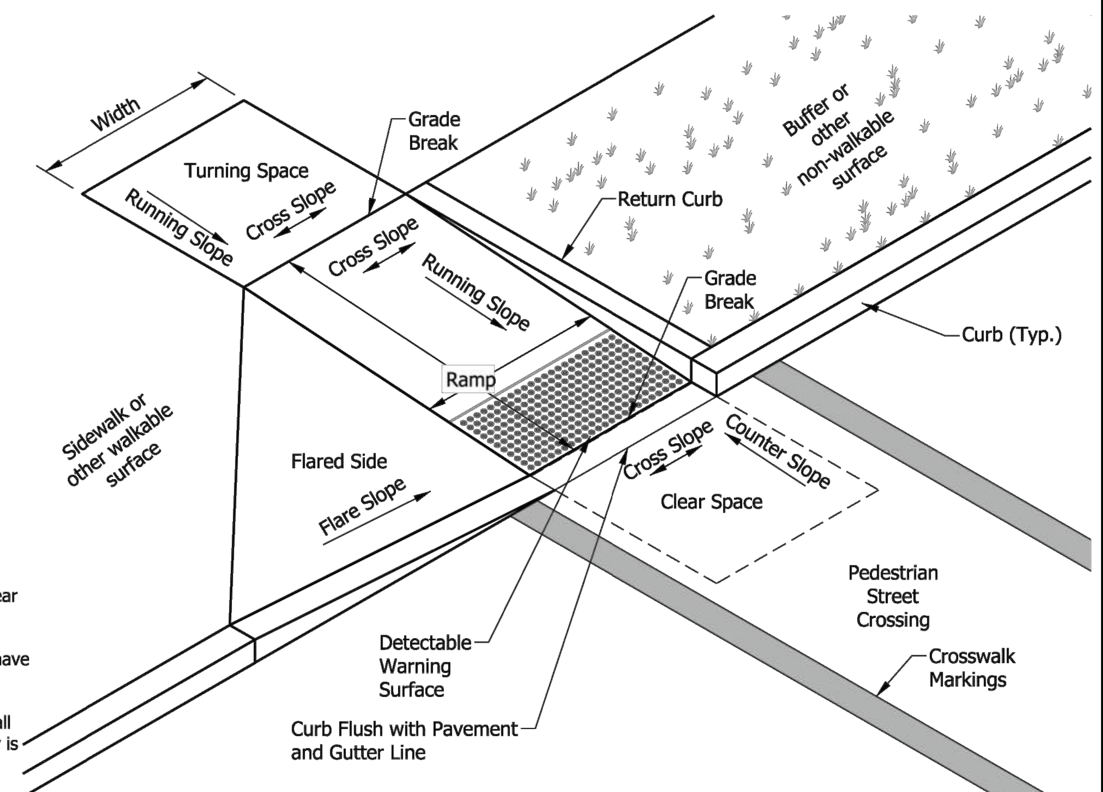
Drawing No:
MD1

Sheet: 35 OF 38

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

GENERAL NOTES:

1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. Ramp or Blended Transition. A ramp or blended transition shall be used to lower or raise the sidewalk to connect with the street or highway.
3. Turning Space. A turning space shall be provided at the top of a perpendicular ramp, bottom of a parallel ramp, or where the pedestrian travel requires a change in direction. A common turning space may be shared by adjacent ramps. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk by a curb, retaining wall, building, or feature over 2 inches in height, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
4. Flared Side. A flared side shall be used adjacent to a walkable surface. A flared side may be used adjacent to a non-walkable surface. A flared side shall have a maximum slope of 10.00% measured parallel to the back of the curb.
5. Return Curb. A return curb is placed perpendicular to the roadway curb. A return curb may be used adjacent to a non-walkable surface. A return curb shall not be used adjacent to a walkable surface. The return curb may be omitted where the non-walkable surface is flared and the curb adjacent the roadway is tapered to meet the flush curb at the bottom of the ramp.
6. Clear Space. A clear space shall be provided beyond the bottom grade break of a curb ramp wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. The clear space shall have a minimum clear dimension of 4 ft x 4 ft.
7. Detectable Warning Surface. A detectable warning surface shall consist of truncated domes and be placed at each street, highway, or railroad crossing. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and be placed the entire width of a ramp, blended transition, or turning space.
8. Running Slope. The running slope of a ramp, blended transition, or turning space shall be measured parallel to the direction of pedestrian travel.
   a. A running slope of 2.00% or less is considered level.
   b. A ramp shall have a maximum running slope of 8.33% but shall not require a ramp length to exceed 15 ft.
   c. A blended transition shall have a maximum running slope of 5.00%.
   d. A turning space shall have a maximum running slope of 2.00%.
9. Width. Unless otherwise noted, minimum width of a ramp, blended transition, or turning space, excluding flared sides or return curb, shall be 4 ft.
10. Grade Break. A grade break at the top and bottom of a ramp, blended transition, or turning space shall be perpendicular to the running slope. Grade breaks shall not be within the ramp, blended transition, turning space, or detectable warning surface. Grade breaks shall be flush. Vertical discontinuities shall not be greater than 1/2 in. Where a discontinuity is greater than 1/4 in. the surface shall be beveled with a slope not steeper than 1V:2H.
11. Cross Slope Exceptions. The cross slope of a ramp, blended transition, or turning space shall be measured perpendicular to the direction of pedestrian travel.
    a. The maximum cross slope at a pedestrian street crossing without posted yield or stop control shall be 5.00%.
    b. The maximum cross slope at a pedestrian street crossing with posted yield or stop control shall be 2.00%.
    c. The maximum cross slope at a midblock crossing shall be the established grade of the adjacent roadway.
12. Counter Slope. A counter slope is the cross slope of the gutter or street adjacent the running slope of the ramp, blended transition, or turning space. See Standard Drawing E 604-SWCR-14 for counter slope details.
13. Objects such as a utility cover, vault frame, and grating shall be placed outside the curb ramp.
14. Curb ramps shall be placed within the marked crosswalk area.
15. Drainage inlets should be located uphill from a curb ramp to prevent ponding in the path of pedestrian travel.



