



Know what's below. Call 811 before you dig or visit us at www.kansasonecall.com

"Kansas One-Call" is the Underground Utility Notification center for the State of Kansas. Through this facility, you can notify operators of underground facilities of proposed excavations to request that the underground facilities be marked before you dig.

Kansas Statute annotated #66-1801 through #66-1815 requires anyone who engages in any type of excavation to provide advance notice of at least two full working days, but not more than 15 calendar days, excluding weekends and holidays.

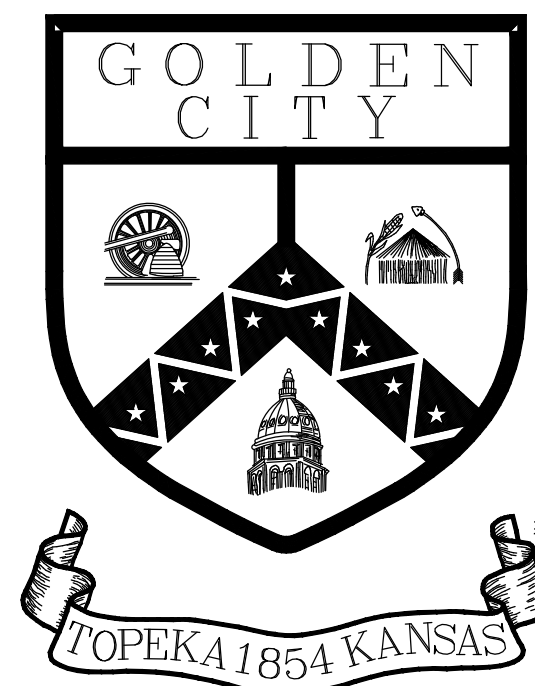
The person who is doing the work is responsible for calling Kansas One-Call. If the owner contracts with a professional excavator to do the excavation, then the professional excavator is responsible for calling Kansas One-Call.

The service provided by Kansas One-Call to excavators is free of charge.

Call 785-368-3111 for emergencies with City of Topeka utilities.

STREET IMPROVEMENT PROJECT 841098.08 STORM SEWER IMPROVEMENT PROJECT 501125.01

Southwest Moundview Drive Southwest 21st Street to Southwest 19th Street



INDEX TO SHEETS

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UTILITY OWNER CONTACTS

Cable TV

Cox Communications
931 SW Henderson Rd.
Topeka, KS 66615
Dean Cape
(785)320-0308(cell)
dean.cape2@cox.com

Electric

Evergy
PO Box 889
4001 NW 14th St.
Topeka, KS 66603
Jenny Rohr
(785)580-2123
jennifer.rohr@evergy.com

Fiber Optic - City of Topeka

City of Topeka, Info. Tech.
620 SE Madison St., 3rd Floor
Topeka, KS 66603
Wesley L. White
(785)338-2633
wlwhite@topeka.org

Fiber Optic - LUMEN

LUMEN
711 E. 19th St.
Kansas City, MO 64108
Rick Redel (816)518-2804
richard.redel@lumen.com
Relocations: relocations@lumen.com

Fiber Optic - USD 501

USD 501, Info. Tech.
1900 SW Hope St.
Topeka, KS 66604
Joergen Laigaard
(785)438-4750
jlaigaard@tps501.org

Fiber Optic - KsFiberNet

Kansas Fiber Network LLC
10875 Benson, Suite 250
Overland Park, KS 66210
Brad Burger
(913)213-2937
bburger@ksfiber.net

Gas

Kansas Gas Service
PO Box 3538
200 E 1st St.
Topeka, KS 66601
Anna Frizell
(785)431-4251
(785)438-7017 (cell)
anna.frizell@onegas.com
For Gas Leaks 1-888-482-4950
911 must also be called immediately

Telephone

AT&T Corp.
220 SE 6th St., Rm 236
Topeka, KS 66603
Ezra Brown
(785)596-9905
eb409q@att.com

Traffic Signal

City of Topeka, Traffic Ops.
927 NW Harrison St.
Topeka, KS 66612
Duane Morris
(785)368-3913
cmorris@topeka.org

Fiber Optic - AT&T Transmission

AT&T Services, Inc.
1425 Oak Street
Kansas City, MO 64016
Lenny Vohs
(770)335-8244
lv2121@att.com

Fiber Optic - Giant Communications

Giant Communications
515 S Kansas Ave. Suite 210
Topeka, KS 66603
Lance Lyman
(785)362-3312
lancelyman@giantcomm.net

Telephone/Fiber Optics

Verizon/MCI
Jeffrey Wiard
(620)242-6647
Jeffrey.Wiard@verizonwireless.com

Sanitary/Storm Sewer

City of Topeka, WPC Div.
1115 NE Poplar St.
Topeka, KS 66616
Darrin A. Coffland
(785)368-2467
dcoffland@topeka.org

Water

City of Topeka, Water Dist.
3245 NW Waterworks Dr.
Topeka, KS 66606
Duncan Theuri
(785)368-0152
dtheuri@topeka.org



LOCATION MAP

LEGEND

Overhead Telephone Line	-----DHT-----	Section Corner	-----△-----
Underground Telephone Line	-----UT-----	Control Point	-----◆-----
Overhead Cable	-----DHCTV-----	Property Pin	-----●-----
Underground Cable	-----UCTV-----	Power Pole	-----■-----
Overhead Electric Line	-----DHE-----	Telephone Pole	-----⊕-----
Underground Electric Line	-----UE-----	Street Light	-----☀-----
Water Line	-----W-----	Guy Pole	-----□-----
Gas Line	-----G-----	Guy Wire	-----→-----
Sanitary Sewer	-----SS-----SS-----	Fire Hydrant	-----⊕-----
Storm Sewer	-----STM-----STM-----	Water Meter	-----⊕-----
Fiber Optic Line	-----FO-----	Water Valve	-----⊕-----
Centerline	-----CL-----	Gas Meter	-----⊕-----
Right-of-Way Line	-----ROW-----	Gas Valve	-----⊕-----
Property Line	-----PL-----	Mail Box	-----⊕-----
Lot Line	-----LL-----	Existing Storm Inlet	-----⊕-----
Chain link Fence	-----CLF-----	Existing Manhole	-----⊕-----
Wood Fence	-----WF-----	Existing Traffic Manhole	-----⊕-----
Wire Fence	-----XF-----	Sign	-----⊕-----
RailRoad Tracks	-----RT-----	Tree	-----☁-----
		Stump	-----⊕-----
		Shrub	-----✱-----



Dec 19, 2025



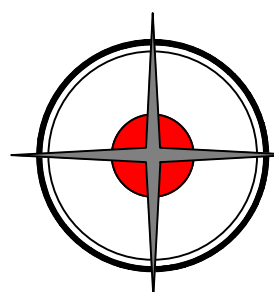
CITY OF TOPEKA, KANSAS

DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION

RELEASED FOR CONSTRUCTION	
Mark Schreiner	1/6/2026
CITY ENGINEER	DATE
ATTEST:	
Brenda Younger	1/12/2026
CITY CLERK	DATE
REVIEWED BY	
Jachary Paul Stover	1/7/2026
UTILITIES	DATE

GENERAL NOTE:

All construction methods and materials used in the construction of the improvements covered by these plans shall be in accordance with the Standard Technical Specifications and current revisions on file in the Office of the City Engineer, City of Topeka, Kansas



DRIGGS DESIGN GROUP, PA

Surveying Engineering Planning

MANHATTAN - HAYS - EMPORIA - TOPEKA - GOODLAND

TITLE SHEET LOCATION MAP

DATE: 9/5/2025

SHEET: 1 of 35

PROJ.: 841098.08
501125.01

PROJECT GENERAL NOTES

1. Utility service lines, poles, valve boxes, meter et cetera are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the contractor. Existing utilities and their location, as shown on the plans, represent the best information, obtained for design. Location information has been obtained by various utility companies and is either from company records and drawings or company field locations. The plan locations are not guaranteed. Additional existing utilities may be encountered. The contractor will be required to work around existing utilities with the right-of-way, which do not conflict with proposed construction. Three (3) working days prior to construction of each phase of the project, the contractor will be required to field verify the location and elevation of existing utilities. Any discrepancies shall be immediately brought to the attention of the engineer. No property shall be left without any utility overnight.
2. Any water meters along the project that require adjustment or relocation will be done by the contractor and shall be subsidiary to other items in the contract.
3. A full depth saw cut of the existing total pavement thickness shall be provided at locations where proposed construction abuts an existing surface course or pavement for which partial removal of that surface or pavement is required. Removal limits shown within three (3) feet of existing joints shall extend to the existing joint. Such saw cuts will not be paid for directly and his cost shall be considered as subsidiary to the removal of the surface or pavement.
4. Rubble for the removal of miscellaneous structure and excess excavation and pavement removal, which is to be wasted and excavation to be wasted shall be disposed of on sites to be provided by the contractor. These sites shall be approved by the engineer as to suitability, appearance, and site locations. Locations that, in the opinion of the engineer, will leave an unsightly appearance will not be permitted.
5. All disposal sites must be approved by the Kansas Department of Health and Environment. Materials either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agricultural permit. Any materials dumped in waters of the United States or wetlands is subject to U.S. Corps of Engineers permitting regulations.
6. Any material buried or stockpiled beyond the approved construction limits would require additional archeological investigations unless buried in a previously approved borrow location.
7. The contractor shall be responsible for preserving property monuments. The contractor shall be required to re-establish any property monuments which are damaged or destroyed by their construction operations. Such monuments shall be re-established by a licensed land surveyor in accordance with state laws. No separate measurement or payment will be made for this work as it shall be considered subsidiary to other items in the contract.
8. All locations where drainage flows away for the curb and gutter, the contractor shall construct an inverted gutter cross slope.
9. Sidewalks, landscaping & irrigation are for information only. Conduit for these items are part of the contract.
10. Contractor shall field verify all plan tie-in points and elevations. Contractor shall notify the engineer of any discrepancies.
11. Storm sewers shall be left in place and filled with flowable fill. Payment for this work and all materials will be made under the "Flowable Fill" bid item. The "Flowable fill" bid item contains 21 cubic yards for pipe filled in place and 45 cubic yards for backfill of trench under proposed pavement.
12. The "Removal of Existing Structures" bid item includes removal of 3 manholes, 2 crossing pipes, 2 inlets and 2 inlet lids.

CITY OF TOPEKA GENERAL NOTE:

1. All construction methods and materials used in the construction of the improvements covered by these plans shall be in accordance with the Standard Technical Specifications and addendum's to the (STS) on file in the office of the City Engineer, City of Topeka, Kansas.

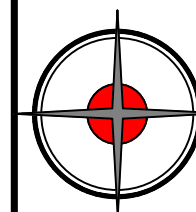
TRAFFIC CONTROL:

1. Access to all Driveways should be maintained and local traffic should be maintained through the project area as practical unless otherwise indicated in Contract documents. During reconstruction of individual driveways, construction shall be done $\frac{1}{2}$ at a time, with half closure for a maximum of 48 hours.

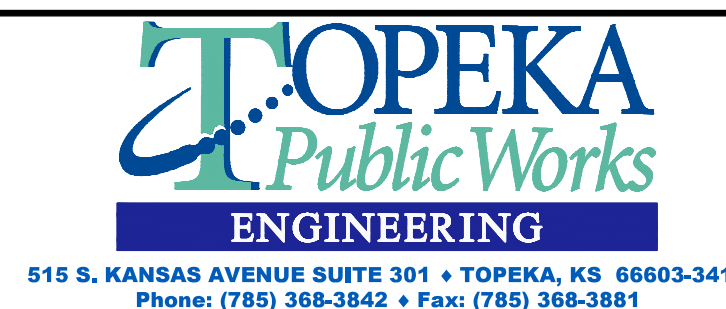
PROJECT CONTROL				
Control Point	Description	Northing	Easting	Elevation
1	Cut box with crows foot on top back of curb 6'± West Southwest of smoke shop sign	574720.11	11363923.10	962.39
2	1/2"x24" rebar with pink plastic cap "CP DDG CLS 303"	575028.77	11363875.31	966.52
3	1/2"x24" rebar with pink plastic cap "CP DDG CLS 303"	575404.78	11363929.27	968.73
4	1/2"x24" rebar with pink plastic cap "CP DDG CLS 303"	575713.09	11363887.70	970.04
5	1/2"x24" rebar with pink plastic cap "CP DDG CLS 303"	575919.89	11363938.02	971.09
6	Cut "+" in concrete storm manhole apron 1.5'± South of storm manhole	575980.33	11363911.27	970.93

NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/19/2025



DRIGGS DESIGN GROUP, PA
 Surveying Engineering Planning
 MANHATTAN - HAYS - EMPORIA - TOPEKA - GOODLAND



MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

GENERAL NOTES

DATE: 12/19/2025
 SHEET: 2 of 35
 PROJ.: 841098.08
501125.01

**MOUNDVIEW DRIVE STREET IMPROVEMENTS - 21ST STREET TO 19TH STREET
PROJECT NO. T-841098.08 SUMMARY OF QUANTITIES**

BASE BID ROAD QUANTITIES - CITY OF TOPEKA			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
1	MOBILIZATION	1	LS
2	CONTRACTOR CONSTRUCTION STAKING	1	LS
3	REMOVAL OF LARGE TREE	3	EA
4	TRAFFIC CONTROL	1	LS
5	PAVEMENT REMOVAL	2673	SY
6	AGGREGATE BASE - AB-3 (6")	2673	SY
7	6" CONCRETE DRIVEWAY	1302	SF
8	COMBINED CURB AND GUTTER TYPE 2	2100	LF
9	INLET PROTECTION (CURB)	7	EA
10	SEEDING, FERTILIZING, AND MULCHING	0.5	ACRES

**MOUNDVIEW DRIVE STREET IMPROVEMENTS - 21ST STREET TO 19TH STREET
PROJECT NO. T-841098.08 SUMMARY OF QUANTITIES**

ALTERNATE #1 - CITY OF TOPEKA			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
20	UNCLASSIFIED EXCAVATION	800	CY
21	6" REINFORCED CONCRETE PAVEMENT	2673	SY

**MOUNDVIEW DRIVE STREET IMPROVEMENTS - 21ST STREET TO 19TH STREET
PROJECT NO. T-841098.08 SUMMARY OF QUANTITIES**

ALTERNATE #2 - CITY OF TOPEKA			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
22	UNCLASSIFIED EXCAVATION	1020	CY
23	8" ASPHALTIC CONCRETE PAVEMENT	2673	SY

**MOUNDVIEW DRIVE STORM SEWER IMPROVEMENTS - 21ST STREET TO 19TH
STREET PROJECT NO. T-501125.01 SUMMARY OF QUANTITIES**

BASE BID STORM SEWER QUANTITIES - CITY OF TOPEKA			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
11	REMOVAL OF EXISTING STRUCTURES	1	LS
12	FLOWABLE FILL*	66	CY
13	TYPE I-P CURB INLET (6'X4')	2	EA
14	TYPE I-P CURB INLET TOP (6'X4')	2	EA
15	CONNECTION TO EXISTING STRUCTURES	3	EA
16	15" STORM SEWER (RCP), CLASS 2	56	LF
17	18" STORM SEWER (PPP)	453	LF
18	6" CONCRETE DRIVEWAY	897	SF
19	CRUSHED ROCK SURFACING	4.5	TON

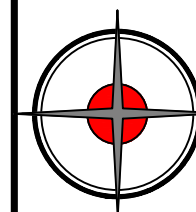
**MOUNDVIEW DRIVE STREET IMPROVEMENTS - 21ST STREET TO 19TH STREET
PROJECT NO. T-841098.08 SUMMARY OF QUANTITIES**

ALTERNATE #3 - CITY OF TOPEKA			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
24	COLD MILLING (2")	391	SY
25	2" ASPHALTIC CONCRETE OVERLAY	391	SY

*See General Note 11. Flowable Fill quantity is for information only.

NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/19/2025



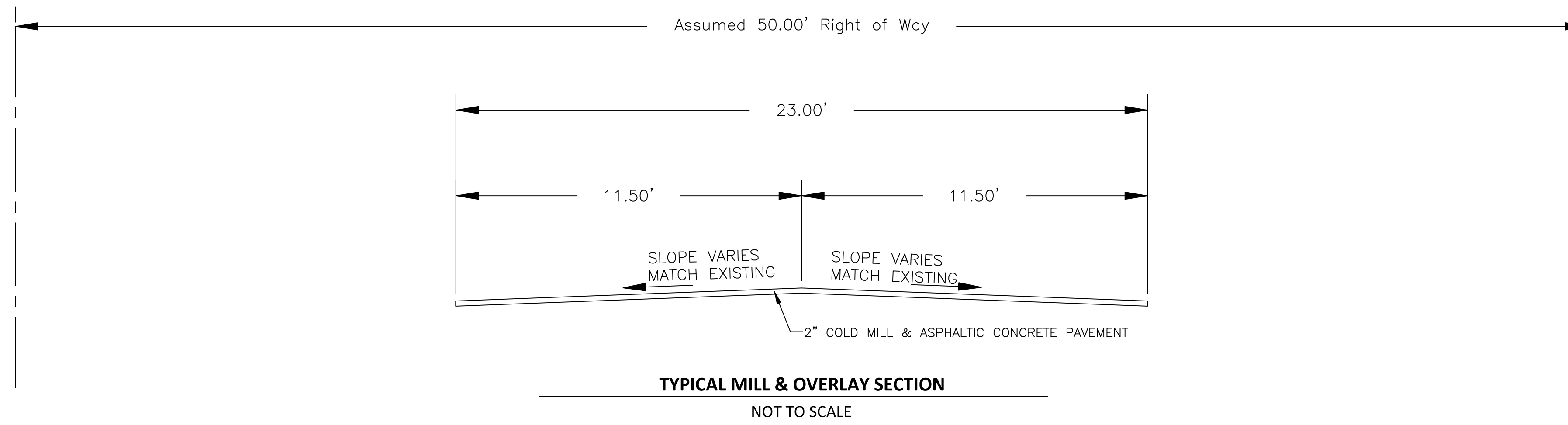
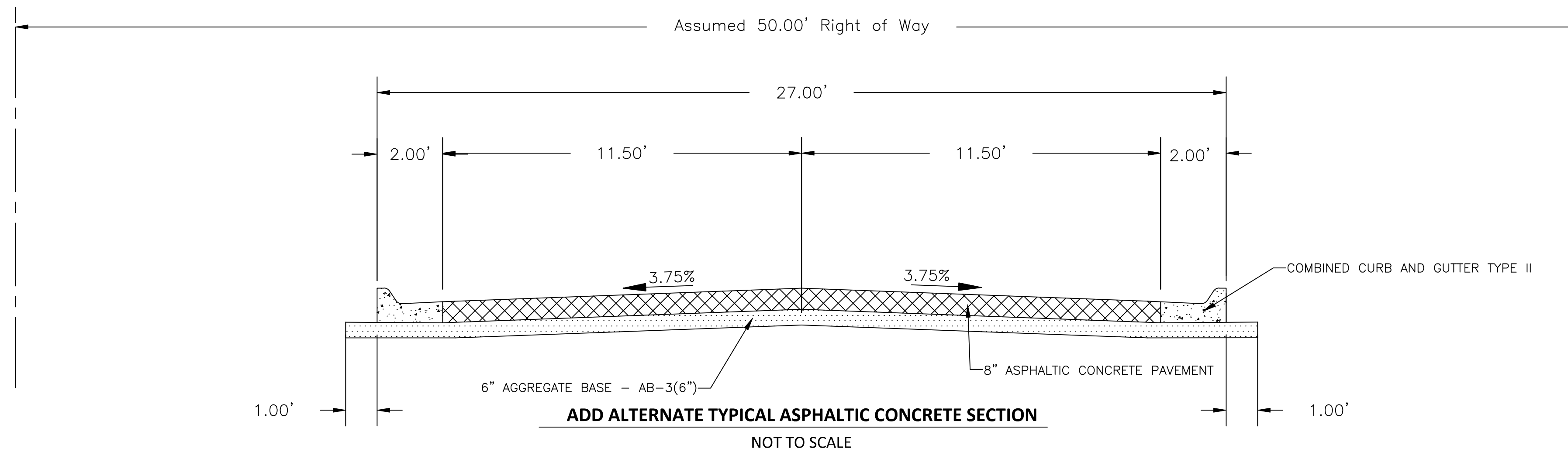
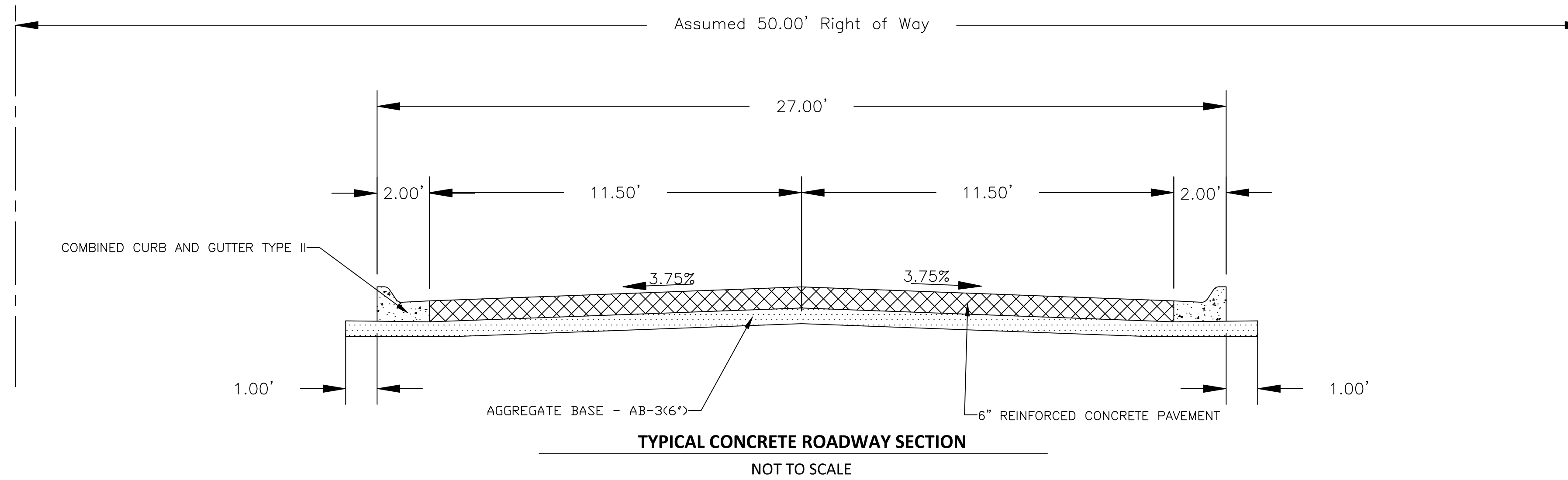
DRIGGS DESIGN GROUP, PA
 Surveying Engineering Planning
 MANHATTAN - HAYS - EMPORIA - TOPEKA - GOODLAND



**MOUNDVIEW DRIVE STREET IMPROVEMENTS
841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
501125.01
FROM SW 21ST TO SW 19TH**

**SUMMARY OF
QUANTITIES**

DATE: 12/19/2025
 SHEET: 3 of 35
 PROJ.: 841098.08
501125.01



NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025

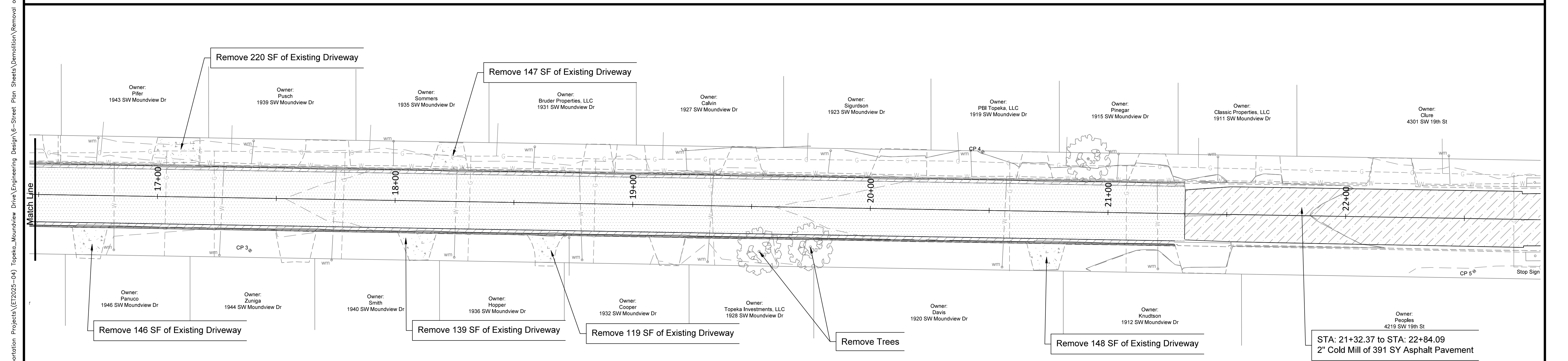
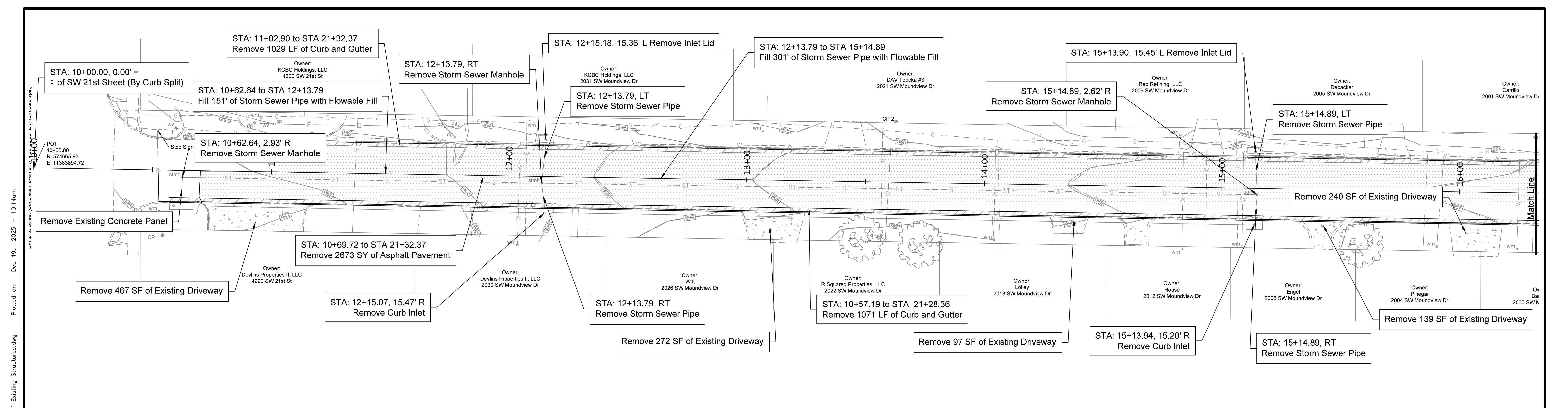
DRIGGS DESIGN GROUP, PA
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 MANHATTAN - HAYS - EMPORIA - TOPEKA - GOODLAND

TOPEKA
 Public Works
 ENGINEERING
 515 S. KANSAS AVENUE SUITE 301 • TOPEKA, KS 66603-3417
 Phone: (785) 368-3842 • Fax: (785) 368-3881

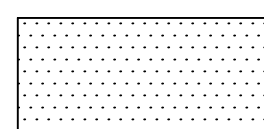
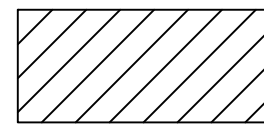

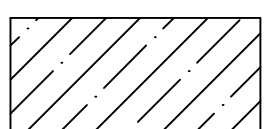
MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
 FROM SW 21ST TO SW 19TH

TYPICAL SECTIONS

DATE: 12/18/2025
 SHEET: 4 of 35
 PROJ.: 841098.08
501125.01



LEGEND

-  Existing 8" Concrete Pavement
-  Existing Curb & Gutter
-  Existing Driveway
-  Existing Asphaltic Concrete Pavement

NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025



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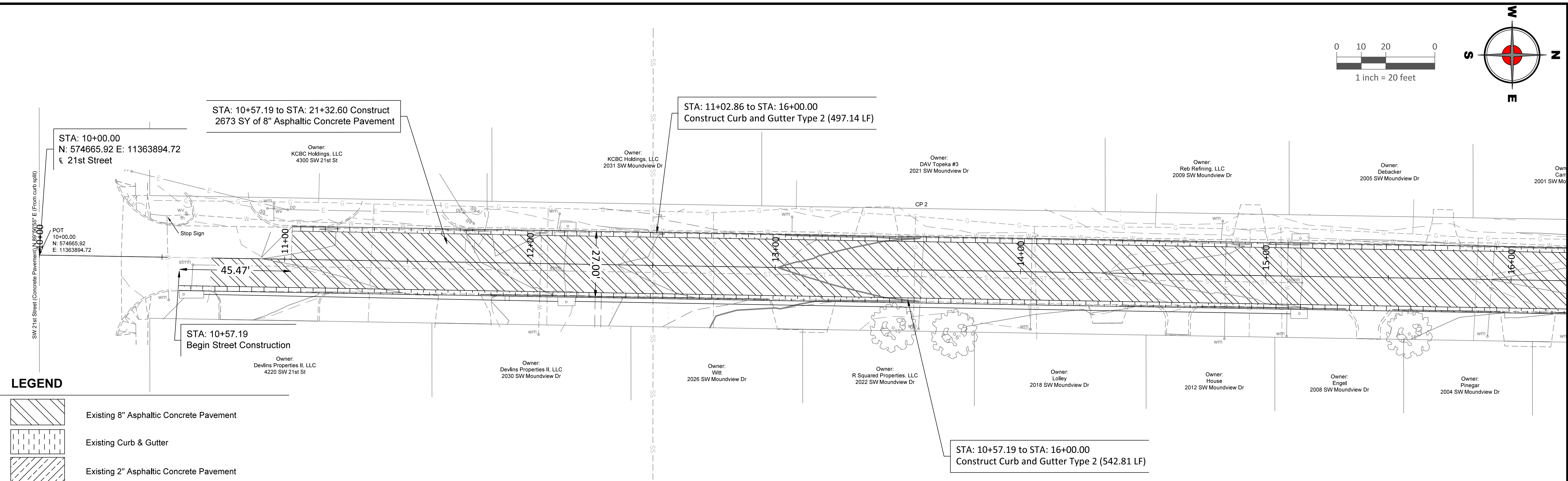
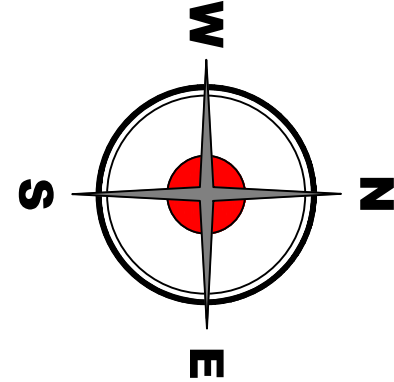
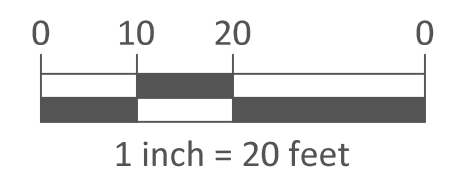


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 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

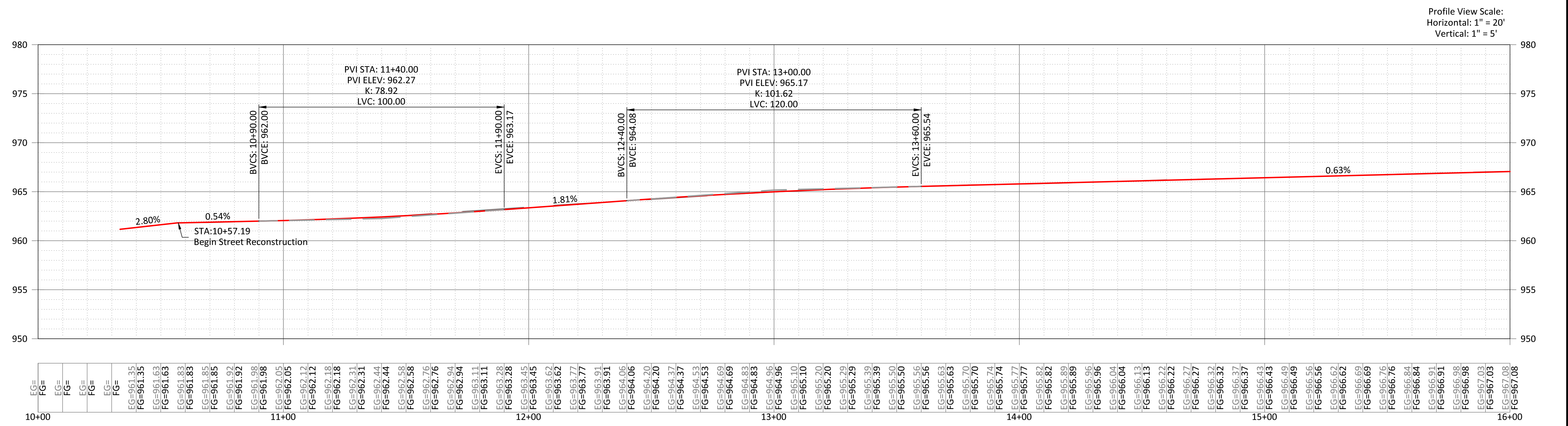
REMOVAL OF EXISTING STRUCTURES
STA 10+00 TO STA 22+84.09

DATE: 12/18/2025
 SHEET: 5_of_35
 PROJ.: 841098.08
501125.01



LEGEND

	Existing 8" Asphaltic Concrete Pavement
	Existing Curb & Gutter
	Existing 2" Asphaltic Concrete Pavement



NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/19/2025

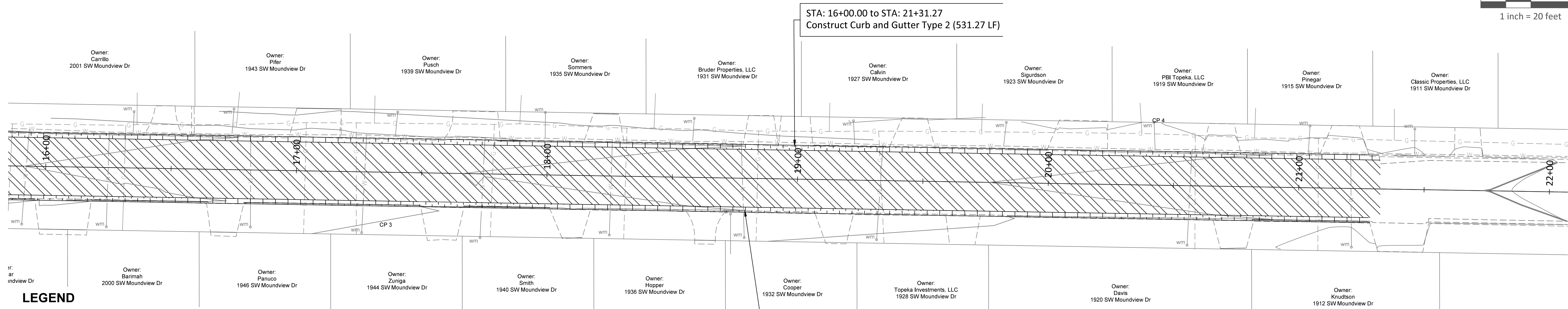
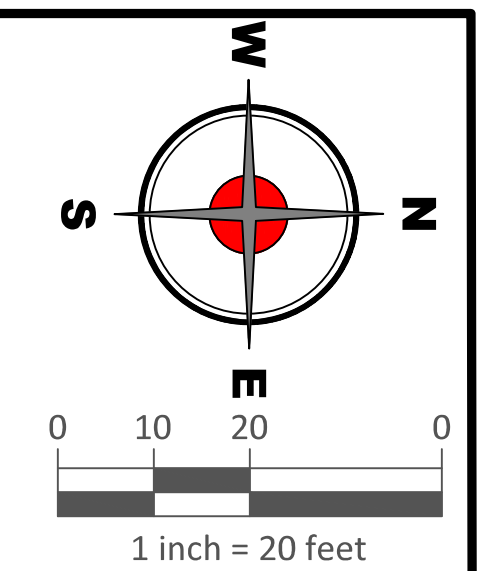
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 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

