



STAFF REPORT

BARTHOLOMEW COUNTY PLAN COMMISSION (April 8, 2026 Meeting)

Docket No. / Project Title: SUB-26-18 (NorthPointe Major Subdivision Preliminary Plat)

Staff: Andres M. Nieto

Applicant: Jonathan Isaacs, PLS

Property Size: +/- 86 acres

Current Zoning: I2c (Industrial: General) w/ commitments
CR (Commercial: Regional)

Location: Generally located 1,500 feet west of the intersection of US 31 and County Road 650 North, in German Township.

Request Summary:

The applicant is requesting approval of a major subdivision preliminary plat consistent with Subdivision Control Ordinance Division V. The proposed subdivision would create 28 new lots totaling +/- 86 acres. This application includes 3 separate modification requests listed below.

Modifications:

The applicant is proposing the following modification(s) from the subdivision control ordinance design or improvement standards that would typically apply to this development:

1. Modification 1 (Access Easement): To allow a 50-foot-wide access easement to serve Lot 1, instead of providing adequate frontage along a public road.
2. Modification 2 (Dead-end Length): To allow the length of a dead end (cul-de-sac) to exceed the maximum permitted length of 1,000 feet. During construction, the temporary length of the cul-de-sac will be 2,600 feet, and once road construction is complete it will be 1,330 feet.
3. Modification 3 (On-Street Parking): To allow internal streets to be constructed without providing space for on-street parking.

Discretionary Features:

The applicant is proposing the following feature(s) that are established by the Subdivision Control Ordinance as being subject to Plan Commission review and approval.

Tannehill Road / 650 North Improvements: The applicant is proposing to dedicate right-of-way and make improvements along the north side of Tannehill Road. This includes a right turn lane into the development along Northpointe Drive. Section 8-57(j) of the Subdivision Control Ordinance indicates that the Plan Commission has discretion over improvements on Tannehill Road.

Plan Commission Process, Options, & Preliminary Staff Recommendation:

Step 1 - Modification Request(s):

The initial step in the approval process is for the Plan Commission to determine whether or not any request(s) for modification from the design or improvement standards of the Subdivision Control Ordinance can be supported based on the decision criteria provided. Subdivision Control Ordinance Section 8-119(a) indicates that the Plan Commission may grant a modification of the standards upon the determination that each

provided criterion has been met. A separate motion with specific findings is recommended for each requested modification. The Plan Commission may attach conditions to any approved modification that are related to that modification and are “necessary and proper to carry out the intent and purposes” of the Subdivision Control Ordinance (Section 8-119(c)).

Requested Modification #1 (Access Easement): The applicant proposes a 50-foot-wide access easement (across Lot 10) to serve Lot 1. Section 8-64(c) of the Subdivision Control Ordinance states that each lot or parcel shall have the full-required frontage on a public road meeting the minimum standards of the Ordinance.

Preliminary Staff Recommendation: Approval, all criteria have been met.

Criteria #1: The modification will not be detrimental to the public health, safety, and general welfare.

Preliminary Staff Findings: The County Fire Inspector and County Engineer have no concerns regarding two lots sharing frontage through a 50-foot-wide access easement. This modification will not be detrimental to the public health, safety, and general welfare of the community. This criterion has been met.

Criteria #2: The modification will not adversely affect adjacent property.

Preliminary Staff Findings: The adjacent lots meet all standards and requirements of the Subdivision Control Ordinance and will not be adversely affected by a shared access easement. The County Engineer has no concerns about the shared access easement’s effect on adjacent properties. This criterion has been met.

Criteria #3: The modification is justified because of exceptional topographic or other physical conditions unique to the property involved and is not to correct mere inconvenience or financial disadvantage.

Preliminary Staff Findings: The subject property is uniquely located in the corner of Interstate 65 and US 31, which makes additional access points along Lot 1’s frontage challenging, if not impossible. This criterion has been met.

Criteria #4: The modification is consistent with the intent of this (the Subdivision Control Ordinance) and other applicable ordinances or the Comprehensive Plan.

Preliminary Staff Findings: The Subdivision Control Ordinance requires each lot and/or parcel to have the fully required frontage on a public road. The intent of this requirement is to ensure safe access to properties being developed and to limit adverse impacts on adjacent properties. Based on the subject property’s unique location and limited opportunities for safe access along its frontage, the shared access easement onto the internal, local road best serves the intent of this Ordinance and the recommendations of the Comprehensive Plan. This criterion has been met.

Criteria #5: The condition necessitating the modification was not created by the owner or applicant

Preliminary Staff Findings: The unique configuration of the subject property and the limited possibilities for access along the US 31 frontage have created a condition necessitating this modification. The only other way to meet this requirement would be to extend the internal road up to the boundary of the proposed Lot 1, which itself would require modification for increasing the length of a cul-de-sac. This condition is unique to the subject property and was not created by the owner or applicant. This criterion has been met.

Criteria #6: The modification will not conflict with the powers and duties of the Board of Zoning Appeals as defined by the zoning ordinance.

Preliminary Staff Findings: The proposed subdivision does not include other ordinance violations that are directly caused by this modification request. It does not conflict with any requirements from the Zoning Ordinance, nor will it conflict with the powers and duties of the Board of Zoning Appeals. This criterion has been met.

Requested Modification #2 (Cul-de-sac Length): The applicant proposes a dead-end street (designed as a cul-de-sac) to exceed the maximum permitted length of 1,000 feet from the nearest intersection. During construction, the proposed temporary cul-de-sac length will be +/- 2,600 feet, and when road construction is completed, it will be +/- 1,300 feet. Section 8-57(e)(8) of the Subdivision Control Ordinance states that cul-de-sac streets shall not exceed 1,000 feet in length, and in all other respects, shall meet all standards for subdivision streets.

Preliminary Staff Recommendation: Approval, all criteria have been met.

Criteria #1: The modification will not be detrimental to the public health, safety, and general welfare.

Preliminary Staff Findings: The County Fire Inspector shared no concerns regarding the length of the dead-end street, as the cul-de-sac design otherwise meets all other standards required by the Subdivision Control Ordinance. Neither has the County Engineer indicated any objection to this street length. This modification will not be detrimental to the public health, safety, and general welfare of the community. This criterion has been met.

Criteria #2: The modification will not adversely affect adjacent property.

Preliminary Staff Findings: The proposed lots adjacent to this dead-end street will have adequate access to internal street system, which will be designed to the specifications required for commercial/industrial subdivisions of similar sizes. The applicant plans to work with INDOT for a potential future right-in off US 31 into the cul-de-sac on Apex Drive, which would provide another emergency access point to the lots at the end of the dead-end. No properties will be adversely affected by this dead-end street exceeding the 1,000-foot maximum by +/- 1,600 feet temporarily during construction, and then +/- 330 feet when road construction is complete. This criterion has been met.

Criteria #3: The modification is justified because of exceptional topographic or other physical conditions unique to the property involved and is not to correct mere inconvenience or financial disadvantage.

Preliminary Staff Findings: The subject property is uniquely located at the corner of US 31 and Interstate 65, which makes additional access points challenging if not impossible. The County plans a future road connection along Bear Lane on its east side frontage, which will improve access to the site. This criterion has been met.

Criteria #4: The modification is consistent with the intent of this (the Subdivision Control Ordinance) and other applicable ordinances or the Comprehensive Plan.

Preliminary Staff Findings: The Subdivision Control Ordinance limits the length of dead-end roads to ensure safe vehicle circulation, especially for emergency vehicles in the event of an emergency, and to promote connectivity. The design of the cul-de-sac meets all standards required for safe turnarounds. Further, additional connectivity for this subdivision site is unlikely given the limited access along Interstate 65 and US 31. Where road connections are possible to the east (Bear Lane) the County will establish that future road connection. This modification is consistent with the intent of the Subdivision Control Ordinance and the Comprehensive Plan. This criterion has been met.

Criteria #5: The condition necessitating the modification was not created by the owner or applicant

Preliminary Staff Findings: The unique configuration of the subject property, with a majority of its frontage along Interstate 65 and US 31, greatly increases the difficulty of additional access points onto the site. This condition is unique to the subject property and was not created by the owner or applicant. This criterion has been met.

Criteria #6: The modification will not conflict with the powers and duties of the Board of Zoning Appeals as defined by the zoning ordinance.

Preliminary Staff Findings: The proposed subdivision does not include other ordinance violations that are directly caused by this modification request. It does not conflict with any requirements from the Zoning Ordinance, nor will it conflict with the powers and duties of the Board of Zoning Appeals. This criterion has been met.

Requested Modification #3 (On-Street Parking): The applicant proposes that no on-street parking spaces be included on the new local roads internal to the development. Section 8-57(e)(6) of the Subdivision Control Ordinance states that at least one parking lane shall be provided on all roads with curb and gutter.

Preliminary Staff Recommendation: Approval, all criteria have been met.

Criteria #1: The modification will not be detrimental to the public health, safety, and general welfare.

Preliminary Staff Findings: The County Engineer shared no concerns regarding the omission of street parking lanes along roads with curb and gutter, as the road designs otherwise meet all other standards required by the Subdivision Control Ordinance. The proposed roads, being designed with widened tapers to safely accommodate semi traffic, would increase conflict points with pedestrians if street parking lanes were utilized. This criterion has been met.

Criteria #2: The modification will not adversely affect adjacent property.

Preliminary Staff Findings: The proposed lots with frontage on the new roads will have adequate access and circulation throughout the site. Omitting on-street parking lanes will increase the visibility of oncoming traffic for adjacent properties entering and exiting the new lots. None of these properties will be adversely affected by this modification request. This criterion has been met.

Criteria #3: The modification is justified because of exceptional topographic or other physical conditions unique to the property involved and is not to correct mere inconvenience or financial disadvantage.

Preliminary Staff Findings: The site is proposed to be developed as a commercial/industrial subdivision due to its proximity to US 31, Interstate 65, and complimentary businesses in the immediate vicinity. Anticipating a slightly more intense vehicle traffic pattern as a result, it justifies accommodating the road design for maximum vehicle and pedestrian safety. This modification is justified because of the site's physical proximity to commercial/industrial land uses and the traffic patterns that follow. This criterion has been met.

Criteria #4: The modification is consistent with the intent of this (the Subdivision Control Ordinance) and other applicable ordinances or the Comprehensive Plan.

Preliminary Staff Findings: The Subdivision Control Ordinance only requires street parking lanes to be provided along roads with curb and gutters, not on roads with other improvements like shoulders. The intent of this requirement is to largely be applied to residential streets where curbs and gutters are common. The ordinance does not generally contemplate commercial/industrial subdivisions to build curbs and gutters and therefore does not contemplate the consequences that might be created by such a requirement in an area with heavy traffic. The modification to omit street parking lanes along the streets with curbs and gutters is consistent with the intent of this requirement of the Subdivision Control Ordinance. This criterion has been met.

Criteria #5: The condition necessitating the modification was not created by the owner or applicant

Preliminary Staff Findings: The subject property's proximity to major thoroughfares like Interstate 65 and US 31, as well as the surrounding land uses, lend it to be well suited for development as a commercial/industrial subdivision. The subdivision control ordinance applies the requirement for street parking lanes where curbs and gutters are installed, largely based on the assumption that these would only be installed in residential neighborhood developments. The condition necessitating this modification arises from the property's location. This criterion has been met.

Criteria #6: The modification will not conflict with the powers and duties of the Board of Zoning Appeals as defined by the zoning ordinance.

Preliminary Staff Findings: The proposed subdivision does not include other ordinance violations that are directly caused by this modification request. It does not conflict with any requirements from the Zoning Ordinance, nor will it conflict with the powers and duties of the Board of Zoning Appeals. This criterion has been met.

Step 2 - Required Revision(s):

The Plan Commission should identify any needed corrections or additions to the proposed plat that are necessary to meet the requirements of the Subdivision Control Ordinance and for which modifications have not been approved. The Plan Commission should also stipulate any changes necessary for the subdivision to comply with the Commission's determinations on those design or improvement details that are at its discretion. Any required revisions must enforce the requirements of the Subdivision Control Ordinance. Discretionary features include those specifically indicated as such by the Subdivision Control Ordinance and those for which ensuring compliance requires the case-by-case application of the requirements by the Commission.

Preliminary Staff Recommendation: The following required revisions should be included as part of the plat approval:

1. Results from Eastern Bartholomew Water Corporation's flow test shall be provided when completed.
2. Sheet 5 (Typical Sections):
 - a. The label of the typical street section shall be revised to read "Subdivision Street Typical Section".
3. Sheet 9 (Construction & Signing Details):
 - a. Curb ramps shall be added at the southern end of the sidewalk along Northpoint Drive, where the stop sign is located. These should be depicted on both sides of the road.

Step 3 - Request Approval, Denial, or Continuance:

In reviewing a request for major subdivision approval, the Plan Commission shall (1) approve the request if the proposal meets the minimum standards of the Subdivision Control Ordinance, (2) deny the request if the minimum standards of the ordinance are not met and appropriate modifications are not obtained, or (3) continue the request to gather further information or otherwise as provided by the Plan Commission Rules of Procedure and Subdivision Control Ordinance Section 114(b)(7). The Plan Commission should make, second, and vote on a motion for the approval, denial, or continuance of the request. Any motion for approval should (1) note any approved modification(s) and (2) incorporate any required revisions.

Preliminary Staff Recommendation: Approval, including the required revisions listed above.

Current Property Information (entire subdivision site):	
Land Use:	Agricultural, vacant
Site Features:	Woods, tillable land, vacant land/
Flood Hazards:	N/A
Special Circumstances: (Airport Hazard Area, Wellfield Protection Area, etc.)	N/A
Vehicle Access:	US 31 (State Road, Arterial) 650 North / Tannehill Road (County Road, Collector)

Surrounding Zoning and Land Use (entire subdivision site):		
	Zoning:	Land Use:

North:	I1 (Industrial: Light) I2 (Industrial: General) CR (Commercial: Regional)	Interstate 65 / US 31 exit Large and medium-scale auto-oriented uses
South:	AG (Agriculture: General) CR (Commercial: Regional)	Single-family residential 7K Farms (wholesale distribution)
East:	CRc (Commercial: Regional) w/ commitments	Hoosier Air Transport (auto-oriented use) Red Roof Inn (hotel) Riviera Maya (commercial restaurant)
West:	CR (Commercial: Regional) RMH (Residential: Manufactured Home)	Interstate 65 Tannehill Pointe Mobile Home Park

Interdepartmental Review:	
County Highway Engineer:	Lot 21 on the west side of the new intersection has internal street access and includes an unnecessary note regarding future access to that street. Our department would request that Lot 21 access the internal street and not 650 North.
County Health Department:	No comments.
Technical Code Enforcement:	No comments.
Driftwood Utilities:	No comments.
Eastern Bartholomew Water Corp.:	The flow test has been completed and should be available this week.
INDOT:	No comments.
AT&T:	No comments.
Duke Energy:	No comments.
REMC:	No comments.