TYPICAL CURB RAMP COMPONENTS

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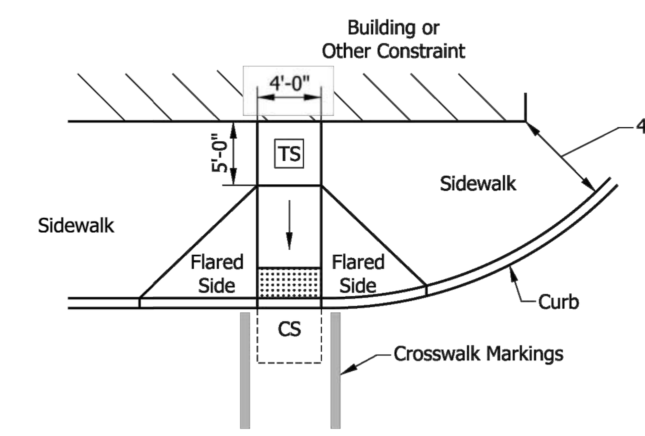
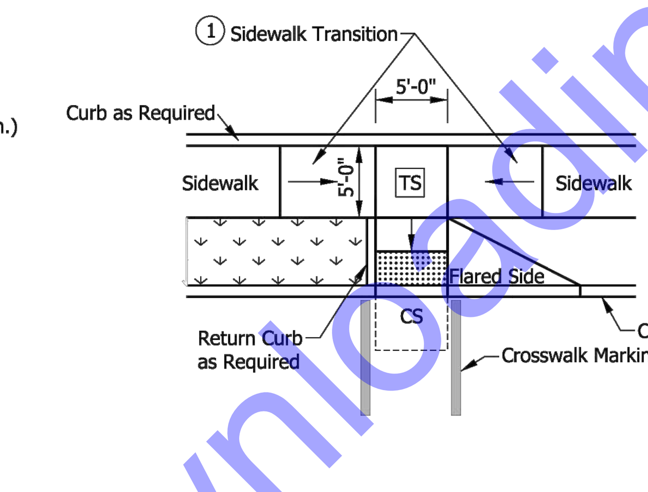
CURB RAMP DRAWING INDEX AND GENERAL NOTES

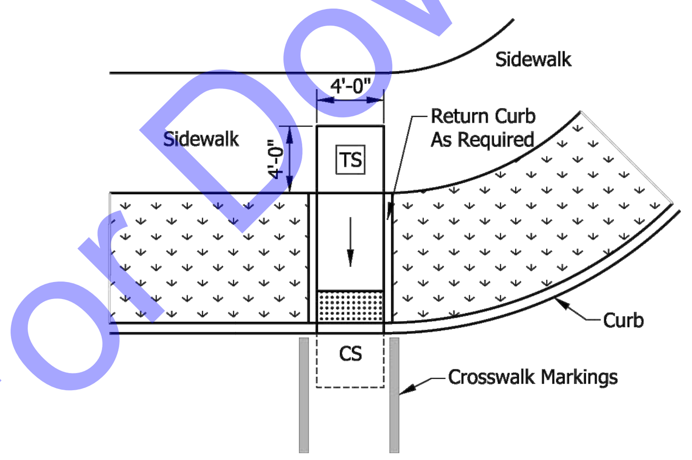
STANDARD DRAWING NO. E 604-SWCR-01



PERPENDICULAR CURB RAMP ADJACENT WALKABLE SURFACE



TIERED PERPENDICULAR CURB RAMP



PERPENDICULAR CURB RAMP ADJACENT NON-WALKABLE SURFACE

NOTES:

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

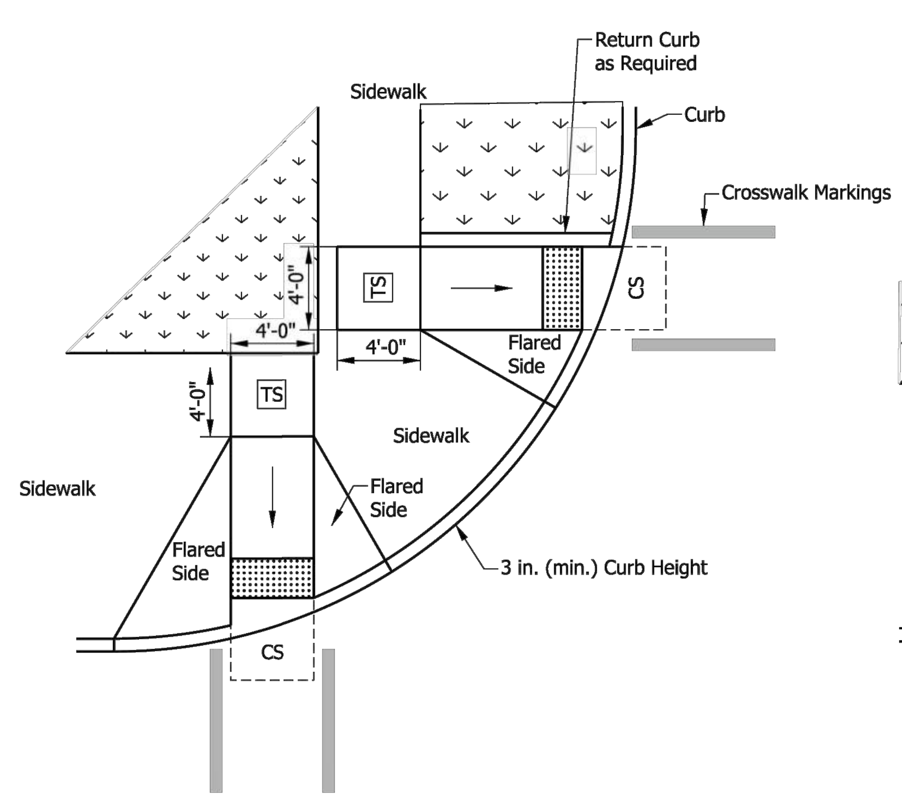
LEGEND:

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

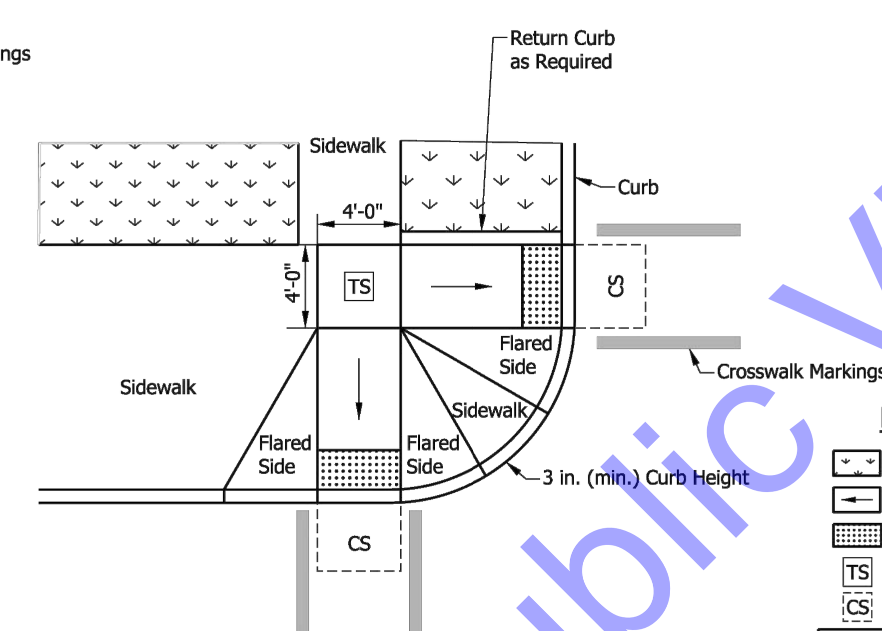
INDIANA DEPARTMENT OF TRANSPORTATION

PERPENDICULAR CURB RAMP TYPICAL PLACEMENT

STANDARD DRAWING NO. E 604-SWCR-02



PAIRED PERPENDICULAR CURB RAMPS AT LARGE RADIUS



PAIRED PERPENDICULAR CURB RAMPS AT SMALL RADIUS

NOTE:

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

LEGEND:

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

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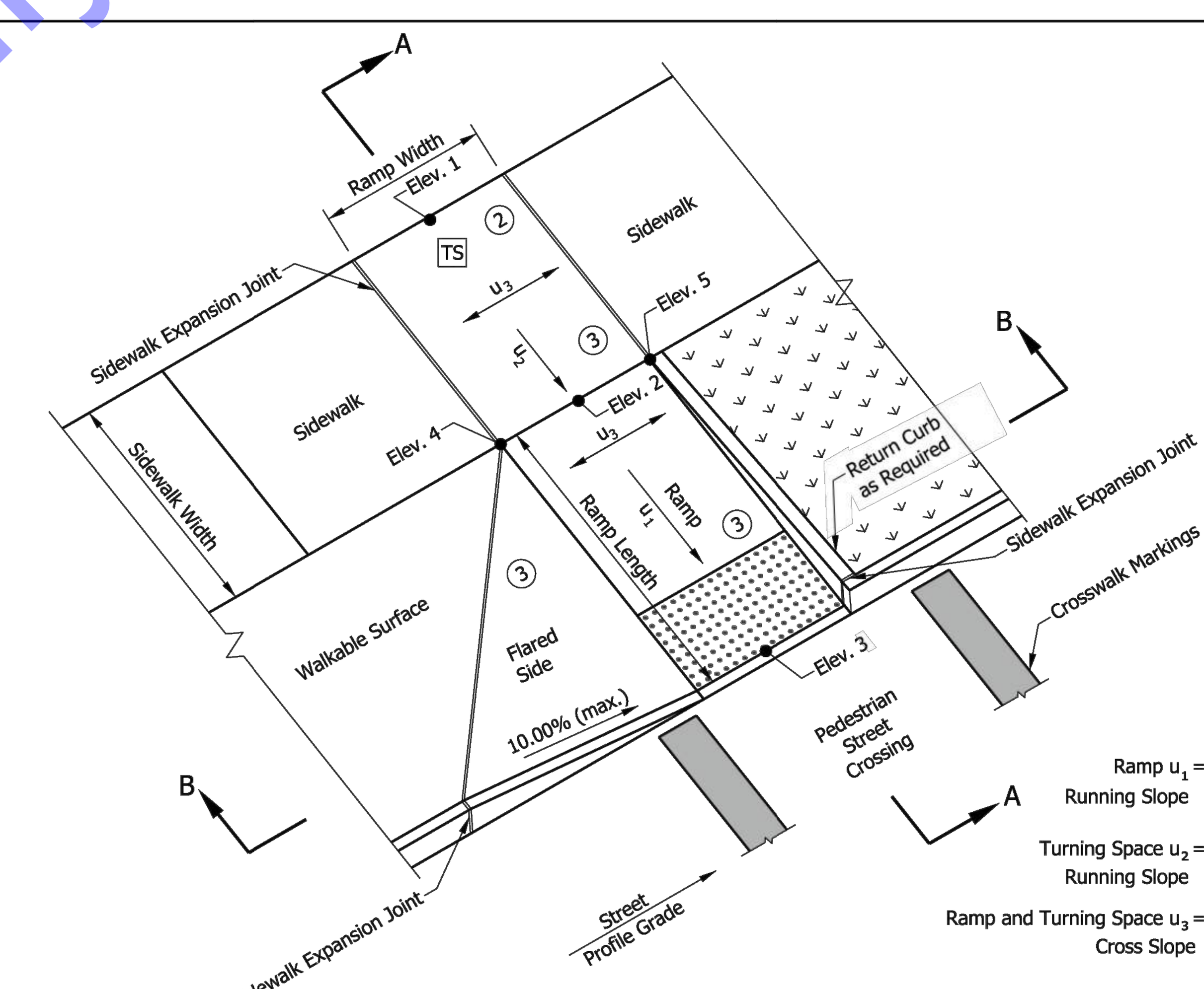
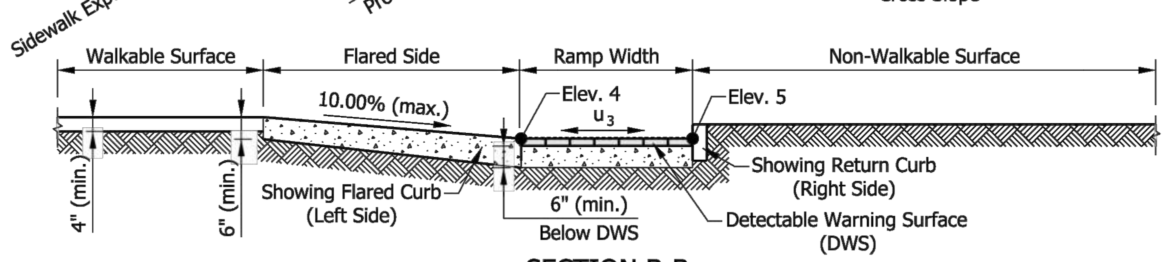
PAIRED PERPENDICULAR CURB RAMPS TYPICAL PLACEMENT

STANDARD DRAWING NO. E 604-SWCR-03

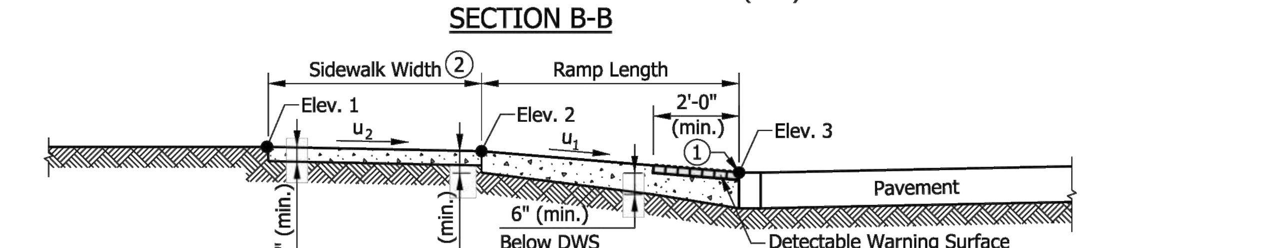


Component Slope Equations:

Ramp u_1 = Running Slope	(Elev. 2 - Elev. 3) / Ramp Length	≤ 8.33%
Turning Space u_2 = Running Slope	(Elev. 1 - Elev. 2) / Sidewalk Width	≤ 2.00%
Ramp and Turning Space u_3 = Cross Slope	(Elev. 4 - Elev. 5) / Ramp or Turning Space Width	≤ 2.00% 4



SECTION B-B



SECTION A-A

NOTES:

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

LEGEND:

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

INDIANA DEPARTMENT OF TRANSPORTATION

PERPENDICULAR CURB RAMP COMPONENT DETAILS

STANDARD DRAWING NO. E 604-SWCR-04

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ROBYN LYNN MATTHEWS
REGISTERED
PE10100897
STATE OF INDIANA
PROFESSIONAL ENGINEER