ROADWAY PLAN AND PROFILE
STA 10+00 TO STA 16+00

DATE: 12/19/2025
 SHEET: 6 of 35
 PROJ.: 841098.08
501125.01

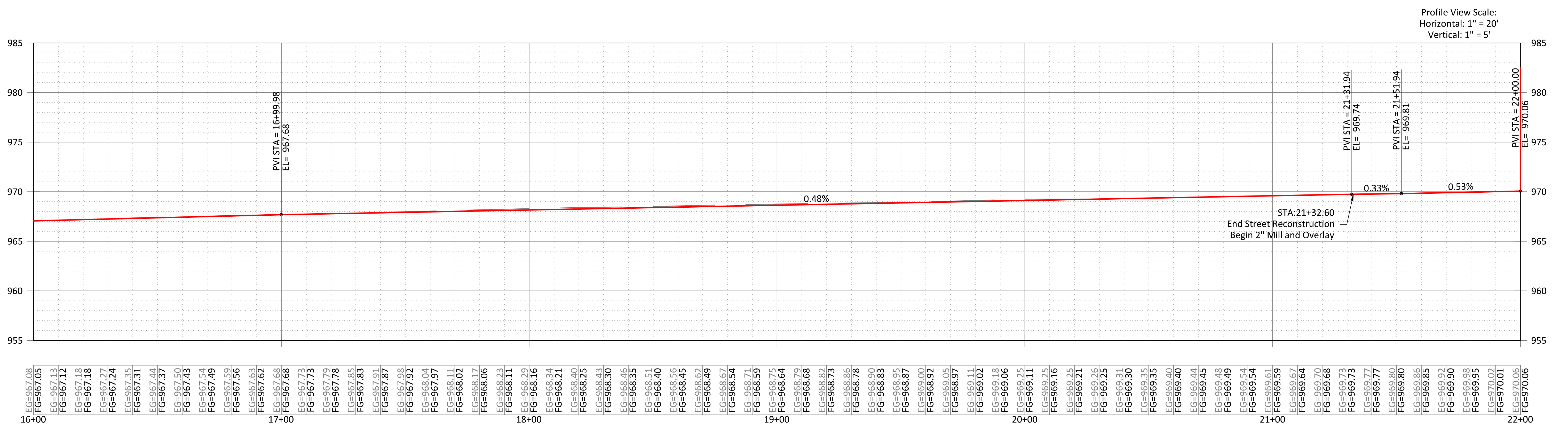


LEGEND

- Existing 8" Asphaltic Concrete Pavement
- Existing Curb & Gutter
- Existing 2" Asphaltic Concrete Pavement

STA: 16+00.00 to STA: 21+26.66
Construct Curb and Gutter Type 2 (526.66 LF)

STA: 16+00.00 to STA: 21+31.27
Construct Curb and Gutter Type 2 (531.27 LF)



NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/19/2025

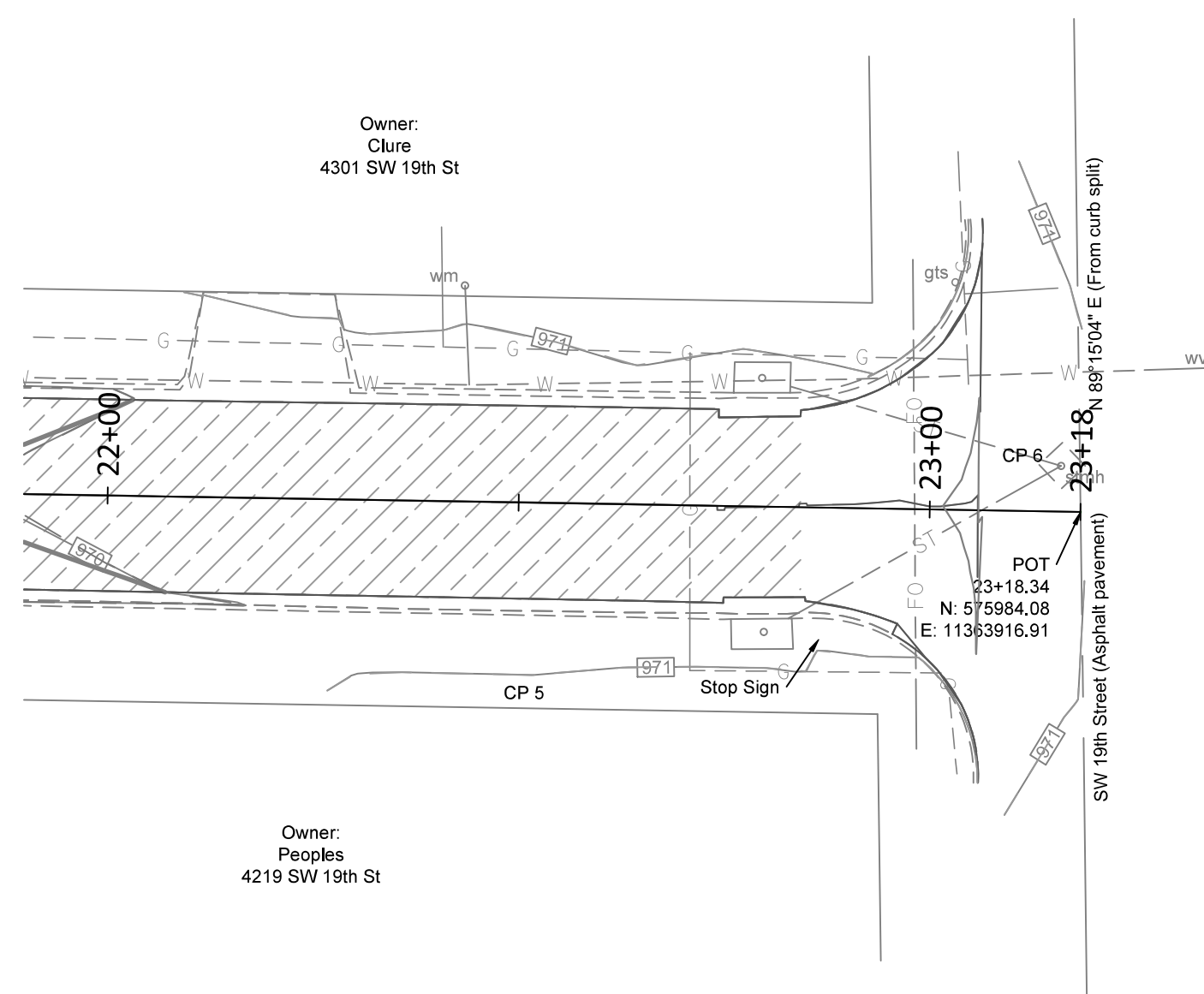
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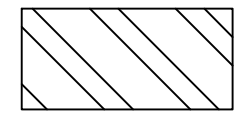
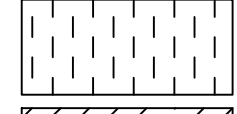

MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

ROADWAY PLAN AND PROFILE
STA 16+00 TO STA 22+00

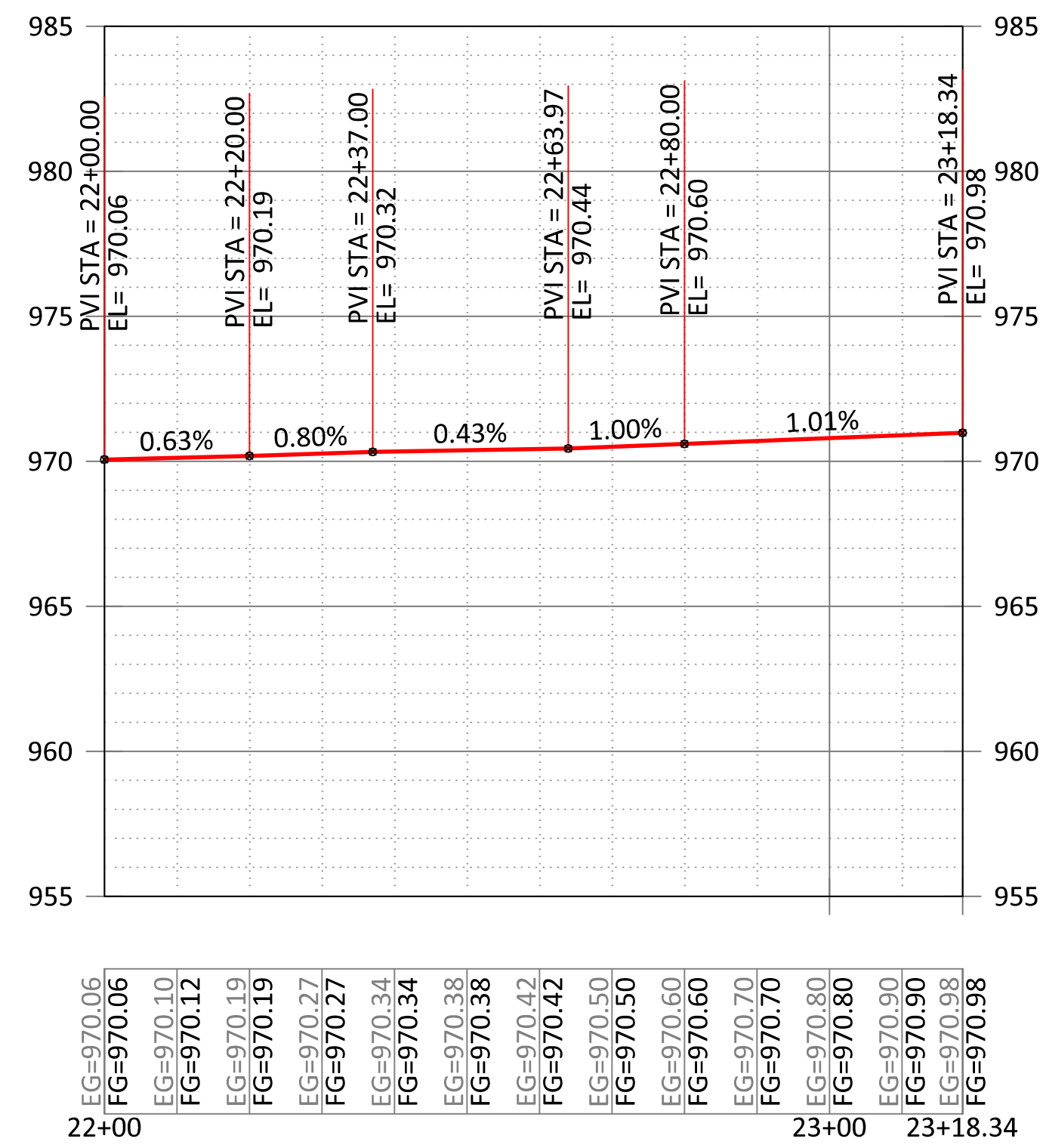
DATE: 12/19/2025
 SHEET: 7 of 35
 PROJ.: 841098.08
501125.01



LEGEND

-  Existing 8" Asphaltic Concrete Pavement
-  Existing Curb & Gutter
-  Existing 2" Asphaltic Concrete Pavement

Profile View Scale:
Horizontal: 1" = 20'
Vertical: 1" = 5'



NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/19/2025



DRIGGS DESIGN GROUP, PA
 Surveying Engineering Planning
 MANHATTAN - HAYS - EMPORIA - TOPEKA - GOODLAND

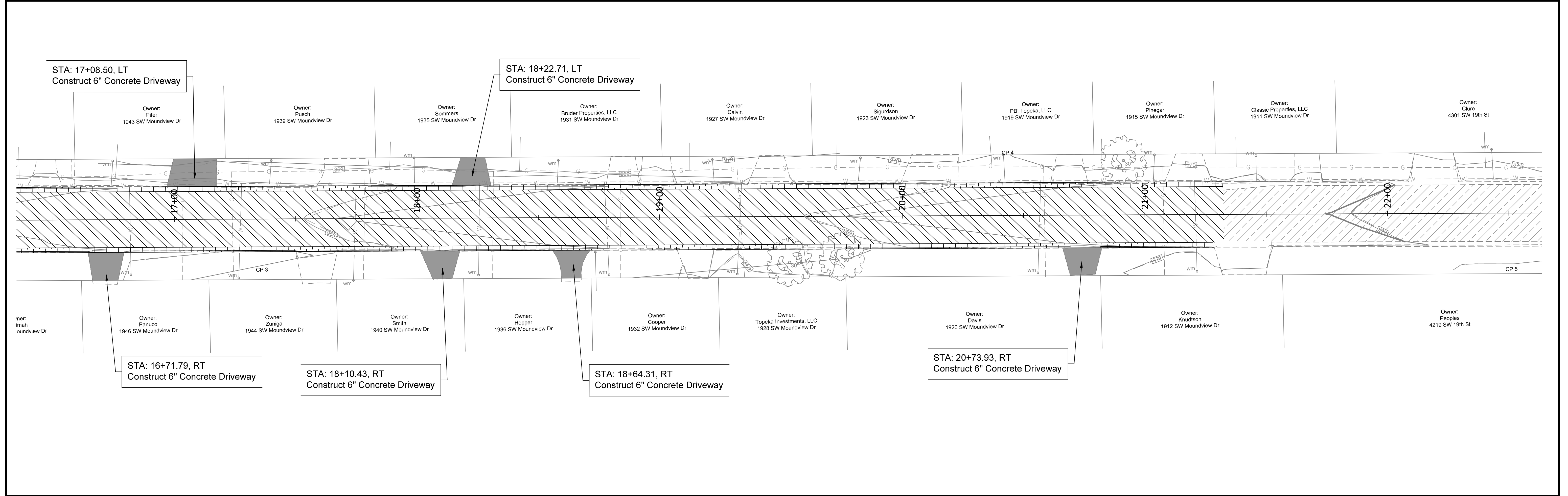
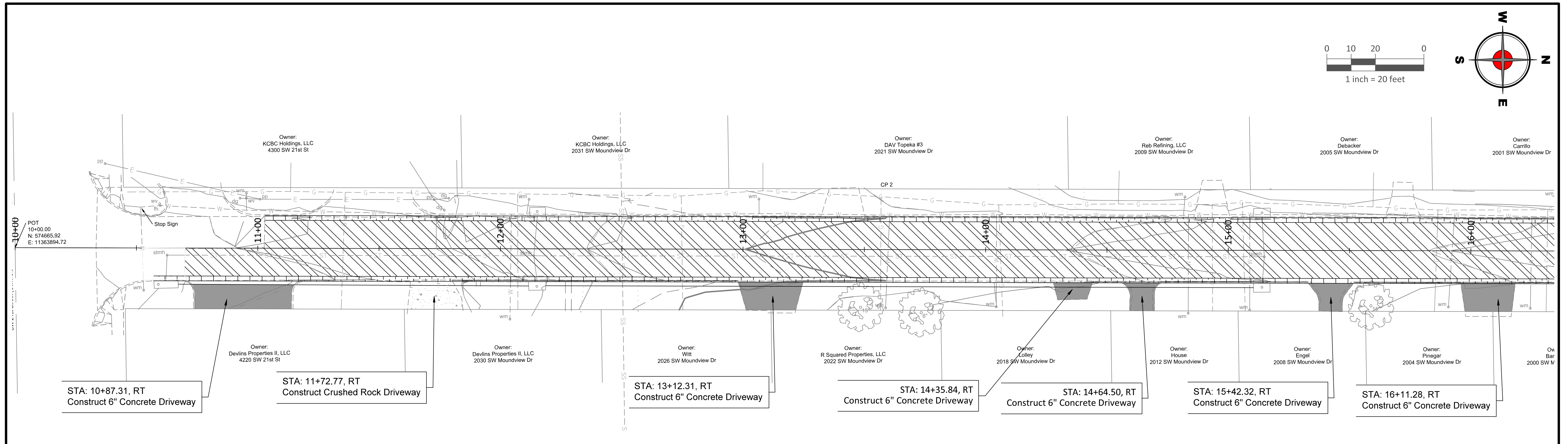
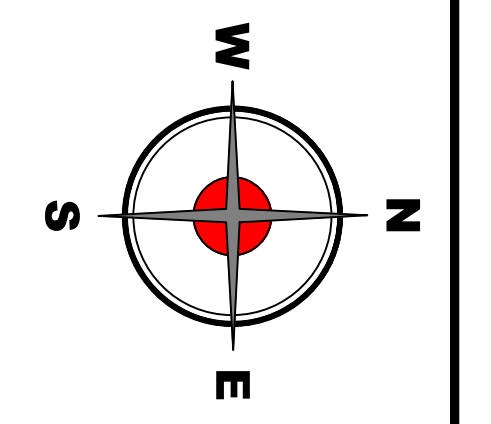
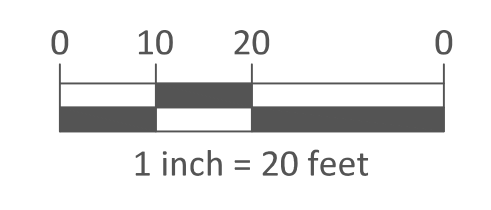


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MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

ROADWAY PLAN AND PROFILE
STA 22+00 TO STA 23+18.34

DATE: 12/19/2025
 SHEET: 8 of 35
 PROJ.: 841098.08
501125.01



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 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/19/2025

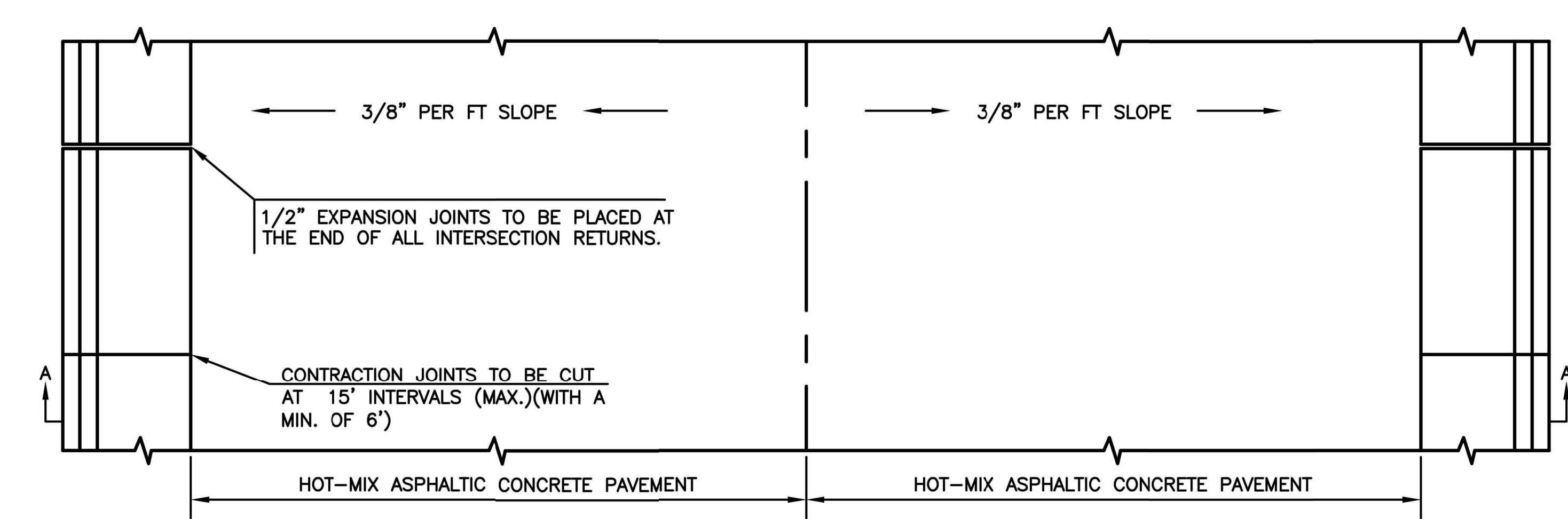
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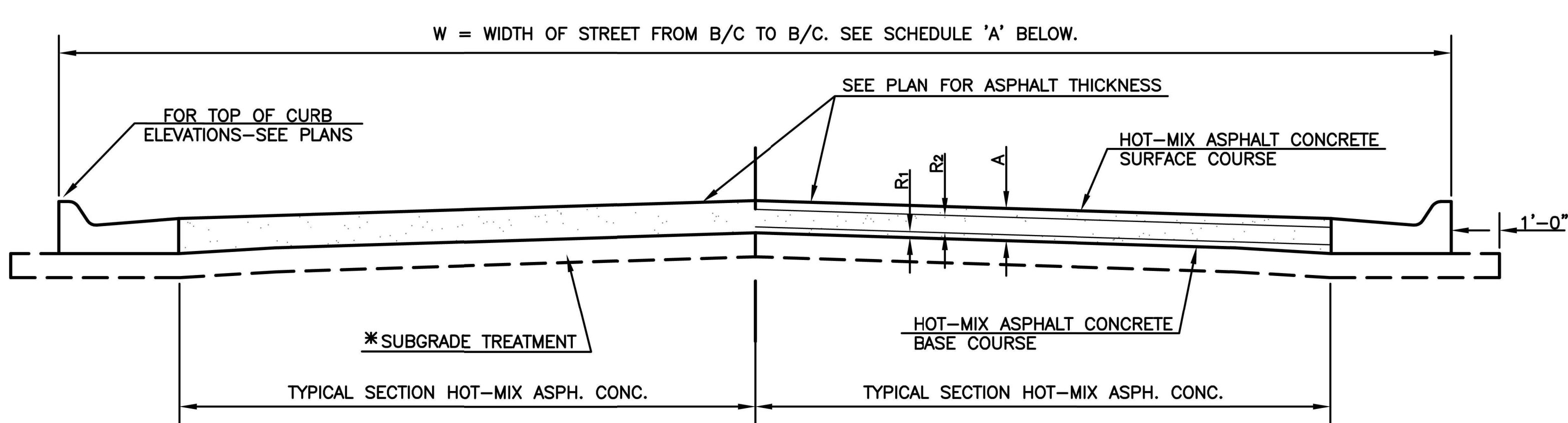
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FROM SW 21ST TO SW 19TH

ROADWAY PLAN AND PROFILE
STA 10+00 TO STA 22+50
DRIVEWAYS

DATE: 12/19/2025
 SHEET: 9 of 35
 PROJ.: 841098.08
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PLAN

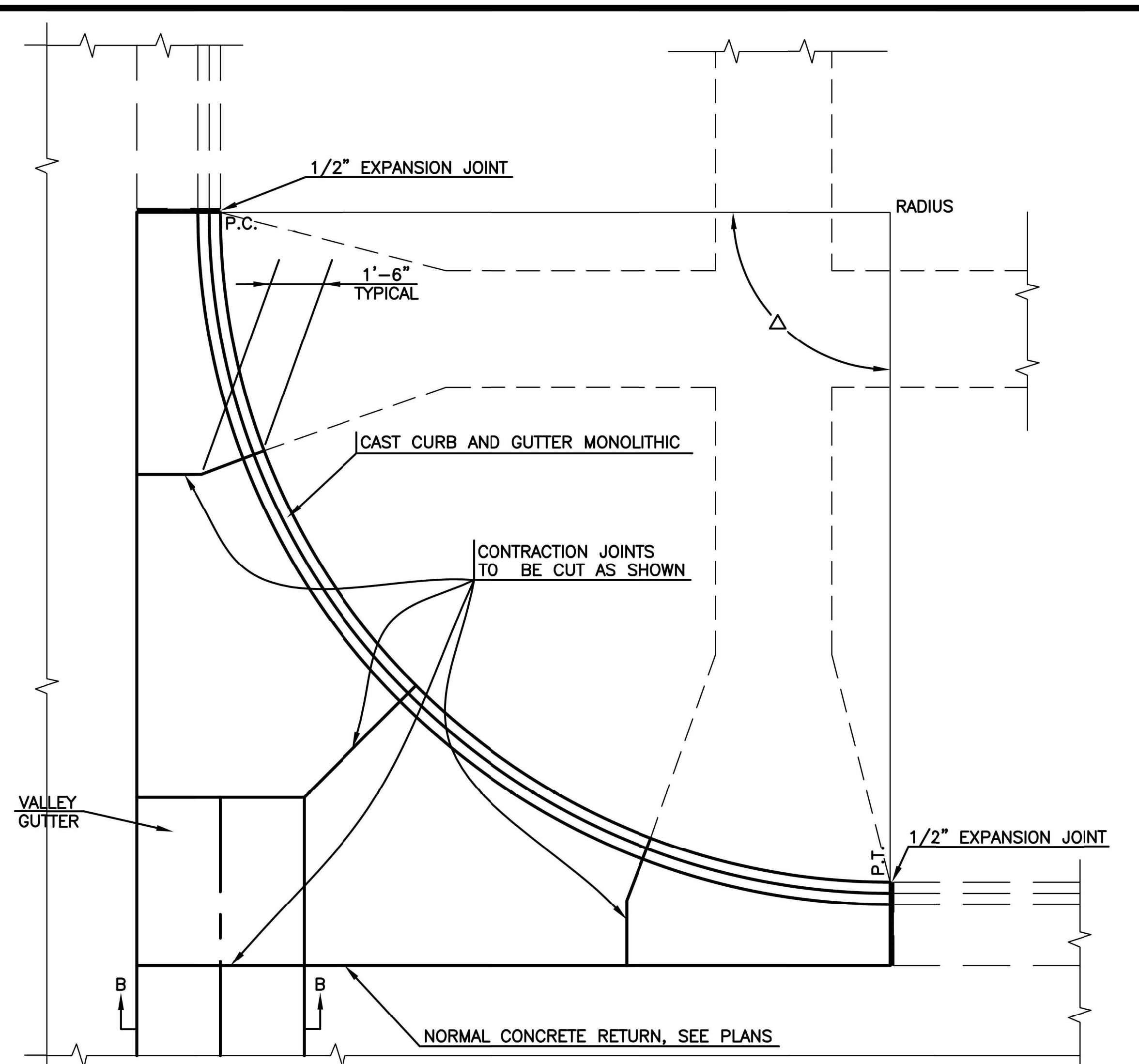


TYPICAL SECTION HOT-MIX ASPH. CONC. PAVE SECTION A-A

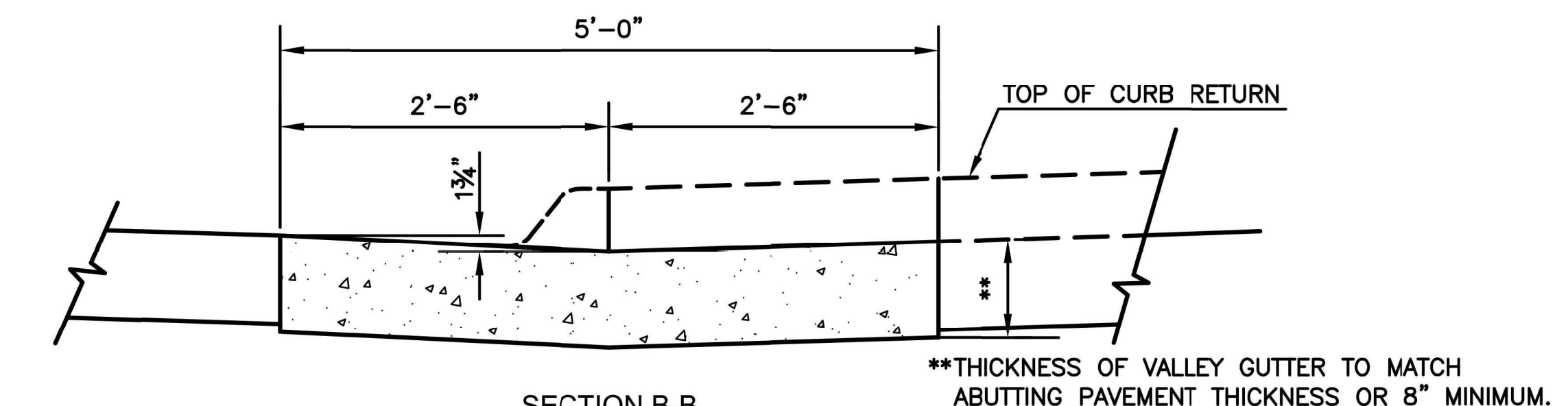
PAVEMENT DETAILS

*SUBGRADE TREATMENT PER GEOTECHNICAL REPORT

SCHEDULE 'A'						
STREET	FROM	TO	W	R ₁	R ₂	A



TYPICAL JOINTING PLAN



VALLEY GUTTER DETAILS

- NOTES:
1. PAY LENGTH OF VALLEY GUTTER IS FROM P.C. TO P.C. ACROSS STREET INTERSECTION.
 2. PAY WIDTH OF VALLEY GUTTER IS 5'.
 3. PAY AREA OF VALLEY GUTTER IS PAY LENGTH X PAY WIDTH (SQ. YD.)
 4. PAY CURB AND GUTTER FROM P.C. TO P.T. AROUND RADIAL.
 5. NO ADDITIONAL PAYMENT FOR OTHER WORK AND MATERIALS REQUIRED TO COMPLETE RETURN AS DETAILED. SEE PLANS FOR TYPE OF RETURN TO BE CONSTRUCTED.
 6. SAND IS NOT AN APPROVED FILL OR SUBGRADE MATERIAL.
 7. WHERE VALLEY GUTTER ABUTS CONCRETE PAVEMENT, THE VALLEY GUTTER SECTION SHALL BE TIED TO THE CONCRETE PAVEMENT WITH 1/2" x 3'-0" DEFORMED TIE BARS AT 5'-0" CENTERS.
 8. WHERE VALLEY GUTTER IS CONSTRUCTED ADJACENT TO NEW ASPHALT PAVEMENT, THE CONTRACTOR MAY, AT THEIR OPTION, CONSTRUCT A CONTINUOUS ASPHALT PAVEMENT SECTION THROUGH THE VALLEY GUTTER AREA, FOLLOWED BY SAWCUTTING AND REMOVING THE ASPHALT STRIP FOR CONSTRUCTION OF THE VALLEY GUTTER SECTION. NO PAY ADJUSTMENT SHALL BE MADE FROM PLAN QUANTITIES FOR THE ADDITIONAL ASPHALT PAVEMENT THAT IS REMOVED. SAWCUTS SHALL BE FULL DEPTH. THE SUBGRADE MUST MEET COMPACTION REQUIREMENTS IN THE REMOVAL AREA PRIOR TO PLACEMENT OF THE VALLEY GUTTER.