Comcast:	No comments.
Centerpoint Energy:	No comments.
County Fire Inspector:	No comments.
Purdue Extension:	No comments.
Southwestern Bartholomew Water Corp.:	No comments.
BCSC:	No comments.
Auditor's Office:	No comments.
Surveyor's Office:	No comments.
County Drainage Board:	No comments.
Recorder's Office:	No comments.

History of this Location:

The relevant history of this property includes the following:

1. The Plan Commission approved the rezoning of this property (BRZ-2024-001) from AG (Agriculture: General) to I2c (Industrial: General) with commitments, listed here;
 - Prior to the issuance of any approvals for any development on the subject property, right-of-way along the property's entire Tannehill Road / 650 North frontage meeting the width specified by the Thoroughfare Plan shall be dedicated.
 - The development of the property shall include the following buffers: (1) along the I-65 frontage of the property, a minimum combined buffer and setback width of 50-feet shall be provided with that buffer / setback including landscaping meeting the Zoning Ordinance's specifications for a Type B Buffer (which could include existing persevered trees) and (2) along the Tannehill Road / 650 North frontage where across that road from the residences at 3401 through 3691 West 650 North, a minimum combined buffer and setback width of 50 feet shall be provided with that buffer / setback including undisturbed preserved woods and/or landscaping meeting the Zoning Ordinance's specifications for a Type A Buffer (which could include existing reserved trees). The 50-foot setback buffer along Tannehill Road shall be outside of and in addition to the right-of-way dedication required by the additional commitment above. The required buffers shall be complete prior to occupancy of any development on the property.

History of this Application:

The relevant history of this application includes the following: The proposed preliminary plat was reviewed by the Bartholomew County Subdivision Review Committee at its March 19, 2026 meeting and forwarded to the Plan Commission.

Planning Consideration(s):

The following general site considerations, community planning concepts, and other facts should be considered in the review of this application:

1. The applicant is requesting preliminary plat approval to create 28 new lots measuring over +/- 86 acres. This project also includes 3 modifications to (1) allow a 50-foot access easement to serve Lot 1, (2) allow a cul-de-sac to extend beyond the maximum permitted length of 1,000 feet – during construction the temporary length will be +/- 2,600 feet from the nearest intersection, and at final build-out it will be +/- 1,300 feet, and (3) to allow the internal street cross sections to exclude street parking that are required on streets with curb and gutter. The subdivision is proposed to be a commercial/industrial subdivision.
2. The subject property is comprised of 3 existing tracts of land. One of these tracts is zoned I2c (Industrial: General) w/ commitments, while the other two are zoned CR (Commercial: Regional). The parcel zoned I2c primarily fronts Tannehill Road / 650 North and is bounded to the west by Interstate 65, while the other properties front US 31 or are completely bound to the north by Interstate 65. These major thoroughfares, spanning a majority of the site's frontage, greatly limit the amount of access points into the site, if not outright eliminate many possibilities.
3. The internal streets are designed as local roads but exceed the requirements of the Subdivision Control Ordinance (SCO) in many respects. The following chart summarizes the minimum requirements of the Subdivision Control Ordinance and the proposed conditions.

<i>Local</i>	<i>SCO Requirement</i>	<i>Proposed</i>
<i>Right-of-way Width</i>	50 feet total (25-feet ½ ROW)	30 feet ½ ROW
<i>Pavement Width</i>	22 feet	28 feet
<i>Shoulder Width</i>	4 feet	N/A
<i>Curb & Gutter</i>	N/A	2 feet at edge of pavement
<i>Drainage Swale</i>	N/A	8.5-foot from back of curb
<i>Sidewalk</i>	N/A	5 feet wide from end of swale

4. Section 8-57(e)(6) requires streets with curb and gutters to provide a lane of street parking on one side. This requirement does not apply to any other type roads specified in this ordinance (roads with shoulders, drainage swales, etc.). The purpose of this requirement is to apply to residential subdivisions, which are generally most likely to install curb and gutters in the right-of-way. The ordinance does not contemplate how commercial/industrial subdivisions might install these same improvements, but due to more intense vehicle traffic, it would be adversely affected by on-street parking throughout a development.
5. The preliminary plat depicts a roundabout at the intersection of Northpointe Drive and Bear Lane. The County Engineer is not expressed any concerns about the design of this intersection.
6. The preliminary plat shows adequate right-of-way to be dedicated along the Tannehill Road frontage of the site, and a right turn lane added to the north side of the road to enter into the subdivision via Northpointe Drive. The following chart summarizes the minimum requirements of the Subdivision Control Ordinance and the proposed conditions.

<i>Collector</i>	<i>SCO Requirement</i>	<i>Proposed</i>
<i>Right-of-way</i>	70 feet total (35 feet ½ ROW)	35 feet ½ ROW
<i>Pavement Width</i>	22 feet (11 feet per lane)	11-ft lane on north side of road
<i>Shoulder</i>	6 feet	6 feet at turn lane

7. The property's main north/south access point is "Northpointe Drive" and will connect with Tannehill Road. A future extension of Bear Lane across the west side of US 31 is anticipated to connect into the internal road system of the subject property and tees into Northpointe Drive. When measured from the Tannehill Road intersection, the Northpoint Drive extends approximately 2,000 feet northward culminating in a cul-de-sac. When measured from the Bear Lane intersection on US 31, the Northpointe Drive cul-de-sac extends +/- 2600 feet.

8. The proposed subdivision will have four lots (Lots 21, 24, 25, and 28) that have frontage along Tannehill Road. Two of these lots (Lots 24 and 25) also have frontage along Northpointe Drive and will receive their access from this road. One of the other lots (Lot 21) fronts an internal street (Bear Court) and will receive their access from this cul-de-sac. Lot 28 is the only lot with permitted access onto Tannehill Road. The County Engineer has requested a note be added to the plat specifying how Lot 28, if combined with any other platted lot with internal street frontage, will receive its access from the internal street, and not Tannehill Road. This comment has been addressed in the revised drawings.
9. On the northeast side of the site, 3 other lots (Lots 1, 2, and 3) have frontage along US 31. The submitted drawings show a "no-access" notation along the US 31 frontage of these lots, meaning they will receive access from frontage on other internal streets and/or shared access easements.
10. One of the internal cul-de sacs, Apex Drive, extends eastward to serve Lots 2 and 3. The preliminary plat shows a "50-foot reserved right-of-way" connecting this cul-de-sac to the southbound lane of US 31. The developer has added a note on this area of the drawing, explaining how future talks with INDOT could result in a right-in traffic lane in this location. The applicant did not provide any conceptual details of what the potential right-in lane could look like, if permitted by INDOT at a future date.

Applicable Subdivision Control Ordinance Requirement(s):

The following provisions of the Subdivision Control Ordinance apply to the consideration of this application:

1. **Section 8-57(e)(6):** The pavement widths shown on Table 7-1 are for streets and roads having a typical shoulder section. For each parking lane, an additional eight feet of pavement shall be provided, and for curb and gutter an additional two feet shall be provided. At least one parking lane shall be provided on all roads with curb and gutter.
2. **Section 8-57(e)(8):** The minimum outside radius and approach radius of the pavement of a cul-de-sac shall be fifty feet. Cul-de-sac streets shall not exceed 1000 feet in length, and in no case shall more than 15 lots have frontage on a single cul-de-sac.
3. **Section 8-57(j) Improvements:** When subdividing property which involves the construction of new streets, the subdivider shall be required to install all improvements specified by the Commission in accordance with this Article. When a subdivider owns and proposes to subdivide property on only one side of an existing street, the subdivider shall be required to install improvements specified by the Commission in accordance with this Article for a minimum of one-half of the road and right-of-way width. The Commission may require such additional improvements as it deems necessary to make sure existing street suitable for the safe movement of traffic to be generated by the proposed subdivision. When the Commission deems it in the best interest of the County, it may require improvements equivalent in cost to the required half right-of-way improvements to be made over the entire right-of-way or any portion thereof, or, it may accept an equivalent amount of money to be used for County street improvements.
4. **Section 8-64(c):** Each lot or parcel shall have the full-required frontage on a public road meeting the minimum standards of this Article.

**Record No: SUB-26-18**

Subdivision Application

Status: Active

Submitted On: 3/9/2026

Primary LocationO NO STREET
, 00000**Owner**Force Holdings LLC
N National Rd 990 Columbus, IN 47201**Applicant Information****Hide****What is your Company/Business/Institution Name (if applicable)?**

Independent Land Surveying, Inc.

Are you filing this application on behalf of someone else or a client?*

Yes

Development Activity / Change Proposed**Hide****Subdivision Type***

Major - Preliminary Plat

Proposed Subdivision Name*

NorthPointe

Total Number of Existing Parcels*

3

Total Number of Proposed Parcels (all lots, common areas, tract, etc.)*

28

Total Number of New Lots

28

Total Land Area (Acres)*

88.3

Are you requesting any modifications of the Subdivision Control Ordinance requirements?*

Yes

Pre-Application Meeting

[Hide](#)

Have you had a pre-application meeting with the Planning Department?

Yes

What staff member did you meet with?*

Jeff Bergman

When did you meet?*

02/05/2026

Subdivision Control Ordinance Modification

[Hide](#)

I am requesting a waiver or modification from Subdivision Control Ordinance Section*

8-64(c)

To allow the following*

A 50' access easement to serve Lot 1 and Lot 10.

Modification Request Justification:

The Subdivision Control Ordinance establishes specific criteria that must be met in order for a modification to be approved. Please describe how the modification request meets each of the following criteria.

The modification will not be detrimental to the public health, safety, or general welfare.*

Allowance of an access easement increases the ability to develop the north part of the subdivision and is not detrimental to the public.

The modification will not adversely affect the adjacent property.*

The access easement is interior to the subdivision and will not adversely affect adjacent properties. Maintenance of the easement will be shared by the lot owners being served by the easement.

The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, and is not to correct mere inconvenience or financial disadvantage.*

Access to the north end of the property is limited due to the existing limited access along I-65 right of way.

The modification is consistent with the intent of the subdivision control ordinance and other applicable ordinances or the comprehensive plan.*

The easement will provide access to Lot 1 and therefore meets the intended minimum lot frontage of 50'.

The modification will not conflict with the powers and duties of the Board of Zoning Appeals or the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setbacks.*

The limited access along I-65 right of way is an existing condition that creates difficulty in the ability to develop the northern end of the property.

The condition necessitating the modification was not created by the owner or applicant (Bartholomew County jurisdiction only).

This modification is not adverse to requirements in the zoning ordinance, thus not creating a conflict with the power and duties of the Board of Zoning Appeals.

I am requesting a waiver or modification from
Subdivision Control Ordinance Section*

8-57(e)(8)

To allow the following*

Cul-de-sac length to exceed 1,000 feet.

[A temporary modification for the cul-de-sac length will be 2,600 feet until NorthPointe Drive connects to County Road 650 North. Once that street connection is made then a permanent modification will apply to this subdivision that allows a cul-de-sac length of 1,330 feet.]

Modification Request Justification:

The Subdivision Control Ordinance establishes specific criteria that must be met in order for a modification to be approved. Please describe how the modification request meets each of the following criteria.

The modification will not be detrimental to the public health, safety, or general welfare.*

The longest permanent length of the proposed cul-de-sacs is 1,330 feet, which is only a 33% increase to the maximum allowance. This increase is not believed to be a detriment to the public. The initial modification to allow 2,600 feet is temporary.

The modification will not adversely affect the adjacent property.*

The proposed cul-de-sac is in the north end of the property where the adjacent lands are I-65 and U.S. 31 right of way. Therefore the increased cul-de-sac length will not affect adjacent properties.

The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, and is not to correct mere inconvenience or financial disadvantage.*

Physical access to the north end of the property is limited due to the existing limited access along I-65 right of way. This modification will decrease the impracticalities of the site and allows for responsible development.

The modification is consistent with the intent of the subdivision control ordinance and other applicable ordinances or the comprehensive plan.*

The increase of the permanent maximum length of the cul-de-sac by 33%, due to site limitations, does not create an inconsistency with the intent of the ordinance. The initial modification is temporary.

The modification will not conflict with the powers and duties of the Board of Zoning Appeals or the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setbacks.*

This modification is not adverse to the requirements in the zoning ordinance, thus not creating a conflict with the power of and duties of the Board of Zoning Appeals.

The condition necessitating the modification was not created by the owner or applicant (Bartholomew County jurisdiction only).

The limited access along I-65 right of way is an existing condition that creates a difficulty in the ability to develop the northern end of the property.

**I am requesting a waiver or modification from
Subdivision Control Ordinance Section***

8-57(e)(6)

To allow the following*

No parking on a street with curb and gutter.

Modification Request Justification:

The Subdivision Control Ordinance establishes specific criteria that must be met in order for a modification to be approved. Please describe how the modification request meets each of the following criteria.

The modification will not be detrimental to the public health, safety, or general welfare.*

The street layout includes widened tapers to allow turning movements for semi traffic. Therefore, not having a parking lane along the street will help maintain the public health, safety, and general welfare.

The modification will not adversely affect the adjacent property.*

The street cross section will be consistent with the street profile of the Bear Lane intersection project and will not adversely affect adjacent property.

The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, and is not to correct mere inconvenience or financial disadvantage.*

No parking along the new streets will allow for smoother and safer traffic flow throughout this commercial/industrial subdivision.

The modification is consistent with the intent of the subdivision control ordinance and other applicable ordinances or the comprehensive plan.*

The ordinance allows no parking on streets that have a shoulder instead of curb and gutter. The requirement to provide parking on a street with curb and gutter is believed to be intended for residential streets and not commercial/industrial streets. Therefore allowing no parking on this curb and gutter street is believed to be consistent with the intent of the ordinance.

The modification will not conflict with the powers and duties of the Board of Zoning Appeals or the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setbacks.*

This modification is not adverse to requirements in the zoning ordinance, thus not creating a conflict with the power and duties of the Board of Zoning Appeals.

The condition necessitating the modification was not created by the owner or applicant (Bartholomew County jurisdiction only).

This modification request is due to the ordinance requiring parking on a commercial/industrial subdivision street which is not in the best interest of the public welfare and safety.