Signature 1/9/2024 Date

TOWN OF SYRACUSE
KOSCIUSKO CO., INDIANA

2025 COMMUNITY CROSSINGS GRANT (CCMG) ROUND 1

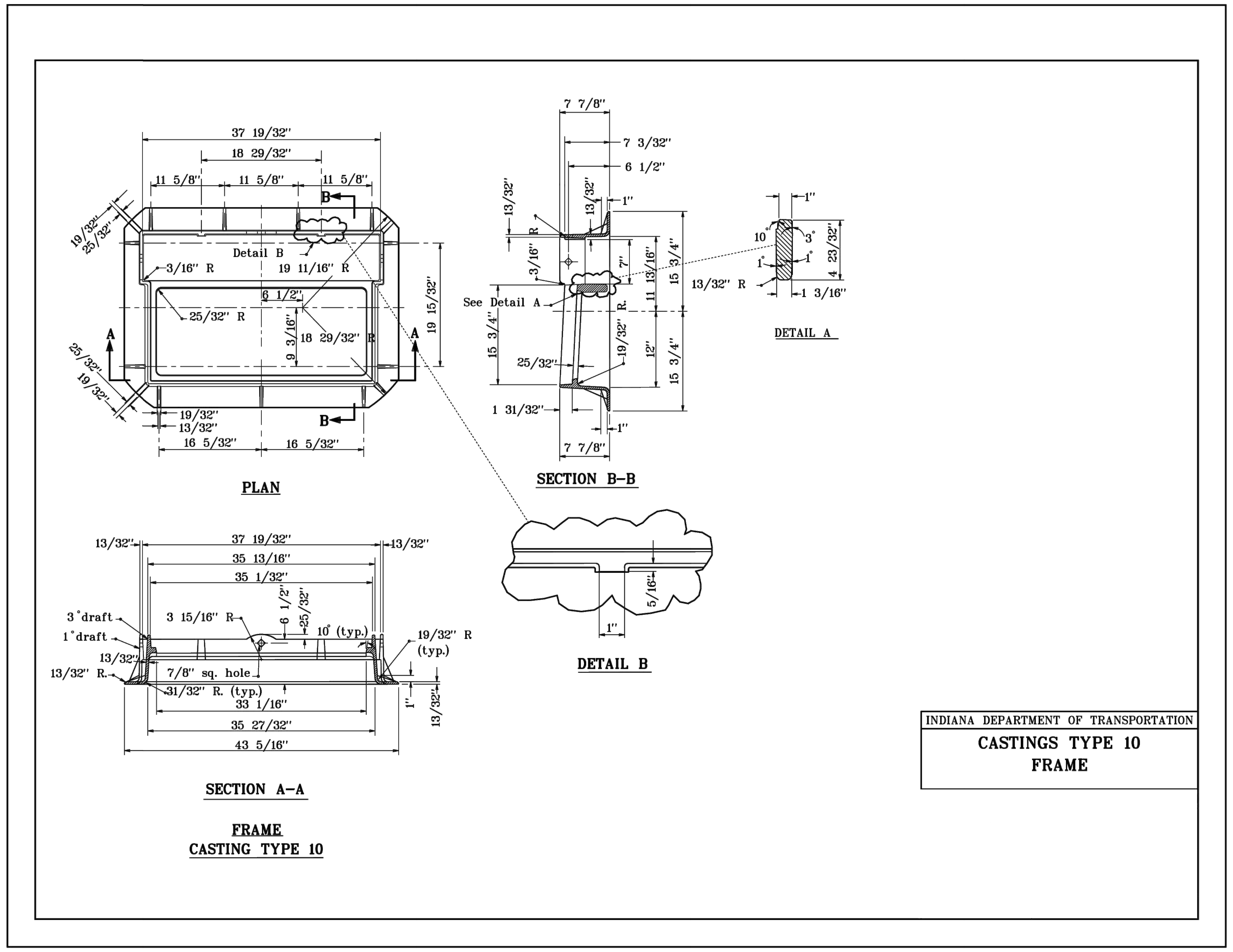
No.	Submittal / Revision	By	Date

Designed By:	Drawn By:	Checked By:
RNM	RNM	RLM
Issue Date:	Project No:	Scale:
----	H24152	AS SHOWN