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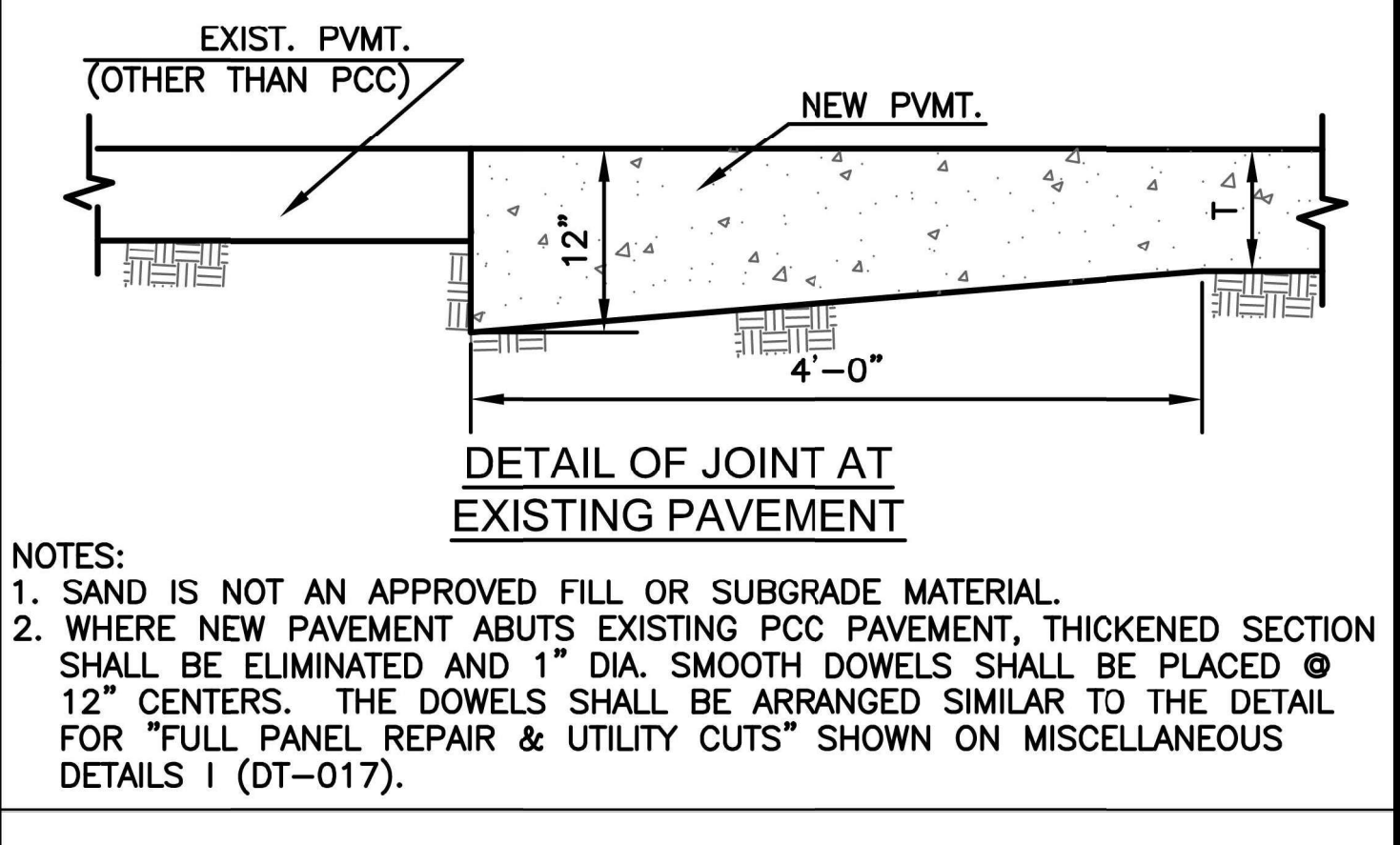
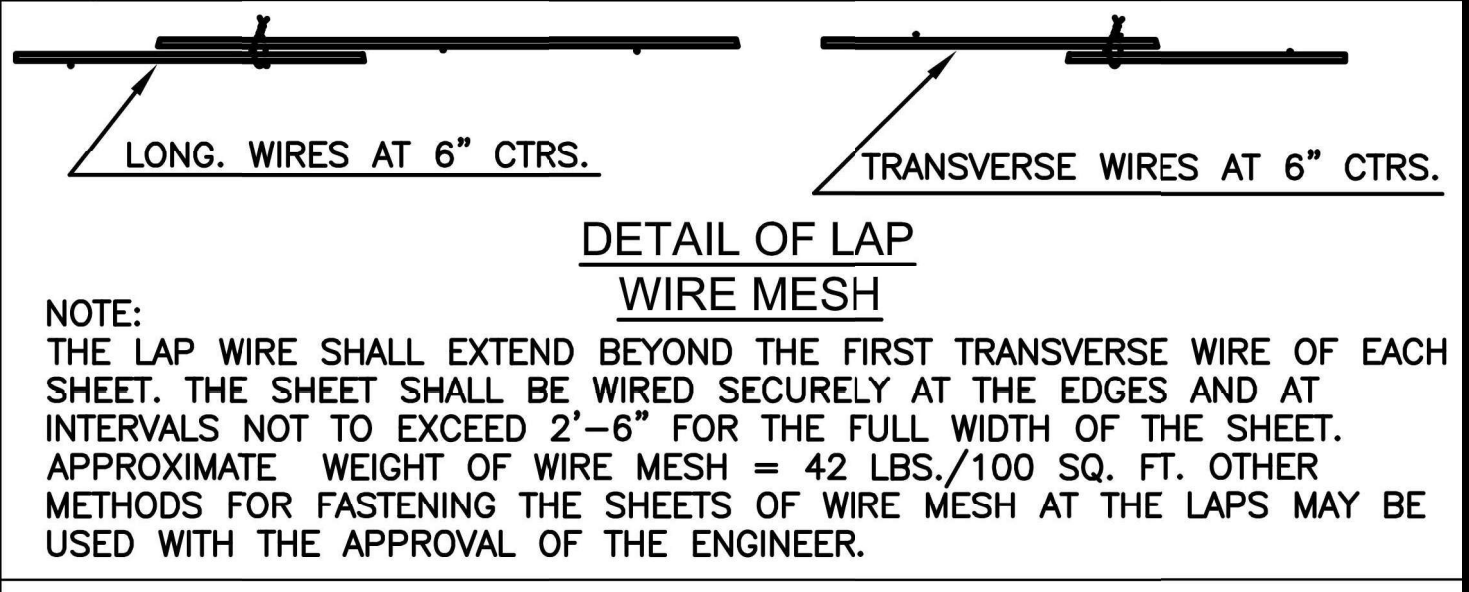
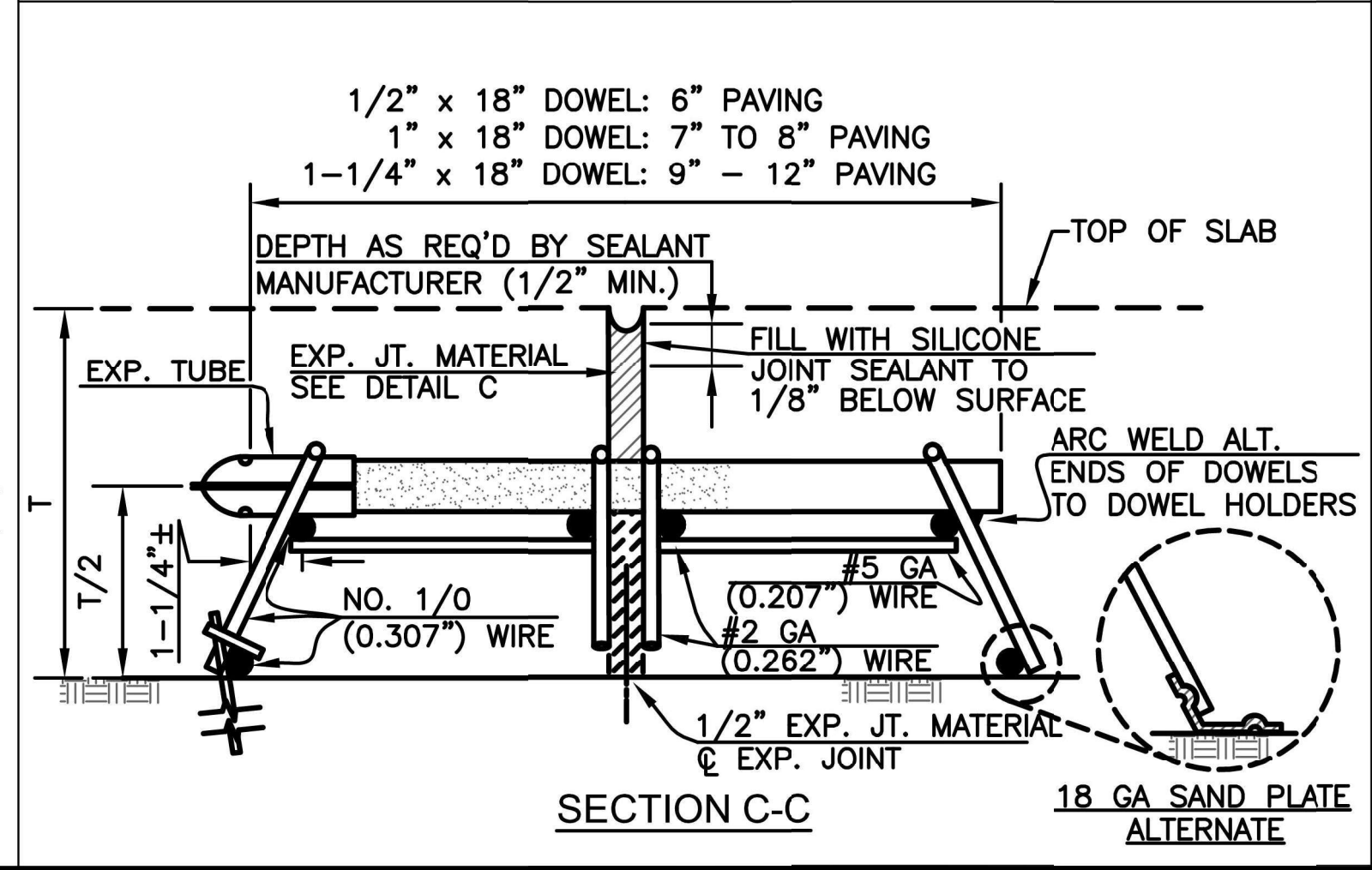
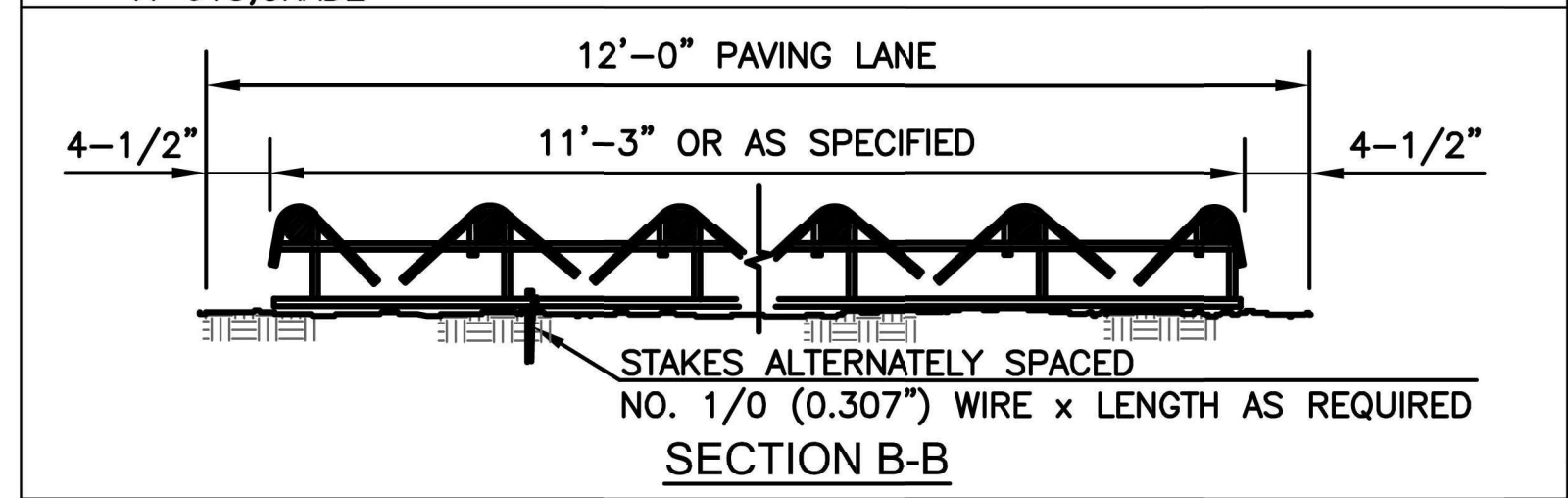
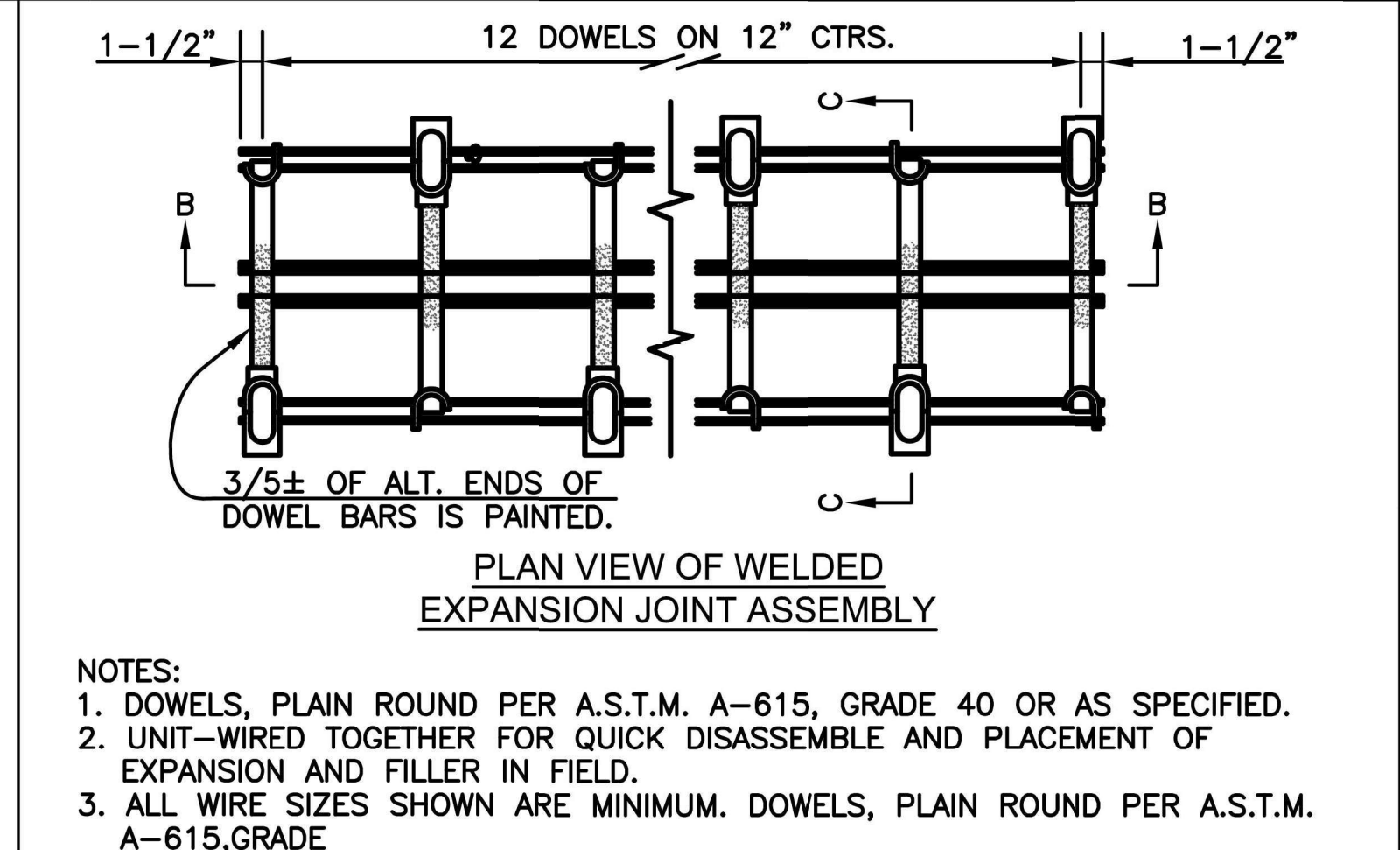
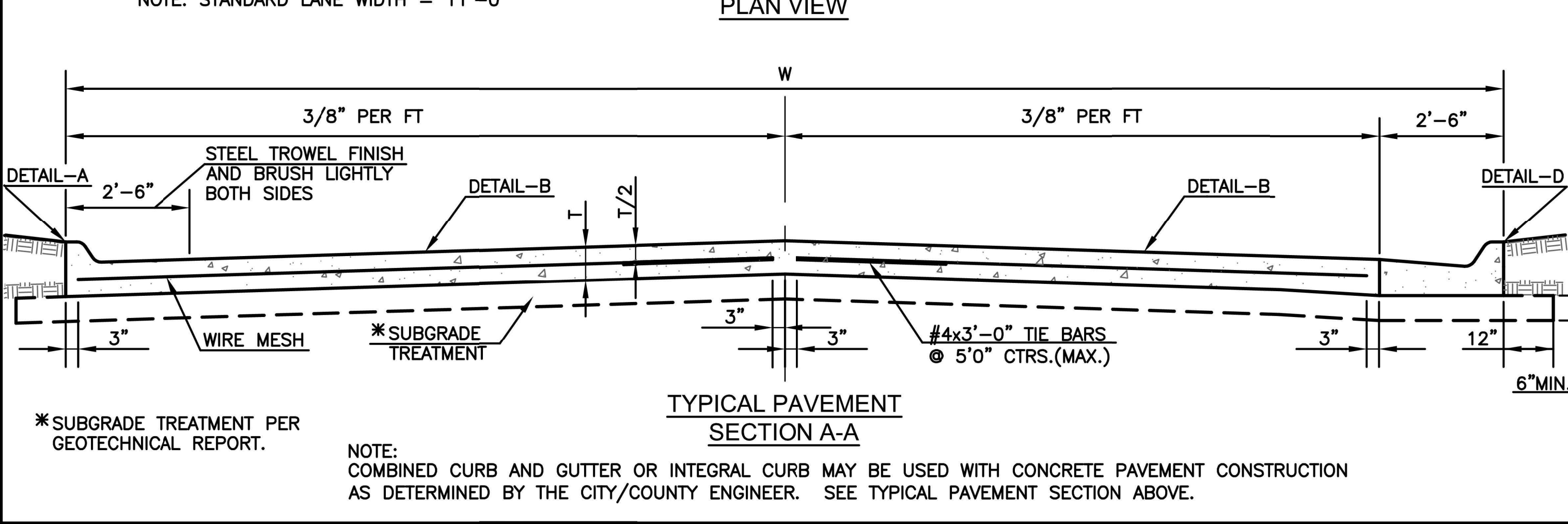
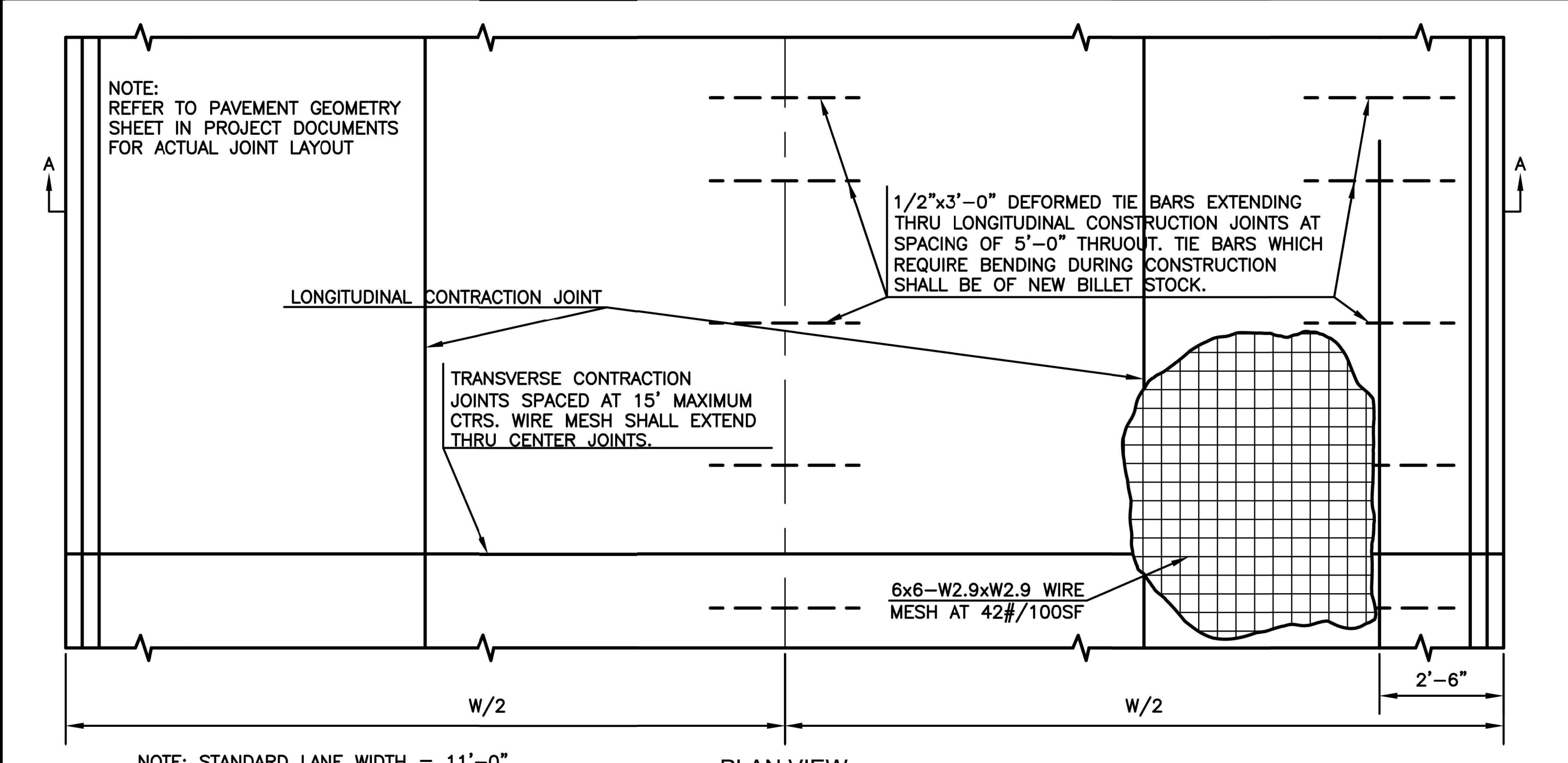
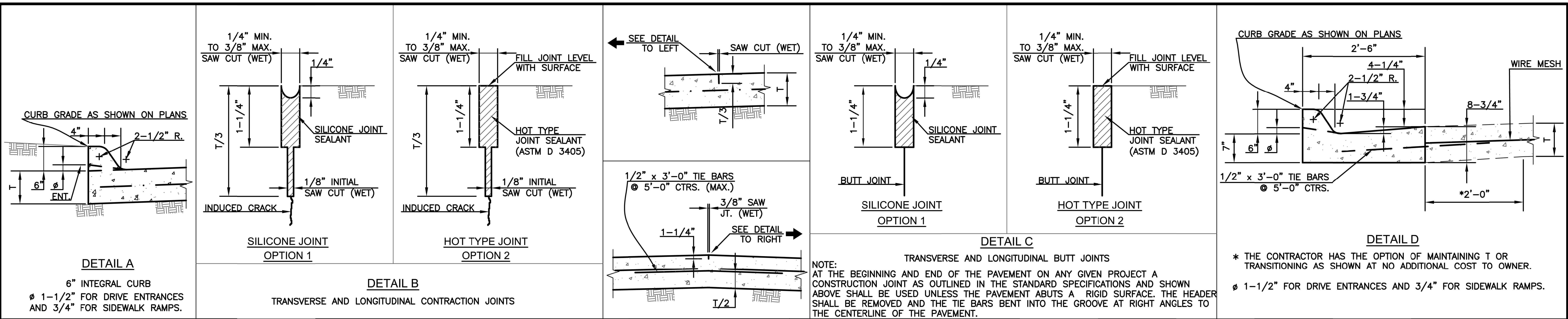
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FROM SW 21ST TO SW 19TH

ASPHALT CONCRETE PAVEMENT DETAILS

DATE: 12/18/2025
 SHEET: 10 of 35
 PROJ.: 841098.08
501125.01



NO.	DATE:	REVISION	BY:	APP'D

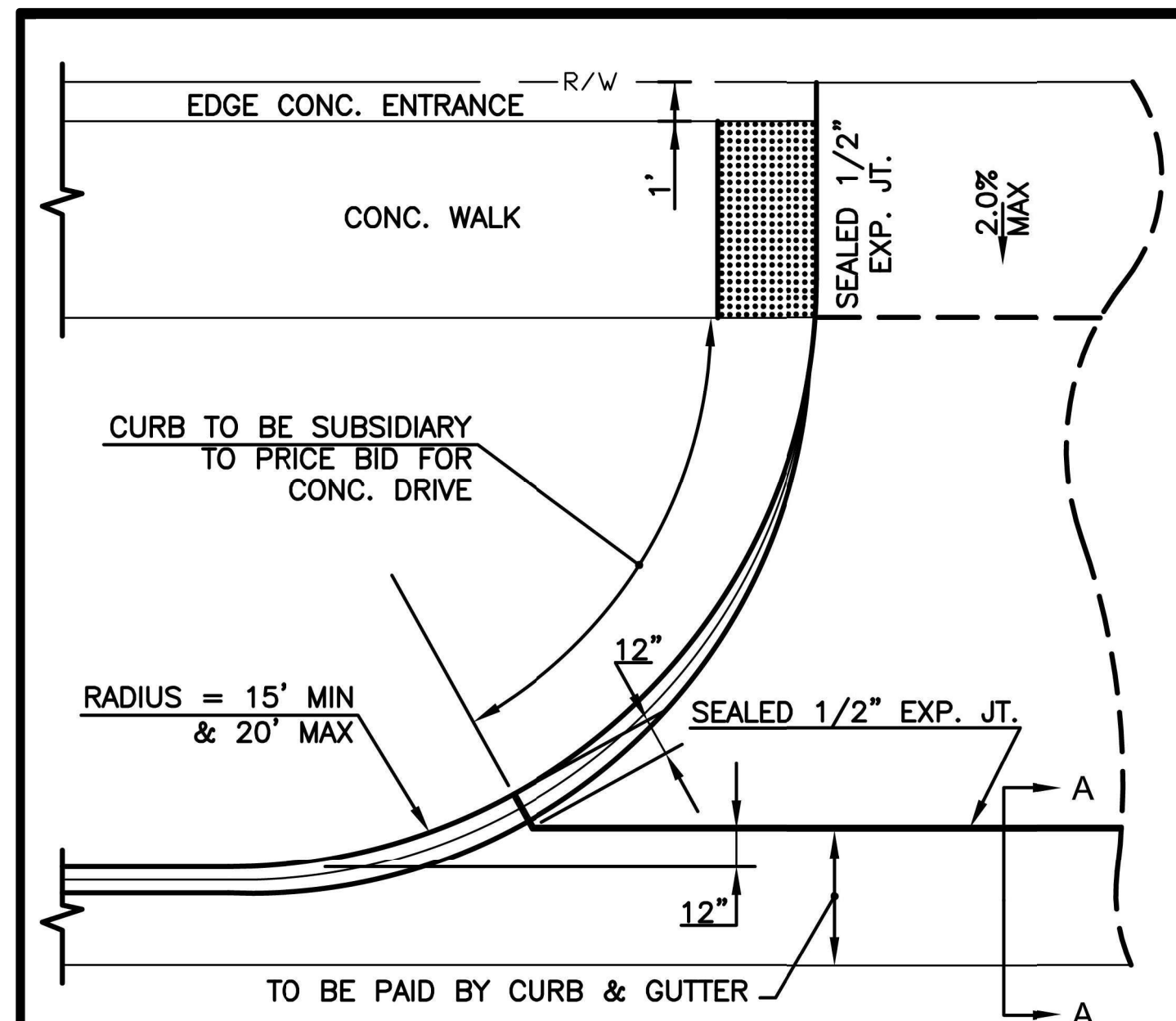
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APP'D BY: E.NICHOL
FIELD BOOK: ---
SURVEYED BY: A.WOLFE
PLOTTED: 11/6/2025

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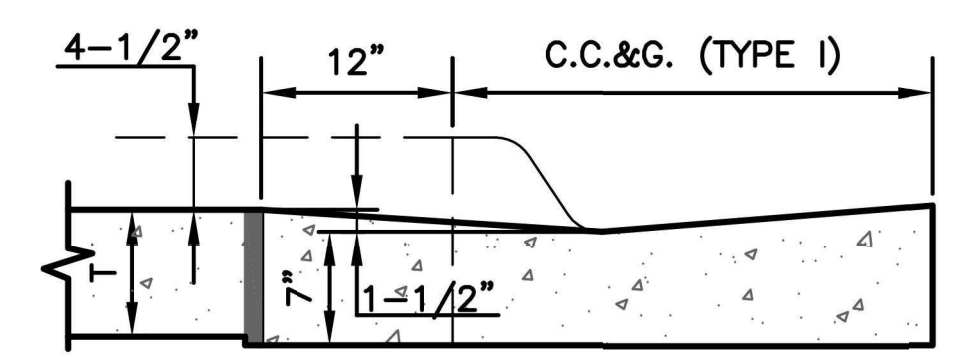
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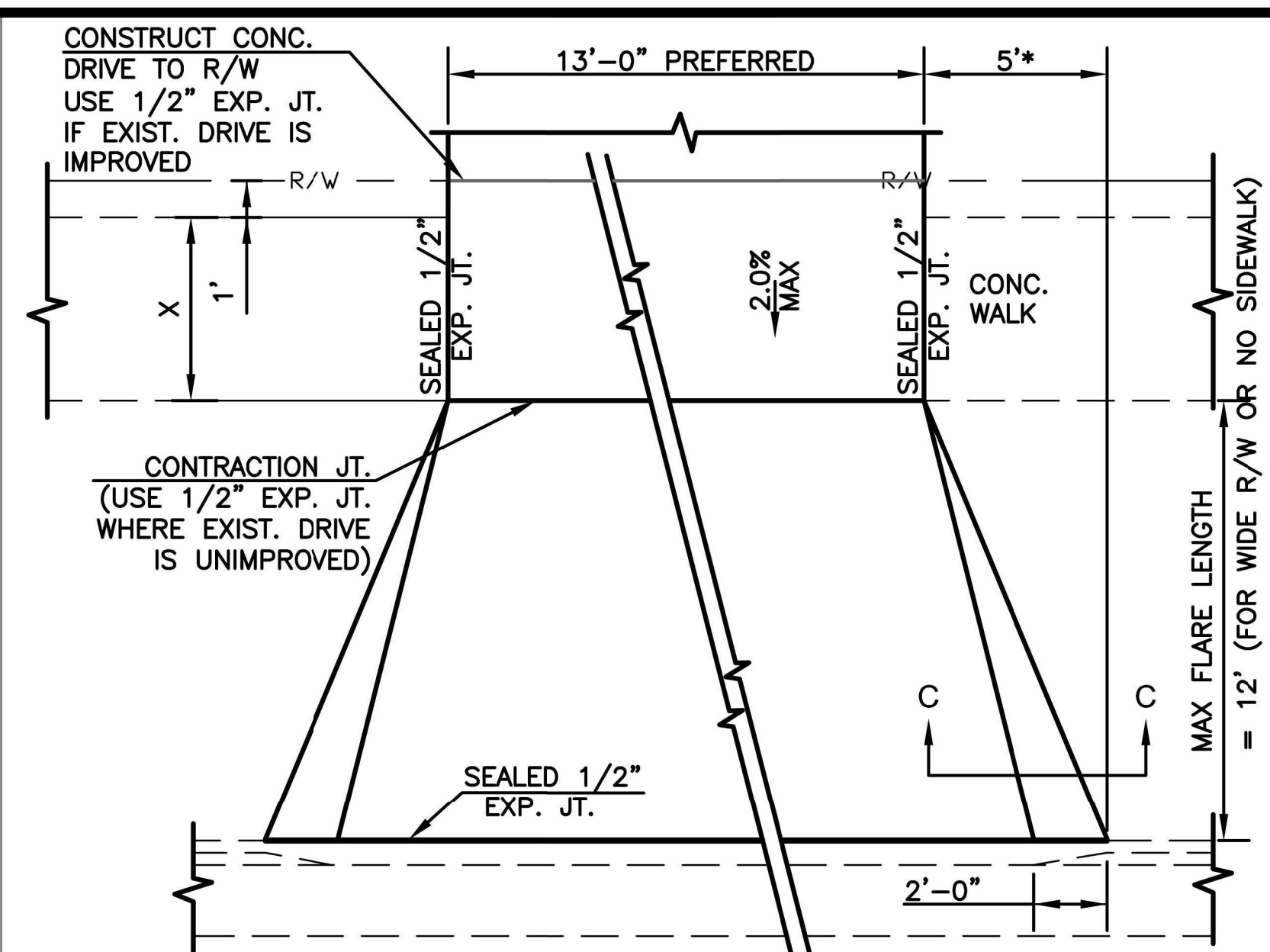
CONCRETE PAVEMENT DETAILS
DATE: 12/18/2025
SHEET: 11 of 35
PROJ.: 841098.08 501125.01



COMMERCIAL DRIVE APPROACH



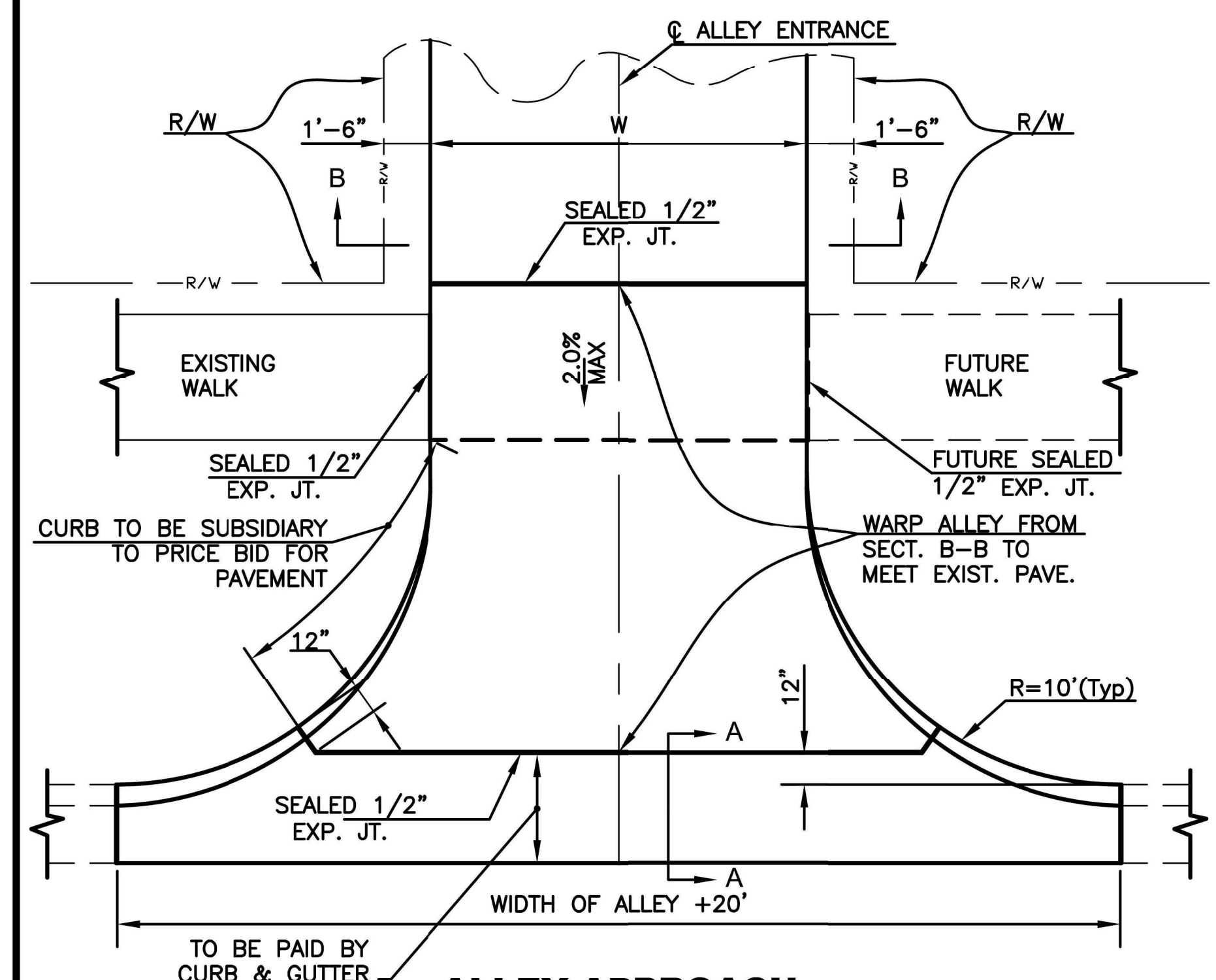
T=8" NON-REINFORCED FOR COMMERCIAL DRIVE, ALLEY APPROACH, AND SIDEWALK IN DRIVE ENTRANCE.