Applicant Signature / Acknowledgement

[Hide](#)

The undersigned acknowledges that the information included in and with this application is completely true and correct to the best of his/her knowledge and belief.

Applicant Signature*

✓ Jonathan M. Isaacs, PLS
Mar 9, 2026



DRIFTWOOD

UTILITIES, INC

PO BOX 446 Columbus IN 47202 812-526-8177
www.driftwoodutilitiesinc.org

March 5, 2026

Force Holdings LLC
990 N. National Road
Columbus, IN 47201
ATTN: Harold Force
hforce@forceco.com

**RE: Intent to Serve
NorthPointe Development**

Dear Mr. Force:

This letter will serve as Driftwood Utilities Inc "intent to serve" NorthPointe Development. Driftwood Utilities Inc is aware of the layout based on the information provided on March 5, 2026 per conversation with Scott Siple of United Consulting. Any upgrades required to the existing Driftwood Utilities Inc infrastructure will be at the developers expense. Driftwood Utilities Inc must be notified of all potential development/customers and all flow requirements for the NorthPointe Development. Driftwood Utilities Inc also reserves the right to require any changes deemed necessary in the proposed layout of NorthPointe Development. If you have any questions or need additional information, please call us.

Very truly yours,

Jason Newton,
President

CC: United Consulting
Jonathan Isaacs -Independent Land Surveying
Danny Hollander – Barth Co Engineer

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MAJOR SUBDIVISION PRELIMINARY PLAT
SECTION 22, TOWNSHIP 10 NORTH, RANGE 5 EAST



1	TITLE SHEET
2	LOT LAYOUT
3	EXISTING FEATURES & TOPOGRAPHY
4	SITE LAYOUT & DETAILS
5-6	TYPICAL SECTIONS
7	MISCELLANEOUS DETAILS
8-9	CONSTRUCTION & SIGNING DETAILS
10-11	DRAINAGE PLAN
12-13	EROSION CONTROL
14	WATER AND SANITARY SEWER LAYOUT

LAND DESCRIPTION:

A PART OF SECTION 22, TOWNSHIP 10 NORTH, RANGE 5 EAST; INTENDED TO BE A THAT LAND AS DESCRIBED AND RECORDED IN INSTRUMENT #1994013043, INSTRUMENT #2014005796, AND INSTRUMENT #2014005797 IN THE OFFICE OF THE RECORDER OF BARTHOLOMEW COUNTY, INDIANA; AND DESCRIBED AS FOLLOWS:

BEGINNING AT A BARTHELOMEW COUNTY SURVEYOR'S MONUMENT MARKING THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 22 IN COUNTY ROAD 650 NORTH/TANNEHILL ROAD; THENCE NORTH 88°01'25" EAST (AN ASSUMED BEARING) ALONG THE SOUTH LINE OF SAID QUARTER SECTION AND ALONG SAID ROAD A DISTANCE OF 271.75 FEET TO THE SOUTHWEST CORNER OF THE LAND OF "CITY OF COLUMBUS, INDIANA" (INSTRUMENT #1933000001 AND INSTRUMENT #1933000002) AND A ROAD "SPIKE"; THENCE NORTH 20°01'22" EAST (AN ASSUMED BEARING) ALONG THE NORTH LINE OF SAID QUARTER SECTION A DISTANCE OF 19.98 FEET TO THE WEST LINE OF THE LAND OF "DAY" (INSTRUMENT #2007008051) AND A 5/8" REBAR WITH CAP; THENCE NORTH 20°01'22" WEST ALONG SAID WEST LINE, AND THE NORTHWESTERLY EXTENSION THEREOF, A DISTANCE OF 697.97 FEET TO THE WEST LINE OF THE LAND OF "MIAMI TAYLORSVILLE, INDIANA" (INSTRUMENT #2007008051) AND A 5/8" REBAR WITH CAP; THENCE NORTH 20°01'22" WEST ALONG SAID WEST LINE A DISTANCE OF 101'58"06" WEST A DISTANCE OF 88.89 FEET TO A 5/8" REBAR WITH CAP; THENCE NORTH 20°01'22" WEST A DISTANCE OF 29.00 FEET TO THE NORTHWEST CORNER OF SAID LAND AND A 5/8" REBAR WITH CAP; THENCE NORTH 69°58'38" EAST ALONG THE NORTH LINE OF SAID LAND, AND SUBSEQUENTLY ALONG THE NORTH LINE OF THE LAND OF "RIVIERA MAYA EXPRESS, LLC" (INSTRUMENT #2021009618) A DISTANCE OF 41.16 FEET TO A 1 1/2" REBAR; THENCE NORTH 18°07'38" WEST A DISTANCE OF 414.65 FEET TO A 1" STEEL PIN; THENCE SOUTH 47°42'26" WEST A DISTANCE OF 41.16 FEET TO A 1 1/2" REBAR; THENCE NORTH 18°07'38" WEST A DISTANCE OF 487.79 FEET; THENCE SOUTH 70°03'39" WEST A DISTANCE OF 7.41 FEET TO THE EASTERN LIMITED ACCESS RIGHT-OF-WAY LINE OF INTERSTATE 65, THE PC OF A 1/4" MILE CURVE, LEFT TURN, HAVING A RADIUS OF 5356.11 FEET, HAVING A CHORD BEARING OF 683.92 FEET, AND A CHORD BEARING OF NORTH 49°26'46" WEST A DISTANCE OF 522.49 FEET TO THE PT THERETO; THENCE NORTH 78°53'48" WEST A DISTANCE OF 92.95 FEET TO THE CURVE BEARING SOUTH 47°42'26" WEST A DISTANCE OF 41.16 FEET TO A 1 1/2" REBAR; THENCE SOUTH 47°42'26" WEST A DISTANCE OF 673.92 FEET, AND A CHORD BEARING SOUTH 68°45'30" WEST A DISTANCE OF 698.77 FEET TO THE PT THERETO; THENCE SOUTH 38°49'56" WEST A DISTANCE OF 266.20 FEET TO A 5/8" REBAR WITH CAP; THENCE SOUTH 24°08'04" WEST A DISTANCE OF 385.16 FEET TO A 5/8" REBAR WITH CAP; THENCE SOUTH 14°11'41" WEST A DISTANCE OF 670.86 FEET TO A 5/8" REBAR WITH CAP; THENCE SOUTH 00°00'00" EAST A DISTANCE OF 120.20 FEET TO A 5/8" REBAR WITH CAP; THENCE SOUTH 00°00'00" EAST A DISTANCE OF 101.40 FEET; THENCE SOUTH 12°08'52" EAST A DISTANCE OF 111.75 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER SECTION OF SECTION 20 NORTH 88°30'05" EAST A DISTANCE OF 235.39 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID QUARTER SECTION AND A 5/8" REBAR; THENCE NORTH 88°39'55" EAST ALONG THE SOUTH LINE OF SAID QUARTER-QUARTER SECTION A DISTANCE OF 1337.33 FEET TO THE POINT OF BEGINNING, CONTAINING 88.30 ACRES, MORE OR LESS, AND SUBJECT TO ALL LEGAL RIGHTS OF WAY AND EASEMENTS.

PRIMARY APPROVAL

UNDER AUTHORITY PROVIDED BY IC 36-7-4-700, SUBDIVISION CONTROL, AND ANY AMENDMENTS THERETO, THIS PLAT WAS GIVEN PRIMARY APPROVAL BY BARTHOLOMEW COUNTY, INDIANA, AS FOLLOWS:

APPROVED BY THE COUNTY PLAN COMMISSION AT A MEETING HELD _____, 20____

PRESIDENT – TOM FINKE

SECRETARY - ARNOLD HASKELL

PLANNING DEPARTMENT CASE NUMBER: _____

VOID UNLESS SECONDARY APPROVAL IS RECEIVED BY _____, 20____.

OWNER

FORCE HOLDINGS, LLC
990 NATIONAL ROAD
COLUMBUS, IN 47201
AUDITOR'S PARCELS 03-05-22-000-001.300-009
& 03-05-22-000-001.500-009

CHOICE INNS, INC.
P.O. BOX 508
COLUMBUS, IN 47202
AUDITOR'S PARCEL 03-05-22-000-001.400-009

DEVELOPER

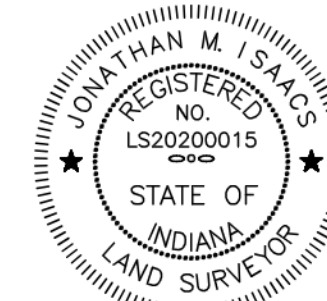
FORCE HOLDINGS, LLC
990 NATIONAL ROAD
COLUMBUS, IN 47201

LEGEND

XX ZONING CLASSIFICATION


JONATHAN M. ISAACS, PLS LS-20200015

DATE 3/9/26



I AFFIRM UNDER THE PENALTIES FOR PERJURY, THAT I HAVE
TAKEN REASONABLE CARE TO REDACT EACH SOCIAL SECURITY
NUMBER IN THIS DOCUMENT, UNLESS REQUIRED BY LAW.

JONATHAN M. ISAACS

NORTHPOINTE
MAJOR SUBDIVISION
PRELIMINARY PLAT

TITLE SHEET

SEC. 22, T-10-N, R-5-E

BARTHOLOMEW COUNTY, INDIANA

[illegible]

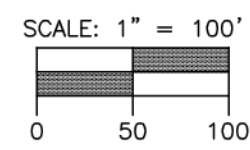
SHEET: 1 OF 14		JOB NUMBER: 26019	
SCALE: 1"=200'		DWG REVISION DATES	
DRAWN BY: B.STRINGER	3/26/26	-	
DWG DATE: 3/9/26	-	-	
DWG NAME: 26019 Preliminary Plat.dwg			

Independent Land Surveying

www.ilsurveying.com

414 South Main Street
Brownstown, Indiana 47220
Phone: 812-358-2882
Fax: 812-358-2605

3200 Sycamore Ct., Ste 2A
Columbus, Indiana 47203
Phone: 812-372-0996
Fax: 812-602-0484



This survey map depicts two adjacent lots, Lot 10 and Lot 1, situated along a curved boundary. Lot 10, measuring 2.65 acres, is on the left and contains a 'LIMITED ACCESS RIGHT-OF-WAY LINE OF INTERSTATE 65'. Lot 1, measuring 4.75 acres, is on the right and features an 'EXISTING 30' EASEMENT TO INDIANA GAS & WATER COMPANY PER DEED RECORD 207, PAGES 296-297'. The map also shows an 'EXIT RAMP TO U.S. HIGHWAY 31' and a '30' SETBACK EASEMENT PER SUBDIVISION PLAT #2023000214'. The boundary is defined by a curve with a radius of 673.9 feet and a central angle of 78°53'48" W. The map includes various survey points (C1, C2), bearings, distances, and area calculations. A 'MATCH LINE' is indicated at the bottom.

LOT 10
2.65 ACRES

LOT 1
4.75 ACRES

INTERSTATE 65
(SOUTHBOUND LANES)
(NORTHBOUND LANES)

U.S. HIGHWAY 31
(SOUTHBOUND LANES)
(NORTHBOUND LANES)

EXIT RAMP TO U.S. HIGHWAY 31

EXISTING 30' EASEMENT TO INDIANA GAS & WATER COMPANY PER DEED RECORD 207, PAGES 296-297

30' SETBACK EASEMENT PER SUBDIVISION PLAT #2023000214

LIMITED ACCESS RIGHT-OF-WAY LINE OF INTERSTATE 65

AL=203.6'
R=673.9'

AL=225.0'
R=673.9'

AL=306.0'
R=673.9'

437.0'

509.5'

509.5'

N 78°53'48" W
92.95'

MATCH LINE

- ### LEGEND
- | | |
|---|--|
|  | SECTION CORNER |
|  | 5/8" REBAR |
|  | 1/2" REBAR |
|  | 1" STEEL PIN |
|  | RAILROAD SPIKE |
|  | CONCRETE
RIGHT-OF-WAY MARKER |
|  | BREAK LINE |
|  | INTERIOR DEED LINE
TO BE VACATED |
|  | CENTERLINE |
|  | EASEMENT LINE |
|  | RIGHT-OF-WAY LINE |
|  | FENCE |
|  | EDGE OF ROAD |
|  | LIMITED ACCESS PER
INDOT RIGHT-OF-WAY PLANS |
|  | PROPOSED NO ACCESS |

CHOICE INNS, INC.
(INSTRUMENT #1994013043)
AUDITOR'S PARCEL 03-05-22-000-001.400-009

CURVE TABLE						
CURVE	ARC DISTANCE	RADIUS	DELTA	TANGENT	CHORD BEARING	CHORD DISTANCE
C1	734.60'	673.92'	62°27'16"	408.58'	S 68°45'30" W	698.77'
C2	536.11'	683.92'	44°54'46"	282.68'	N 49°26'46" W	522.49'
C3	113.65'	350.00'	18°36'18"	57.33'	S 10°43'12" E	113.15'
C4	224.16'	800.00'	16°03'15"	112.82'	N 80°33'20" E	223.43'

ACREAGE TABLE	
LOTS 1-28	80.12 ACRES
DEDICATED RIGHT-OF-WAY	8.18 ACRES
TOTAL	88.30 ACRES

I AFFIRM UNDER THE PENALTIES FOR PERJURY, THAT I HAVE
TAKEN REASONABLE CARE TO REDACT EACH SOCIAL SECURITY
NUMBER IN THIS DOCUMENT, UNLESS REQUIRED BY LAW.