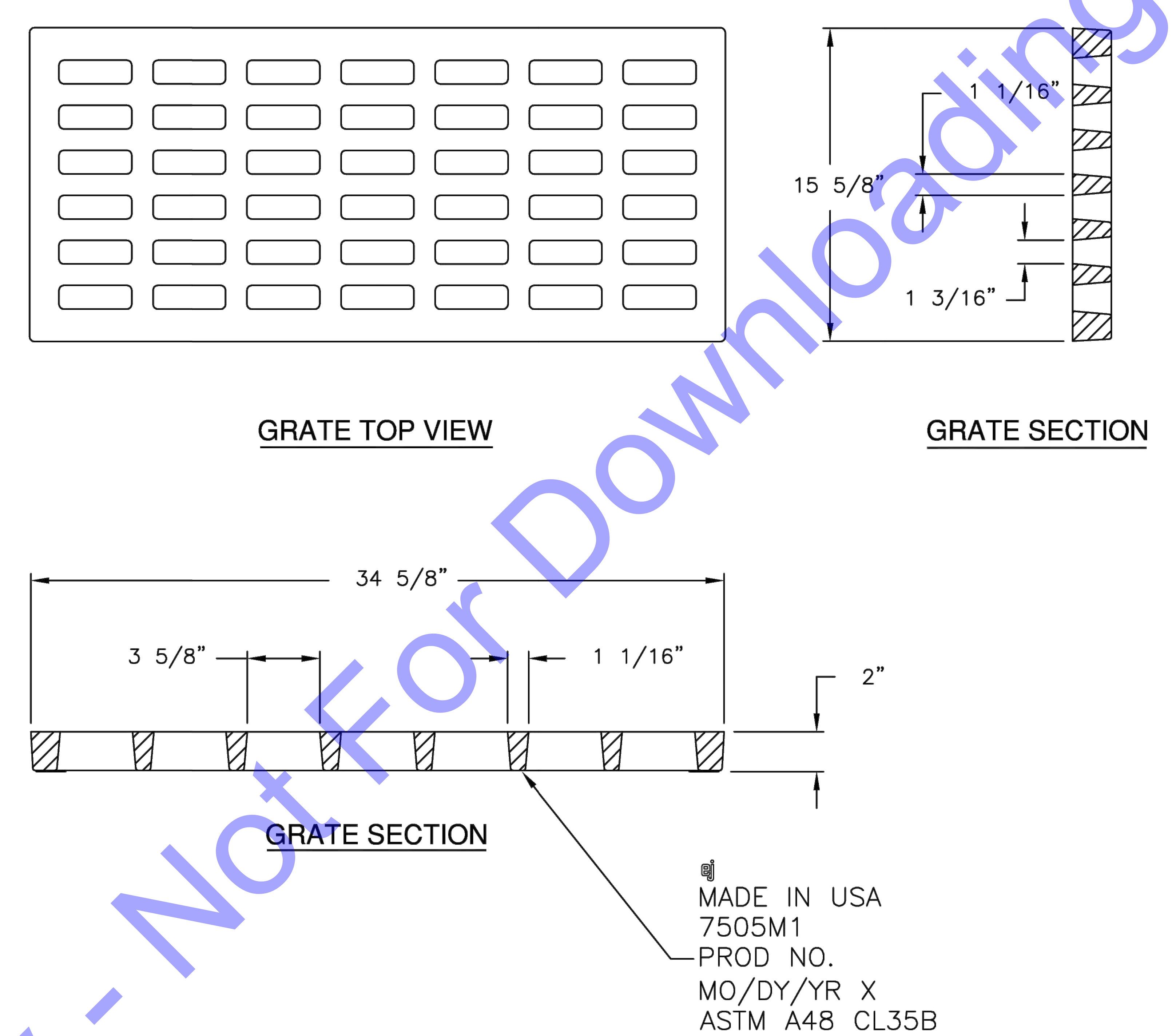
MISCELLANEOUS DETAILS

Drawing No:

MD2



7505M1 Grate



Product Number
00750535

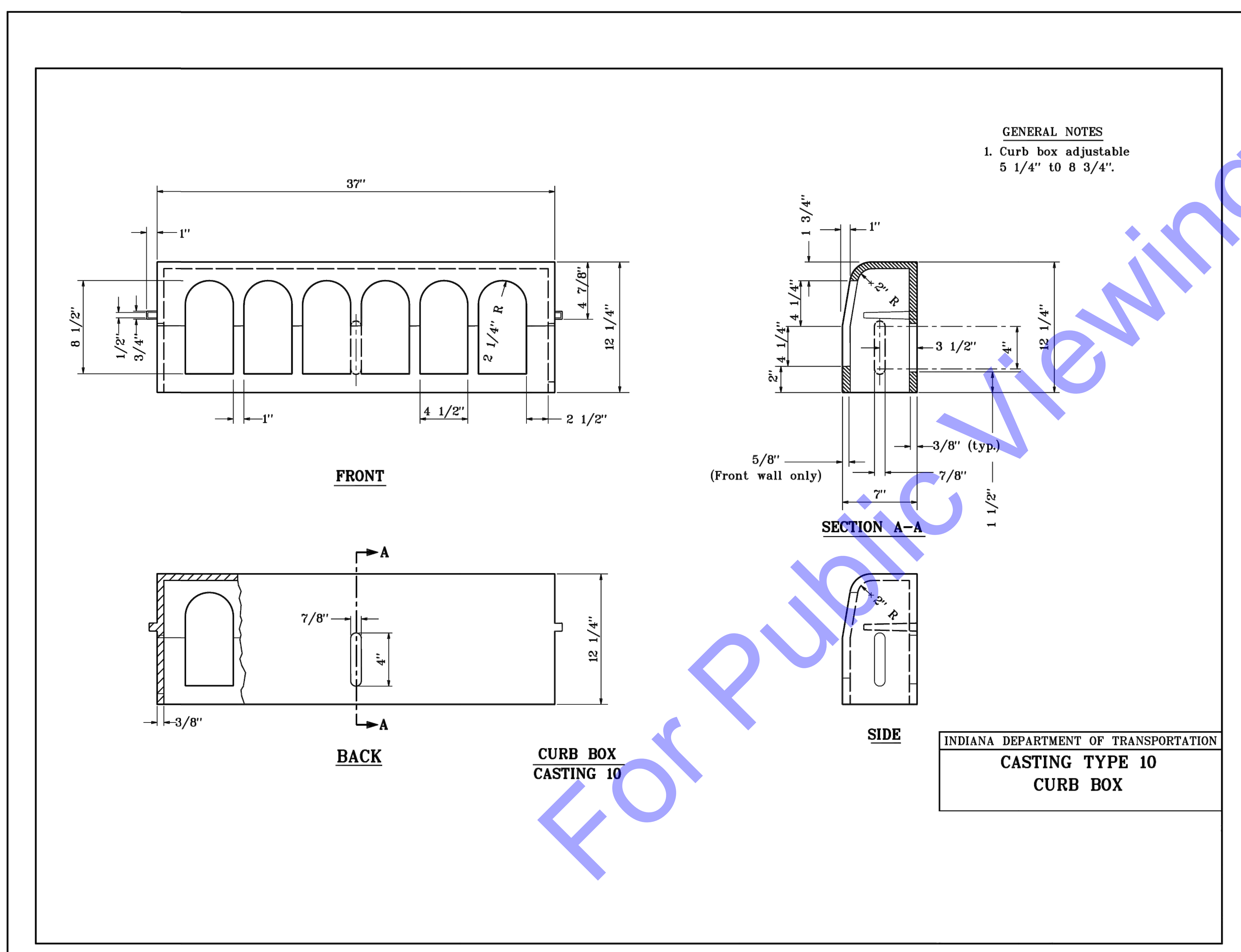
Design Features
- Materials
  Gray Iron (CL35B)
- Design Load
  Heavy Duty
- Open Area
  190 sq in
- Coating
  Undipped
- √ Designates Machined Surface

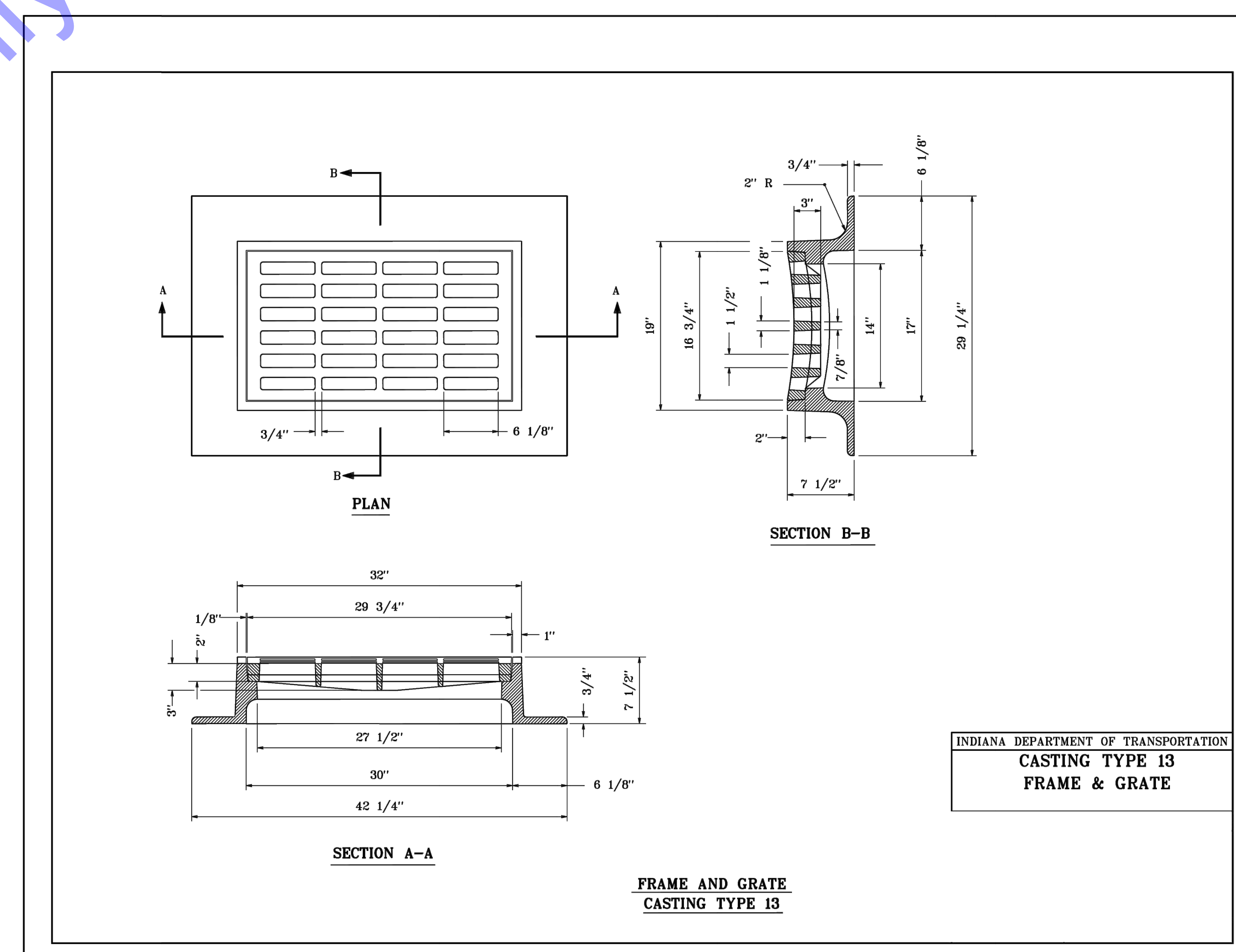
Certification
- ASTM A48
-
- Country of Origin: USA