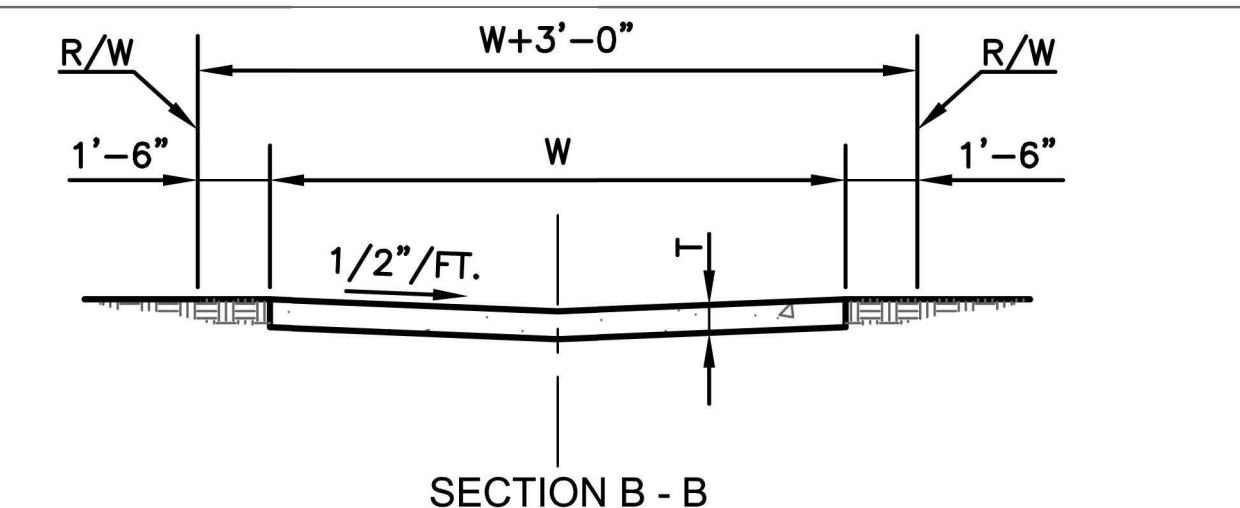
TYPICAL PRIVATE DRIVE APPROACH

"X" = 5'-0" ON PRINCIPAL ARTERIAL, MINOR ARTERIALS AND COLLECTORS
 "X" = 4'-0" ON SUB-COLLECTORS AND LOCALS

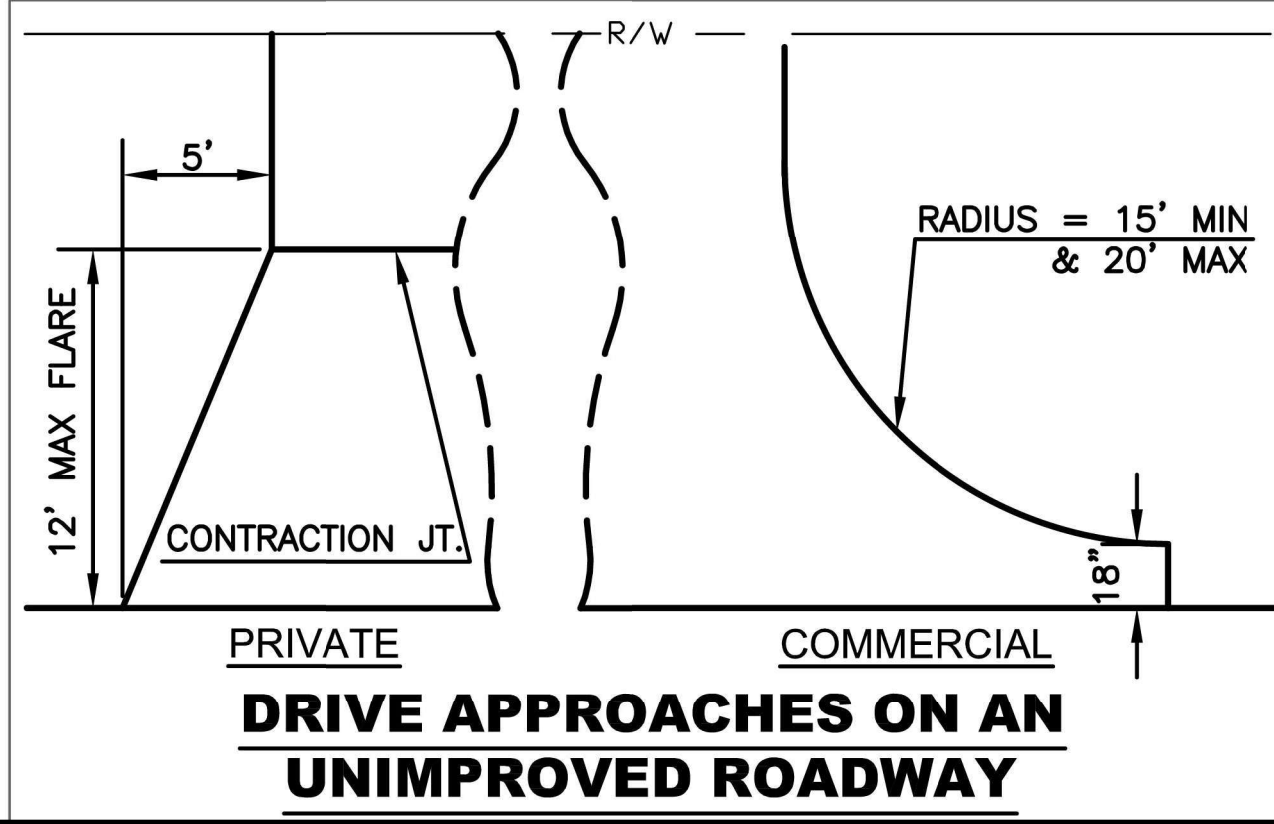
- NOTES:
1. A SPECIAL DETAIL WILL BE PROVIDED WHEN SIDEWALK IS CLOSER THAN 6'-0" FROM BACK OF CURB.
 2. THEORETICAL CURB HEIGHT OF 6" ABOVE \bar{E} SHALL BE OBTAINED IN ENTRANCE PAVEMENT.
- * FLARE SHALL BE 5 FEET WIDE IN NEW CONSTRUCTION. VARIANCES MAY BE MADE WITH APPROVAL OF THE CITY ENGINEER IN SPECIAL CIRCUMSTANCES FOR THE REPLACEMENT OF EXISTING DRIVEWAYS.



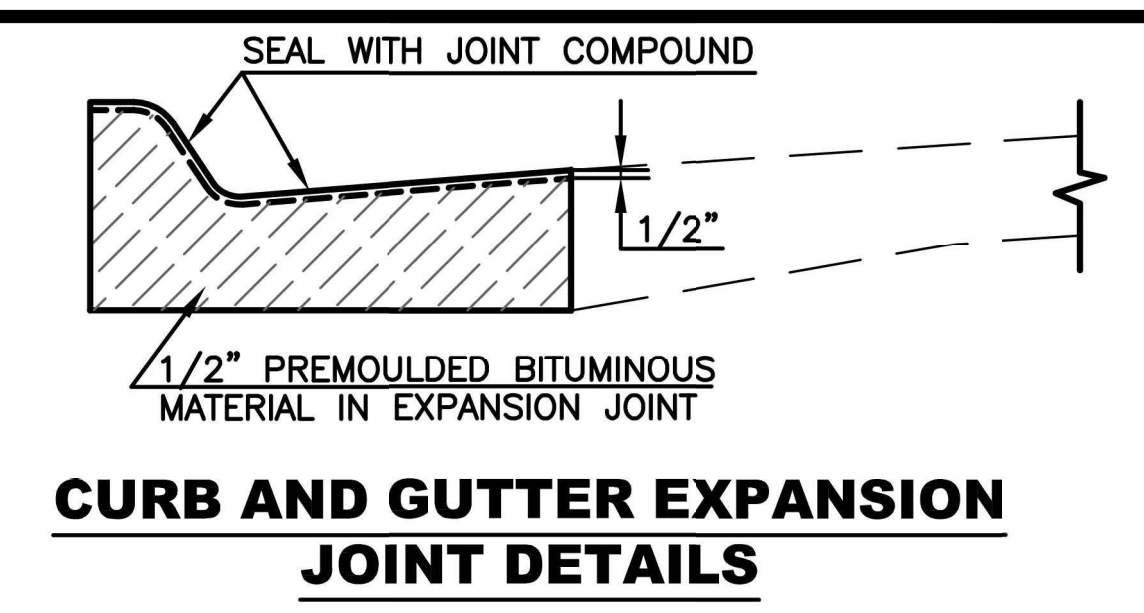
ALLEY APPROACH



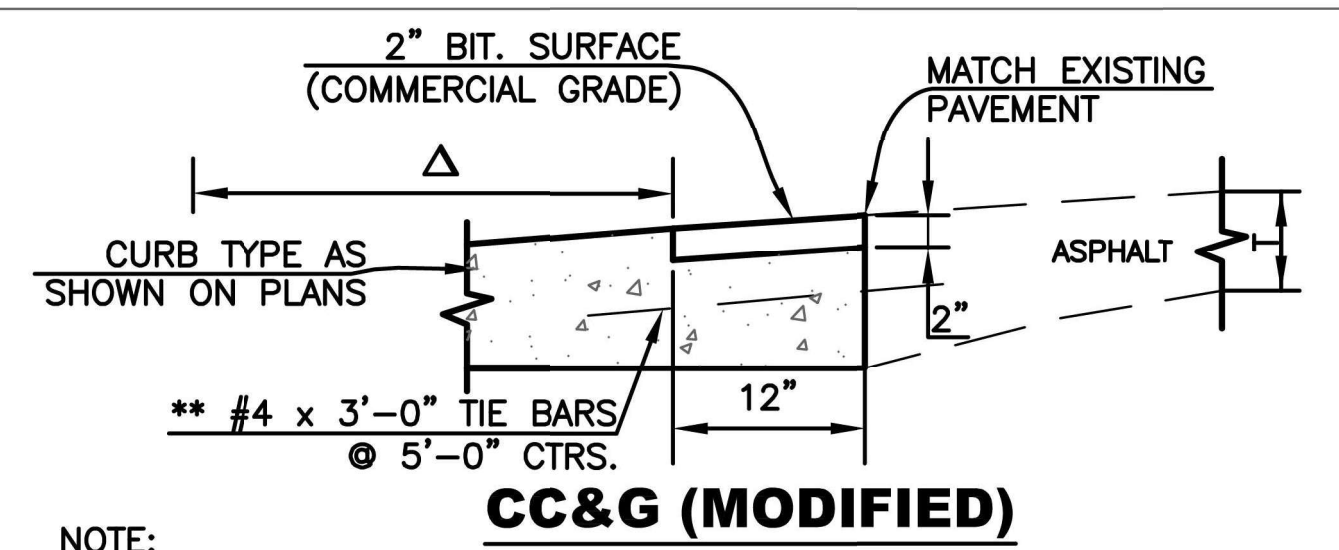
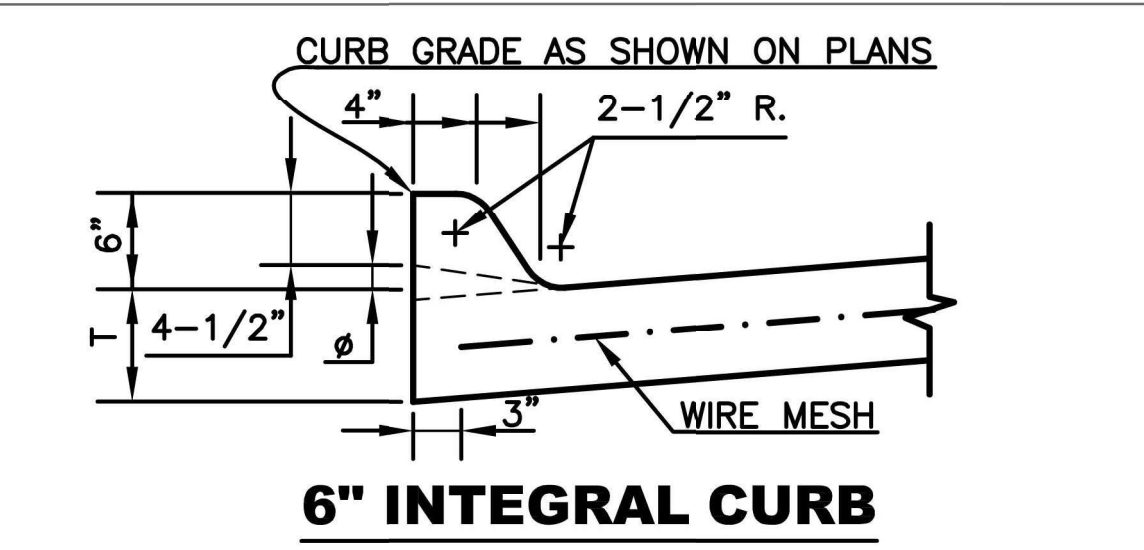
- NOTES:
1. T=7" REINFORCED CONCRETE
 2. WIDTH OF W WILL BE USED THROUGHOUT ON ALL ALLEY PAVING PROJECTS.
 3. ALLEY RETURNS SHALL BE THE SAME THICKNESS AS THE ADJACENT STREET THICKNESS.
 4. 1/2" EXP. JOINT AT EACH END OF ALLEY RETURN.



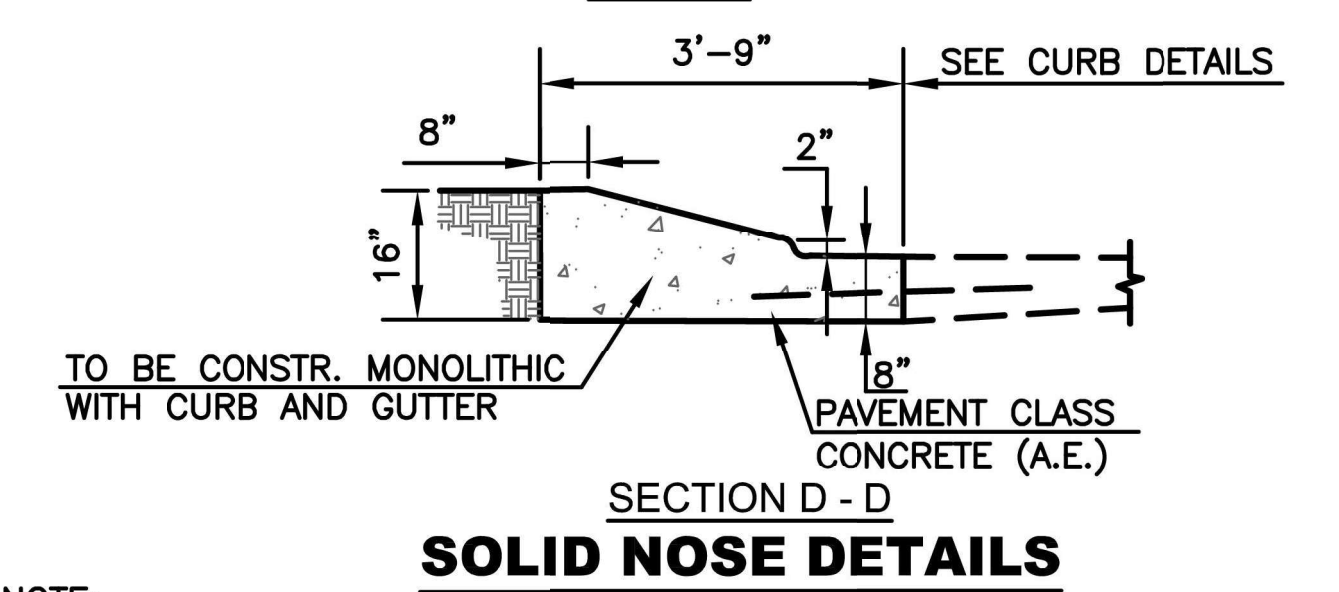
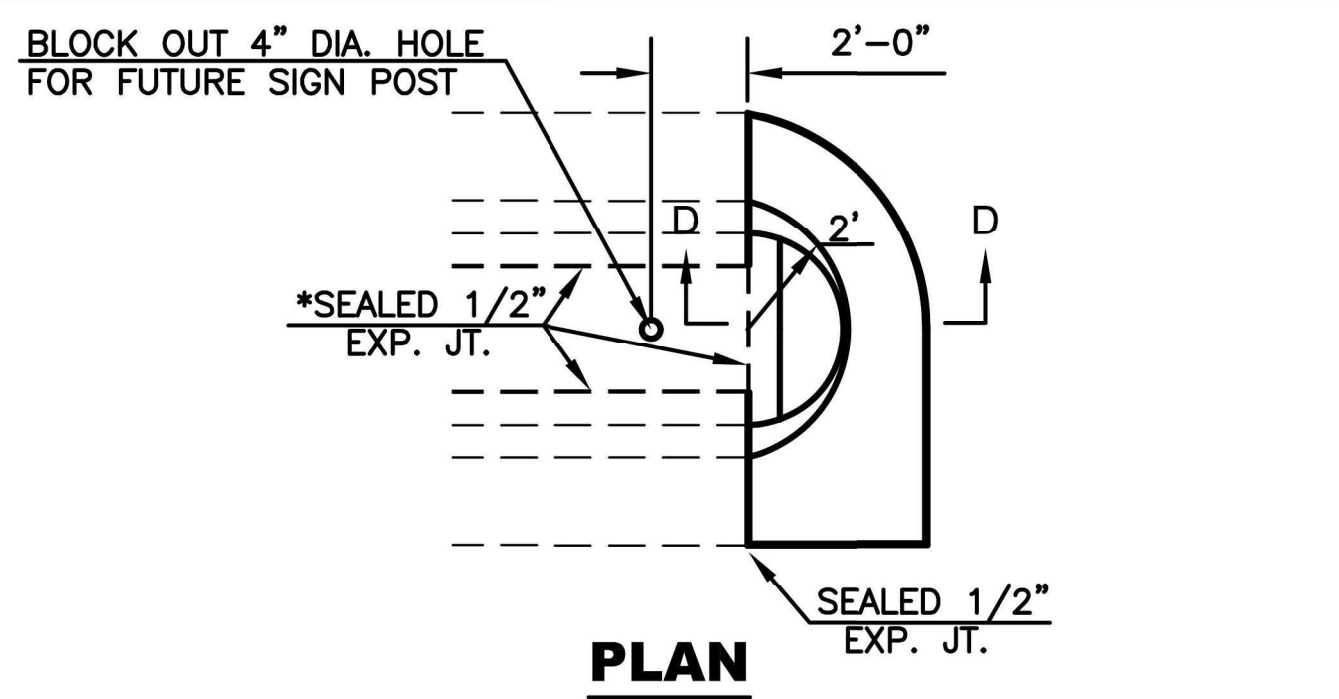
DRIVE APPROACHES ON AN UNIMPROVED ROADWAY



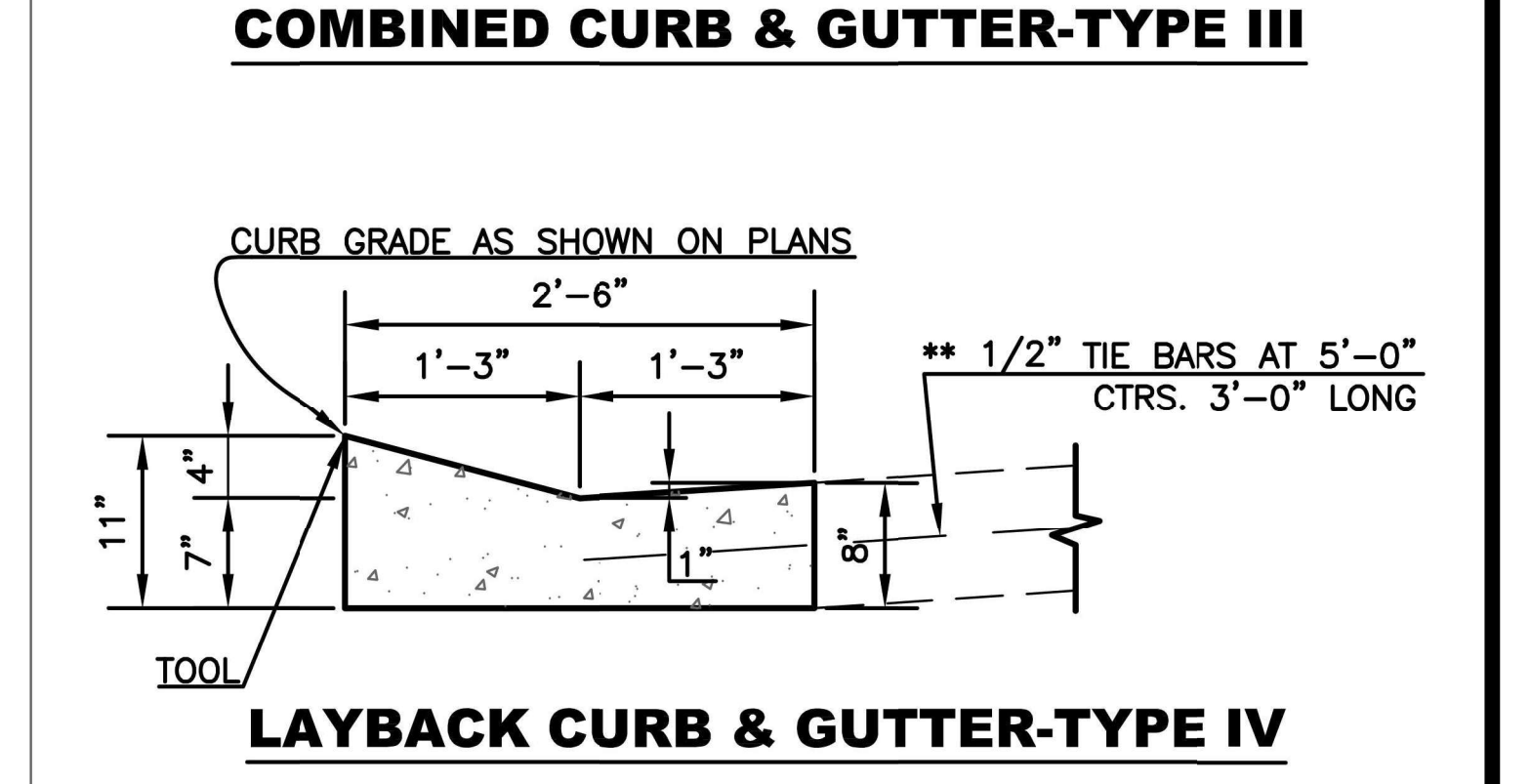
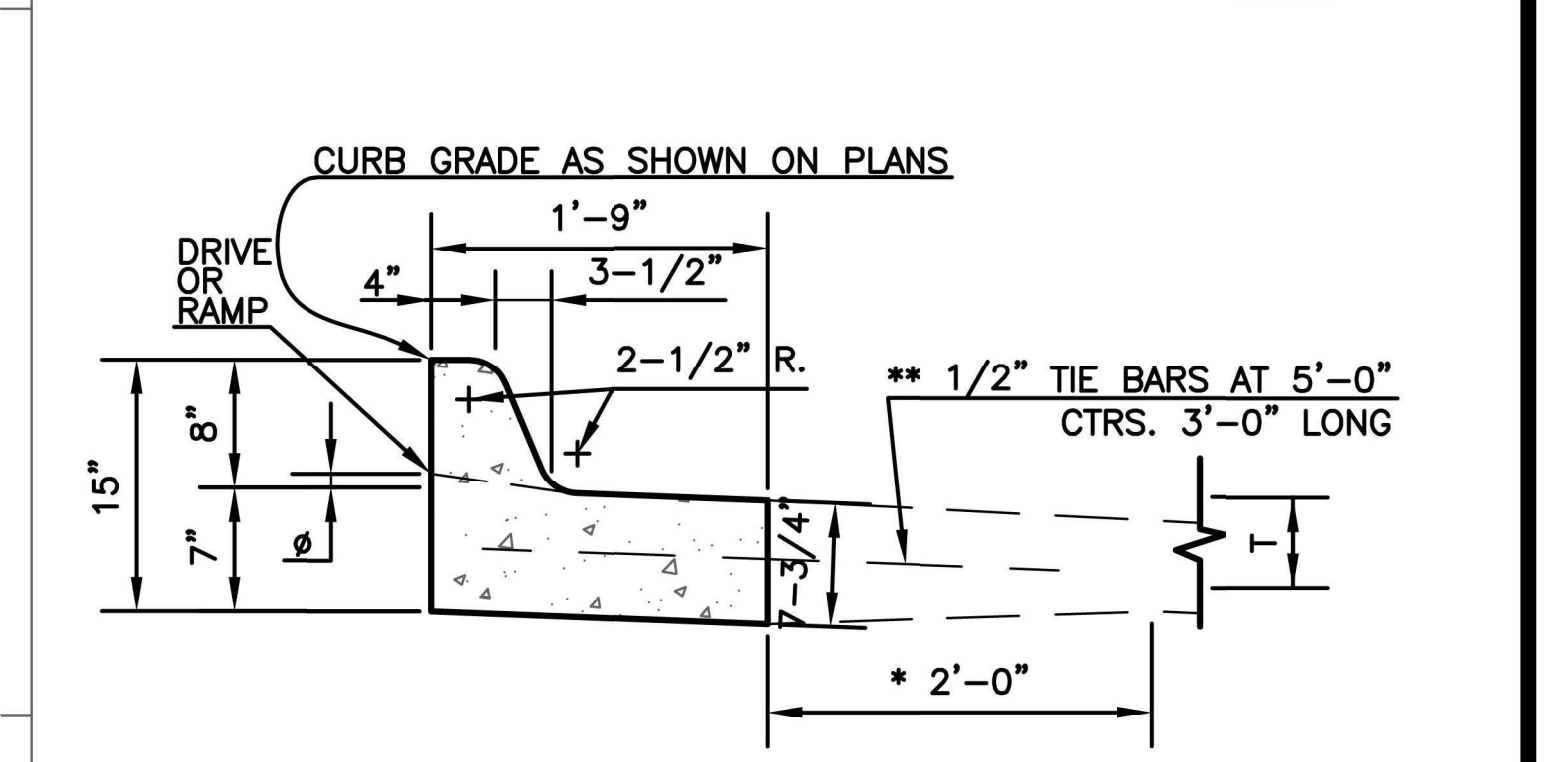
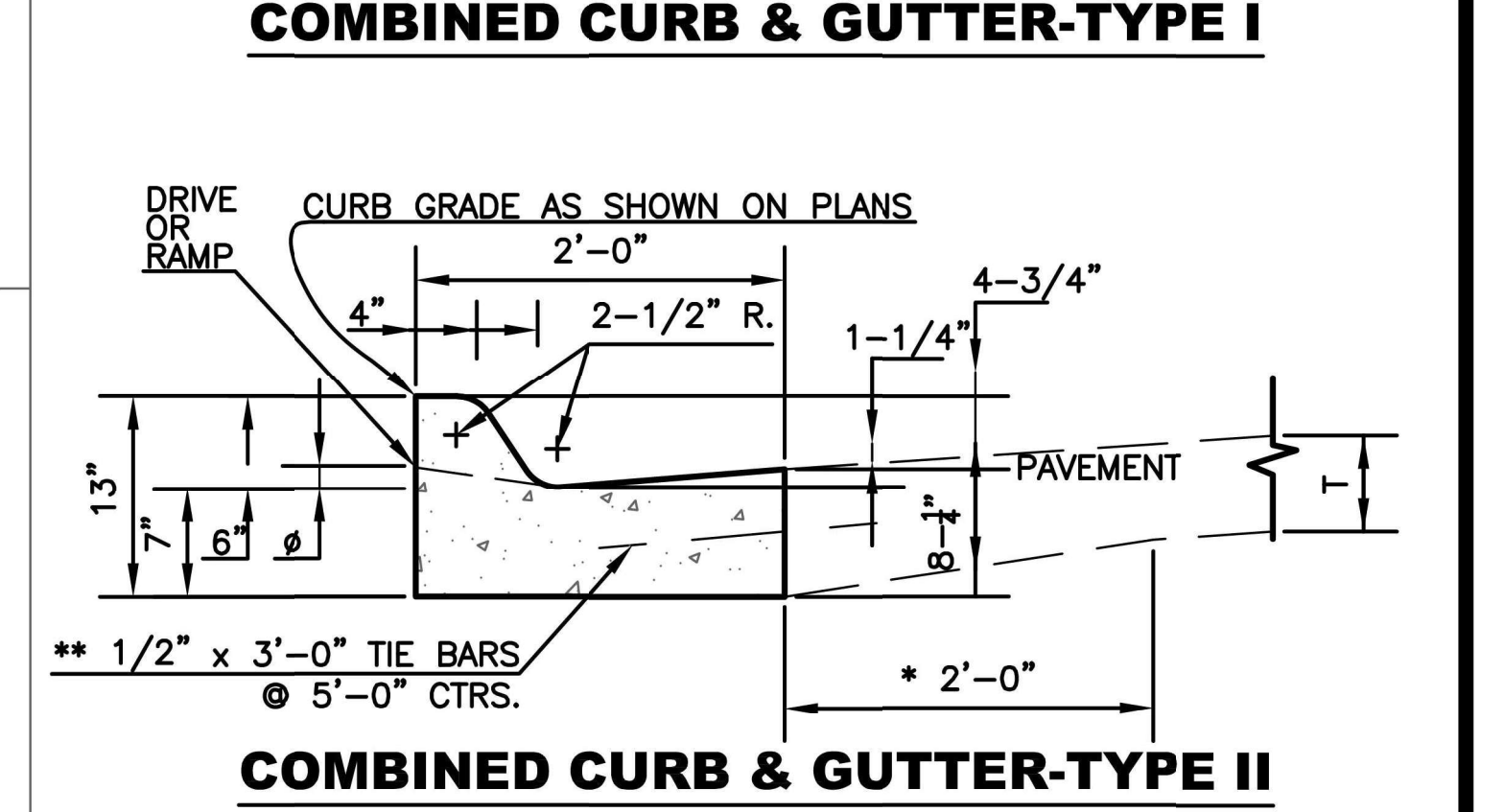
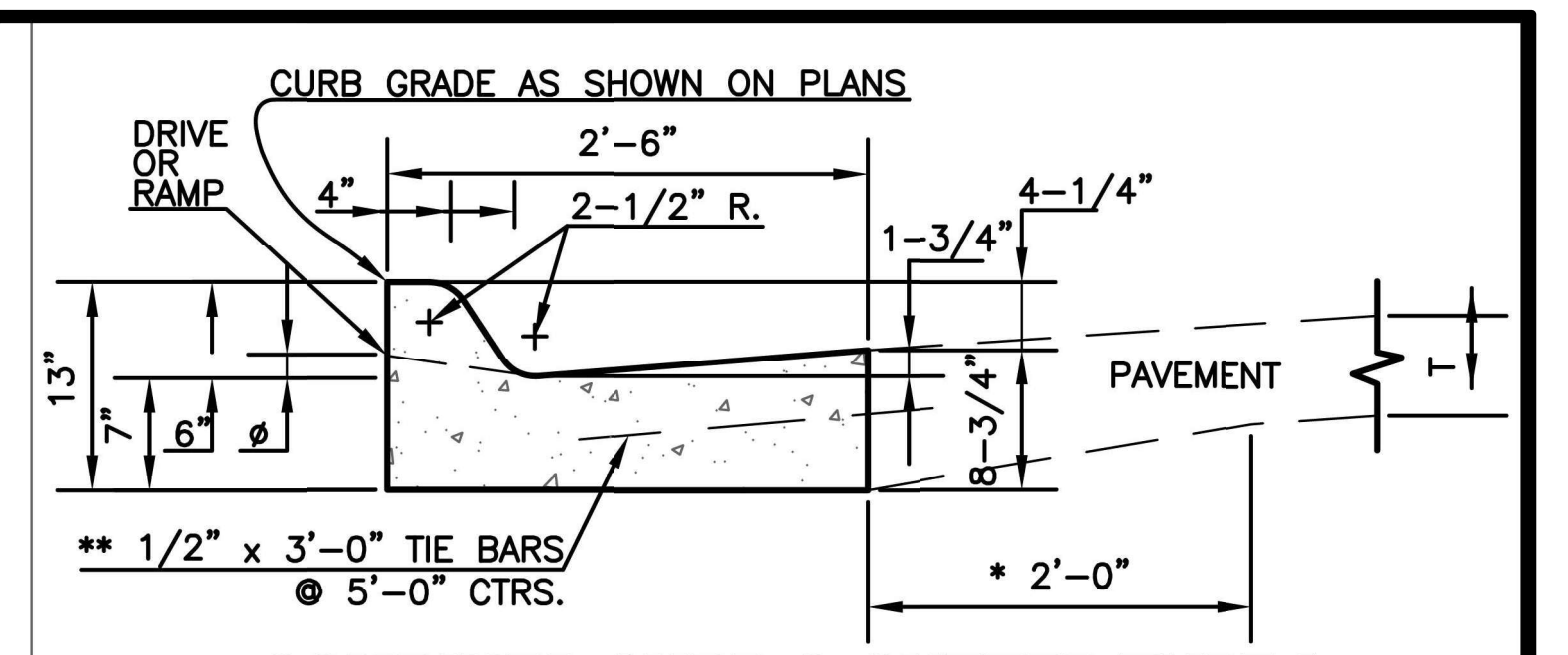
- NOTES:
1. 1/2" EXPANSION JOINTS TO BE PLACED AT THE END OF ALL INTERSECTION RETURNS.
 2. SAND IS NOT AN APPROVED FILL OR SUBGRADE MATERIAL.
 3. ALL EXPANSION JOINTS SHALL BE SEALED WITH APPROVED MATERIAL.



- NOTE: CURB AND GUTTER ABUTTING EXISTING ASPHALT
- Δ DIMENSION IS FROM BACK OF CURB TO TOE, SEE APPROPRIATE DETAIL FOR CURB TYPE AS SHOWN ON PLANS



- NOTE: PAVEMENT CLASS CONCRETE (AE) NEEDED TO COMPLETE THE MEDIAN NOSE SHALL BE SUBSIDIARY TO THE BID ITEM FOR COMBINED CURB AND GUTTER TYPE III.
- * OMIT SEALED 1/2" EXPANSION JOINT WHEN SURFACE MATERIAL USED IN MEDIAN IS OTHER THAN CONCRETE.



- NOTES:
1. USE OF LAYBACK CURB AND GUTTER IS RESTRICTED TO STREET CLASSIFICATION OF SUB-COLLECTOR AND LOCAL. LAYBACK CURB AND GUTTER SHALL NOT BE USED IN INTERSECTION CURB RETURNS.
 2. FOR CURB AND GUTTER ABUTTING EXISTING ASPHALT, REFER TO CC&G MODIFIED DETAIL.

* THE CONTRACTOR HAS THE OPTION OF MAINTAINING OR TRANSITIONING AS SHOWN AT NO ADDITIONAL COST.