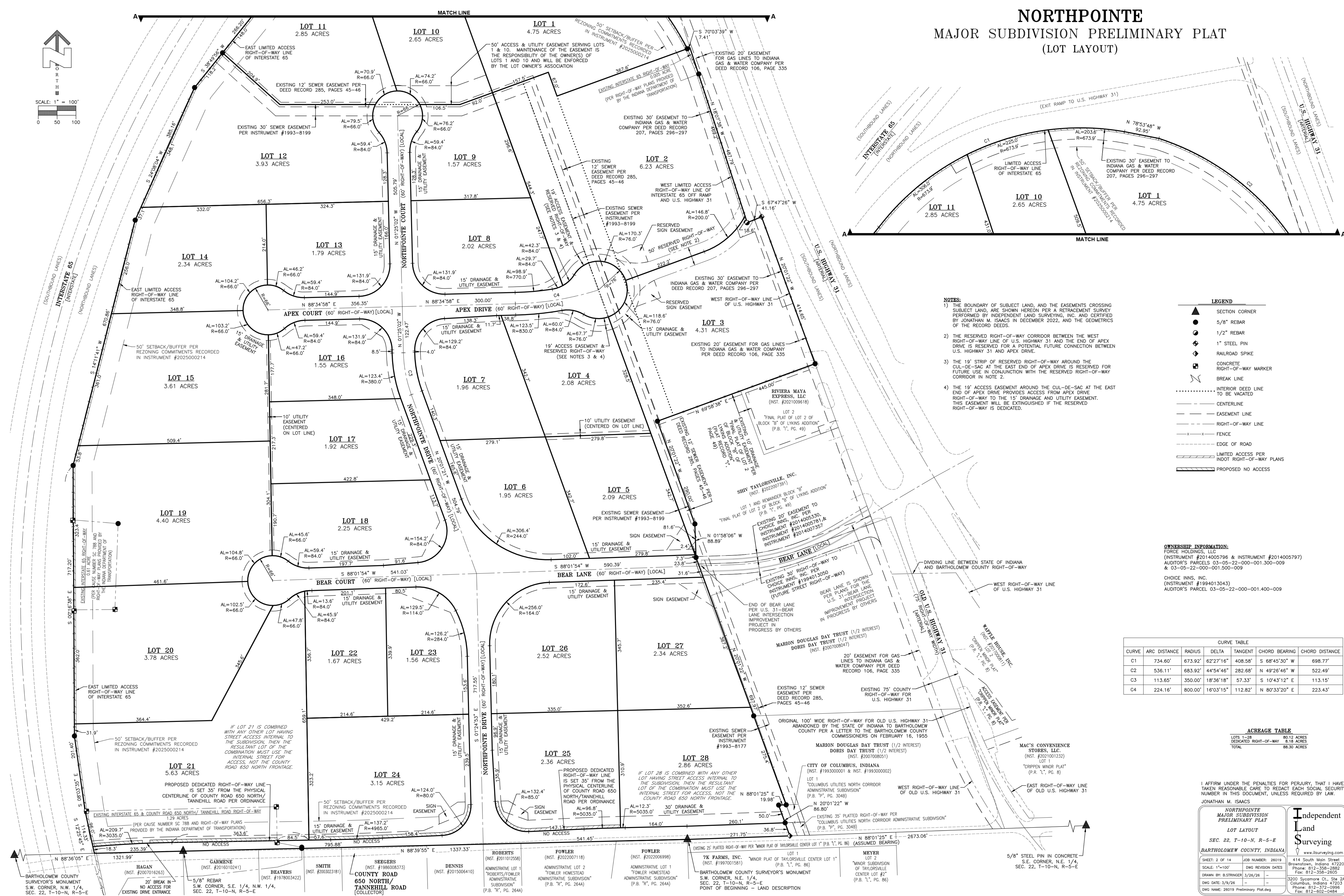
JONATHAN M. ISAACS

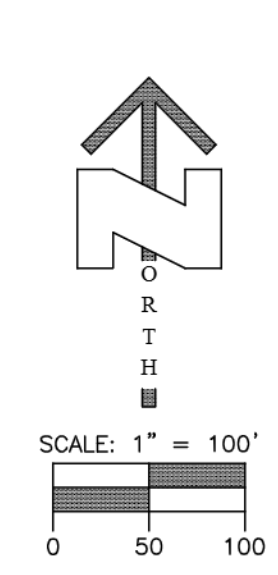
NORTHPOINTE
MAJOR SUBDIVISION
PRELIMINARY PLAT
LOT LAYOUT
SEC. 22, T-10-N, R-5-E
BARTHOLOMEW COUNTY, INDIANA

Independent
Land
Surveying
 www.ilsurveying.com

414 South Main Street
Brownsstown, Indiana 47222
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Fax: 812-358-2605

3200 Sycamore Ct., Ste 2
Columbus, Indiana 47203
Phone: 812-372-0996
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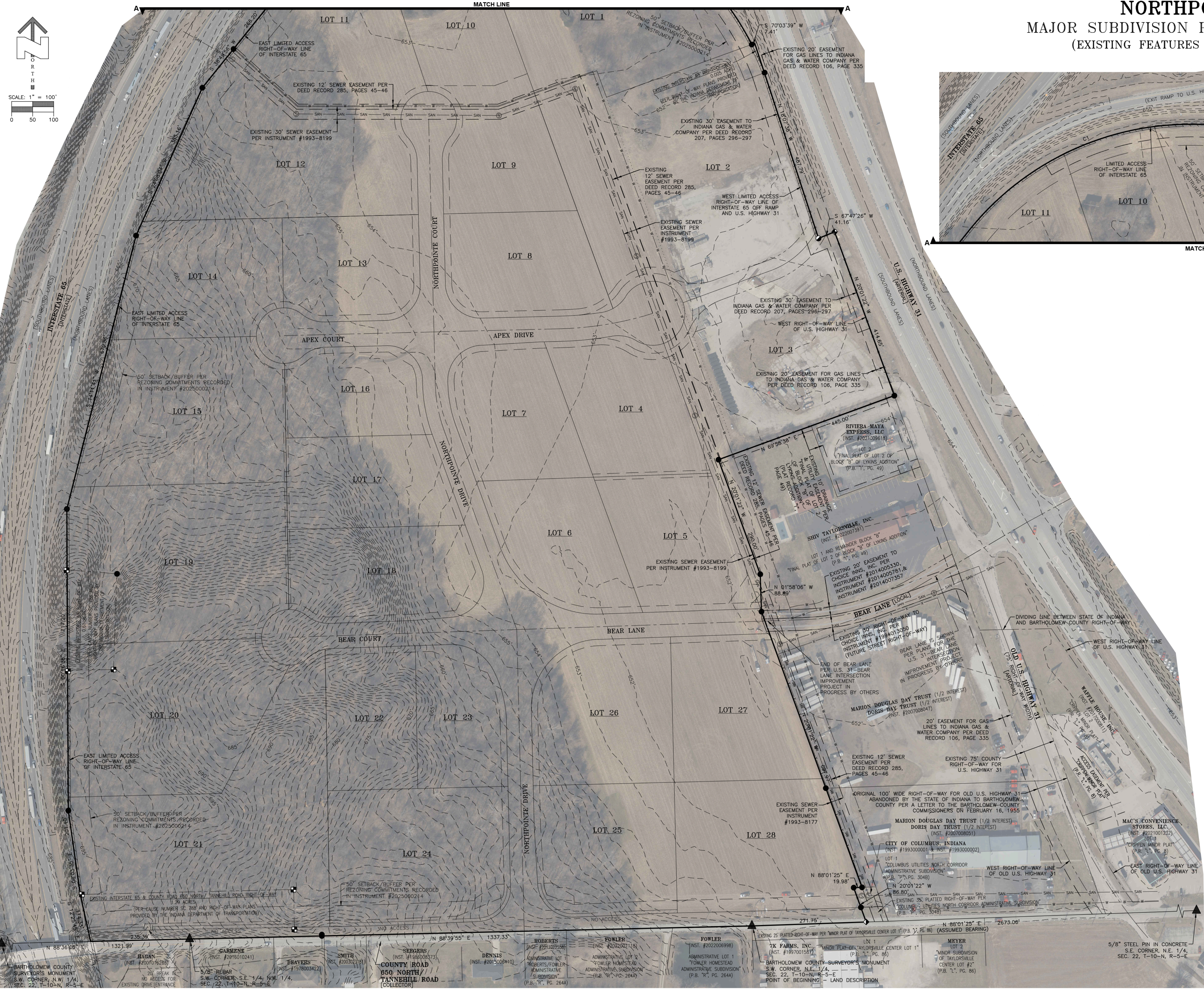
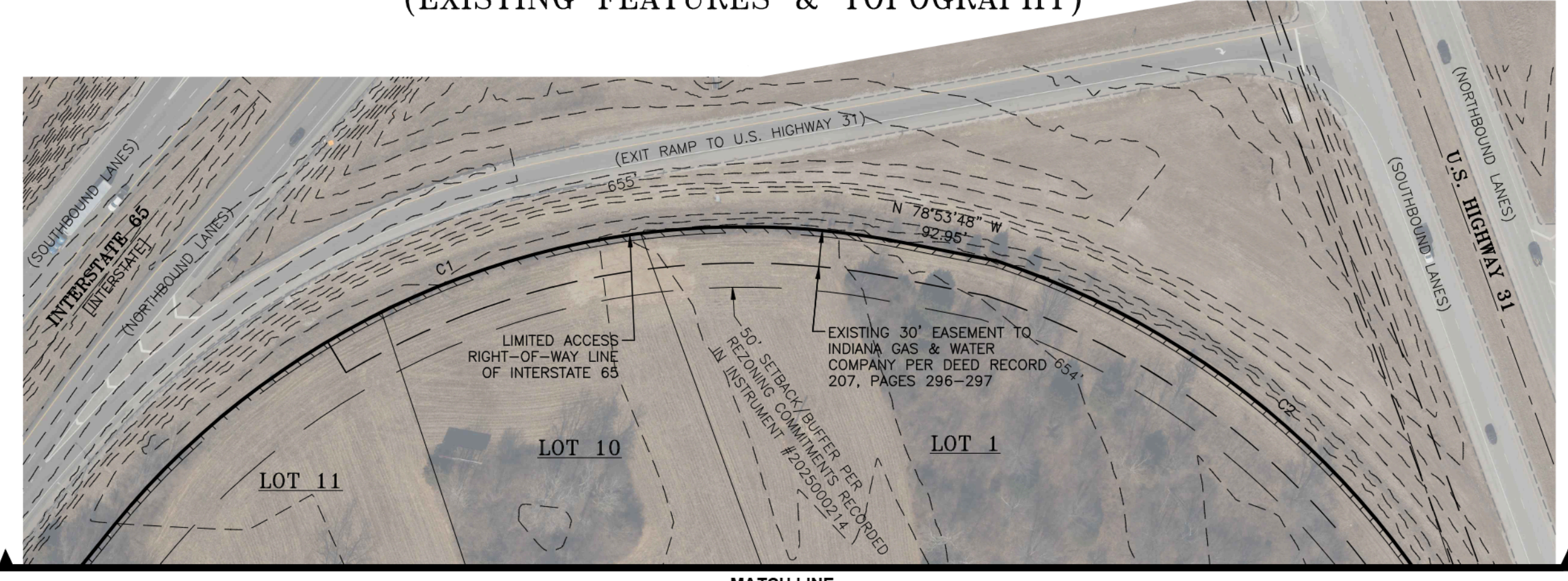




NORTHPOINTE

MAJOR SUBDIVISION PRELIMINARY PLAT

(EXISTING FEATURES & TOPOGRAPHY)



- LEGEND**
- SECTION CORNER
 - 5/8" REBAR
 - 1/2" REBAR
 - 1" STEEL PIN
 - RAILROAD SPIKE
 - CONCRETE RIGHT-OF-WAY MARKER
 - BREAK LINE
 - INTERIOR DEED LINE TO BE VACATED
 - CENTERLINE
 - EASEMENT LINE
 - RIGHT-OF-WAY LINE
 - FENCE
 - EDGE OF ROAD
 - LIMITED ACCESS PER INDOT RIGHT-OF-WAY PLANS
 - SAN - SANITARY SEWER MAIN
 - SANITARY SEWER MANHOLE
 - W - W - WATER MAIN (APPROXIMATE SCALED LOCATION FROM MISCELLANEOUS SURVEYS AND MAPS)
 - ELEVATION CONTOUR PER ELEVATION DATA FROM THE BARTHOLOMEW COUNTY GIS DEPARTMENT

- NOTES:**
- 1) THE BOUNDARY OF SUBJECT LAND, AND THE EASEMENTS CROSSING SUBJECT LAND, ARE SHOWN HEREON PER A RETRACEMENT SURVEY PERFORMED BY INDEPENDENT LAND SURVEYING, INC. AND CERTIFIED BY JONATHAN M. ISAACS IN DECEMBER 2022, AND THE GEOMETRICS OF THE RECORD DEEDS.
 - 2) THE SANITARY SEWER MAINS AND MANHOLES ARE SHOWN HEREON PER THE PHYSICAL LOCATION OF MANHOLES LOCATED THIS SURVEY AND FROM MAPS OBTAINED FROM COLUMBUS CITY UTILITIES AND DRIFTWOOD UTILITIES.
 - 3) THE WATER MAIN IS SHOWN HEREON AS SCALED FROM MISCELLANEOUS SURVEYS AND MAPS BY OTHERS IN AND AROUND SUBJECT LAND.
 - 4) THE ELEVATION CONTOURS ARE SHOWN HEREON PER FILES RECEIVED FROM THE BARTHOLOMEW COUNTY GIS DEPARTMENT. THE VERTICAL DATUM OF THE ELEVATIONS IS NAVD83. A TOPOGRAPHIC SURVEY WAS NOT PERFORMED AND IS NOT TO BE IMPLIED.

I AFFIRM UNDER THE PENALTIES FOR PERJURY, THAT I HAVE TAKEN REASONABLE CARE TO REDACT EACH SOCIAL SECURITY NUMBER IN THIS DOCUMENT, UNLESS REQUIRED BY LAW.