Drawing Revision
05/02/2001 Designer: TCL
02/22/2016 Revised By: DAE

Disclaimer
Weights (lbs./kg) dimensions (inches/mm) and drawings provided for your guidance. We reserve the right to modify specifications without prior notice.

Contact
800 626 4653
ejco.com





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TOWN OF SYRACUSE
KOSCIUSKO CO., INDIANA

2025 COMMUNITY CROSSINGS GRANT (CCMG)
ROUND 1

Indiana 811
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(ITS THE LAW)

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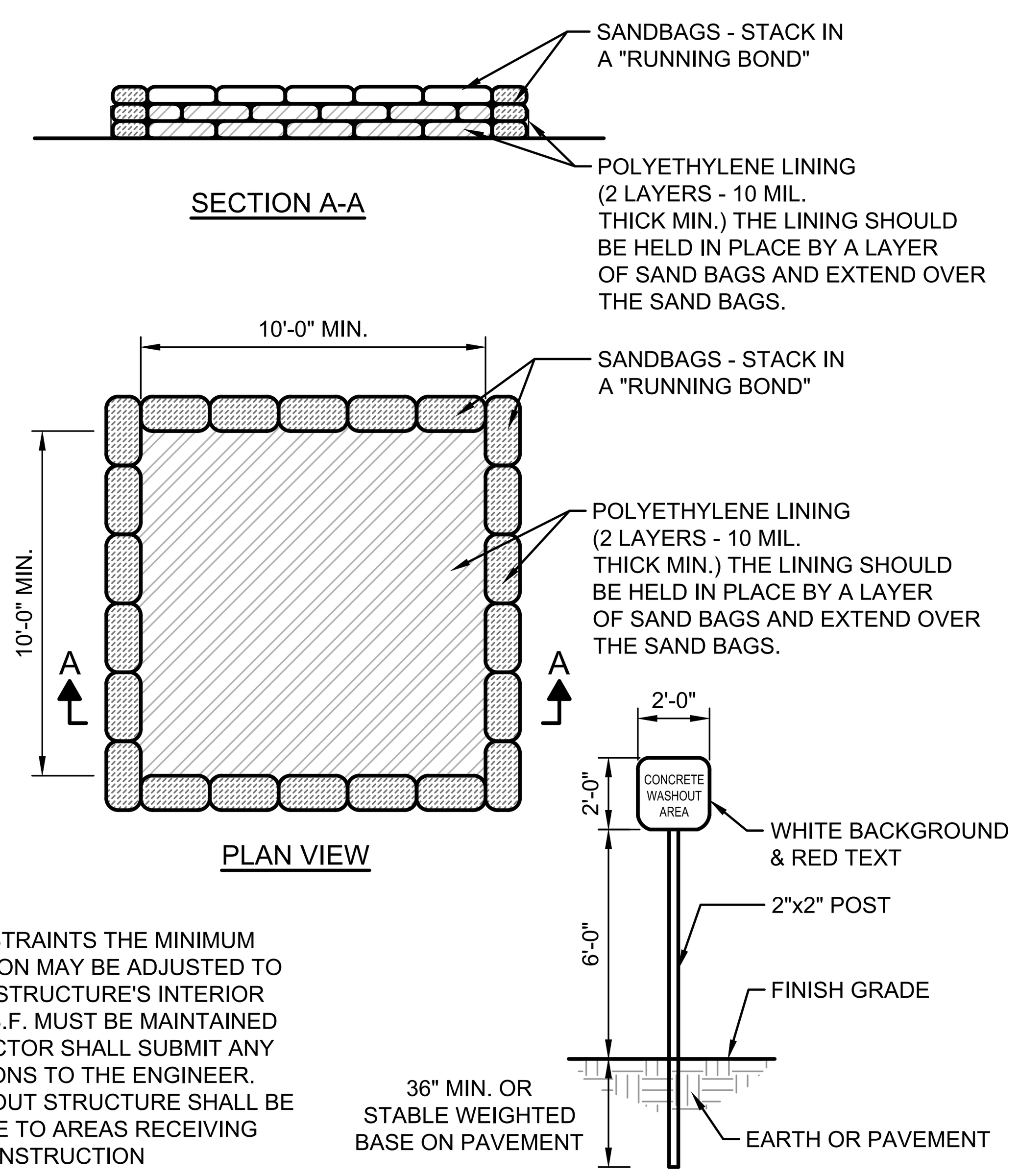
MISCELLANEOUS DETAILS