**THE TIE BARS MAY BE ELIMINATED WITH ASPHALTIC CONCRETE PAVEMENT CONSTRUCTION.

Ø 1-1/2" FOR DRIVE ENTRANCES AND 3/4" FOR SIDEWALK RAMP

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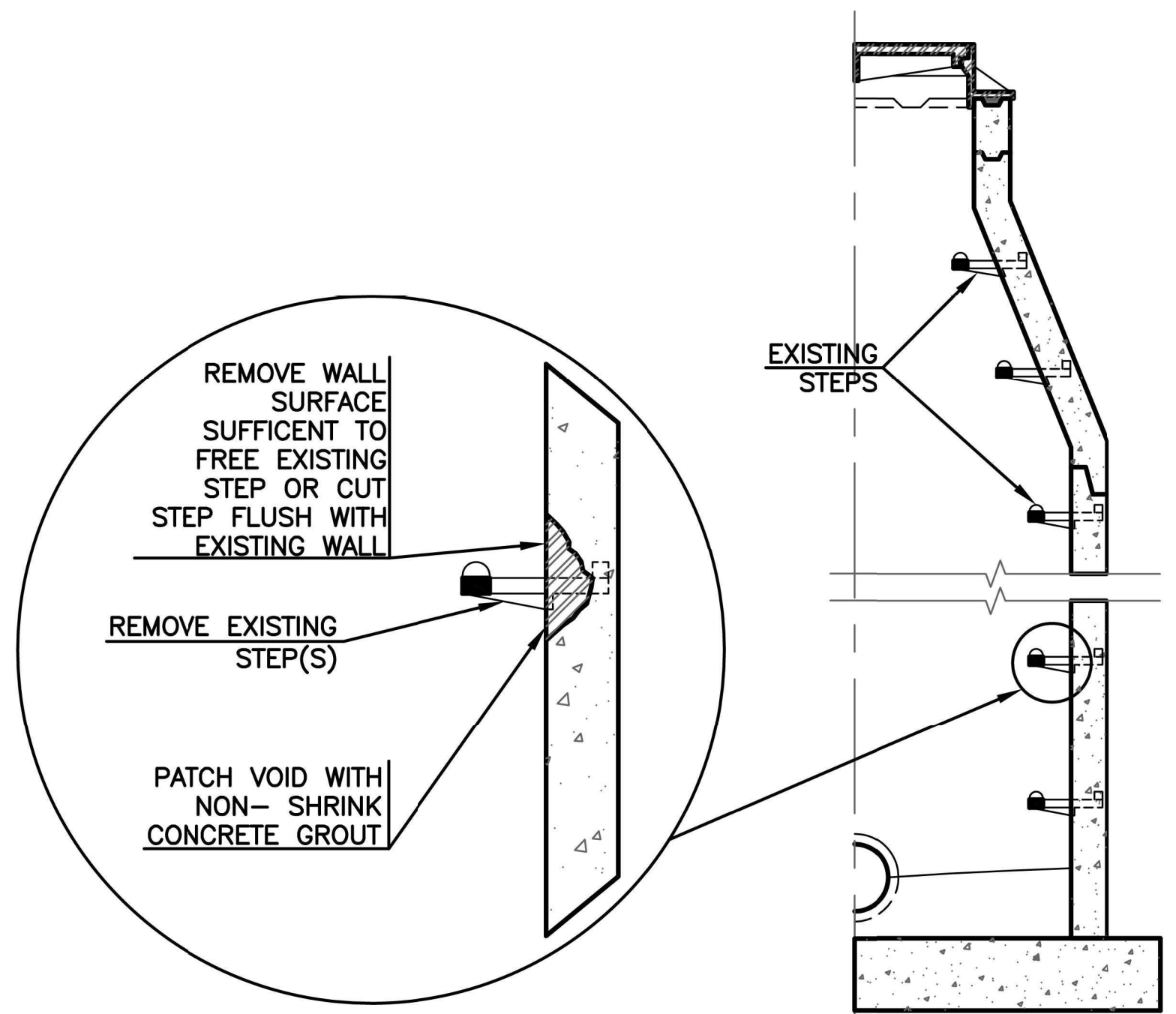
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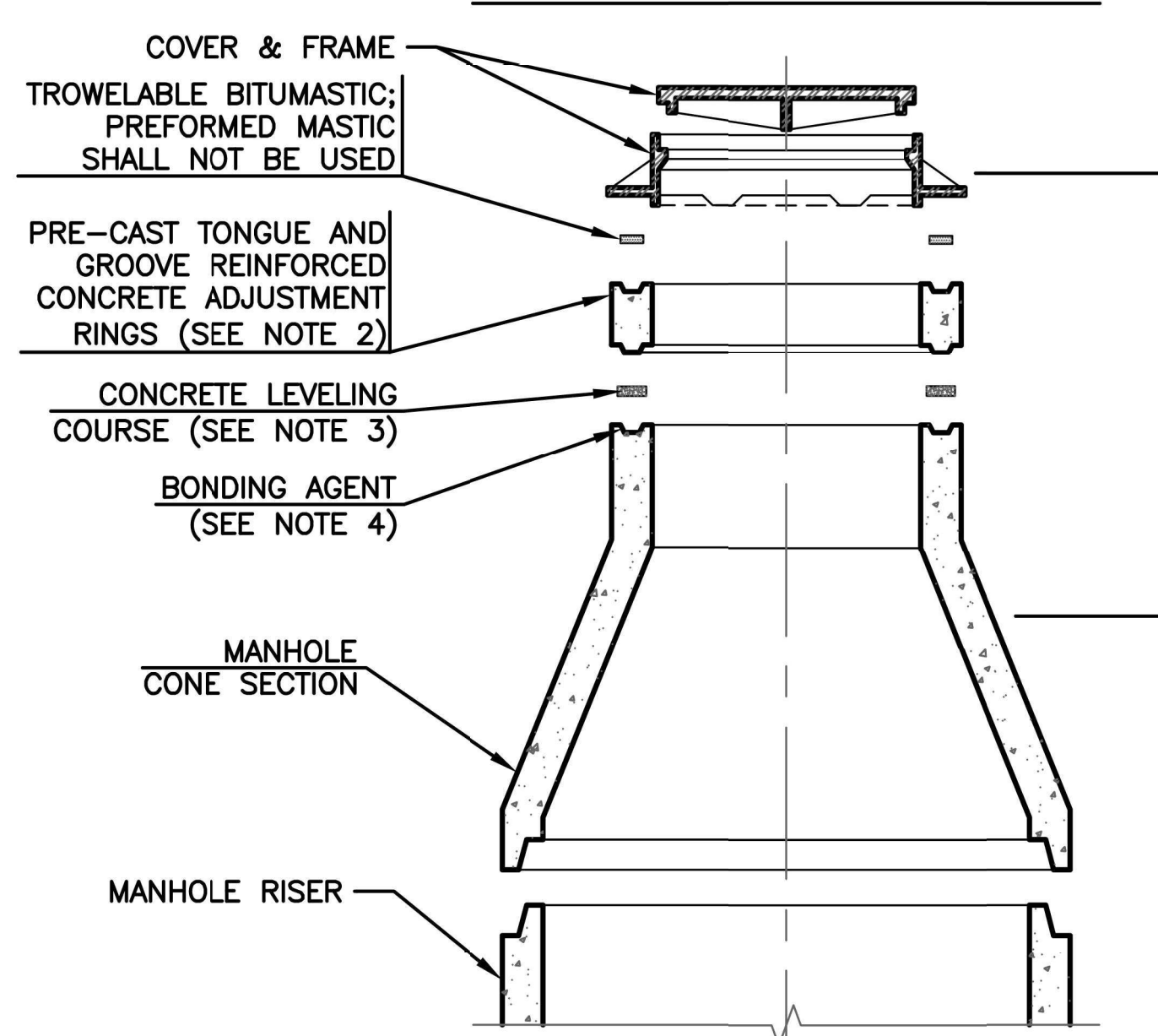
MOUNDVIEW DRIVE STREET IMPROVEMENTS
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FROM SW 21ST TO SW 19TH

CURB & GUTTER AND APPROACH DETAILS

DATE: 12/18/2025
 SHEET: 12 of 35
 PROJ.: 841098.08
 501125.01

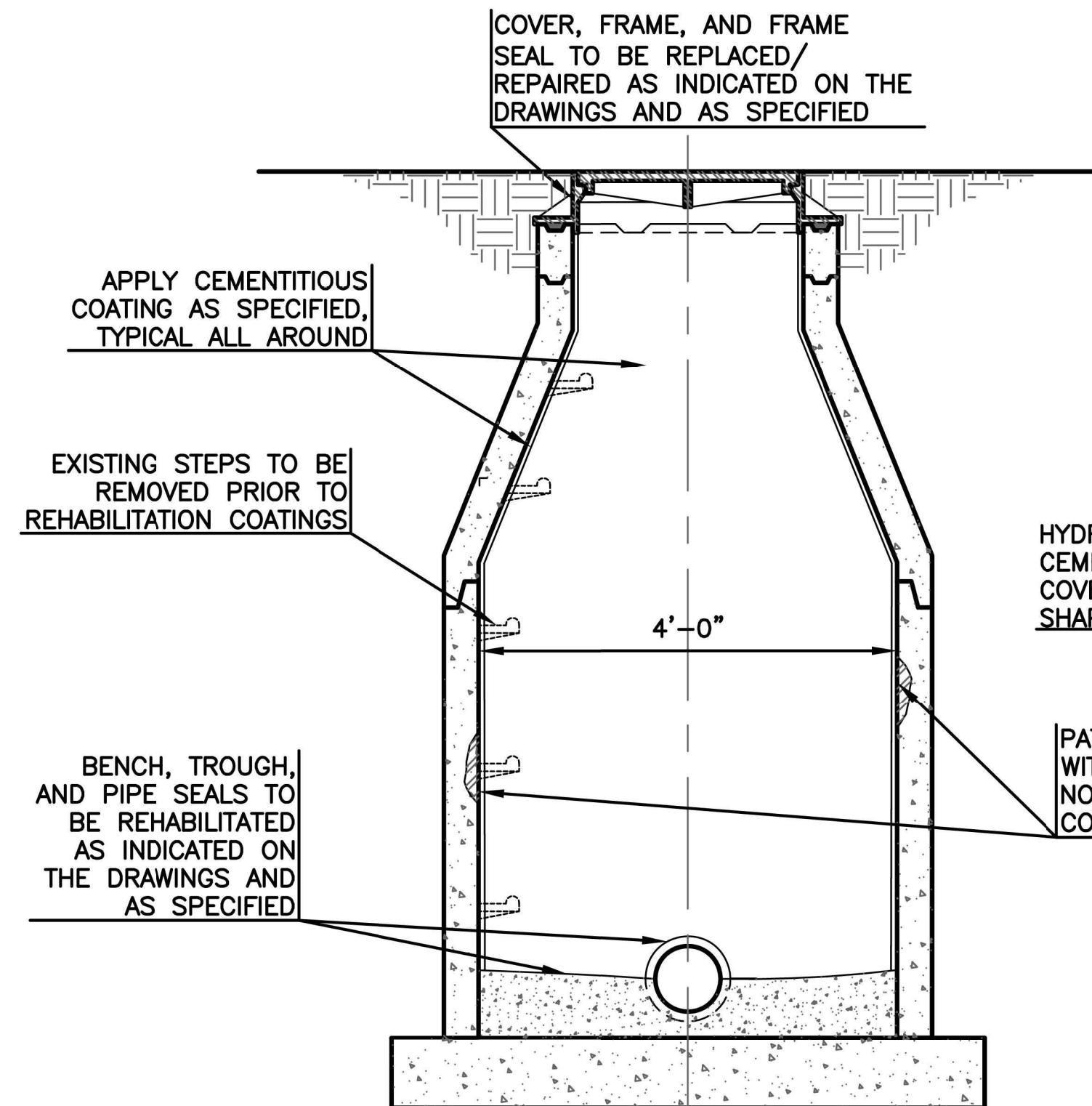


STEP REMOVAL DETAILS

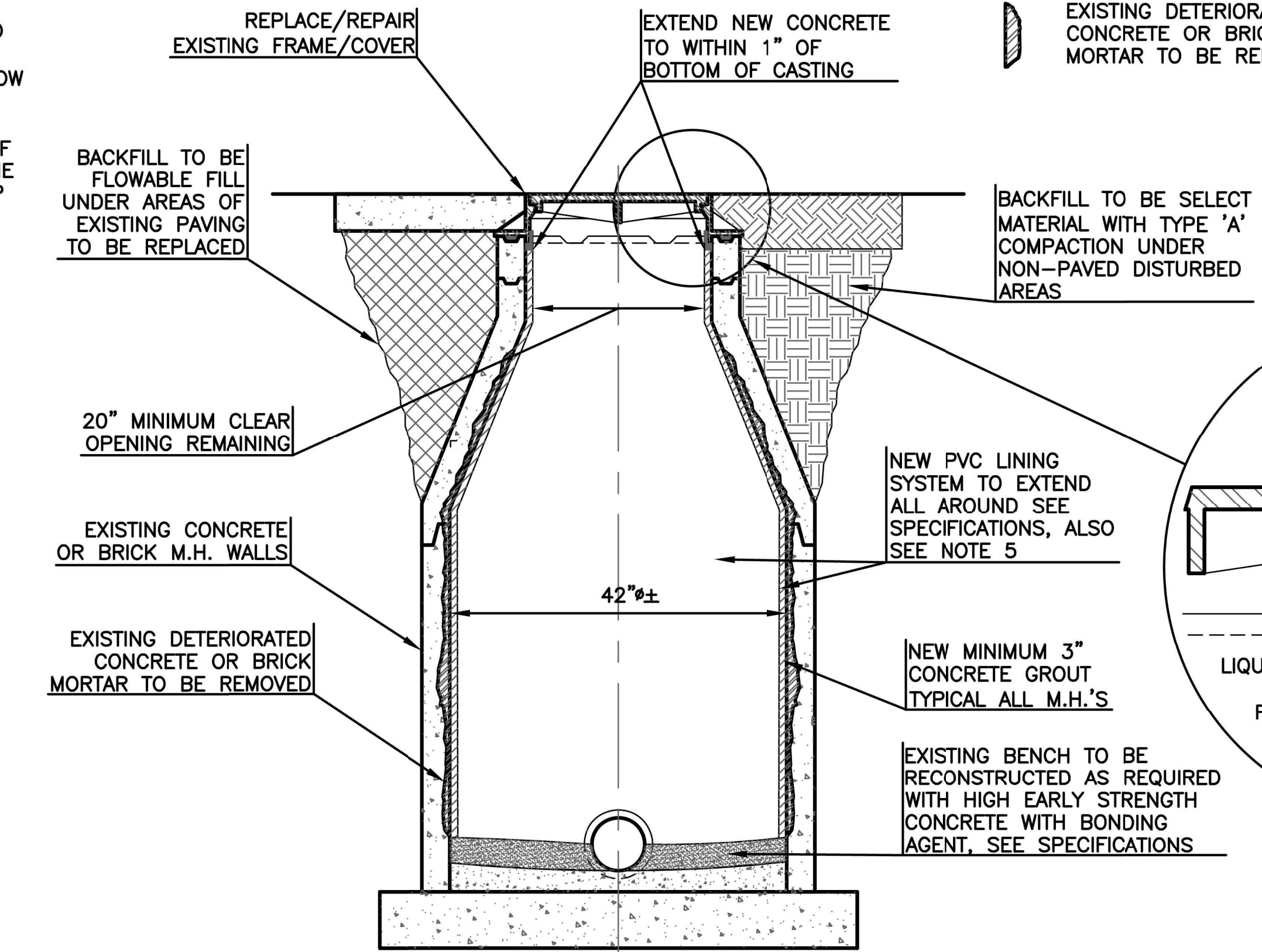


COVER, FRAME, FRAME SEAL, GRADE ADJUSTMENT DETAILS

- NOTES:**
- FOR COLD OR WET WEATHER CONDITIONS, USE TNEMEC 465 BLACK, SERIES 46, H.B. TNEMECOL.
 - IF MULTIPLE RINGS ARE USED, BITUMASTIC SEALER SHALL BE USED BETWEEN RINGS.
 - ALL LEVELING FOR SLOPED STREETS OR GRADES SHALL BE ACCOMPLISHED WITH THE CONCRETE LEVELING COURSE. BITUMASTIC SHALL NOT BE USED TO ACCOMPLISH LEVELING.
 - CONCRETE BONDING AGENT SHALL BE 'WELD-CRETE' (R) BY LARSEN PRODUCTS CORP. OF JESSUP, MD., OR EQUAL.
 - OVERLAPPING OR OPEN JOINTS WHERE 2 SHEETS OF PVC MEET, OR WHERE PVC HAS BEEN CUT, SHALL HAVE HEAT FUSION WELD STRIPS APPLIED.



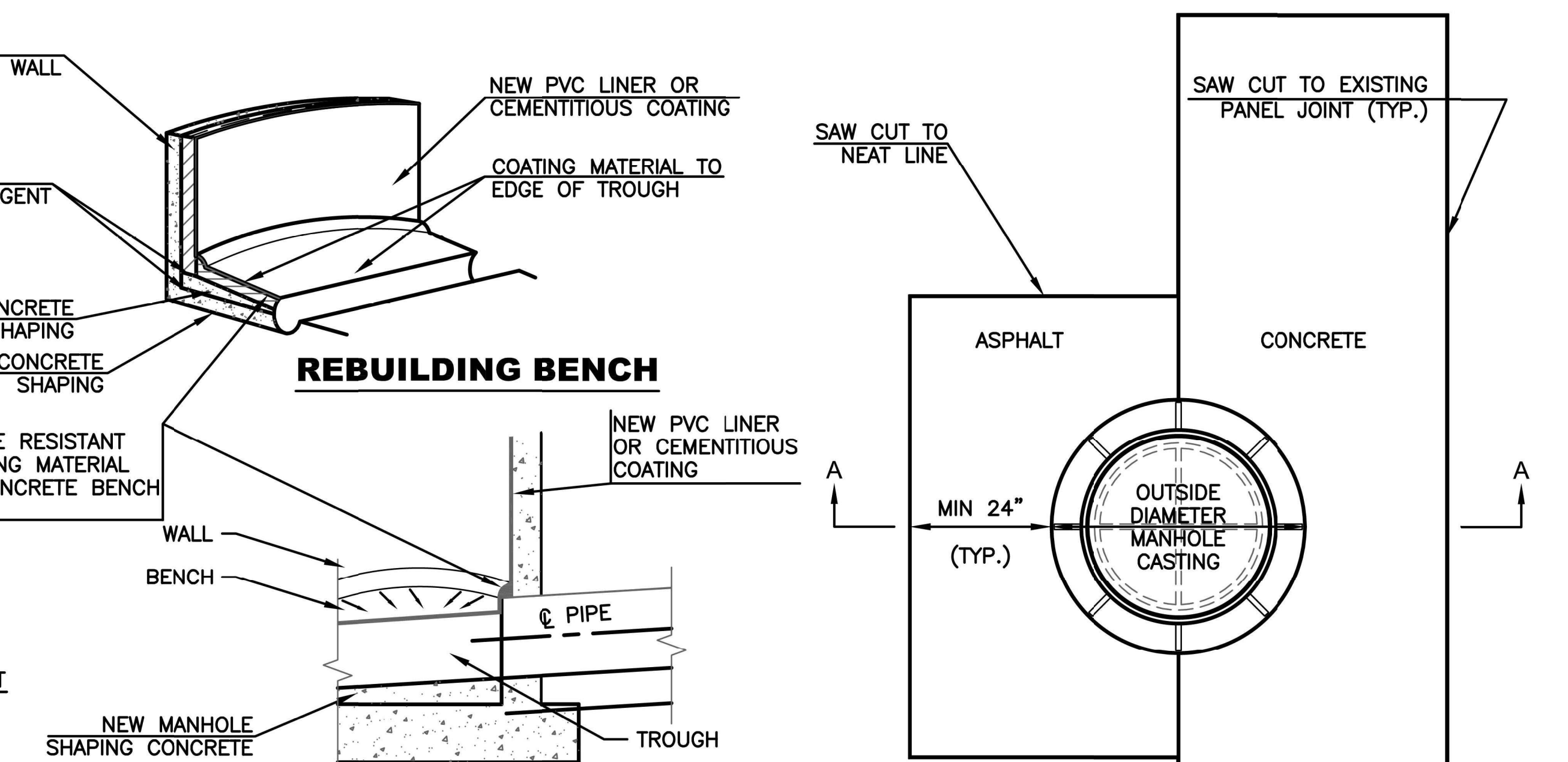
DETAIL OF REHABILITATION WITH CEMENTITIOUS COATING ON 4' DIAMETER EXISTING MANHOLES



DETAIL OF MANHOLE REHABILITATION WITH CAST-IN-PLACE CONCRETE AND PVC LINER ON 4' DIAMETER EXISTING MANHOLES

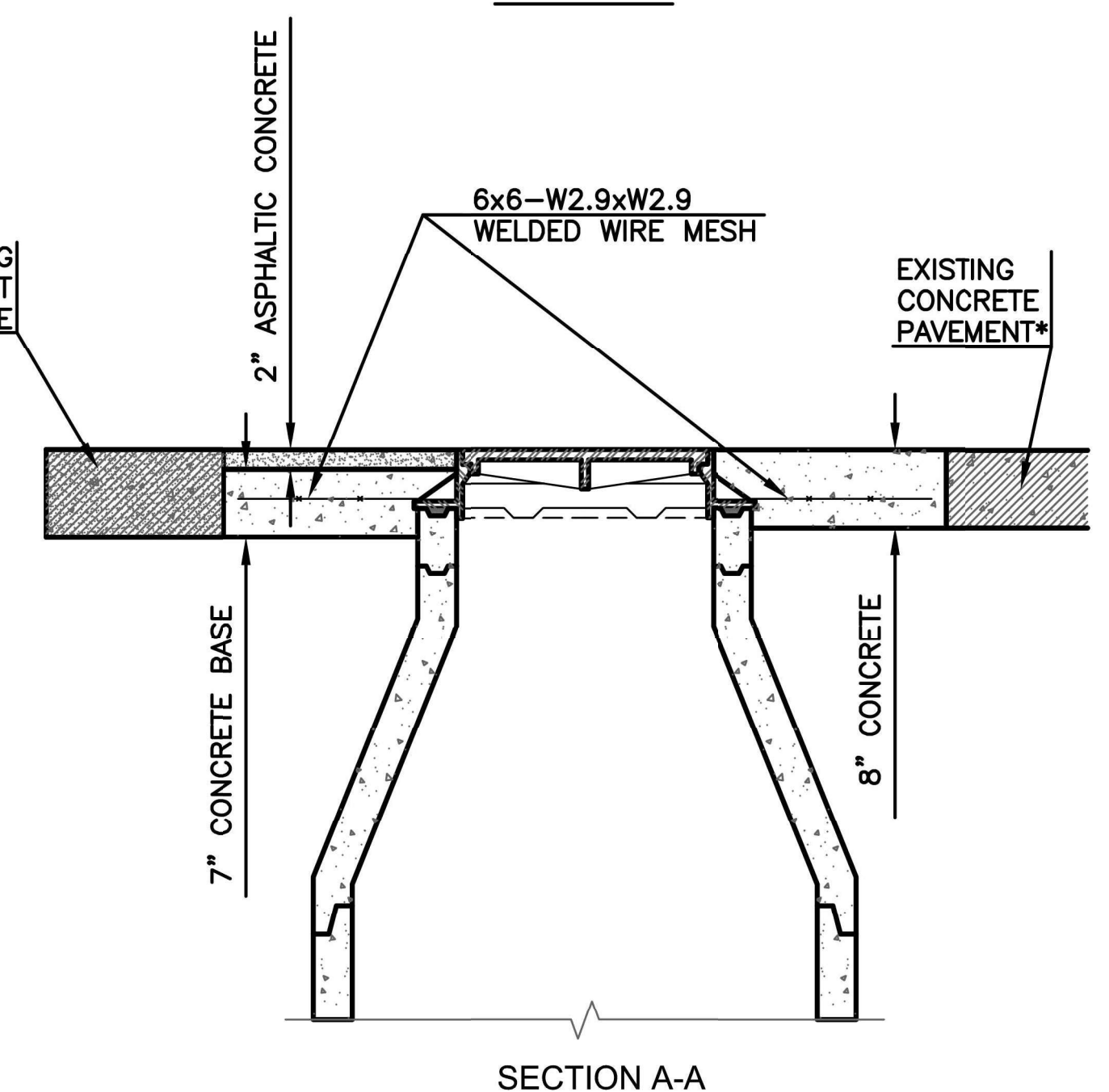
LEGEND

	LIQUID EPOXY		SELECT MATERIAL WITH TYPE 'A' COMPACTION
	CAST-IN-PLACE CONCRETE		COMPACTED TOPSOIL
	EXISTING DETERIORATED CONCRETE OR BRICK MORTAR TO BE REMOVED		FLOWABLE FILL



NOTE:
PAVEMENT REMOVAL IN CONCRETE AREAS SHALL INCLUDE REPLACEMENT OF THE ENTIRE SECTION OF ANY PANEL DISTURBED. SAW-CUTTING AND REPLACEMENT OF PARTIAL PANELS SHALL NOT BE ALLOWED WITHOUT THE APPROVAL OF THE PROJECT REPRESENTATIVE.

PLAN VIEW



PAVEMENT REMOVAL AND REPLACEMENT DETAILS

* ANY EXISTING PANEL OF CONCRETE PAVEMENT PARTIALLY REMOVED OR DISTURBED DURING CONSTRUCTION ACTIVITIES SHALL BE COMPLETELY REMOVED AND REPLACED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND/OR TYPICAL CITY/COUNTY STANDARD SPECIFICATIONS.

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MANHOLE REHABILITATION DETAILS

DATE: 12/18/2025
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MAXIMUM ALLOWABLE DEPTH OF TRENCH (IN FEET)

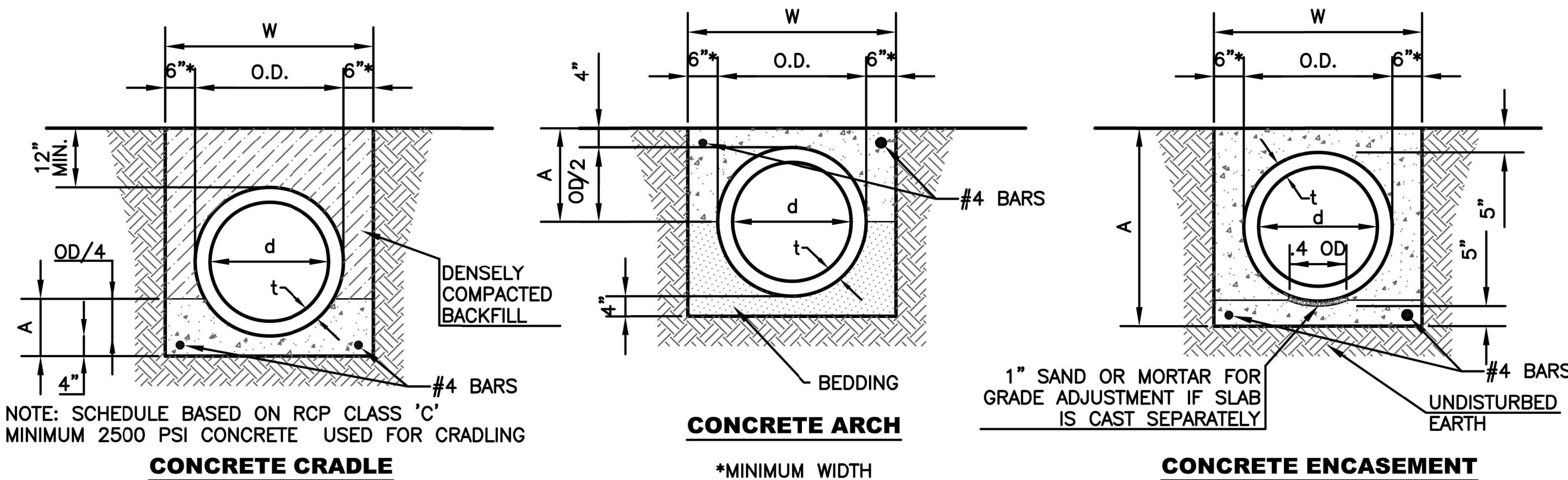
REINFORCED CONCRETE PIPE (RCP)

ASTM PIPE CLASS	PIPE DIAMETER (INCHES)				
	12, 15, 18, 21	24, 27, 30, 36	42, 48, 54	60, 66, 72	78, 84
II	8	11	12	15	17
III	11	14	16	18	21
IV	20	22	23	25	27

CORRUGATED STEEL PIPE (CSP), ALUMINIZED STEEL TYPE 2

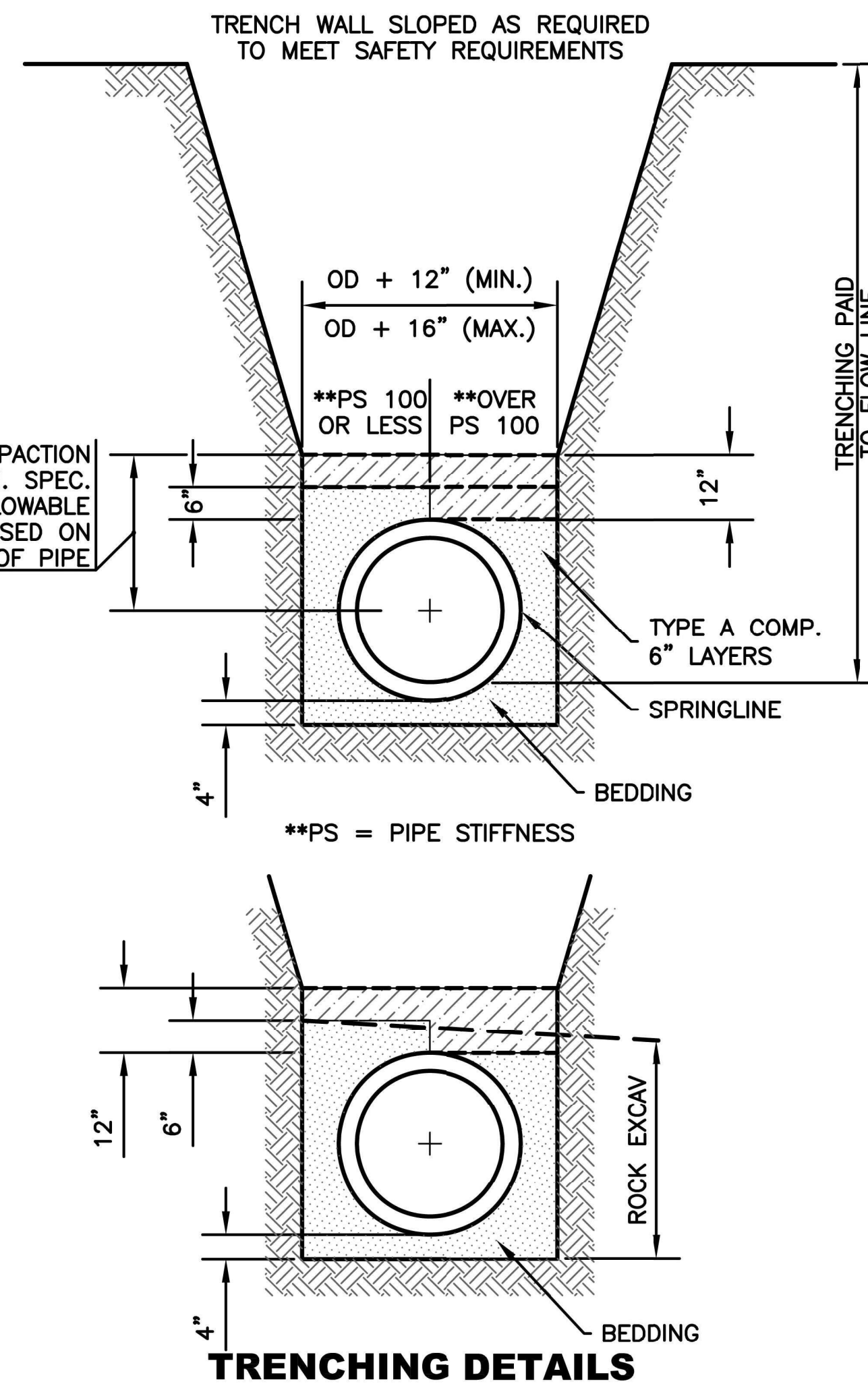
PIPE DIAMETER (INCHES)	HEIGHT OF COVER ABOVE TOP OF PIPE (FEET) (H=20 LOADING)							
	CSP				CSPA			
	1 - 10		11 - 15		16 - 20		21 - 25	
	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1
12	16 ga.		16 ga.		16 ga.		16 ga.	
15	16 ga.		16 ga.		16 ga.		16 ga.	
18	16 ga.		16 ga.		16 ga.		16 ga.	
21	16 ga.		16 ga.		16 ga.		16 ga.	
24	16 ga.		16 ga.		16 ga.		16 ga.	
27	16 ga.		16 ga.		16 ga.		16 ga.	
30	16 ga.		16 ga.		16 ga.		16 ga.	
33	16 ga.		16 ga.		16 ga.		16 ga.	
36	16 ga.	16 ga.	16 ga.	16 ga.	16 ga.	16 ga.	16 ga.	16 ga.
42	14 ga.	16 ga.	14 ga.	16 ga.	14 ga.	16 ga.	14 ga.	16 ga.
48	14 ga.	16 ga.	14 ga.	16 ga.	14 ga.	16 ga.	14 ga.	16 ga.
54	12 ga.	14 ga.	12 ga.	14 ga.	12 ga.	14 ga.	12 ga.	14 ga.
60	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.
66	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.
72	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.
78		14 ga.		14 ga.		14 ga.		14 ga.
84		12 ga.		12 ga.		12 ga.		12 ga.
90		12 ga.		12 ga.		12 ga.		12 ga.
96		12 ga.		12 ga.		12 ga.		12 ga.

NOTE: MAXIMUM PIPE INTRUSION INTO STRUCTURE IS 6". UNIQUE STRUCTURES MIGHT REQUIRE ADDITIONAL ANALYSIS. ENGINEER APPROVAL REQUIRED.



d	t	O.D.	W	CRADLE		ARCH		ENCASE.	
				A	CY/FT	A	CY/FT	A	CY/FT
15	2.25	19.5	31.5	8.9	.057	13.8	.073	29.5	.162
18	2.50	23.0	34.0	9.8	.067	15.5	.086	33.0	.190
21	2.75	26.5	38.5	10.6	.077	17.3	.100	36.5	.220
24	3.00	30.0	42.0	11.5	.089	19.0	.114	40.0	.250
27	3.25	33.5	45.5	12.4	.100	20.8	.129	43.5	.282
30	3.50	37.0	49.0	13.3	.113	22.5	.145	47.0	.316
33	3.75	40.5	52.5	14.1	.126	24.3	.162	50.5	.351
36	4.00	44.0	56.0	15.0	.140	26.0	.179	54.0	.387
42	4.50	51.0	63.0	16.8	.169	29.5	.215	61.0	.463
48	5.00	58.0	70.0	18.5	.200	33.0	.254	68.0	.545
54	5.50	65.0	77.0	20.3	.234	36.5	.296	75.0	.632
60	6.00	72.0	84.0	22.0	.270	40.0	.341	82.0	.724

SCHEDULE FOR CONCRETE CRADLE, CONCRETE ARCH, AND CONCRETE ENCASEMENT FOR STORM SEWERS



TRENCHING DETAILS

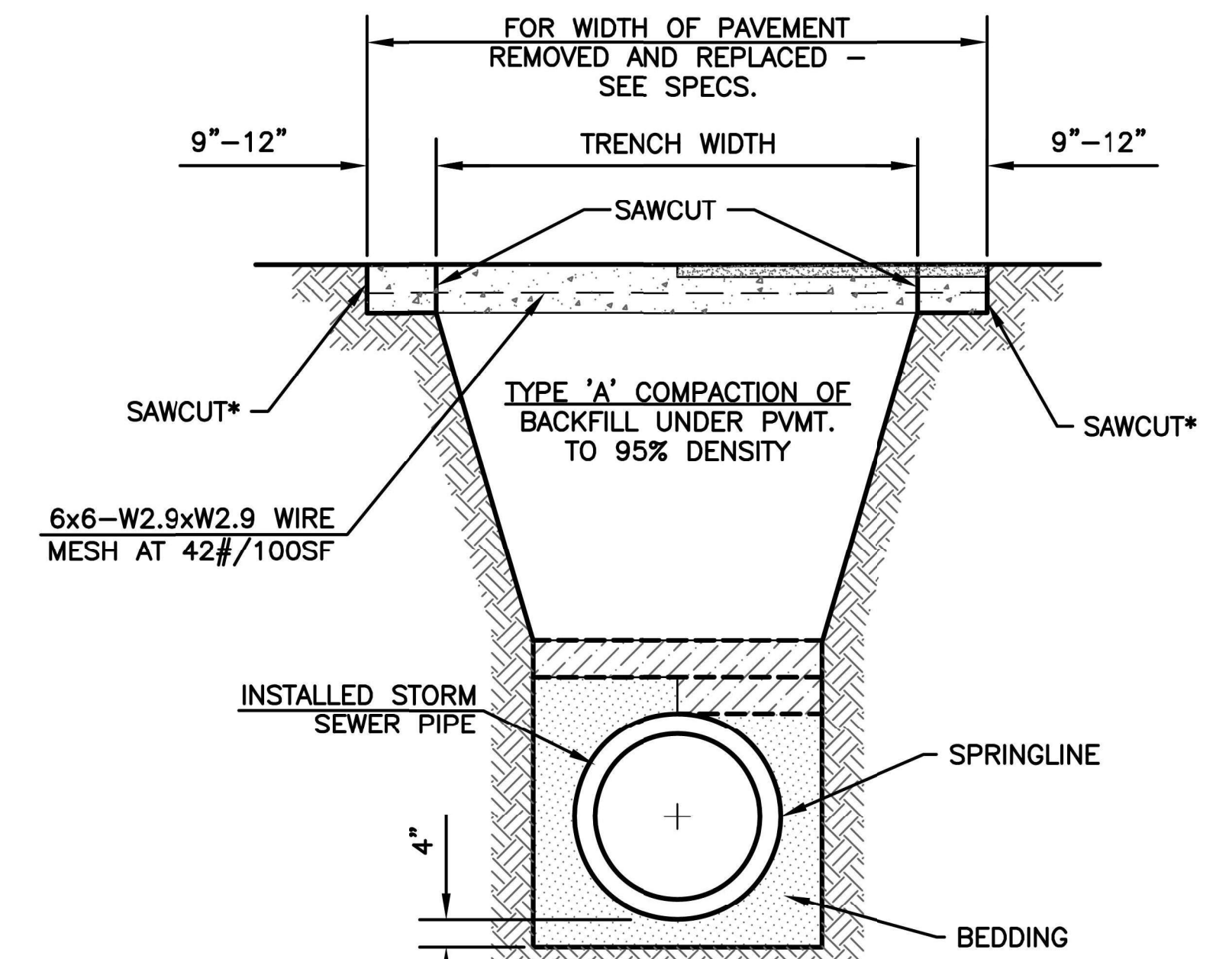
- NOTES:
- THE TRENCH SHALL BE EXCAVATED TO 4" BELOW BOTTOM OF THE PIPE BARREL & BACKFILLED AS SHOWN ABOVE WITH AN APPROVED BEDDING MATERIAL.
 - WHEN THE SEWER IS TO BE INSTALLED IN ROCK, THE TRENCH IS TO BE EXCAVATED TO A MINIMUM DEPTH OF 4" BELOW THE BOTTOM OF THE PIPE AND BACKFILLED IN 6" COMPACTED LAYERS WITH AN APPROVED BEDDING MATERIAL AS SHOWN ABOVE. THE ROCK EXCAVATED TO BE PAID AS A SEPARATE BID ITEM. THE EMBEDMENT, IN ALL CASES, TO BE INCLUDED IN THE PRICE BID PER TRENCH, EXCAVATION, AND BACKFILL.