JONATHAN M. ISAACS

NORTHPOINTE
MAJOR SUBDIVISION
PRELIMINARY PLAT
EXISTING FEATURES &
TOPOGRAPHY
SEC. 22, T-10-N, R-5-E
BARTHOLOMEW COUNTY, INDIANA

SHEET: 3 OF 14
SCALE: 1"=100'
DRAWN BY: B.STRINGER
DWG DATE: 3/9/26
DWG NAME: 26019 Preliminary Plat.dwg

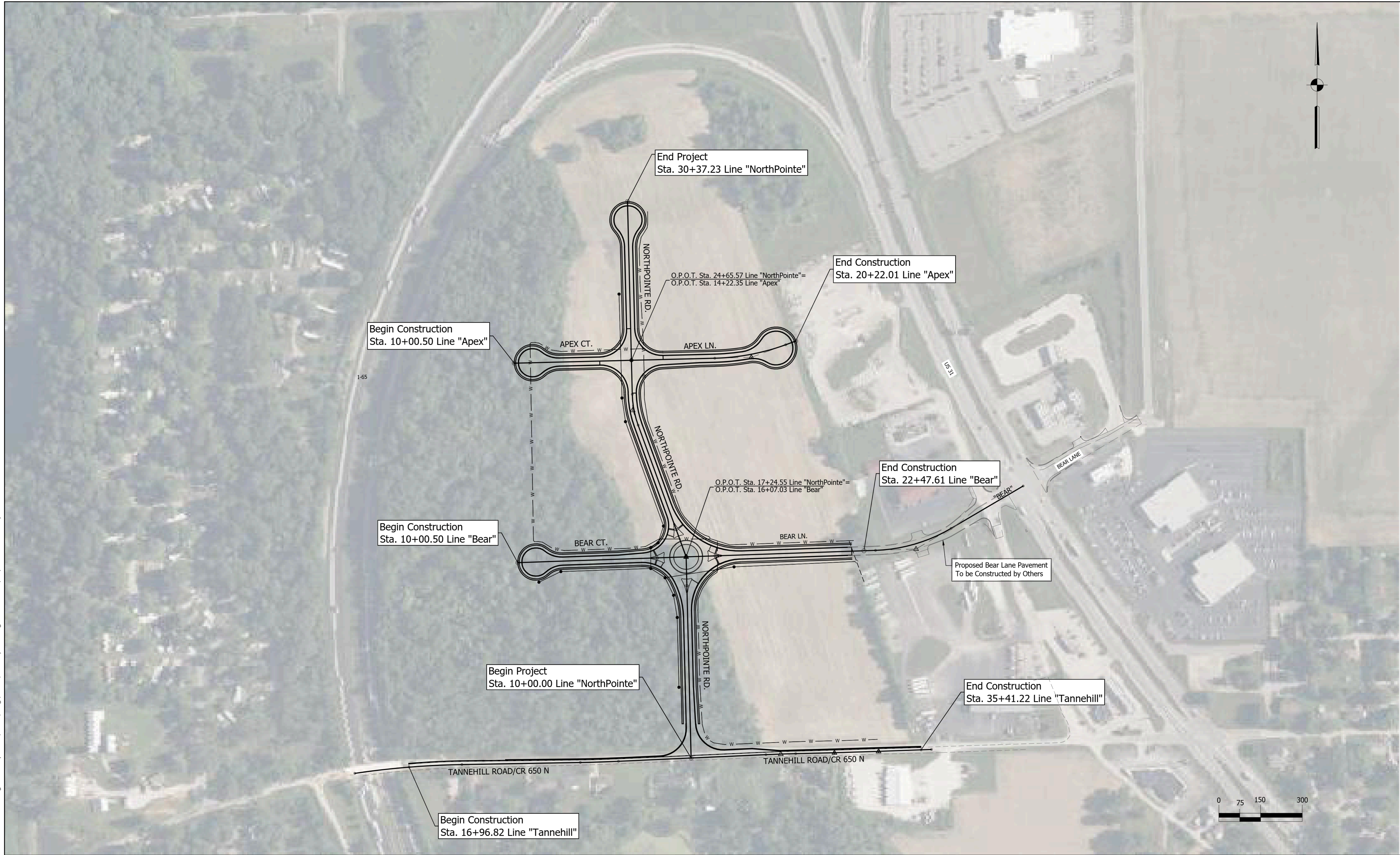
JOB NUMBER: 26019
DWG REVISION DATES
3/26/26
S.E. CORNER, N.E. 1/4,
SEC. 22, T-10-N, R-5-E

414 South Main Street
Brownsburg, Indiana 47220
Phone: 812-358-2882
Fax: 812-358-2605
3200 Sycamore Ct., Ste 2A
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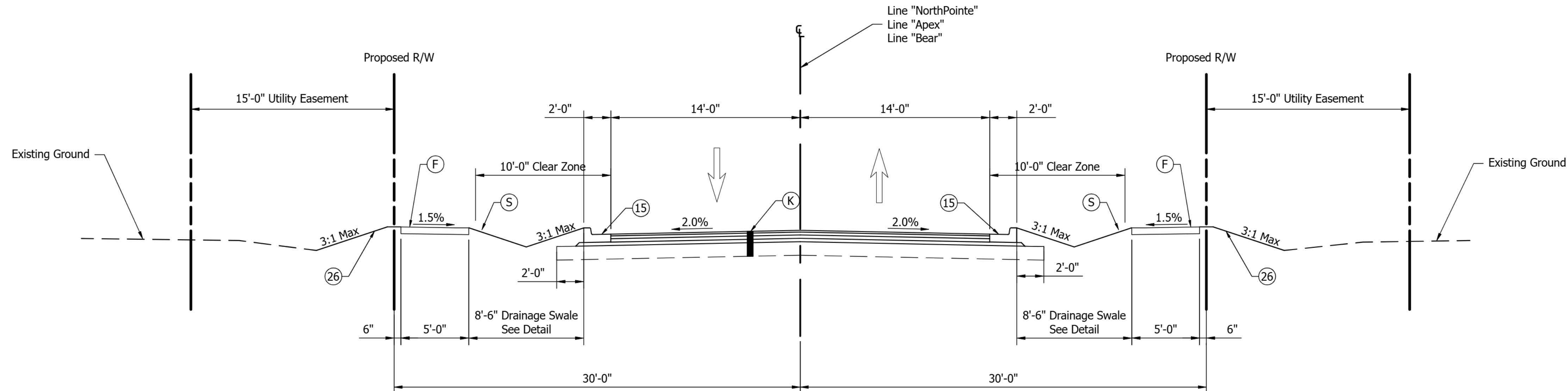
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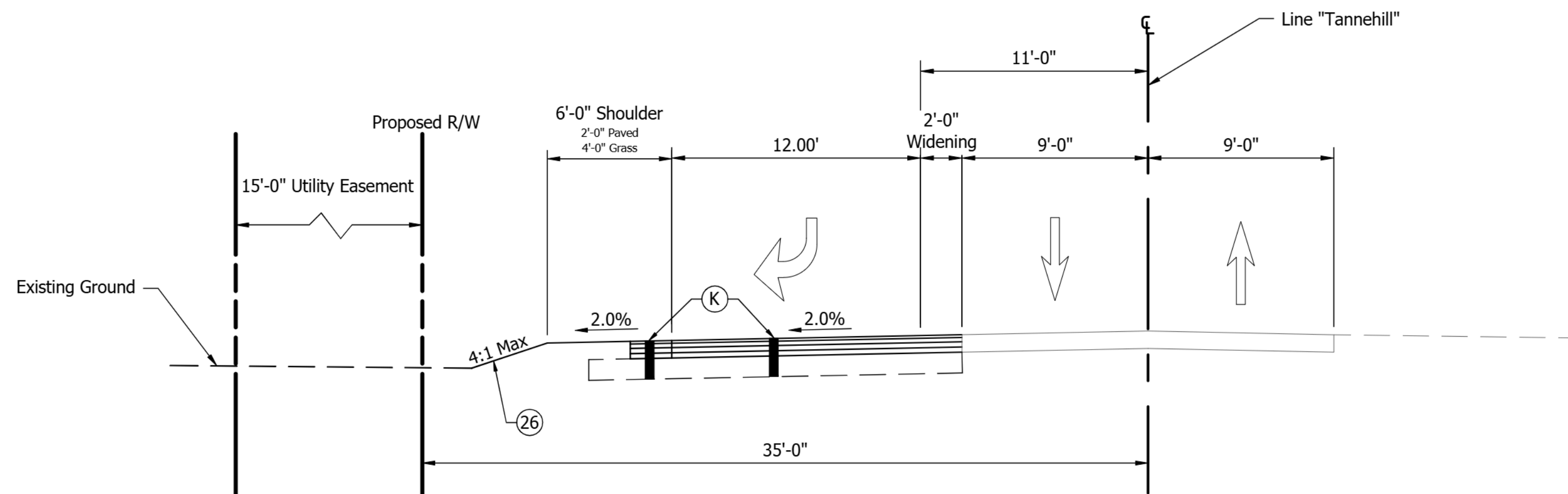
8440 Allison Pointe Boulevard, Suite 200
Indianapolis, IN 46250
Phone 317-895-2585
www.ucindy.com

RECOMMENDED FOR APPROVAL _____	
DESIGNED: EHT	DRAWN: JAF
CHECKED: CCR	CHECKED: CCR

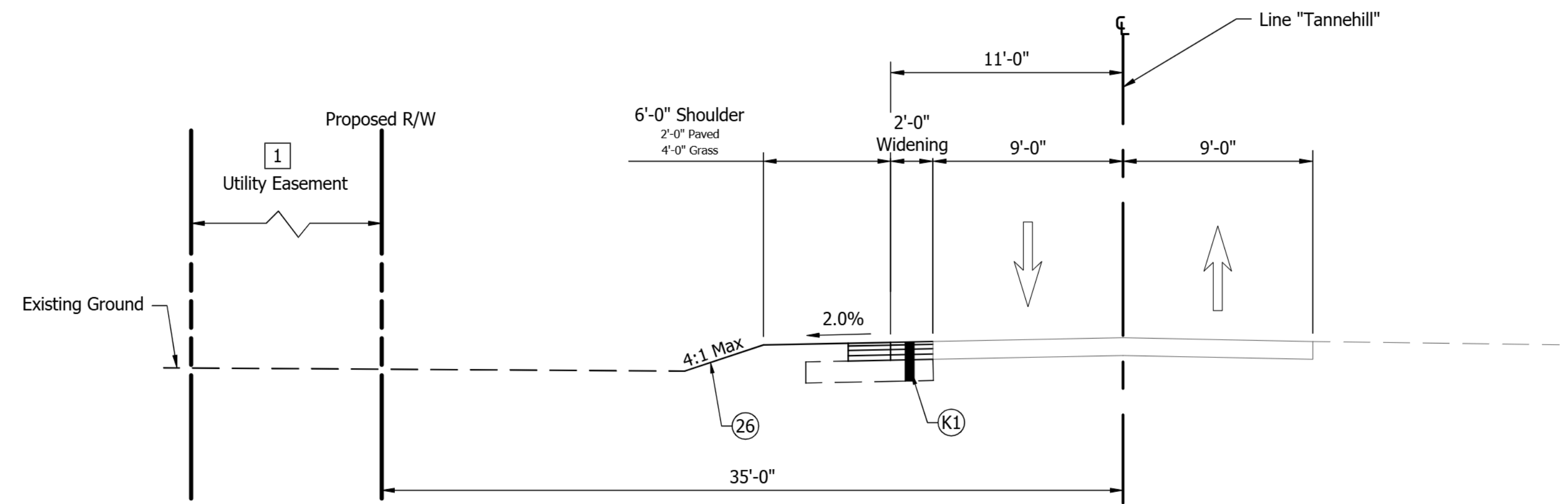
NORTHPOINTE MAJOR SUBDIVISION PRELIMINARY PLAT	
SITE LAYOUT & DETAILS	



Subdivision Mainline Roadway Typical Section
Non-Tapered Internal Streets



Tannehill Road/CR 650 N Typical Section
Right Turn Lane



Tannehill Road/CR 650 N Typical Section
Road Widening

LEGEND

- (K) Full Depth HMA Pavement - Mainline
165 #/sys QC/QA-HMA, 2, 58S, Surface, 9.5 mm, on
275 #/sys QC/QA-HMA, 2, 58S, Intermediate, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
Subgrade Treatment, Type IC
- (K1) Full Depth HMA Pavement - Widening
165 #/sys QC/QA-HMA, 2, 58S, Surface, 9.5 mm, on
275 #/sys QC/QA-HMA, 2, 58S, Intermediate, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
Subgrade Treatment, Type IC
- (F2) Truck Apron
9" PCCP with D-1 Joint Spaced on
3" Compacted Aggregate, No. 53 on
Subgrade Treatment, Type IC
- (F) 5" Sidewalk, Concrete
- (15) Curb and Gutter, Concrete
- (16) Curb, Integral, Concrete
- (17) Curb and Gutter, Roll Curb
- (S) Sodding
- (26) Mulched Seeding, U

[1] 15'-0" West of NorthPointe Drive
30'-0" East of NorthPointe Drive



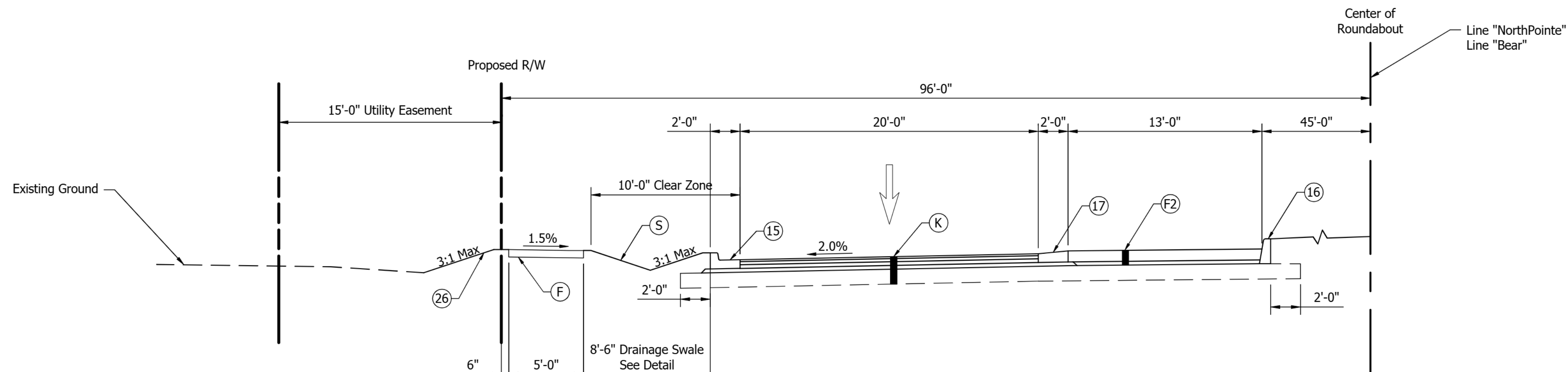
8440 Allison Pointe Boulevard, Suite 200
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Phone 317-895-2585
www.ucindy.com

RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: EHT	DRAWN: JAF
CHECKED: CCR	CHECKED: CCR