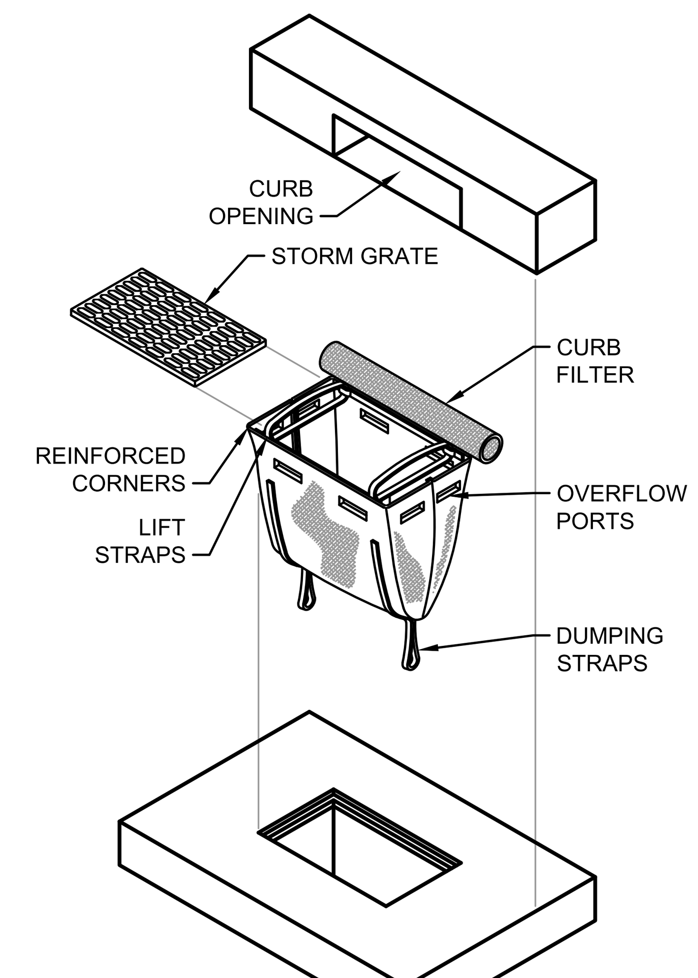
Drawing No:
MD3

CONCRETE WASHOUT PIT DETAIL

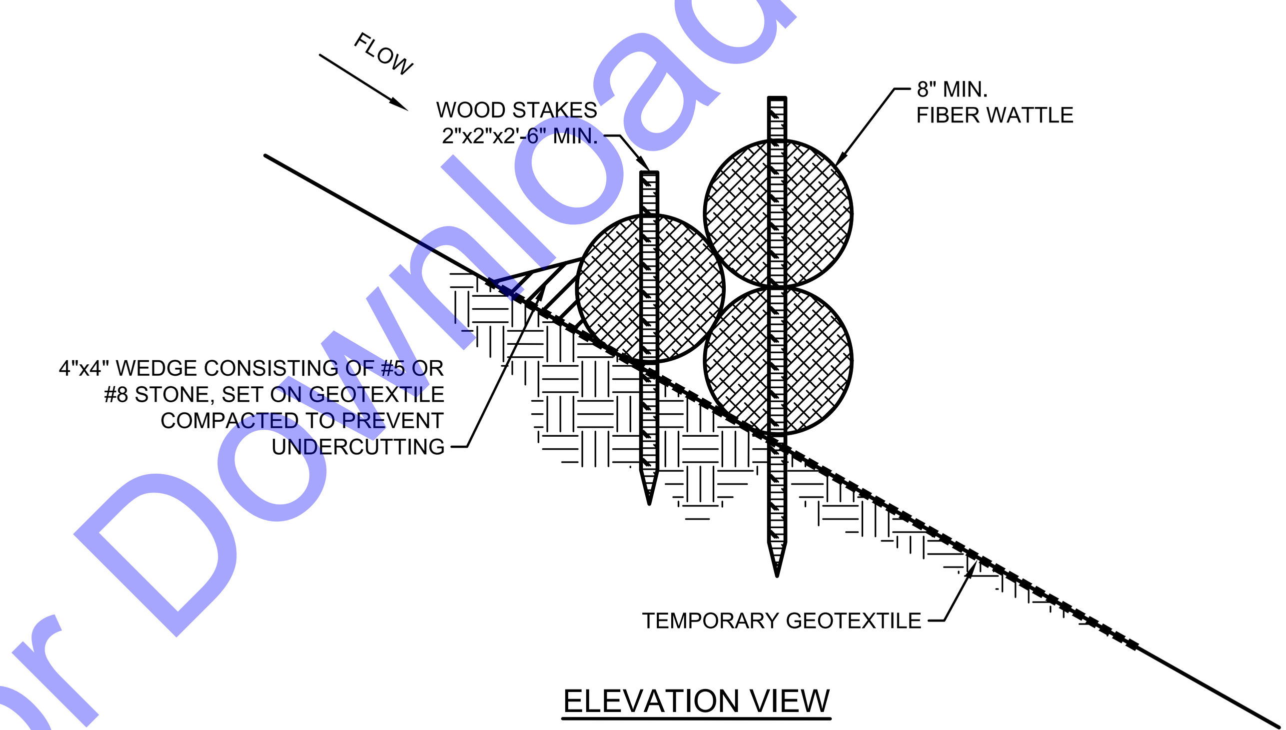


NOTE:
DUE TO SITE CONSTRAINTS THE MINIMUM INTERIOR DIMENSION MAY BE ADJUSTED TO FIT THE SITE. THE STRUCTURE'S INTERIOR FOOTAGE OF 100 S.F. MUST BE MAINTAINED AND THE CONTRACTOR SHALL SUBMIT ANY DESIGN ALTERATIONS TO THE ENGINEER. CONCRETE WASHOUT STRUCTURE SHALL BE RELOCATED CLOSE TO AREAS RECEIVING CONCRETE, AS CONSTRUCTION PROGRESSES.