STANDARDS FOR SETTING LINE AND GRADE FOR SEWER CONSTRUCTION:

- STAKES, SPIKES, SHINERS, OR CROSSES SET BY TRANSIT AT THE SURFACE ON AN OFFSET FROM THE SEWER CENTER LINE.
- STAKES ARE TO BE SET IN THE TRENCH BOTTOM ON THE SEWER LINE AS THE ROUGH GRADE FOR SEWER IS COMPLETED.
- ELEVATIONS GIVEN TO THE FINISHED TRENCH GRADE AND SEWER INVERT, WHILE SEWER LAYING PROGRESSES.

STANDARD METHODS FOR TRANSFERRING LINE AND GRADE TO SEWER TRENCH BOTTOM:

- ELECTRONIC LASER EQUIPMENT-STAKING SHALL BE AT 25' INTERVALS FOR THE FIRST 100' AND EVERY 100' THEREAFTER UNTIL THE NEXT MANHOLE IS REACHED.
- BATTER BOARDS AND BATTER BOARD SUPPORTS-STAKING SHALL BE EVERY 25'.



INSTALLATION OF SEWER UNDER EXISTING PAVEMENT

PAVEMENT SHALL BE SAWED AND REMOVED WITHOUT DAMAGE TO ADJACENT PAVEMENT.

PAVEMENT PLACEMENT SCHEDULE

SCHEDULE TO BE USED UNLESS OTHERWISE NOTED ON PLANS.

ORIGINAL SURFACE	NEW PAVEMENT
CONCRETE	8" REINFORCED CONCRETE 4,000psi
BRICK OVER CONCRETE	7" REINFORCED CONC.BASE 4,000psi PLUS ONE-COURSE RELAID BRICK.
ASPHALT	MATCH EXISTING PAVEMENT THICKNESS WITH A MINIMUM OF 6" HOT-MIX ASPHALTIC CONCRETE.
ASPHALT OVER CONCRETE	7" REINFORCED CONCRETE BASE 4000 psi PLUS 2" HOT MIX ASPHALTIC CONCRETE. 7" REINFORCED CONCRETE BASE SHALL BE JOINED TO ADJACENT PAVEMENT. SEE "FULL PANEL REPAIR & UTILITY CUTS FOR CONCRETE PAVEMENT" DETAIL AS SHOWN ON MISCELLANEOUS DETAILS I (DT-017). THE WEARING SURFACE WILL CONFORM TO CITY/COUNTY STANDARD SPECIFICATIONS.
BRICK OVER BRICK/SUBGRADE	7" HOT-MIX ASPHALTIC CONCRETE PLUS ONE-COURSE RE-LAID BRICK.

PAVEMENT SHALL BE SAWED AND REMOVED WITHOUT DAMAGE TO ADJACENT PAVEMENT.

* SECOND PAVEMENT CUT TO BE MADE AND PAVEMENT REMOVED AFTER TRENCH IS PROPERLY BACKFILLED.

** CONCRETE PAVEMENT SHALL BE JOINED TO ADJACENT CONCRETE PAVEMENT AS PER "FULL PANEL REPAIR AND UTILITY CUTS FOR CONCRETE PAVEMENT" AS SHOWN ON MISCELLANEOUS DETAILS I (DT-017).

- NOTES:
- THE TRENCH SHALL BE EXCAVATED TO 4" BELOW BOTTOM OF THE PIPE BARREL & BACKFILLED AS SHOWN ABOVE WITH AN APPROVED BEDDING MATERIAL.
 - WHEN THE SEWER IS TO BE INSTALLED IN ROCK, THE TRENCH IS TO BE EXCAVATED TO A MINIMUM DEPTH OF 4" BELOW THE BOTTOM OF THE PIPE AND BACKFILLED IN 6" COMPACTED LAYERS WITH AN APPROVED BEDDING MATERIAL AS SHOWN. THE ROCK EXCAVATED TO BE PAID AS A SEPARATE BID ITEM. THE EMBEDMENT, IN ALL CASES, TO BE INCLUDED IN THE PRICE BID PER TRENCH, EXCAVATION, AND BACKFILL.

NO.	DATE:	REVISION	BY:	APP'D

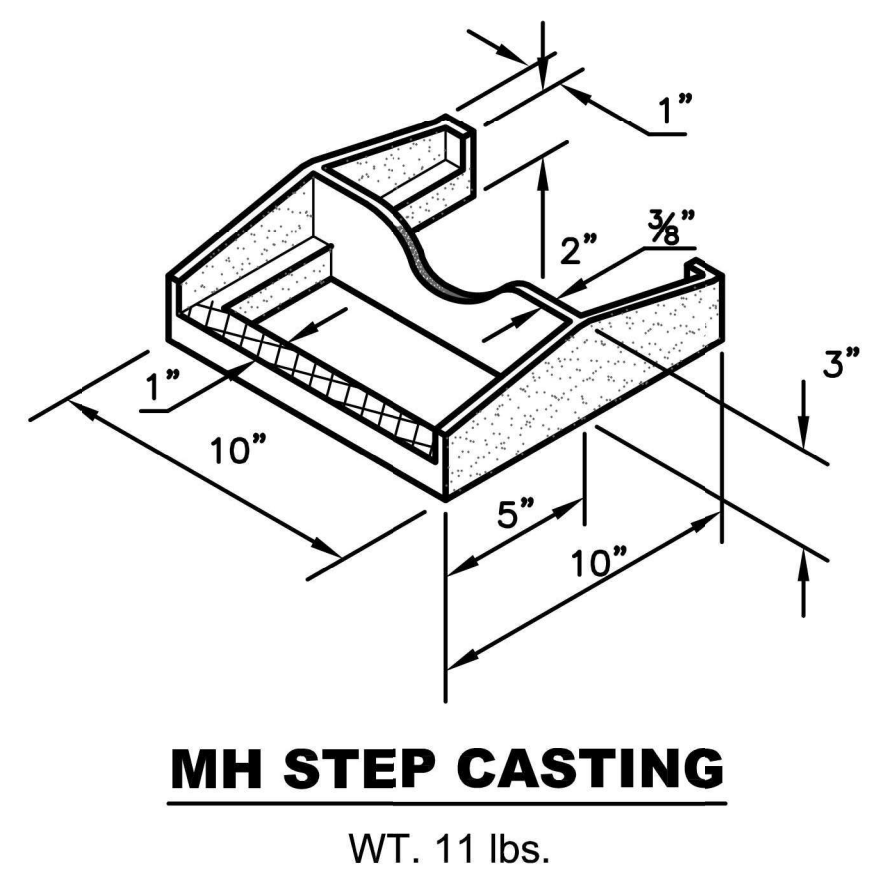
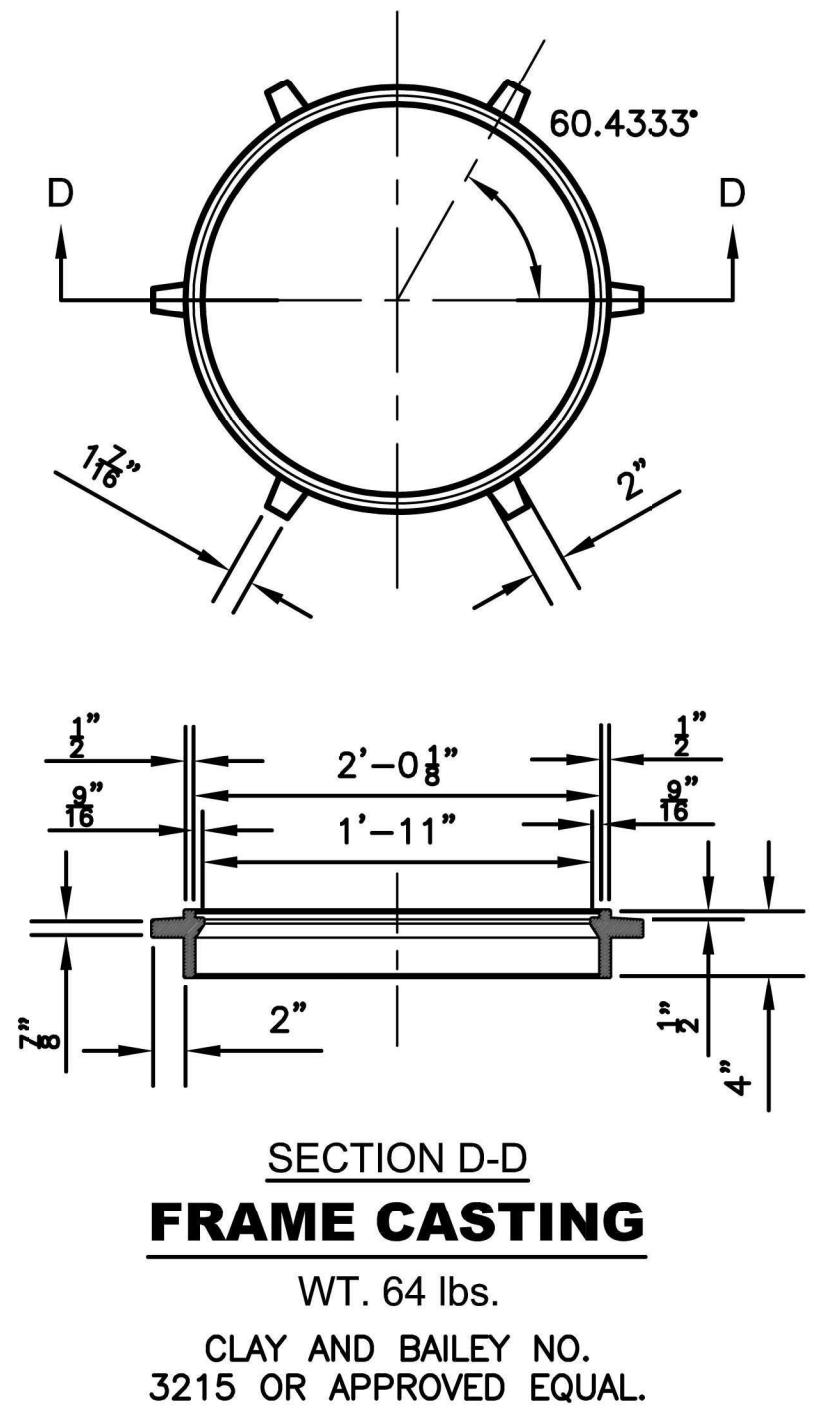
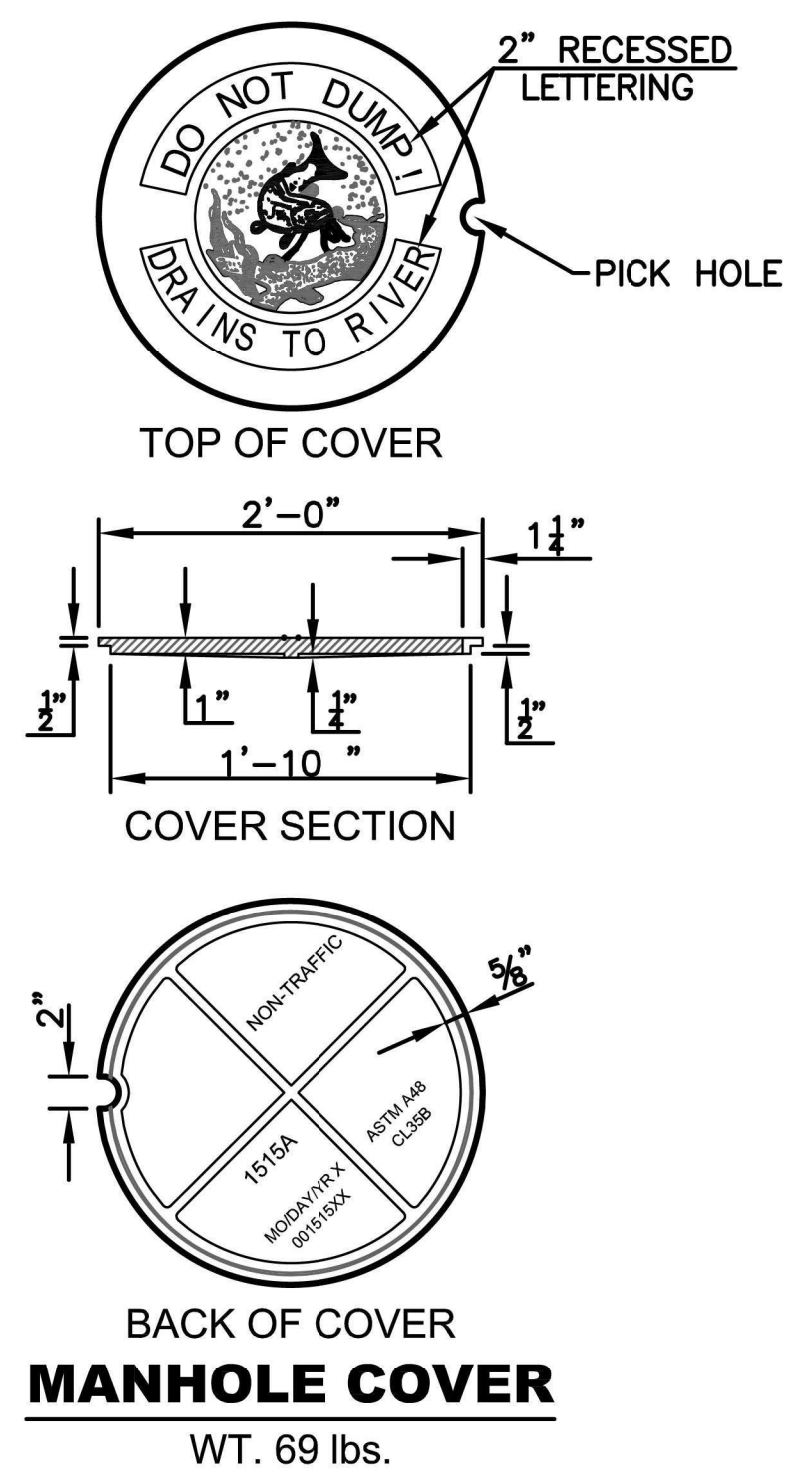
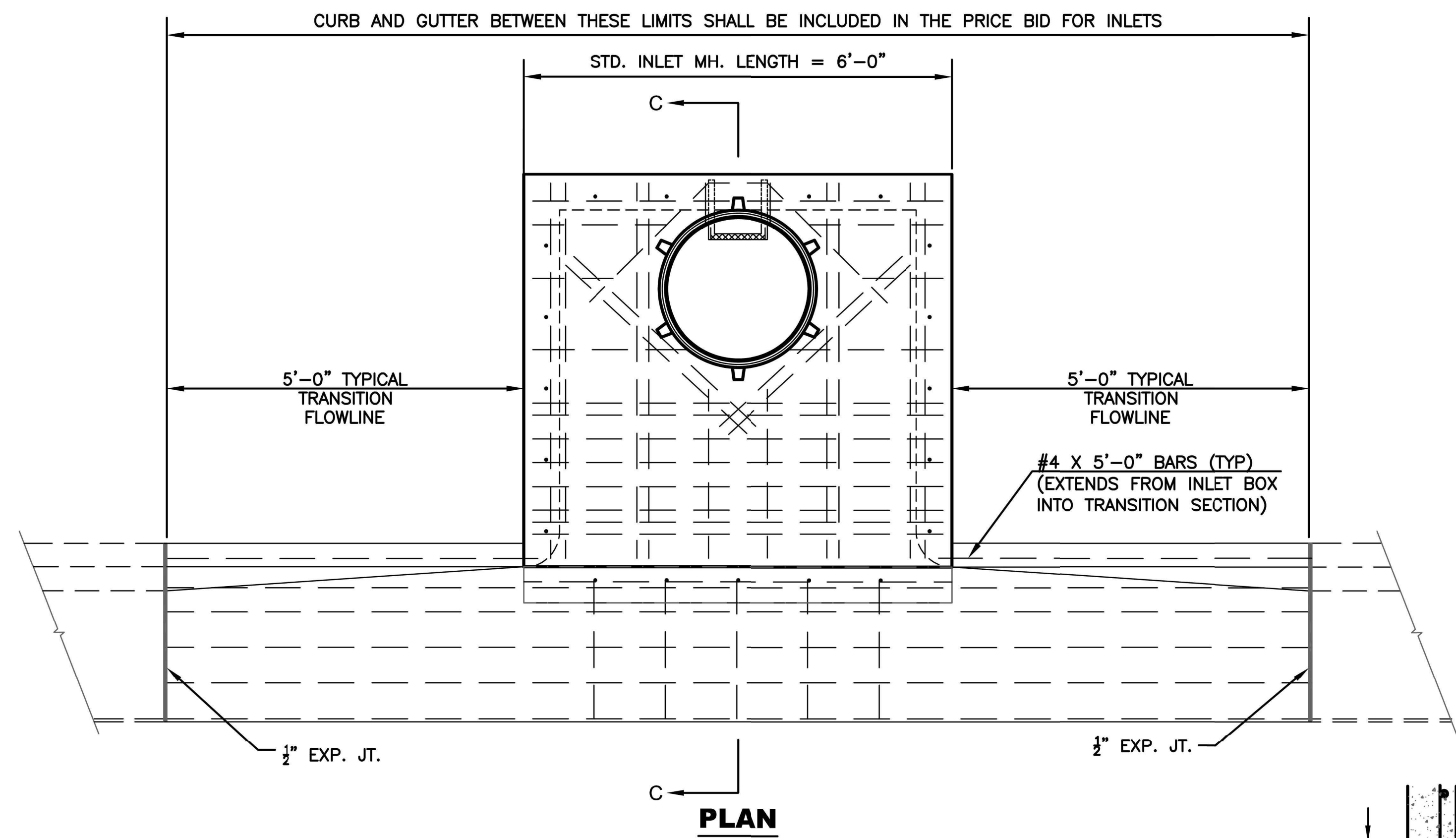
DRAWN BY: E.CHAVEZ
APP'D BY: E.NICHOL
FIELD BOOK: ---
SURVEYED BY: A.WOLFE
PLOTTED: 12/18/2025



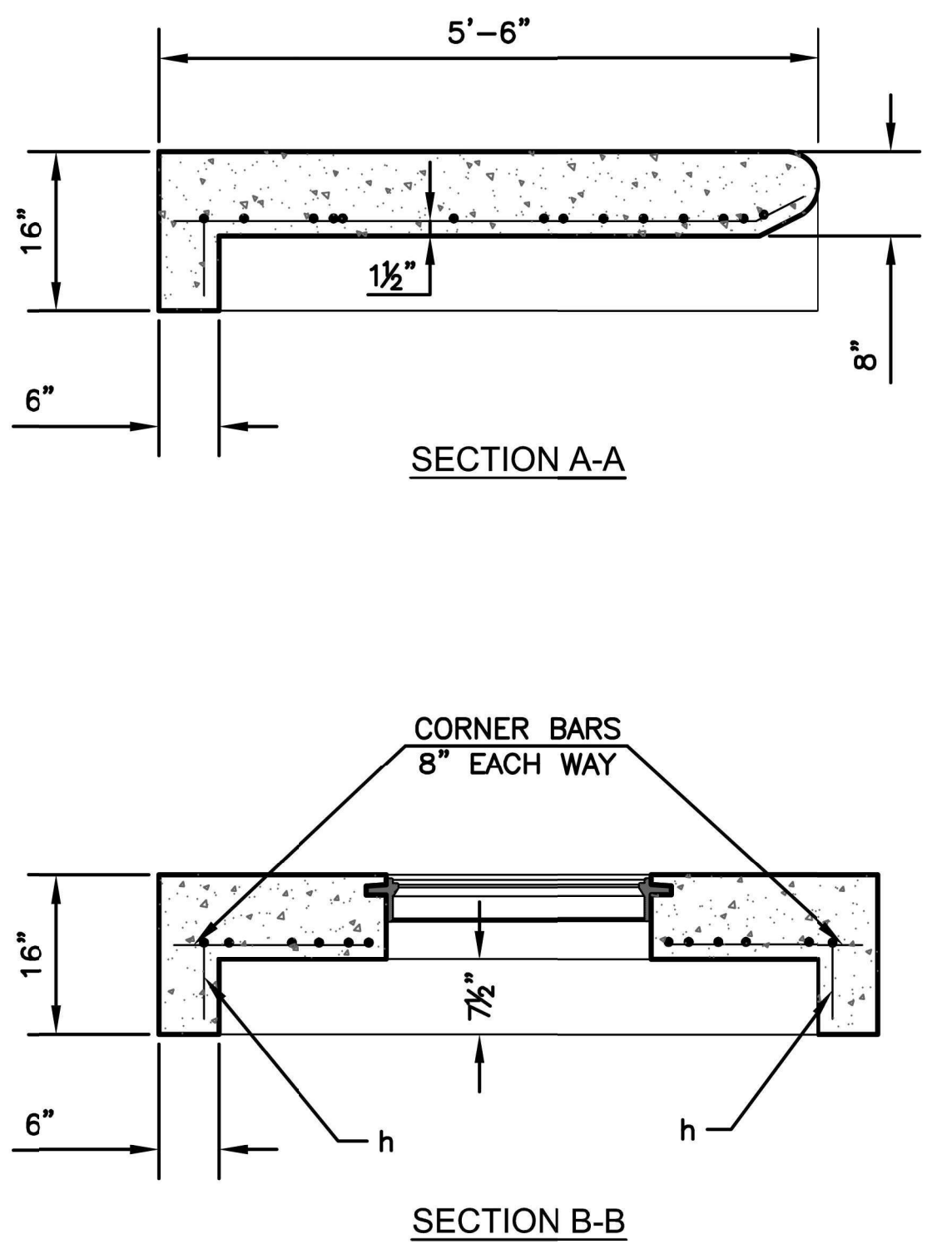
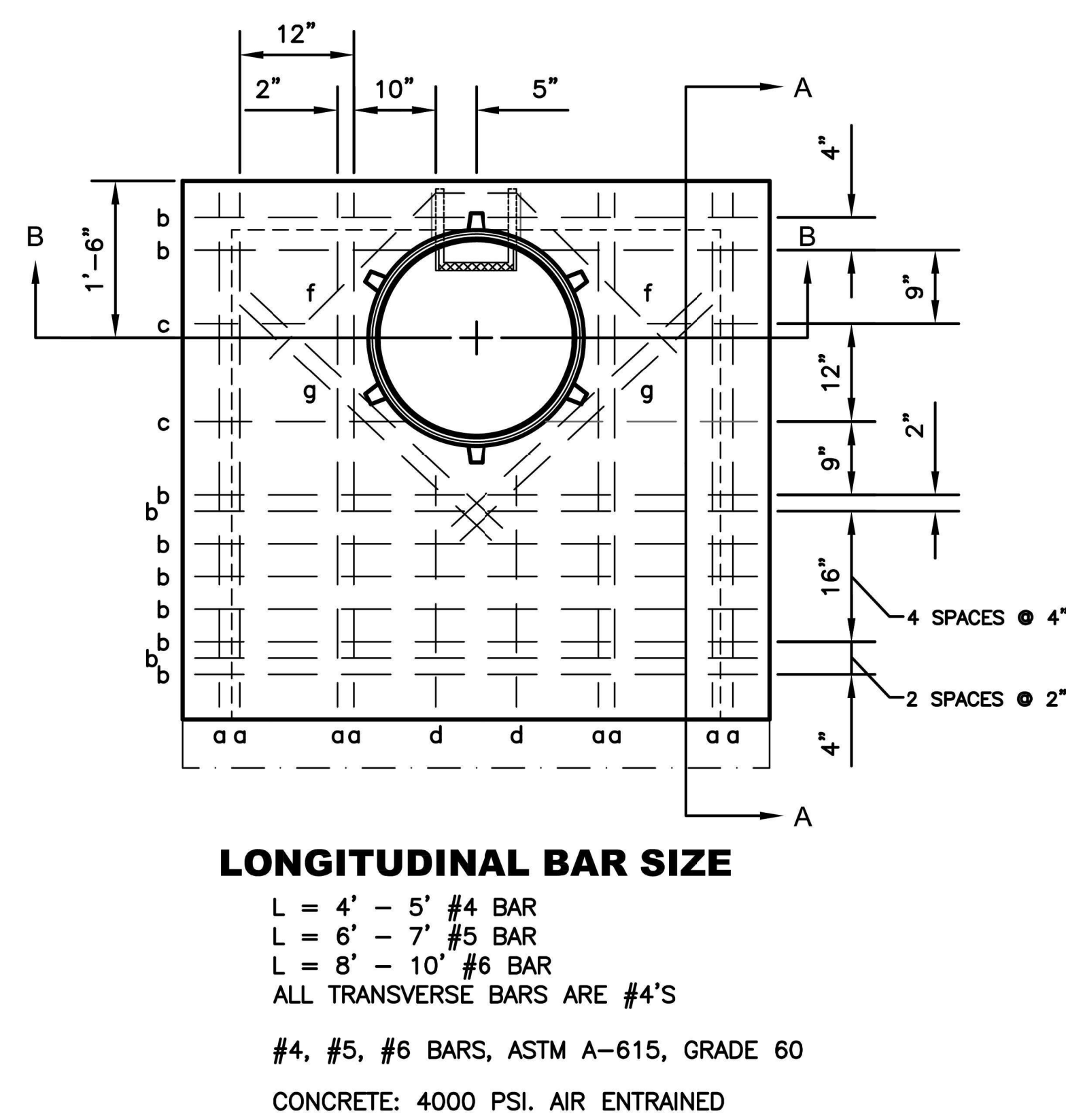
MOUNDVIEW DRIVE STREET IMPROVEMENTS
841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
501125.01
FROM SW 21ST TO SW 19TH

STORM SEWER DETAILS

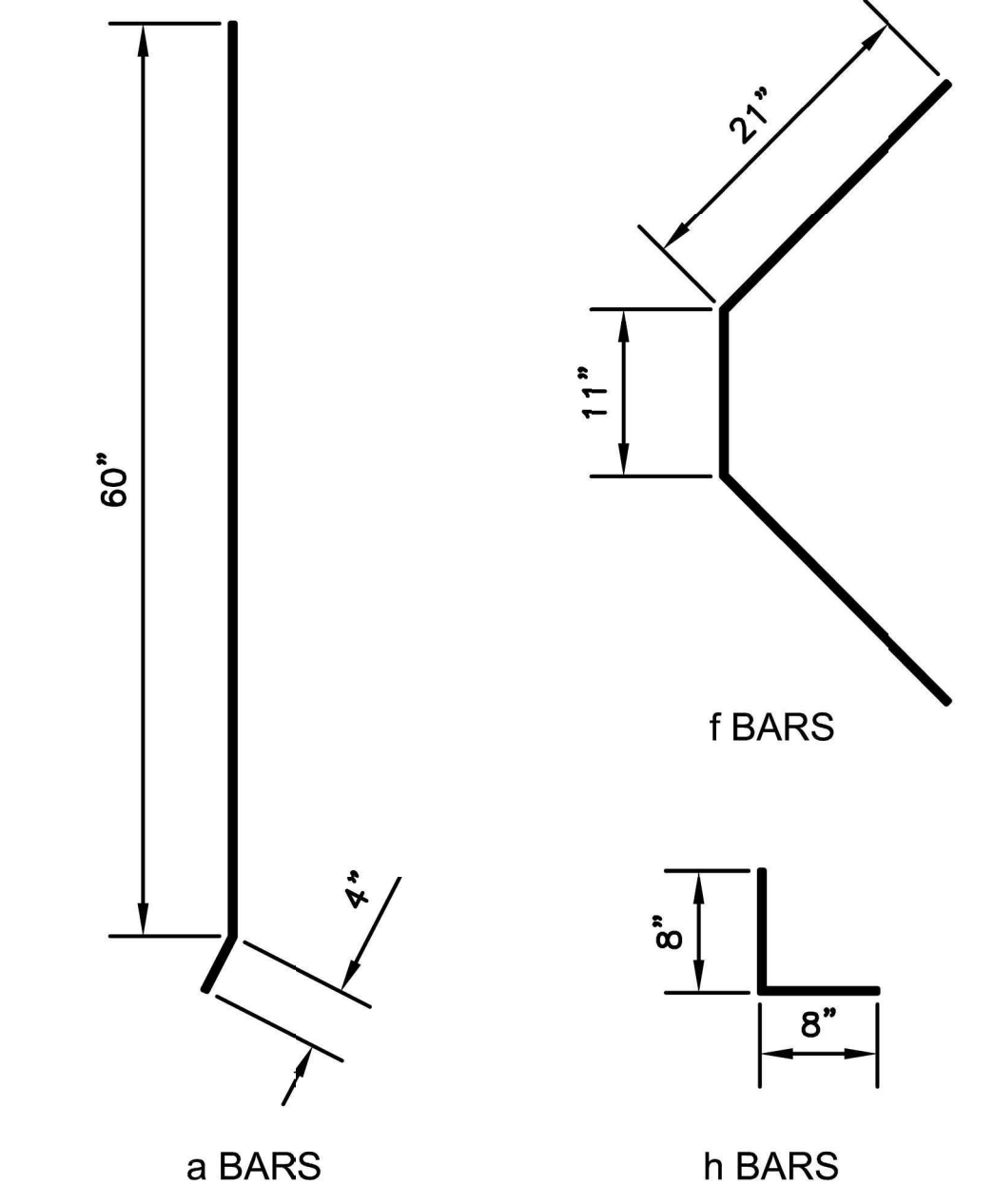
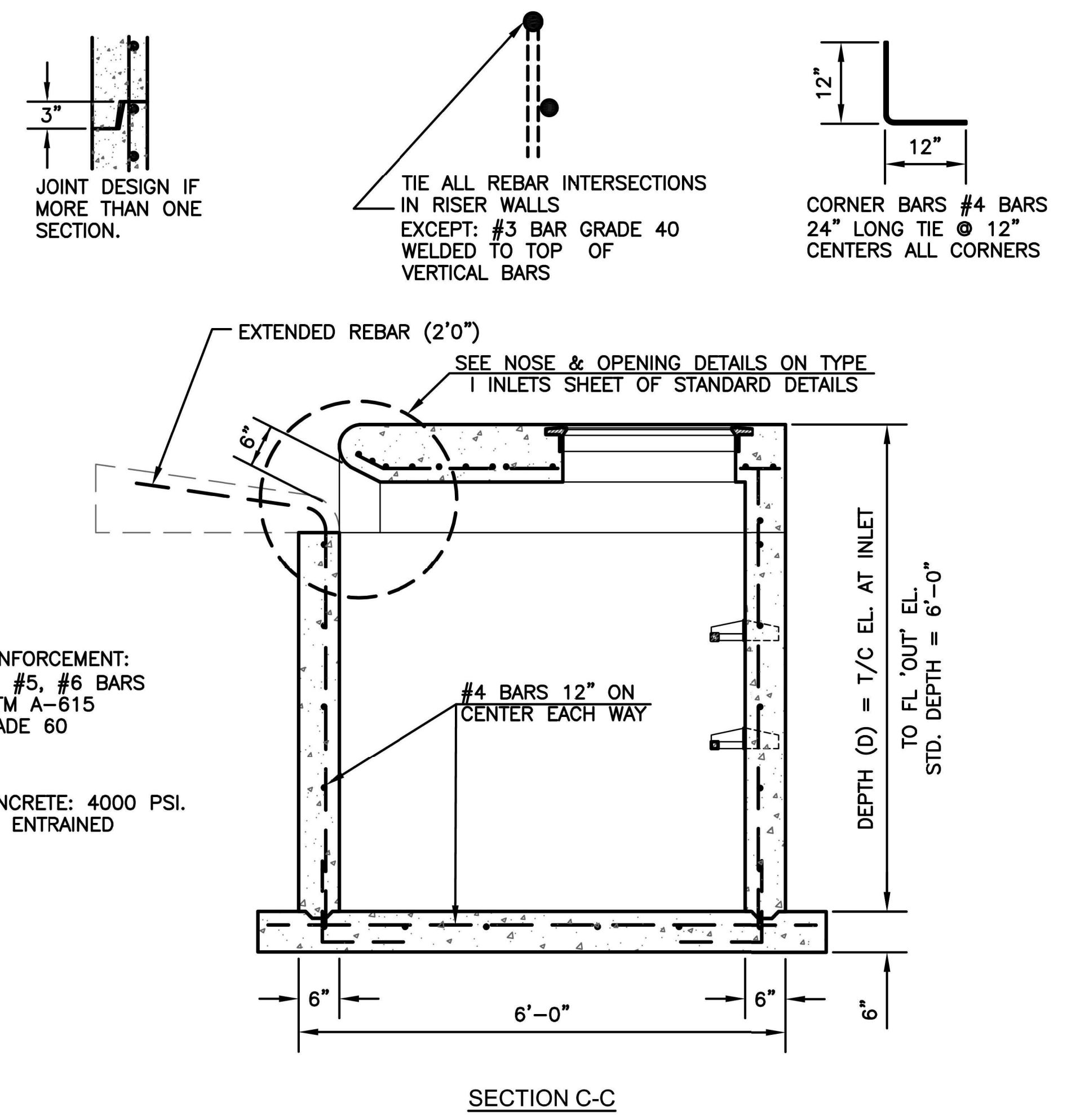
DATE: 12/18/2025
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501125.01



CLOW-NATIONAL NO. F-3650 CLAY AND BAILEY NO. 2113 NEENAH R-1980-E OR EQUAL
 COPOLYMER POLYPROPYLENE PLASTIC STEP, PS1-PF or PS2-PF, MANUFACTURED BY M.A. IND. INC. OR APPROVED EQUAL MAY BE USED AS AN ALTERNATE TO DETAILED CASTING. THIS STEP MAY BE CAST IN PLACE OR INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDED INSTALLATION PROCEDURE.