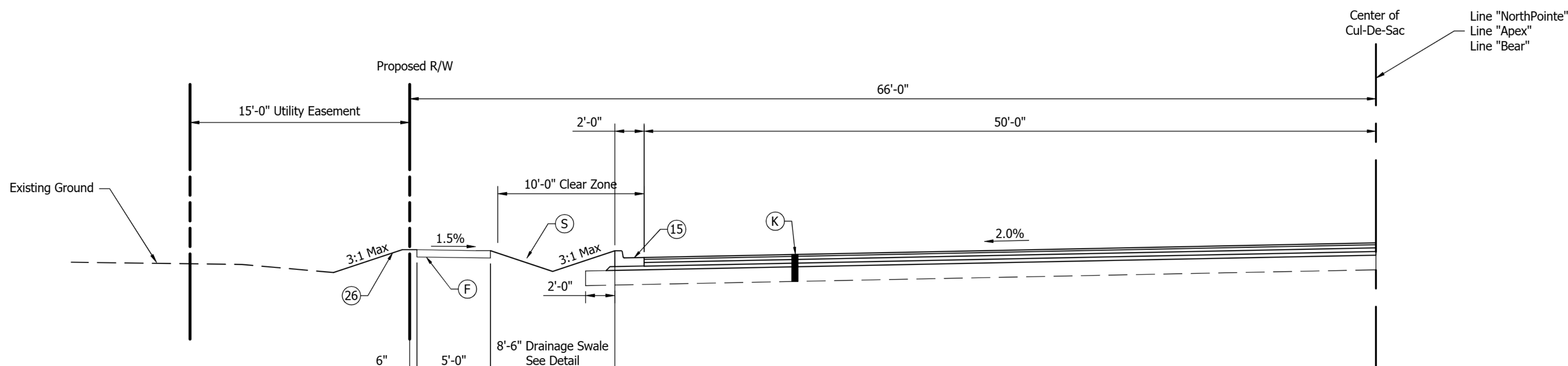
**NORTHPOINTE MAJOR SUBDIVISION
PRELIMINARY PLAT**

**TYPICAL
SECTIONS**

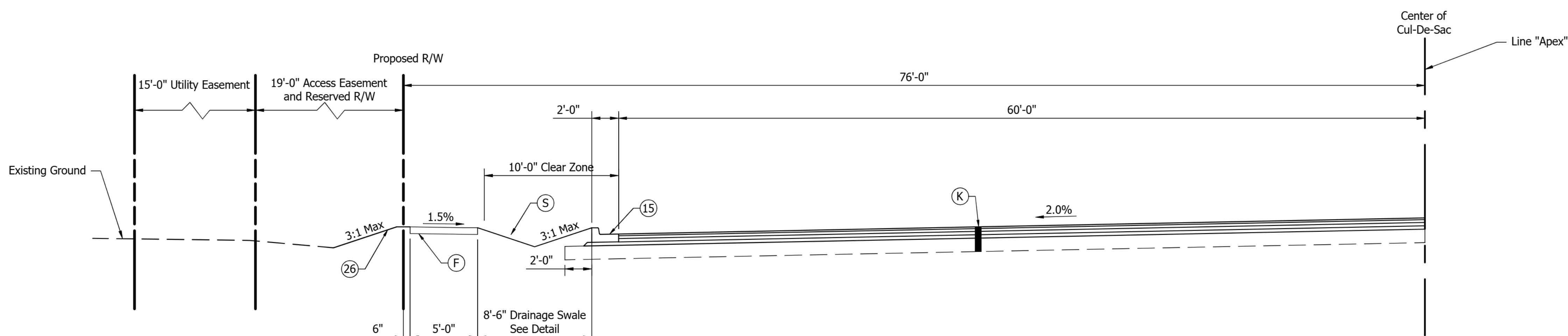
HORIZONTAL SCALE	BRIDGE FILE
1"=5'	-
VERTICAL SCALE	DESIGNATION
N/A	-
SHEETS	
5	of 14
CONTRACT	
-	



Roundabout Typical Section
Intersection of NorthePoint Drive and Bear Lane



Cul-De-Sac Typical Section
NorthePoint Court
Apex Court
Bear Court



Cul-De-Sac Typical Section
Apex Lane

LEGEND

- (K) Full Depth HMA Pavement - Mainline
165 #/sys QC/QA-HMA, 2, 58S, Surface, 9.5 mm, on
275 #/sys QC/QA-HMA, 2, 58S, Intermediate, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
Subgrade Treatment, Type IC
- (K1) Full Depth HMA Pavement - Widening
165 #/sys QC/QA-HMA, 2, 58S, Surface, 9.5 mm, on
275 #/sys QC/QA-HMA, 2, 58S, Intermediate, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
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Subgrade Treatment, Type IC
- (F2) Truck Apron
9" PCCP with D-1 Joint Spaced on
3" Compacted Aggregate, No. 53 on
Subgrade Treatment, Type IC
- (F) 5" Sidewalk, Concrete
- (15) Curb and Gutter, Concrete
- (16) Curb, Integral, Concrete
- (17) Curb and Gutter, Roll Curb
- (S) Sodding
- (26) Mulched Seeding, U



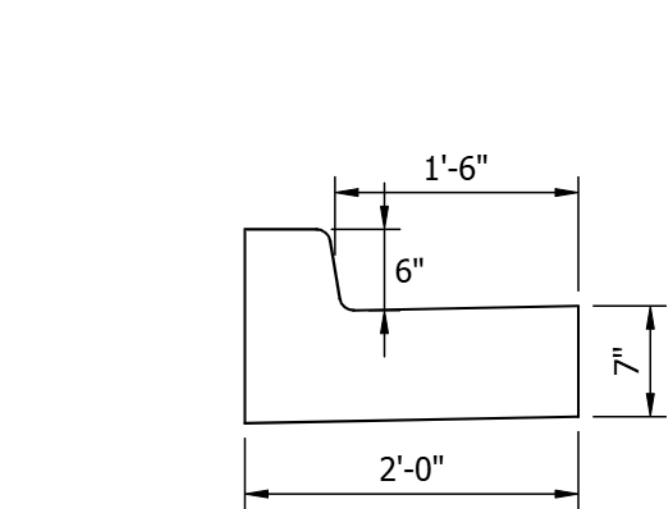
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DESIGN ENGINEER	DATE
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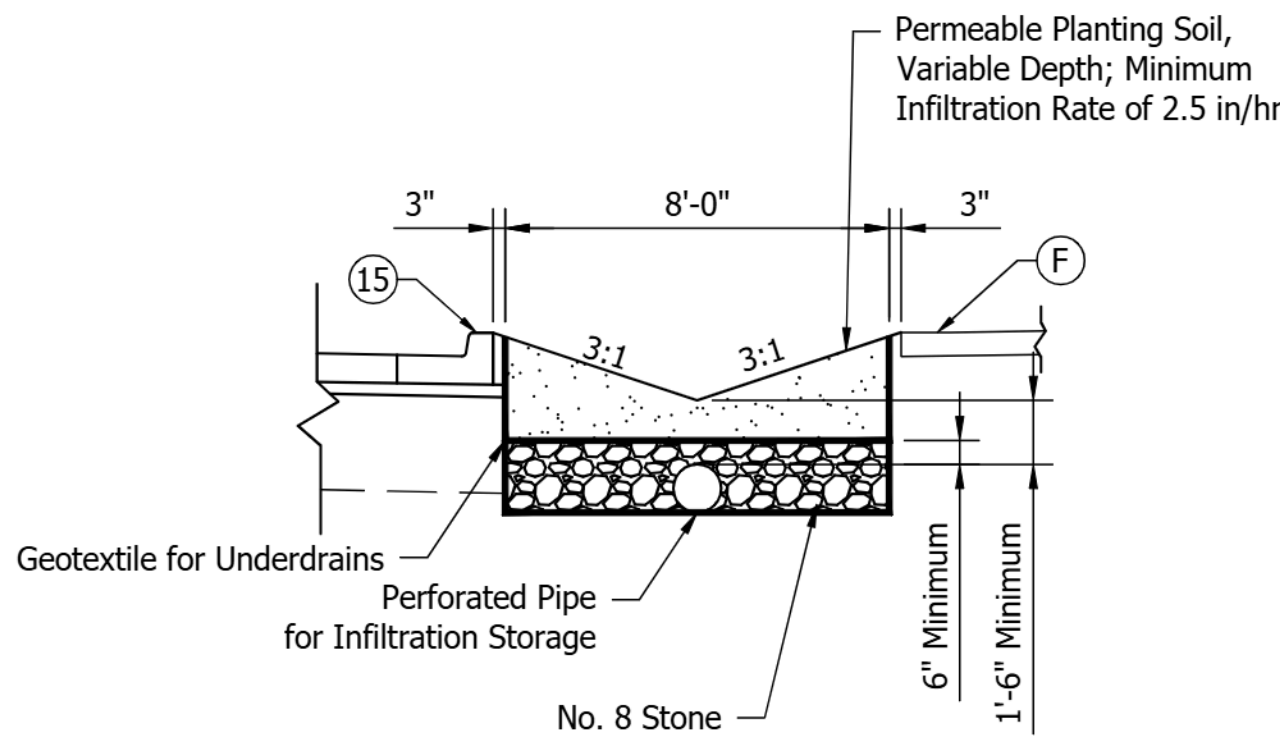
NORTHPOINTE MAJOR SUBDIVISION
PRELIMINARY PLAT

TYPICAL
SECTIONS

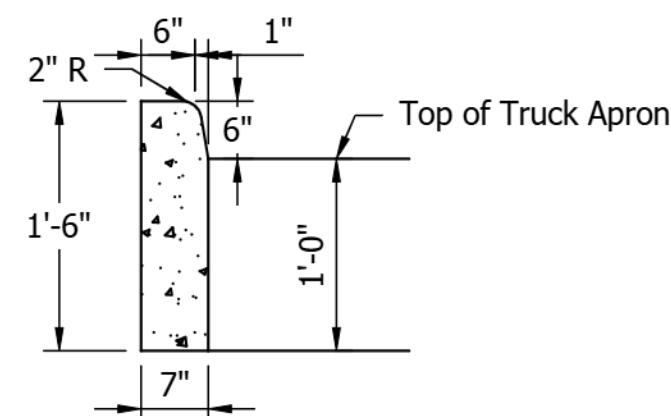
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1"=5'	-		
VERTICAL SCALE	DESIGNATION		
N/A	-		
	SHEETS		
	6	of	14
	CONTRACT		
	-		



⑮ **Curb and Gutter**
Concrete
Not To Scale

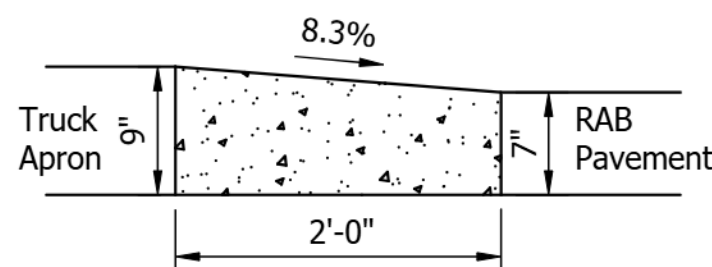
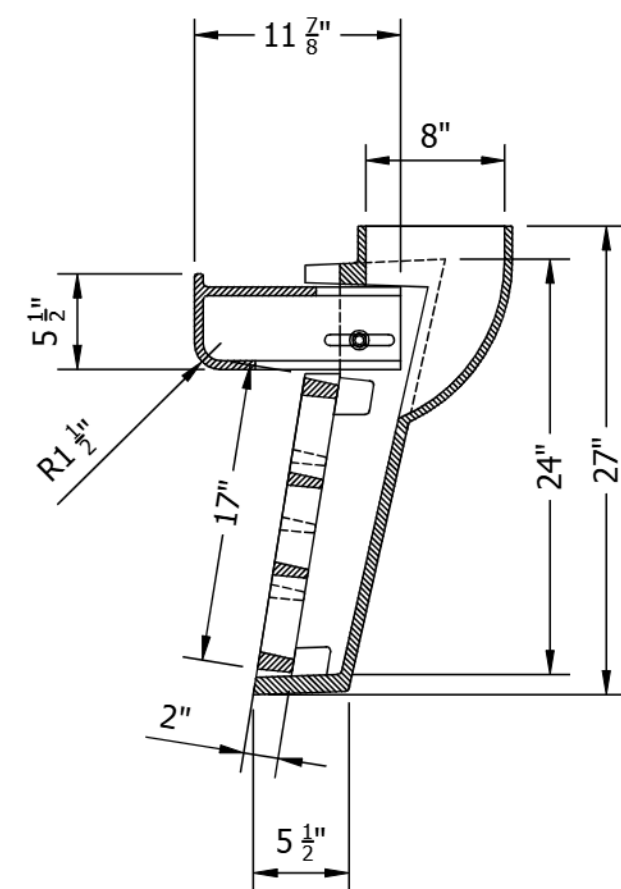
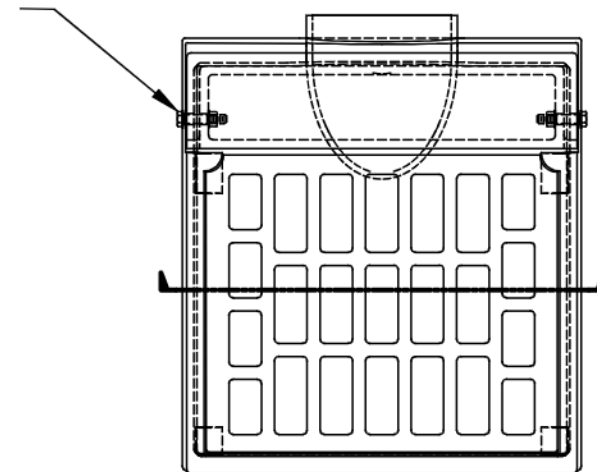


Drainage Swale Detail
Not to Scale

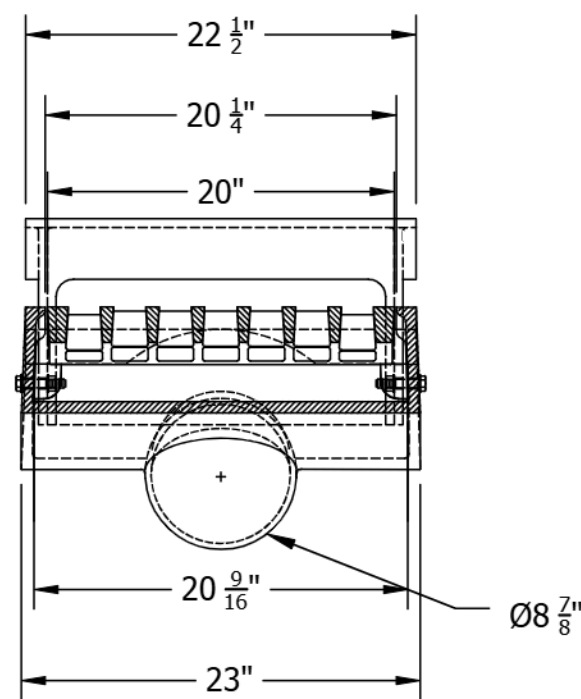


⑯ **Curb, Integral, Concrete**
NOT TO SCALE

Curb box is bolted to frame
w/ (2) 1/2" - 13 X 2 1/4" steel
bolt, nut & washer (Kit 95572)