CONCRETE WASHOUT PIT DETAIL
NO SCALE

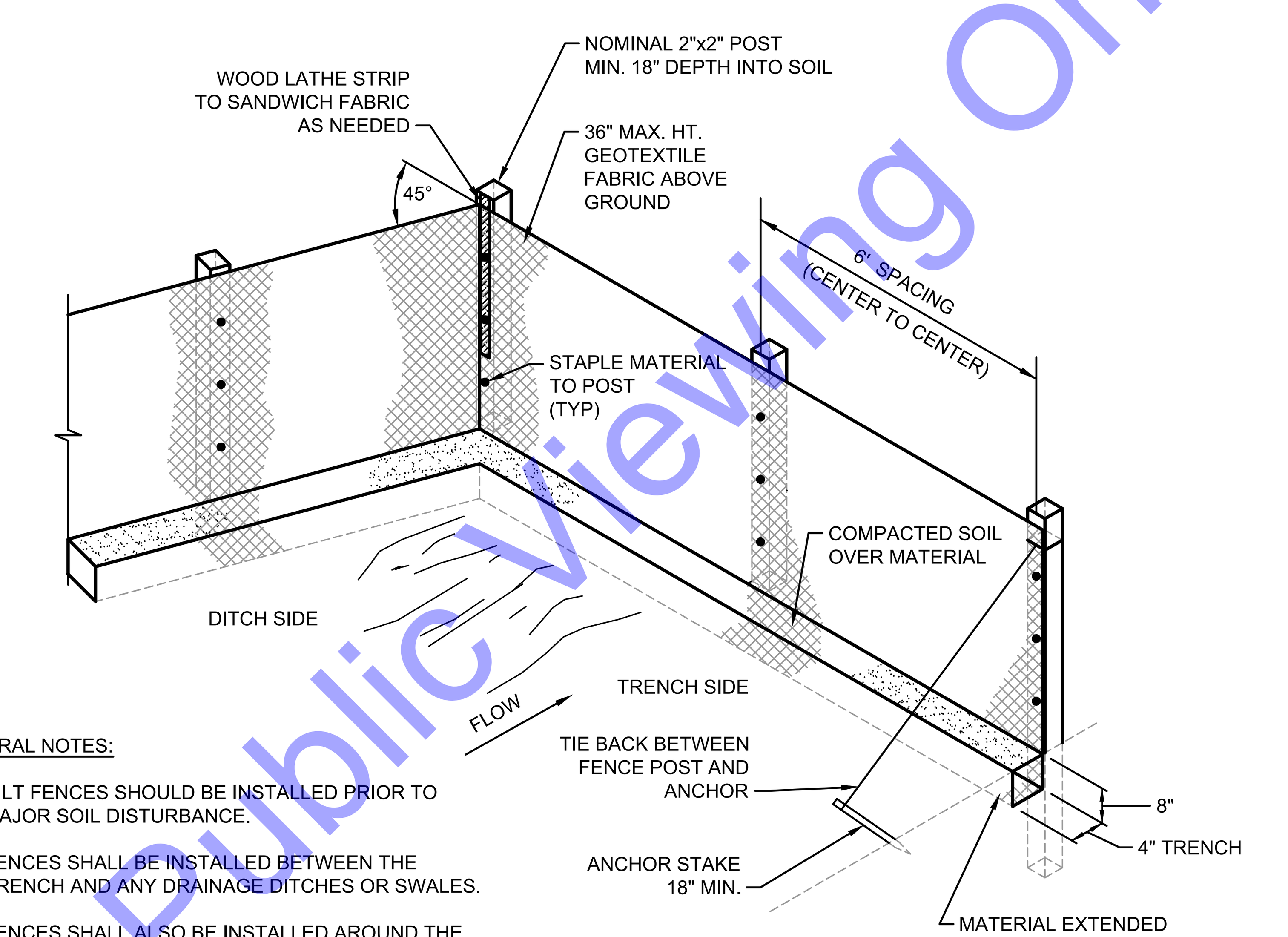


INSERT (BASKET) CURB INLET PROTECTION DETAIL
NO SCALE



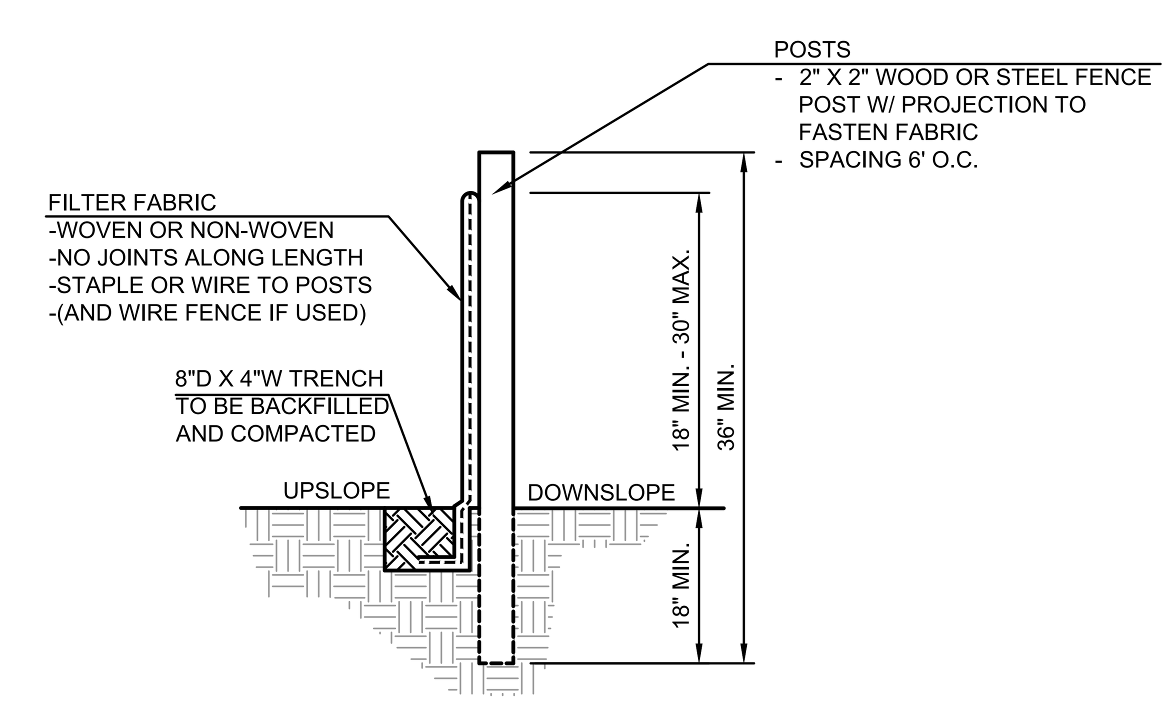
ELEVATION VIEW

ROLLED EROSION CONTROL PRODUCT DETAIL
NO SCALE



GENERAL NOTES:

1. SILT FENCES SHOULD BE INSTALLED PRIOR TO MAJOR SOIL DISTURBANCE.
2. FENCES SHALL BE INSTALLED BETWEEN THE TRENCH AND ANY DRAINAGE DITCHES OR SWALES.
3. FENCES SHALL ALSO BE INSTALLED AROUND THE STOCKPILED SOILS.
4. THE GEOTEXTILE SHALL BE FREE FROM DEFECTS, TEARS, PUNCTURES, FLAWS, DETERIORATION OR DAMAGE INCURRED DURING MANUFACTURE, TRANSPORTATION, STORAGE, OR INSTALLATION.
5. TIE BACKS SHALL BE PLACED AS REQUIRED.



INSTALLATION:
1. THE BOTTOM 1' OF THE FENCE SHALL BE BURIED IN THE TRENCH ON THE UPSLOPE SIDE.
2. FENCE SHALL BE INSTALLED ALONG LEVEL GRADES, NOT ACROSS FLOW CHANNELS.
3. IF OPTIONAL SUPPORT WIRE FENCE IS USED, POST SPACING MAY BE EXTENDED TO 8' O.C.

MAINTENANCE:
1. INSPECT SILT FENCE PERIODICALLY (WEEKLY) AND AFTER EACH STORM EVENT.
2. IF FABRIC IS TORN OR DAMAGED OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED PORTION IMMEDIATELY.
3. REMOVE DEPOSITED SEDIMENT WHEN IT REACHES HALF THE HEIGHT OF THE FENCE, OR IT IS CAUSING THE FABRIC TO BULGE.
4. TAKE CARE NOT TO UNDERMINE THE FENCE DURING SEDIMENT REMOVAL.
5. AFTER THE CONTRIBUTING AREA HAS BEEN STABILIZED, REMOVE THE FENCE AND REMAINING SEDIMENT, BRING THE DISTURBED AREA TO GRADE, AND STABILIZE.

SILT FENCE DETAIL
NOT TO SCALE

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MISCELLANEOUS DETAILS

Drawing No:
MD4