REINFORCEMENT:
 #4, #5, #6 BARS
 ASTM A-615
 GRADE 60
 CONCRETE: 4000 PSI.
 AIR ENTRAINED



- NOTES:
1. STEPS SHALL BE INSTALLED IN ALL INLETS OVER 4' DEEP AND LOCATED UNDER MANHOLE RING AND COVER.
 2. SUPPLIERS SHALL GRIND ALL BURRS SMOOTH ON CASTINGS.
 3. THE INLET TOP SHALL SIT SQUARELY ON TOP OF THE INLET BOTTOM SECTION. THE INLET WALLS SHALL NOT BE OFFSET MORE THAN ONE INCH BETWEEN TOP AND BOTTOM SECTIONS.
 4. MAXIMUM PIPE INTRUSION INTO STRUCTURE IS 6". UNIQUE STRUCTURES MIGHT REQUIRE ADDITIONAL ANALYSIS. ENGINEER APPROVAL REQUIRED.

NO.	DATE:	REVISION	BY:	APP'D

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 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
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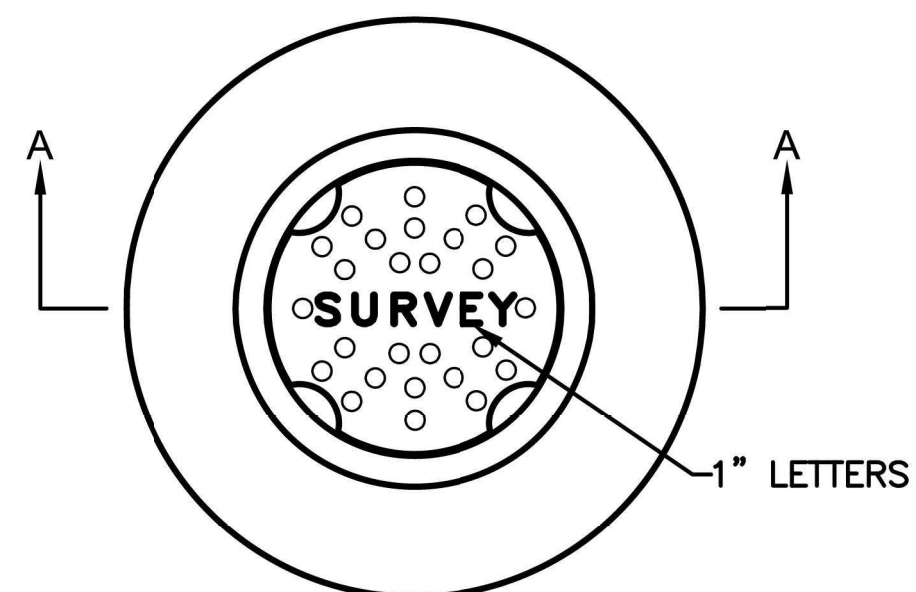
DRIGGS DESIGN GROUP, PA
 Surveying Engineering Planning
 MANHATTAN - HAYS - EMPORIA - TOPEKA - GOODLAND

TOPEKA Public Works ENGINEERING
 515 S. KANSAS AVENUE SUITE 301 • TOPEKA, KS 66603-3417
 Phone: (785) 368-3842 • Fax: (785) 368-3881

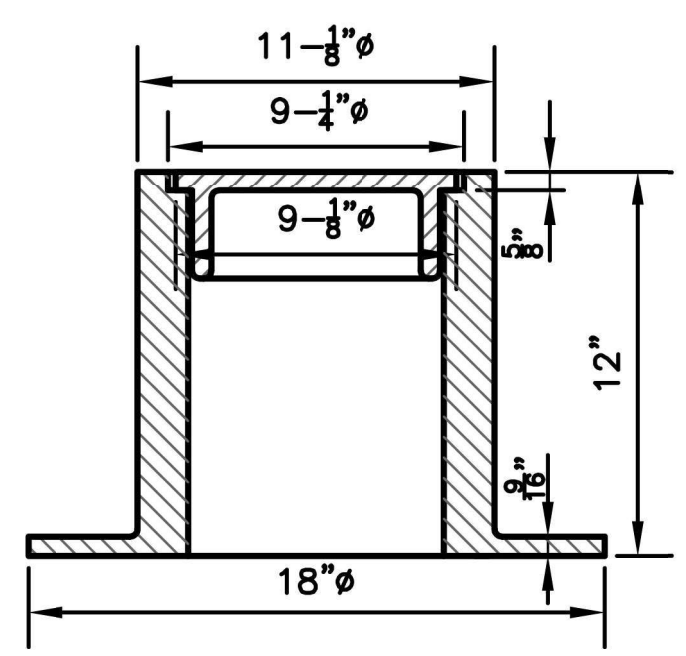
MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

TYPE IP INLET DETAILS

DATE: 12/18/2025
 SHEET: 15_of_35
 PROJ.: 841098.08
 501125.01



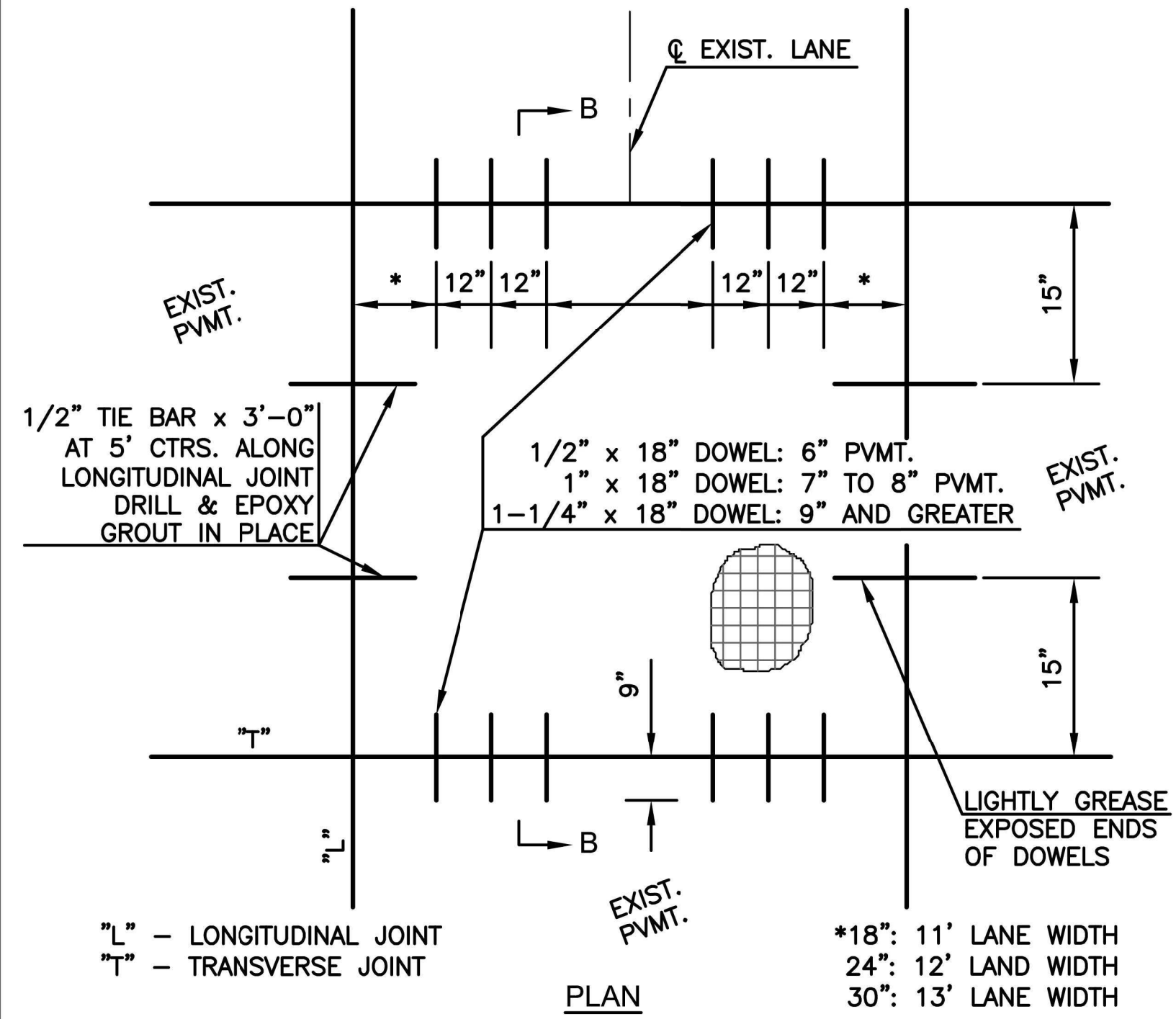
PLAN



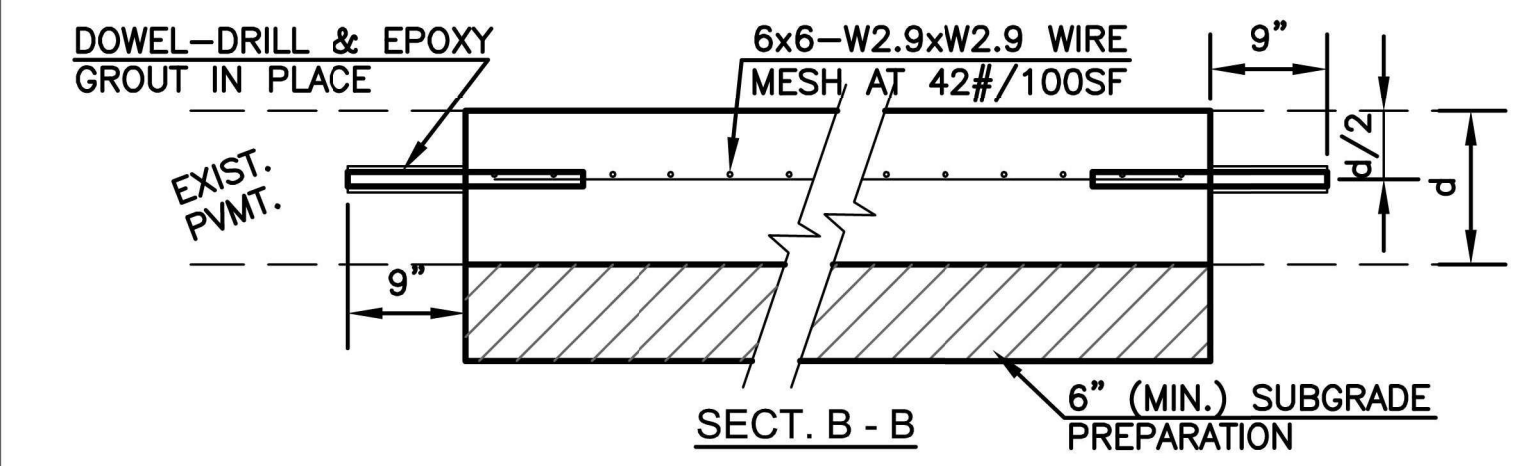
SECT. A - A

- NOTES:
1. THE TOP OF THE MONUMENTATION WITHIN THE MONUMENT BOX WILL BE BELOW THE BOTTOM OF THE MONUMENT BOX AND PAVEMENT ELEVATION TO ACCOMMODATE FREE PAVEMENT MOVEMENT WITHOUT DISPLACEMENT OF THE MONUMENT. ALL MONUMENTS IN CONCRETE WILL BE PLACED IN SUCH A WAY THAT THE TOP OF CONCRETE IS A MINIMUM OF 3" CLEAR OF THE BOTTOM OF THE MONUMENT BOX AND PAVEMENT, TO ALLOW DRAINAGE PERCOLATION OF SURFACE SEEPAGE AWAY FROM THE BOX.
 2. CLAY AND BAILEY MFG. CO. COVER NO. 2193-01-1003 RING NO. 2093-01-2050 COMBINED WEIGHT 95 LBS.

CAST IRON MONUMENT BOX



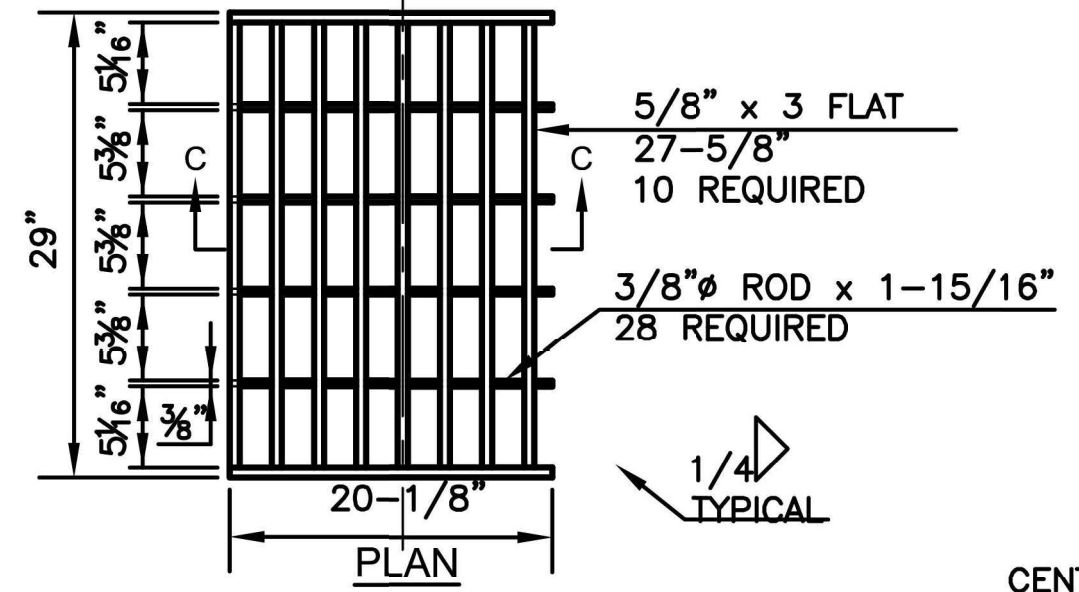
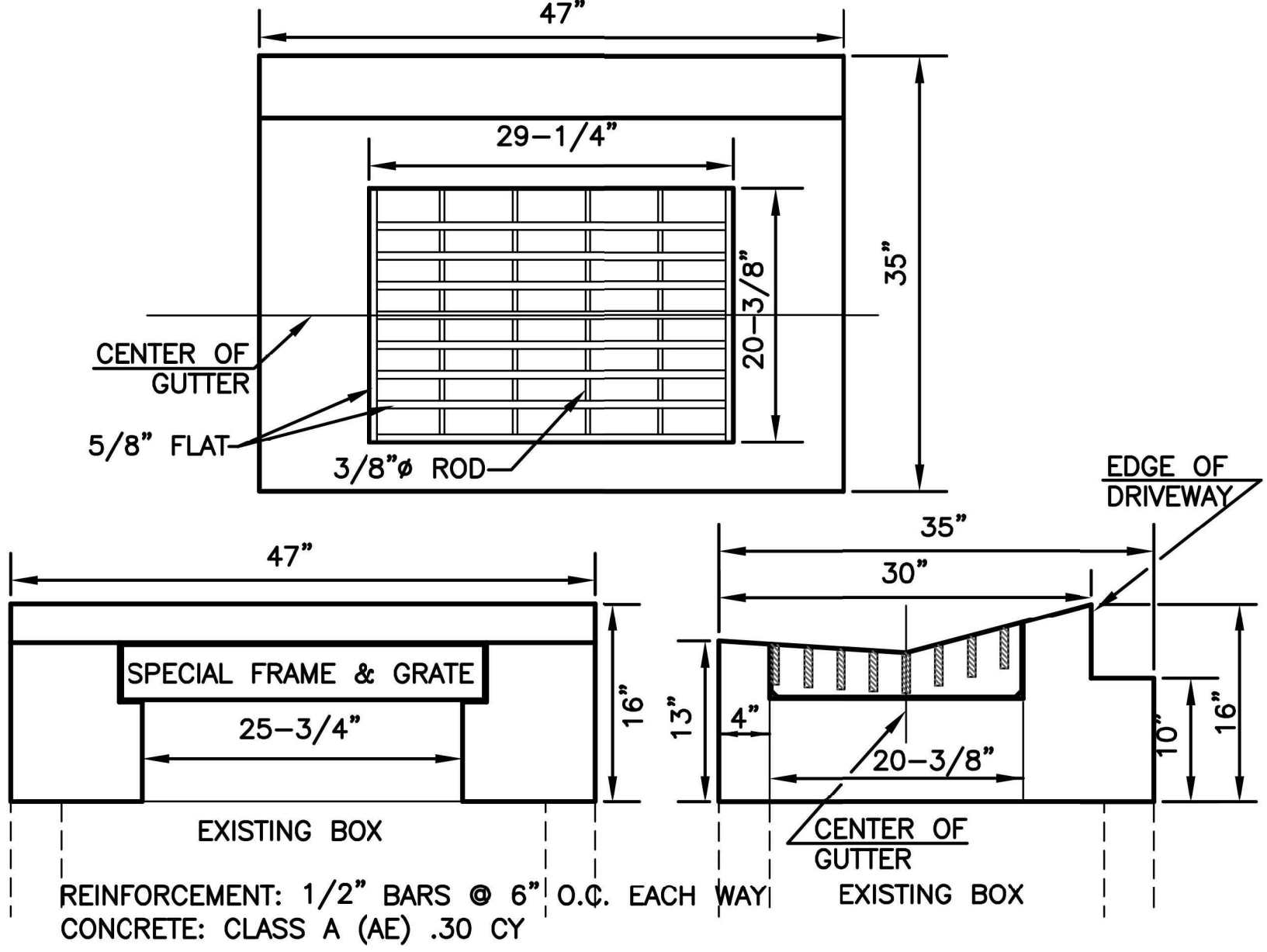
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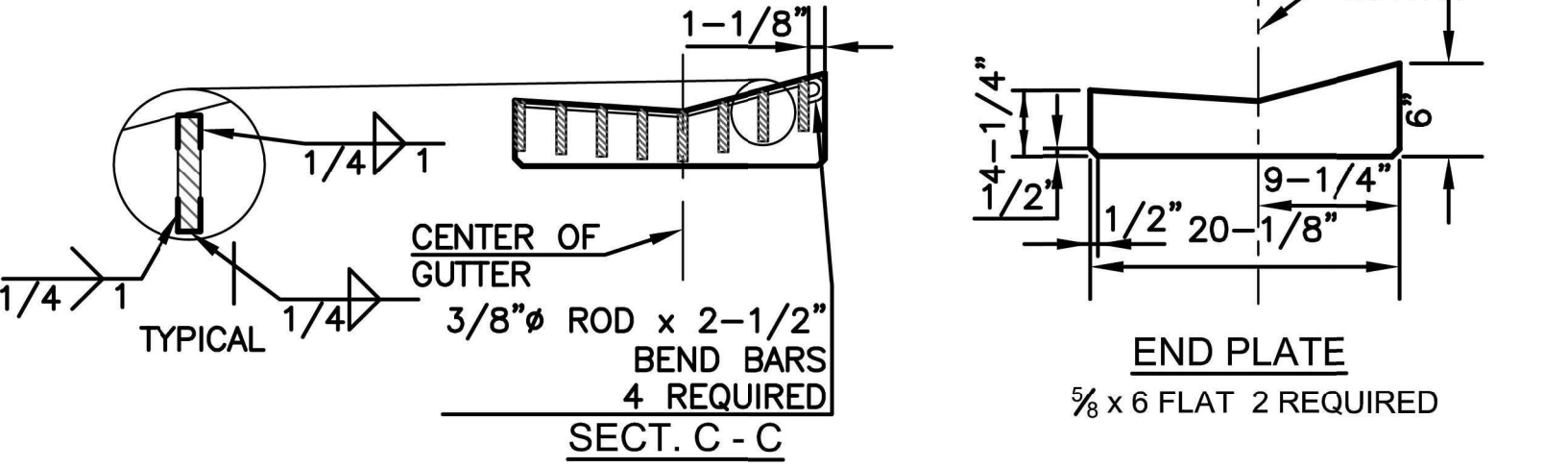
SECT. B - B

- NOTES:
1. ALL MATERIAL AND METHODS SHALL BE IN ACCORDANCE WITH CITY OF TOPEKA STANDARD TECHNICAL SPECIFICATIONS, LATEST EDITION.
 2. DOWEL HOLE SIZE = O.D. OF DOWEL + 1/8"
 3. EPOXY GROUTING PER SEC. 830, KDOT STANDARD SPECIFICATIONS FOR STATE ROAD & BRIDGE CONSTRUCTION, LATEST EDITION.

FULL PANEL REPAIR & UTILITY CUTS FOR CONCRETE PAVEMENT

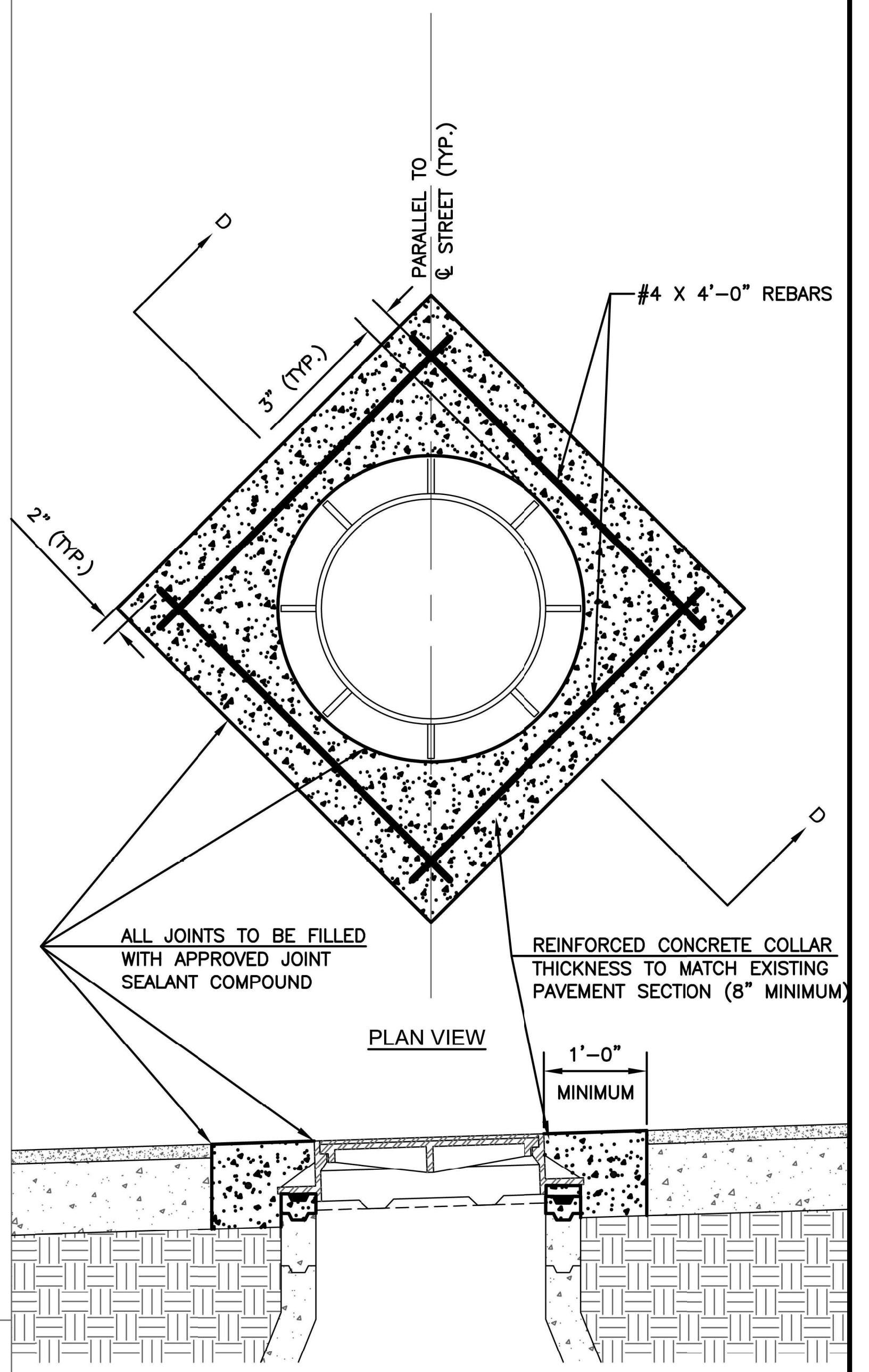


PLAN



SECT. C - C

SPECIAL II-P GRATE TOP

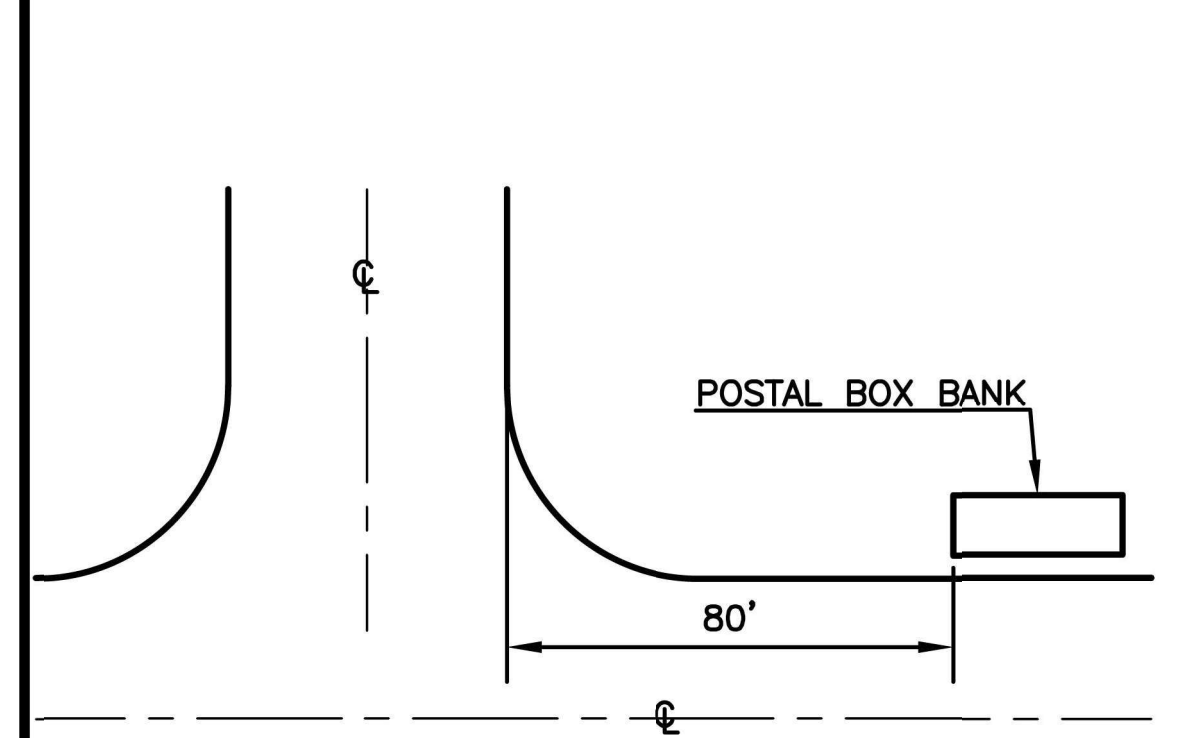


PLAN VIEW

SECT. D - D

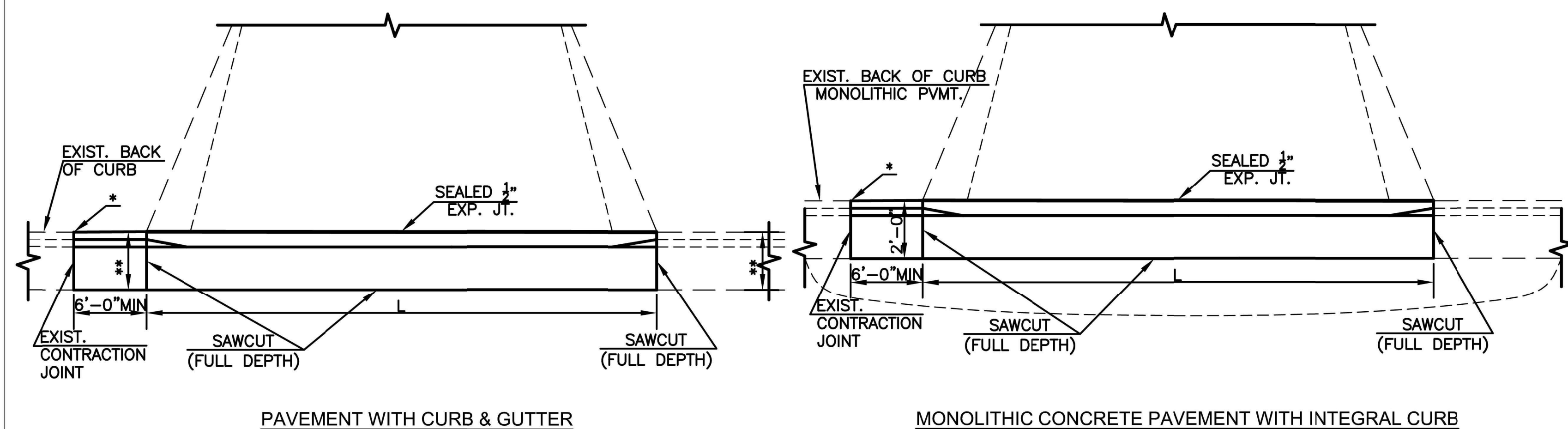
- NOTES:
1. PAVEMENT SHALL BE REMOVED BY FULL DEPTH SAW CUTTING WHILE PROTECTING NEW PAVEMENT.
 2. THE ORIENTATION OF THE REINFORCED CONCRETE COLLAR SHALL BE AS SHOWN OR FIELD DETERMINED BY ENGINEER.
 3. ADJUST MANHOLE RING TO MATCH PAVEMENT CROSS SLOPE USING APPROVED CONCRETE MANHOLE GRADE ADJUSTMENT RINGS AND CONCRETE BLOCKS OR APPROVED HIGH-DENSITY POLYETHYLENE MANHOLE ADJUSTMENT RINGS.
 4. SET MANHOLE RING WITH 2 RINGS OF 3/4" PREFORMED MASTIC SEALANT.
 5. ALL TIME AND MATERIAL NECESSARY TO PERFORM THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "MANHOLE ADJUSTMENT".

MANHOLE ADJUSTMENT



NOTE: WHERE BANKS OR GROUPS OF POSTAL BANKS ARE TO BE INSTALLED, THEY SHALL BE A MINIMUM OF EIGHTY (80) FEET FROM THE INTERSECTION BACK OF CURB.

POSTAL BOX BANKS



PAVEMENT WITH CURB & GUTTER

MONOLITHIC CONCRETE PAVEMENT WITH INTEGRAL CURB

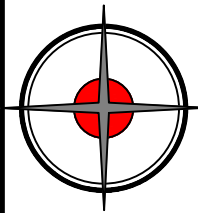
** MATCH EXISTING CURB WIDTH.

CURB CUT/REMOVAL FOR NEW RESIDENTIAL DRIVE APPROACH

- * IF CURB AND GUTTER TO BE REMOVED IS WITHIN 6'-0" OF AN EXISTING JOINT, REMOVE CURB AND GUTTER BACK TO EXISTING JOINT.
L - PER CITY STANDARD DESIGN CRITERIA.

NO.	DATE:	REVISION	BY:	APP'D

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 APP'D BY: E.NICHOL
 FIELD BOOK: ---
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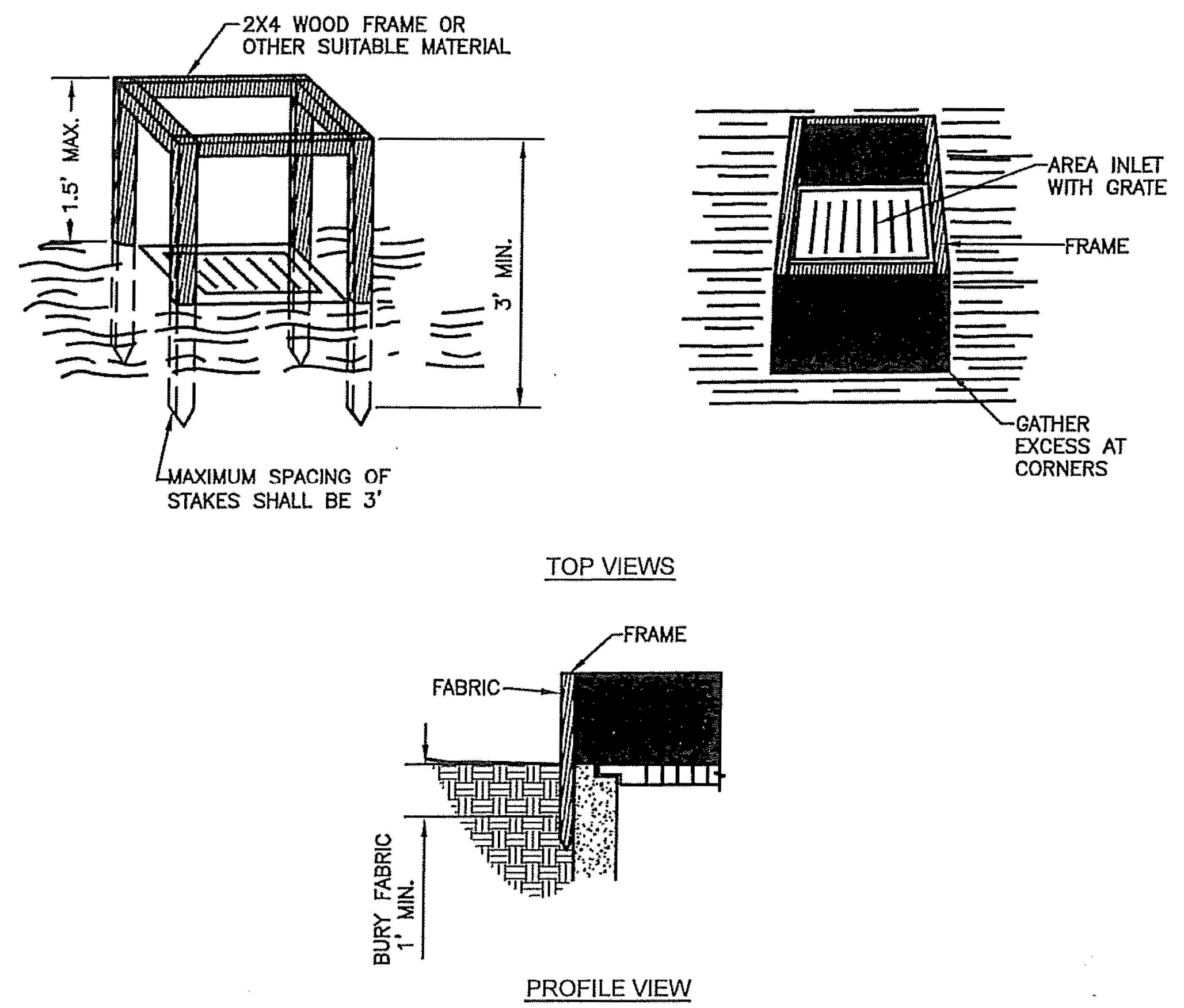
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 Surveying Engineering Planning
 MANHATTAN - HAYS - EMPORIA - TOPEKA - GOODLAND



MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

MISCELLANEOUS DETAILS I

DATE: 12/18/2025
 SHEET: 16_of_35
 PROJ.: 841098.08
501125.01



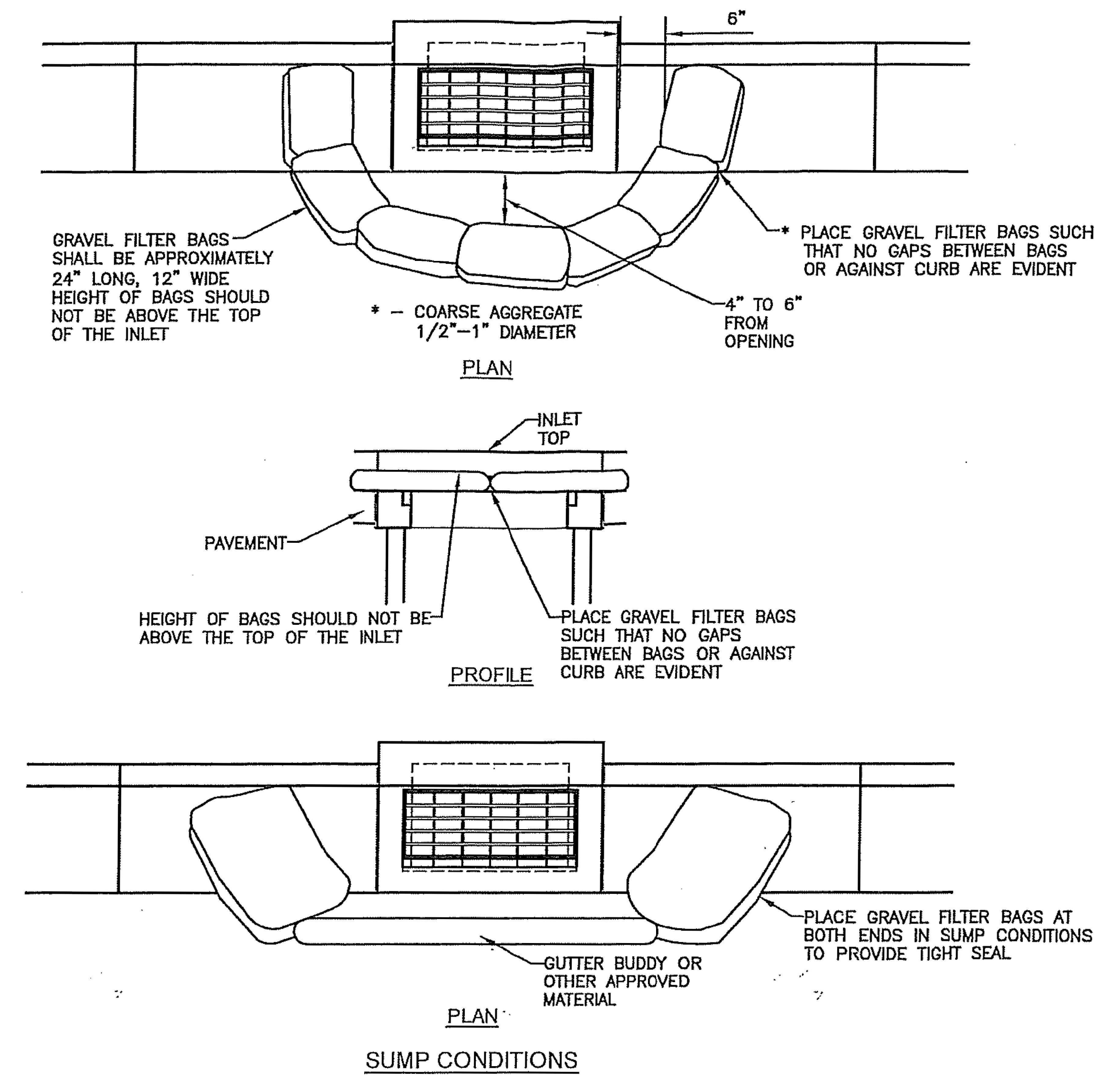
- NOTES:**
1. BASE OF FABRIC SHALL BE BURIED AT LEAST 1' BELOW GROUND SURFACE AND BACKFILLED WITH CRUSHED STONE OR COMPACTED MATERIAL.
 2. WIRE MESH FENCE MAY BE USED TO SUPPORT FABRIC. TOP OF FENCE SHOULD BE LEVEL WITH FRAME AND BOTTOM BURIED 6" BELOW GROUND.
 3. MAY BE NECESSARY TO BUILD A TEMPORARY DIKE ON DOWN-SLOPE SIDE OF STRUCTURE TO PREVENT BYPASS FLOW.
 4. STRAW BALES OR GRAVEL FILLED FILTER BAGS MAY BE USED IN LIEU OF FABRIC. IF STRAW BALES ARE USED, TWO 4' (MINIMUM) LONG, 2" X 2" HARDWOOD STAKES SHALL BE DRIVEN THROUGH EACH BALE AND SET BACK 12" TO 24" FROM INLET. IF FILTER BAGS ARE USED, PLACE BAGS SUCH THAT NO GAPS ARE EVIDENT.