⑰ **Curb and Gutter,**
Roll Curb
Not to Scale



Neenah Foundry Inlet 3165
Not to Scale

LEGEND

- (K) Full Depth HMA Pavement - Mainline
165 #/sys QC/QA-HMA, 2, 58S, Surface, 9.5 mm, on
275 #/sys QC/QA-HMA, 2, 58S, Intermediate, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
Subgrade Treatment, Type IC
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- (26) Mulched Seeding, U



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RECOMMENDED
FOR APPROVAL
DESIGN ENGINEER
DATE

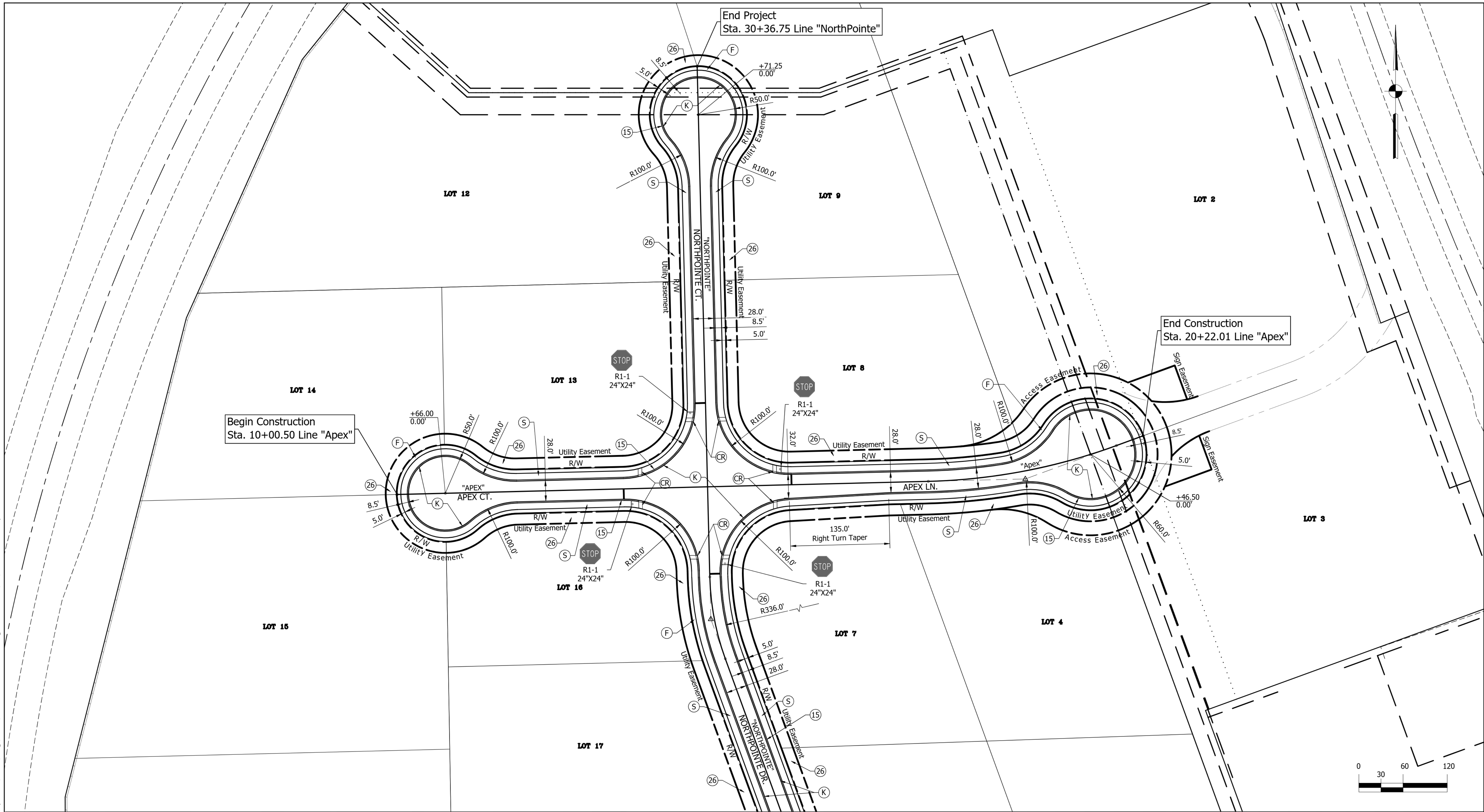
DESIGNED: JAF
DRAWN: JAF
CHECKED: CCR
CHECKED: CCR

NORTHPOINTE MAJOR SUBDIVISION
PRELIMINARY PLAT

MISCELLANEOUS
DETAILS

HORIZONTAL SCALE	BRIDGE FILE		
1"=5'	-		
VERTICAL SCALE	DESIGNATION		
N/A	-		
	SHEETS		
	7	of	14
	CONTRACT		
	-		

File Name: P:\RD\C3D\26-402 Force Holdings Development\Road\Drawings\Plans\Construction Details.dwg Plot Date: 3/26/2026 Plotted By: Jake Ferrill



LEGEND

(K) Full Depth HMA Pavement - Mainline
165 #/sys QC/QA-HMA, 2, 58S, Surface, 9.5 mm, on
275 #/sys QC/QA-HMA, 2, 58S, Intermediate, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
Subgrade Treatment, Type 1C

(K1) Full Depth HMA Pavement - Widening
165 #/sys QC/QA-HMA, 2, 58S, Surface, 9.5 mm, on
275 #/sys QC/QA-HMA, 2, 58S, Intermediate, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
Subgrade Treatment, Type 1C

(F2) Truck Apron
9" PCCP with D-1 Joint Spaced on
3" Compacted Aggregate, No. 53 on
Subgrade Treatment, Type 1C

(CR) Curb Ramp

(F) 5" Sidewalk, Concrete

(S) Sodding

(15) Curb and Gutter, Concrete

(16) Curb, Integral, Concrete

(17) Curb and Gutter, Roll Curb

(26) Mulched Seeding, U

Stop Sign



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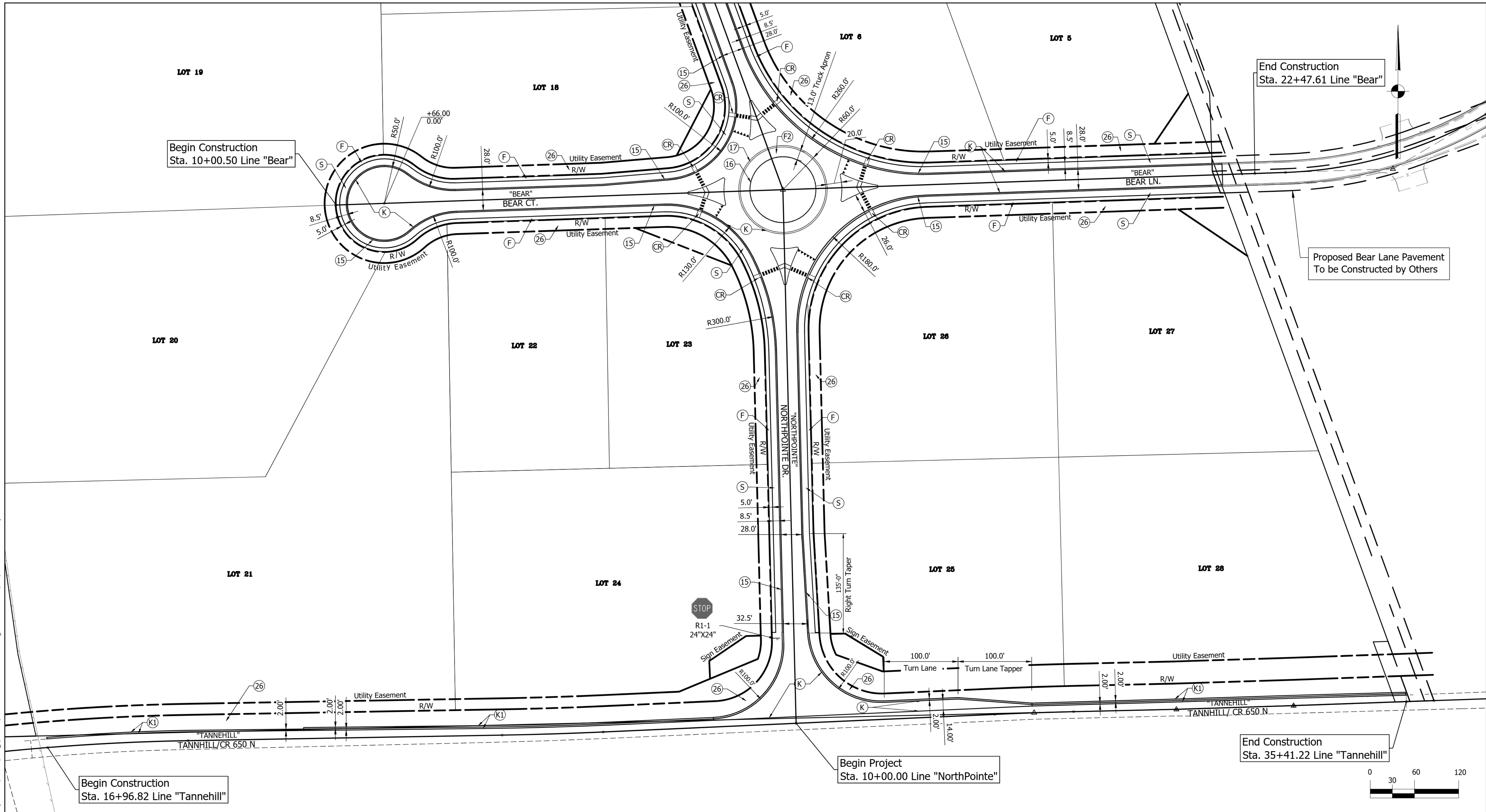
RECOMMENDED FOR APPROVAL	
DESIGNED: EHT	DRAWN: JAF
CHECKED: CCR	CHECKED: CCR

NORTHPOINTE MAJOR SUBDIVISION
PRELIMINARY PLAT

CONSTRUCTION & SIGNING
DETAILS

HORIZONTAL SCALE 1"=60'	BRIDGE FILE -
VERTICAL SCALE N/A	DESIGNATION -
SHEETS	
8	of 14
CONTRACT	
-	

File Name: P:\RD\C3D\26-402 Force Holdings Development\Road\Drawings\Plans\Construction Details.dwg Plot Date: 3/26/2026 Plotted By: Jake Ferrill



LEGEND

(K) Full Depth HMA Pavement - Mainline
165 #/sys QC/QA-HMA, 2, 58S, Surface, 9.5 mm, on
275 #/sys QC/QA-HMA, 2, 58S, Intermediate, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
Subgrade Treatment, Type 1C

(K1) Full Depth HMA Pavement - Widening
165 #/sys QC/QA-HMA, 2, 58S, Surface, 9.5 mm, on
275 #/sys QC/QA-HMA, 2, 58S, Intermediate, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
330 #/sys QC/QA-HMA, 2, 58S, Base, 19.0 mm, on
Subgrade Treatment, Type 1C

(F2) Truck Apron
9" PCCP with D-1 Joint Spaced on
3" Compacted Aggregate, No. 53 on
Subgrade Treatment, Type 1C

(CR) Curb Ramp

(F) 5" Sidewalk, Concrete

(S) Sodding

(15) Curb and Gutter, Concrete

(16) Curb, Integral, Concrete

(17) Curb and Gutter, Roll Curb

(26) Mulched Seeding, U

Stop Sign



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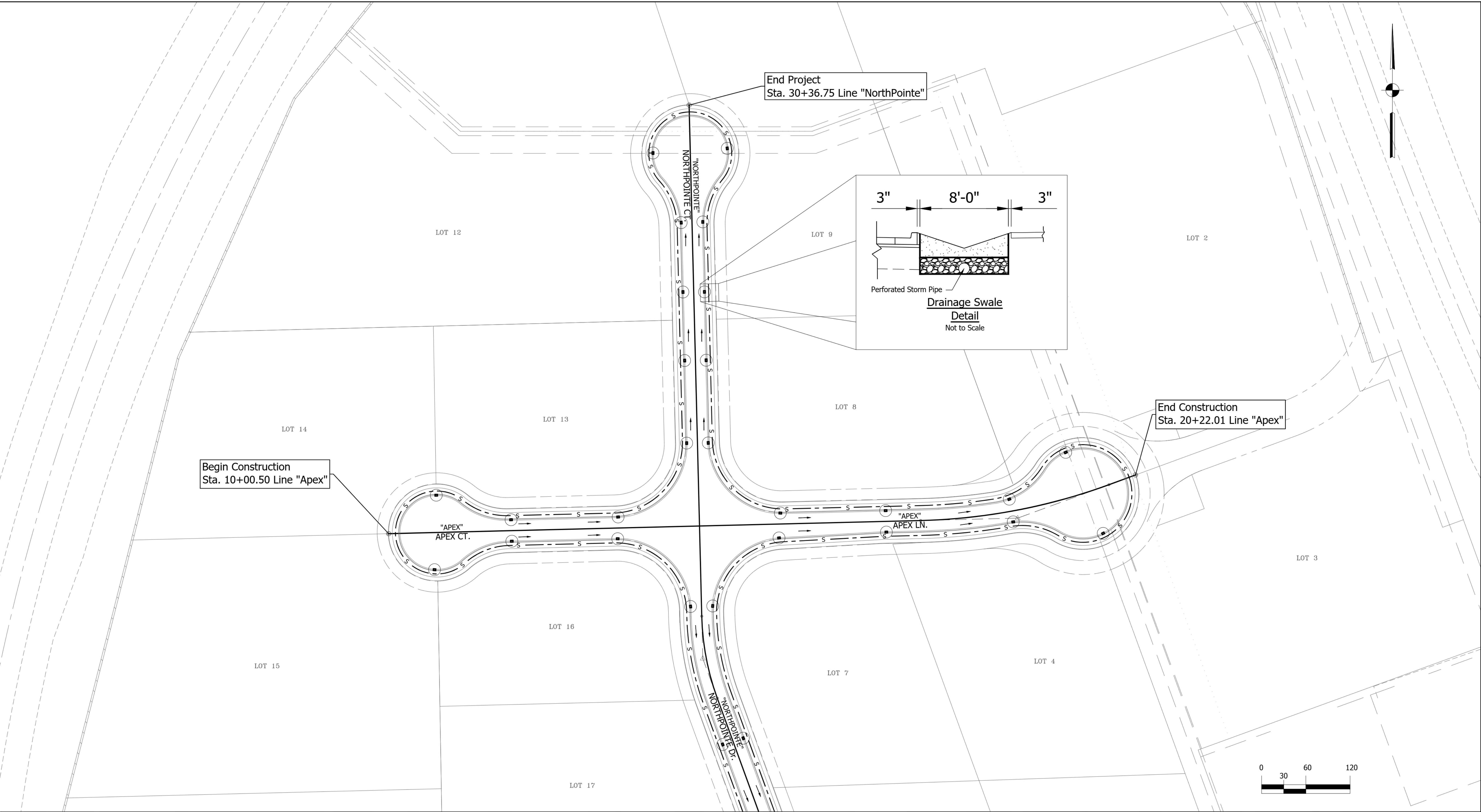
RECOMMENDED FOR APPROVAL	
DESIGNED: EHT	DRAWN: JAF
CHECKED: CCR	CHECKED: CCR

NORTHPOINTE MAJOR SUBDIVISION
PRELIMINARY PLAT

CONSTRUCTION & SIGNING
DETAILS

HORIZONTAL SCALE 1"=60'	BRIDGE FILE -
VERTICAL SCALE N/A	DESIGNATION -
SHEETS	
9	of 14
CONTRACT	
-	

File Name: P:\RD\C3D\26-402 Force Holdings Development\Road\Draw\Plans\Drainage Plan.dwg Plot Date: 3/26/2026 Plotted By: Jake Ferrill



LEGEND

- S --- Storm Pipe
- Directional Flow Arrow
- Storm Inlet (Type P)

(Legend Items Enlarged for Clarity)

NOTES

- Proposed sewer pipes will be perforated and will detain the stormwater until it can infiltrate into the surrounding soils. The stormwater will not have an outfall leaving the site.
- Each lot owner is responsible for their own detention.



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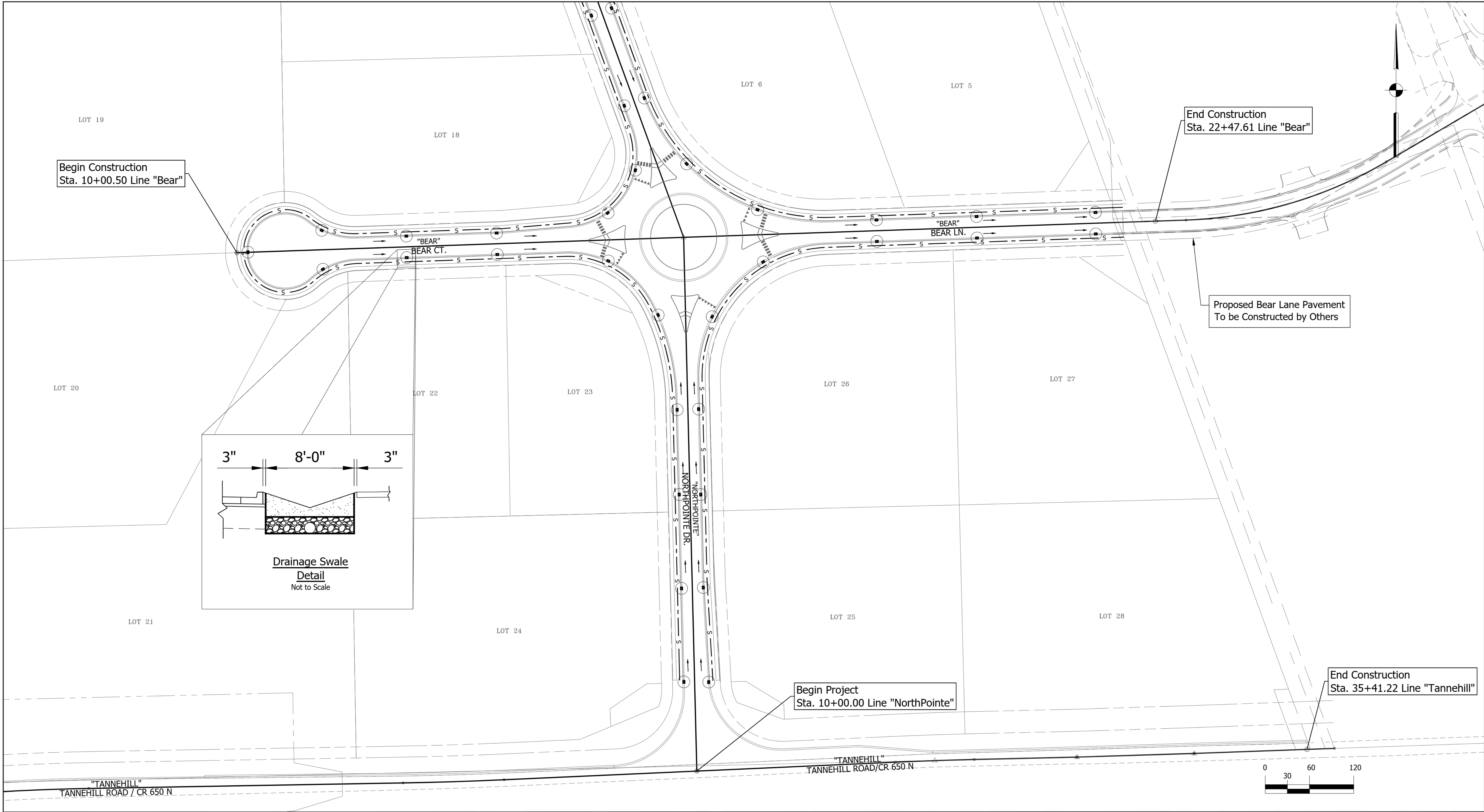
RECOMMENDED FOR APPROVAL _____	
DESIGNED: EHT	DRAWN: JAF
CHECKED: CCR	CHECKED: CCR

NORTHPOINTE MAJOR SUBDIVISION
PRELIMINARY PLAT

DRAINAGE
PLAN

HORIZONTAL SCALE 1"=60'	BRIDGE FILE -
VERTICAL SCALE N/A	DESIGNATION -
SHEETS	
10	of 14
CONTRACT	
-	

File Name: P:\RD\C3D\26-402 Force Holdings Development\Road\Drawings\Plans\Drainage Plan.dwg Plot Date: 3/26/2026 Plotted By: Jake Ferrill



LEGEND

- S

Storm Pipe
- Directional Flow Arrow
- Storm Inlet (Type P)

(Legend Items Enlarged for Clarity)

NOTES

1. Proposed sewer pipes will be perforated and will detain the stormwater until it can infiltrate into the surrounding soils. The stormwater will not have an outfall leaving the site.
2. Each lot owner is responsible for their own detention.



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CHECKED: CCR	CHECKED: CCR

NORTHPOINTE MAJOR SUBDIVISION
PRELIMINARY PLAT

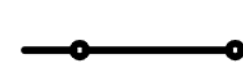
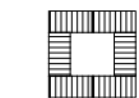
DRAINAGE
PLAN

HORIZONTAL SCALE 1"=60'	BRIDGE FILE -
VERTICAL SCALE N/A	DESIGNATION -
SHEETS 11 of 14	
CONTRACT -	

File Name: P:\RD\C3D\26-402 Force Holdings Development\Road\Drawings\Plans\Erosion Control.dwg Plot Date: 3/26/2026 Plotted By: Jake Ferrill



EROSION CONTROL LEGEND

-  Perimeter Protection
-  Traversable Check Dam
-  Inlet Protection



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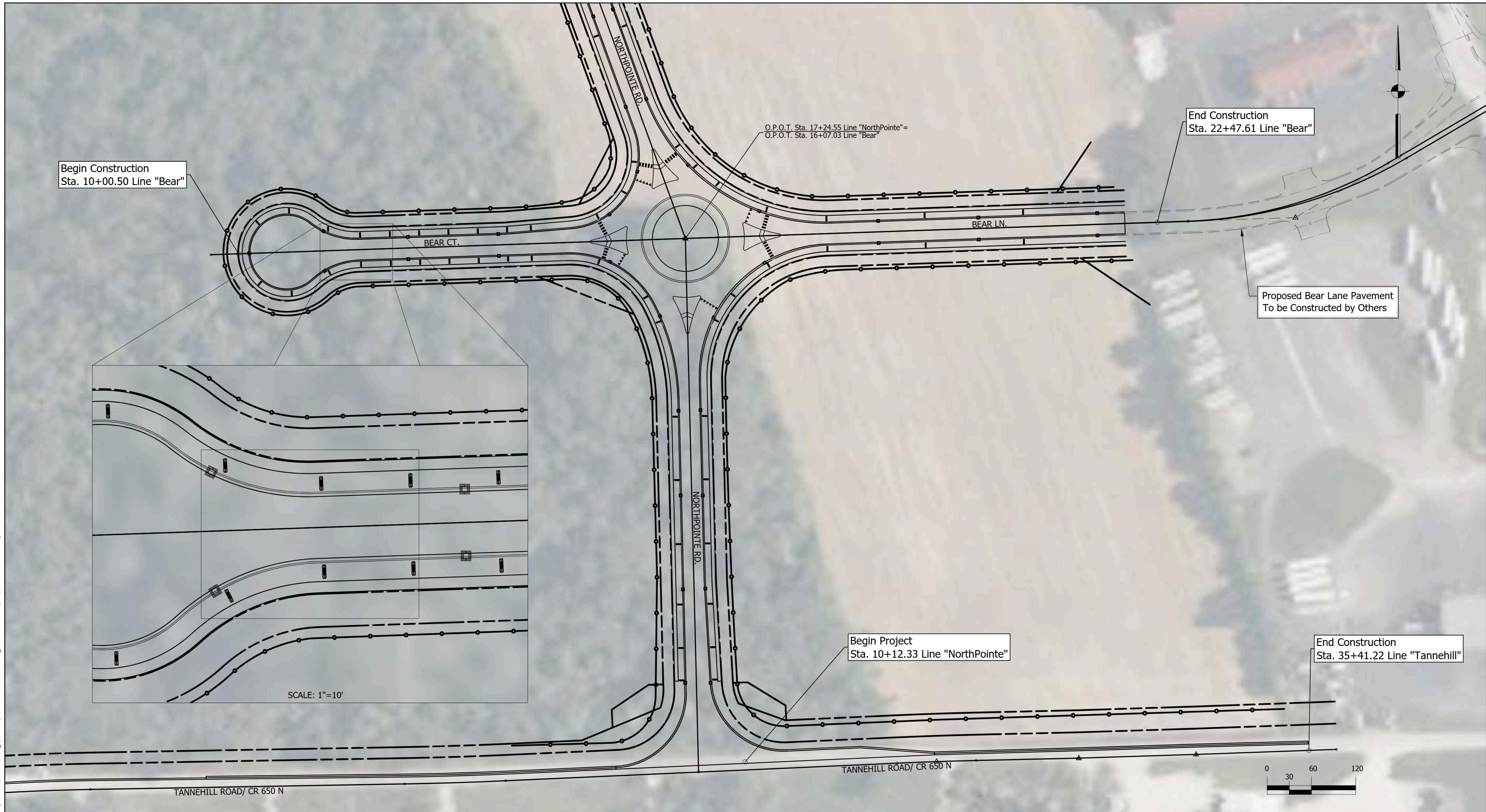
RECOMMENDED FOR APPROVAL _____	
DESIGNED: JAF	DRAWN: JAF
CHECKED: CCR	CHECKED: CCR

NORTHPOINTE MAJOR SUBDIVISION
PRELIMINARY PLAT

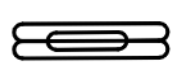
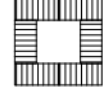
EROSION CONTROL
NORTH

HORIZONTAL SCALE 1"=60'	BRIDGE FILE -
VERTICAL SCALE N/A	DESIGNATION -
SHEETS	
12	of 14
CONTRACT -	

File Name: P:\RD\C3D\26-402 Force Holdings Development\Road\Drawings\Plans\Erosion Control.dwg Plot Date: 3/26/2026 Plotted By: Jake Ferrill



EROSION CONTROL LEGEND

- Perimeter Protection  Traversable Check Dam  Inlet Protection



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RECOMMENDED FOR APPROVAL _____	
DESIGNED: JAF	DRAWN: JAF
CHECKED: CCR	CHECKED: CCR

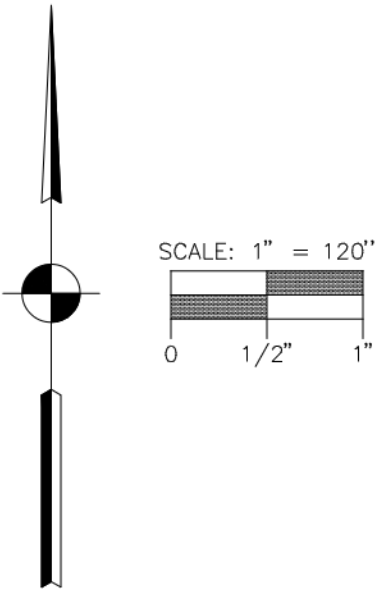
NORTHPOINTE MAJOR SUBDIVISION PRELIMINARY PLAT	
EROSION CONTROL SOUTH	

HORIZONTAL SCALE 1"=60'	BRIDGE FILE -
VERTICAL SCALE N/A	DESIGNATION -
SHEETS 13 of 14	
CONTRACT -	

File Name: P:\WWW\C3D\26-402-01 Northpointe Development\Drawings\Northpointe Preliminary\WWW resubmittal 03262026.dwg Plot Date: 3/26/2026 Plotted By: Scott Siple



- NOTES:
- 1) ALL SANITARY SEWER SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH 327 IAC 3 AND DRIFTWOOD UTILITIES REQUIREMENTS.
 - 2) ALL WATERMAIN SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH 327 IAC 8 AND EASTERN BARTHOLOMEW WATER COMPANY REQUIREMENTS.
 - 3) FIRE HYDRANTS WILL BE LOCATED THROUGHOUT THE PROPOSED DEVELOPMENT AT INTERVALS NOT TO EXCEED 500 LINEAR FEET.



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RECOMMENDED
FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: SMS DRAWN: SMS
CHECKED: PDG CHECKED: PDG

**NORTHPOINTE MAJOR SUBDIVISION
PRELIMINARY PLAT**

**WATER AND SANITARY
SEWER LAYOUT**

HORIZONTAL SCALE	BRIDGE FILE
1"=120'	N/A
VERTICAL SCALE	DESIGNATION
N/A	N/A
SHEETS	
14	of 14
CONTRACT	
N/A	