AREA INLET PROTECTION

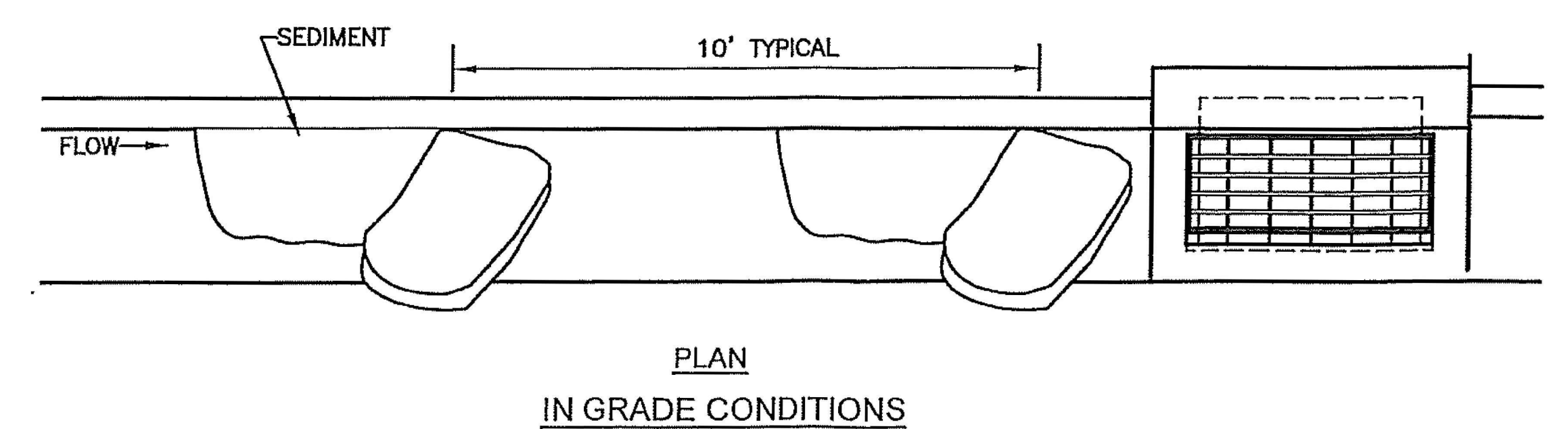
- GENERAL NOTES:**
1. ANY EROSION AND SEDIMENT CONTROL MEASURES INTENDED TO CONTROL EROSION OF AN EARTH DISTURBANCE OPERATION SHALL BE INSTALLED BEFORE ANY EARTH DISTURBANCE OPERATIONS TAKE PLACE.
 2. THE CONTRACTOR SHALL INSPECT THE LAND DISTURBANCE SITE AFTER EACH SIGNIFICANT RAINFALL EVENT WITHIN A 24-HOUR PERIOD AND ASSURE THAT ALL EROSION AND SEDIMENT CONTROL MEASURES ARE IN WORKING CONDITION PRIOR TO ANY FORECASTED RAINFALL. SEDIMENT REMOVAL AND ALL NECESSARY REPAIRS SHALL BE MADE TO MAINTAIN THE INTEGRITY OF THE EROSION AND SEDIMENT CONTROL MEASURES. SEDIMENT SHALL BE REMOVED ONCE IT REACHES HALF OF THE INSTALLED HEIGHT OF MEASURE.
 3. THE CONTRACTOR SHALL MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES DURING ALL PHASES OF CONSTRUCTION UNTIL OWNER ACCEPTS WORK AS COMPLETE. THE CONTRACTOR SHALL PROVIDE TEMPORARY SEEDING, BERMS, SILT FENCE, SEDIMENT TRAPS OR OTHER MEANS TO PREVENT SEDIMENT FROM REACHING STREAMS, PUBLIC RIGHT-OF-WAY OR ADJACENT PROPERTY.
 4. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE REMOVED ONCE 70 PERCENT OF THE PERMANENT COVER IS ESTABLISHED.
 5. THE CONTRACTOR SHALL TEMPORARILY SEED AND MULCH ALL DISTURBED AREAS IF THERE HAS BEEN NO CONSTRUCTION ACTIVITY ON THEM FOR A PERIOD OF 14 CALENDAR DAYS. IF THE ENGINEER DETERMINES THAT A SITE HAS A POTENTIAL FOR EROSION, STABILIZATION OF SOIL MAY BE REQUIRED. TEMPORARY SEED MIXTURE SHALL BE APPROVED BY THE ENGINEER OR AS FOLLOWS:

TYPE:	APPLICATION RATE:	
	WINTER WHEAT	120 LBS PER ACRE
	RYEGRASS	75 LBS PER ACRE

REPAIRS AND RESEEDING SHALL BE PERFORMED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER. IF VEGETATIVE MEASURES ARE NOT EFFECTIVE, NON-VEGETATIVE OPTION MAY BE REQUIRED.



- NOTE:**
DO NOT BLOCK INLET OPENING - STORMWATER MUST BE ALLOWED TO FLOW TO DRAIN AND NOT BYPASS TO DOWNSTREAM.



- NOTES:**
1. OTHER APPROVED CURB INLET SEDIMENT FILTERS MAY BE USED.
 2. IMMEDIATELY FOLLOWING INLET CONSTRUCTION AND PRIOR TO CONSTRUCTION OF CURB AND INLET THROAT, PROTECT INLET OPENING AROUND PERIMETER. SEE AREA INLET DETAIL THIS PAGE.
 3. CONTRACTOR TO CLEAN OUT SEDIMENT AFTER EACH SIGNIFICANT RAINFALL EVENT.
 4. DURING CONSTRUCTION GRAVEL FILTER BAGS SHALL BE REPLACED PRIOR TO DEGRADATION.
 5. ANY SEDIMENT OR GRAVEL DEPOSITED IN INLET SHALL BE REMOVED PROMPTLY.

CURB INLET SEDIMENT PROTECTION

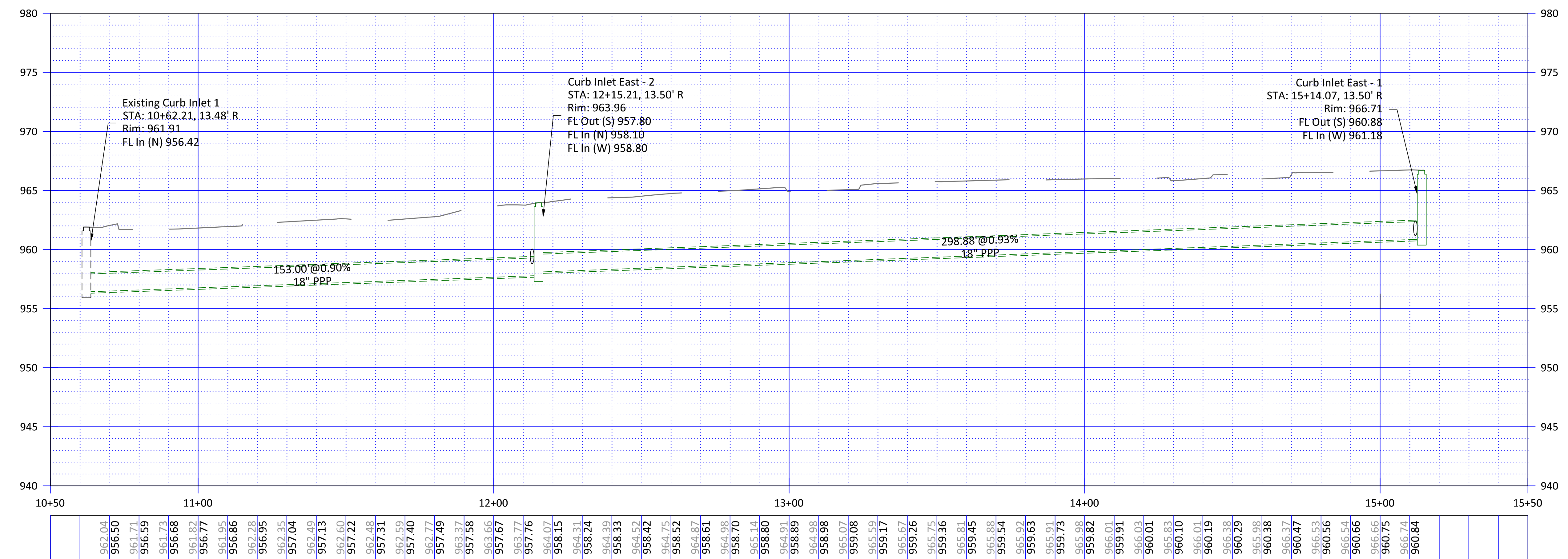
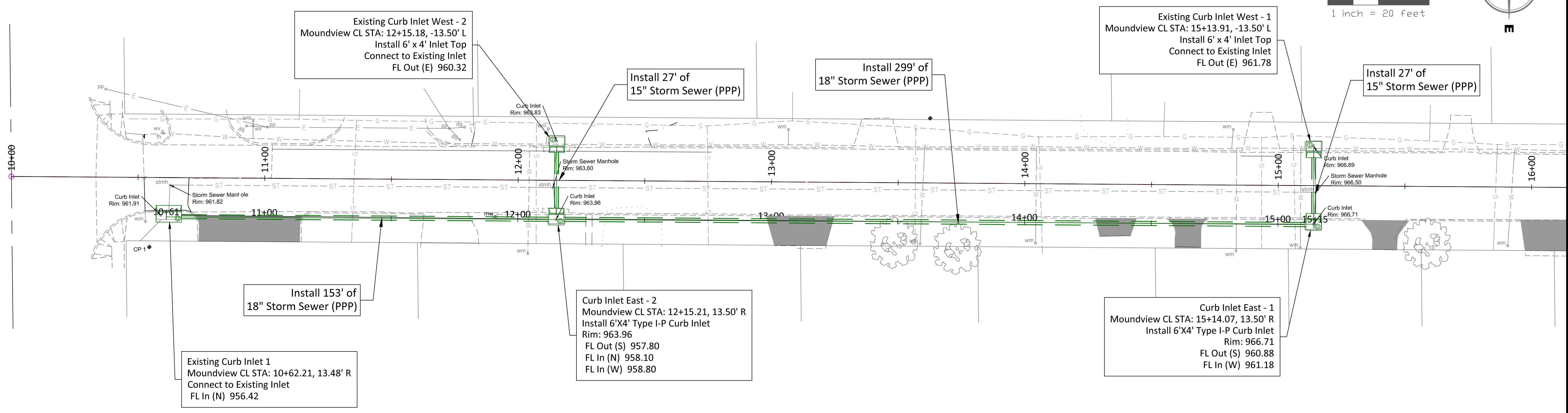
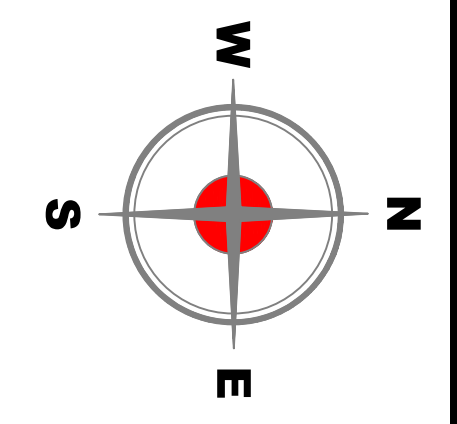
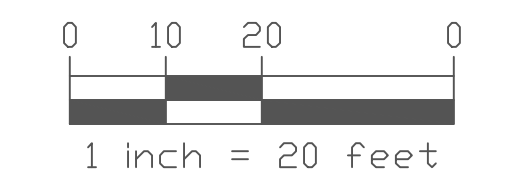
NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: E.CHAVEZ
APP'D BY: E.NICHOL
FIELD BOOK: ---
SURVEYED BY: A.WOLFE
PLOTTED: 12/18/2025

MOUNDVIEW DRIVE STREET IMPROVEMENTS
841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
501125.01
FROM SW 21ST TO SW 19TH

EROSION & POLLUTION CONTROL

DATE: 12/18/2025
SHEET: 17 of 35
PROJ.: 841098.08
501125.01



Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 5'

962.04	961.91	961.82	961.75	961.68	961.61	961.54	961.47	961.40	961.33	961.26	961.19	961.12	961.05	960.98	960.91	960.84	960.77	960.70	960.63	960.56	960.49	960.42	960.35	960.28	960.21	960.14	960.07	960.00	959.93	959.86	959.79	959.72	959.65	959.58	959.51	959.44	959.37	959.30	959.23	959.16	959.09	959.02	958.95	958.88	958.81	958.74	958.67	958.60	958.53	958.46	958.39	958.32	958.25	958.18	958.11	958.04	957.97	957.90	957.83	957.76	957.69	957.62	957.55	957.48	957.41	957.34	957.27	957.20	957.13	957.06	956.99	956.92	956.85	956.78	956.71	956.64	956.57	956.50	956.43	956.36	956.29	956.22	956.15	956.08	956.01	955.94	955.87	955.80	955.73	955.66	955.59	955.52	955.45	955.38	955.31	955.24	955.17	955.10	955.03	954.96	954.89	954.82	954.75	954.68	954.61	954.54	954.47	954.40	954.33	954.26	954.19	954.12	954.05	953.98	953.91	953.84	953.77	953.70	953.63	953.56	953.49	953.42	953.35	953.28	953.21	953.14	953.07	953.00	952.93	952.86	952.79	952.72	952.65	952.58	952.51	952.44	952.37	952.30	952.23	952.16	952.09	952.02	951.95	951.88	951.81	951.74	951.67	951.60	951.53	951.46	951.39	951.32	951.25	951.18	951.11	951.04	950.97	950.90	950.83	950.76	950.69	950.62	950.55	950.48	950.41	950.34	950.27	950.20	950.13	950.06	950.00
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 MANHATTAN - HAYS - EMPORIA - TOPEKA - GOODLAND

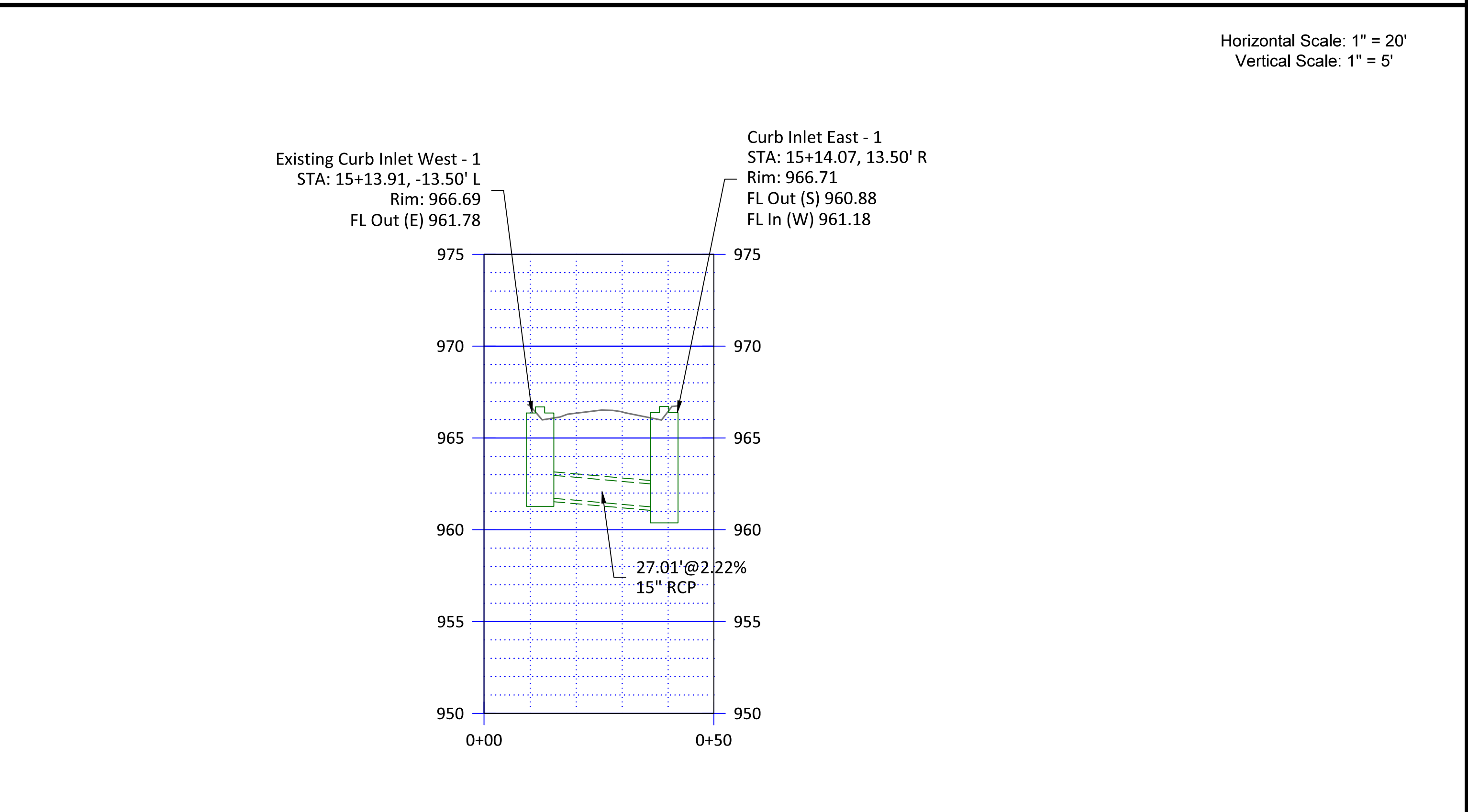
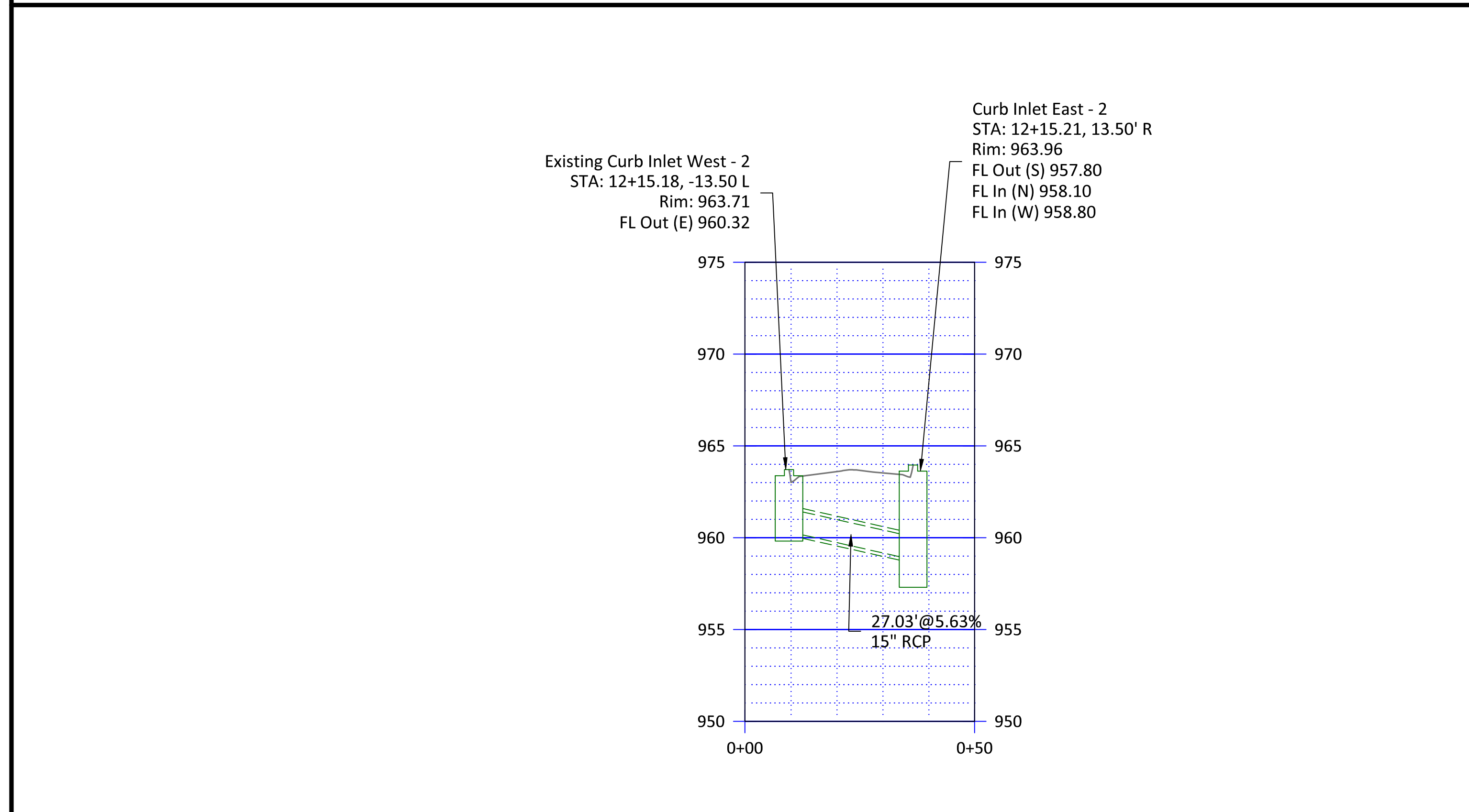
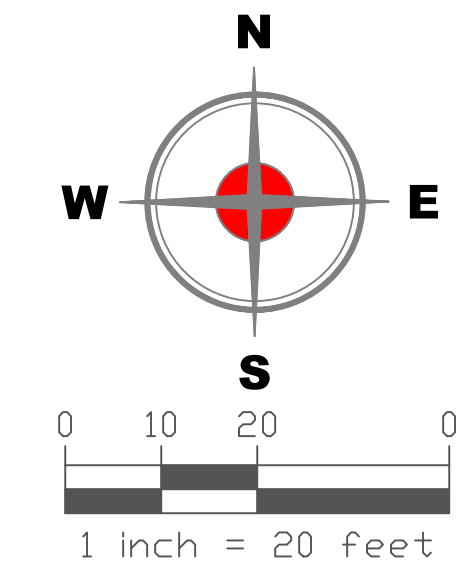
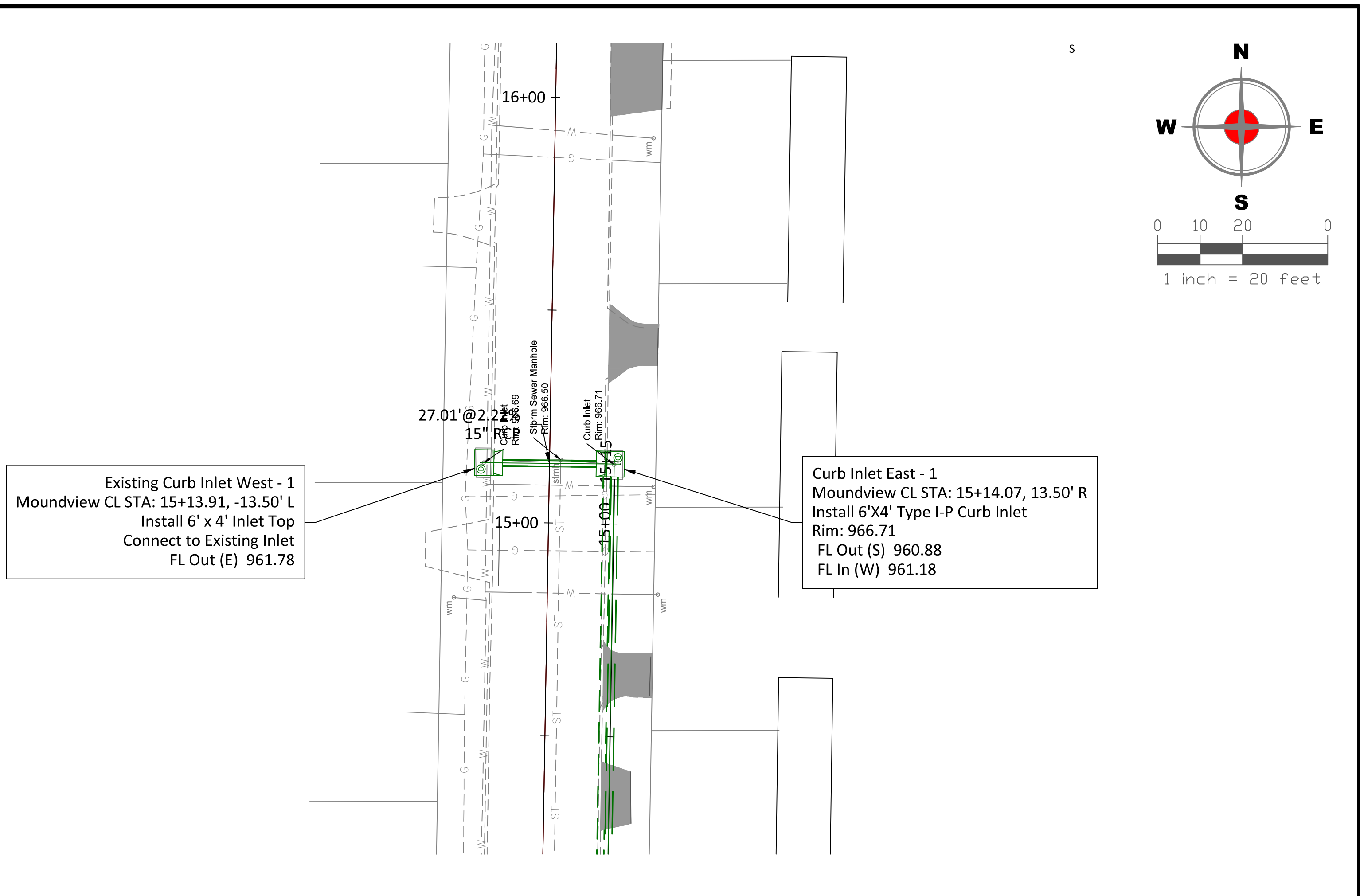
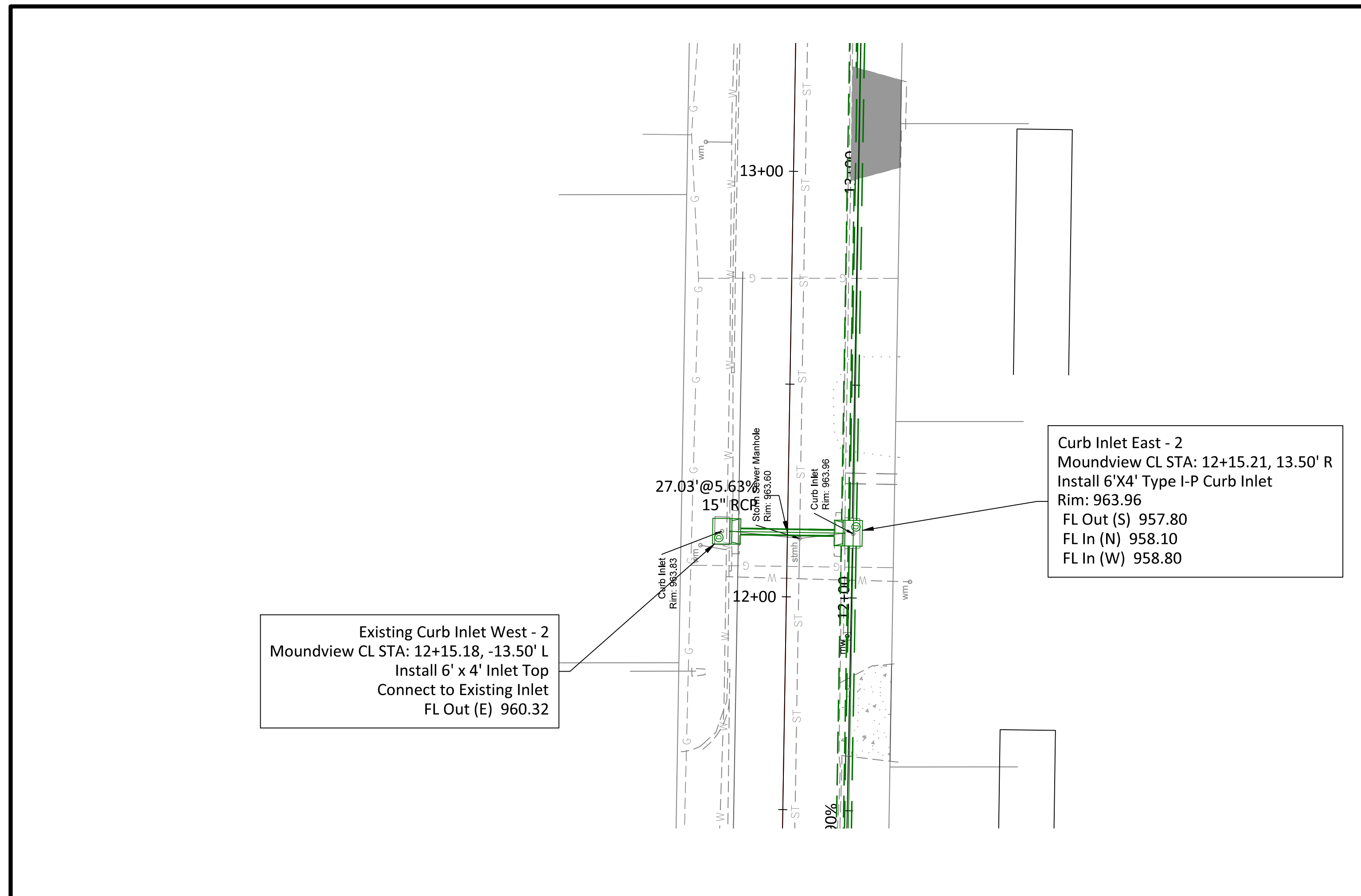
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MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

STORM SEWER PLAN AND PROFILE

DATE: 12/18/2025
 SHEET: 18 of 35
 PROJ.: 841098.08
501125.01



Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 5'

NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025

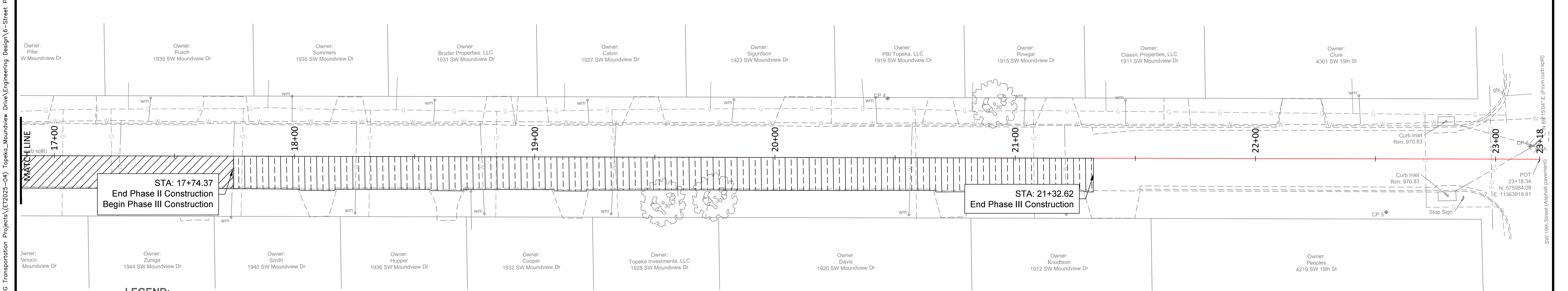
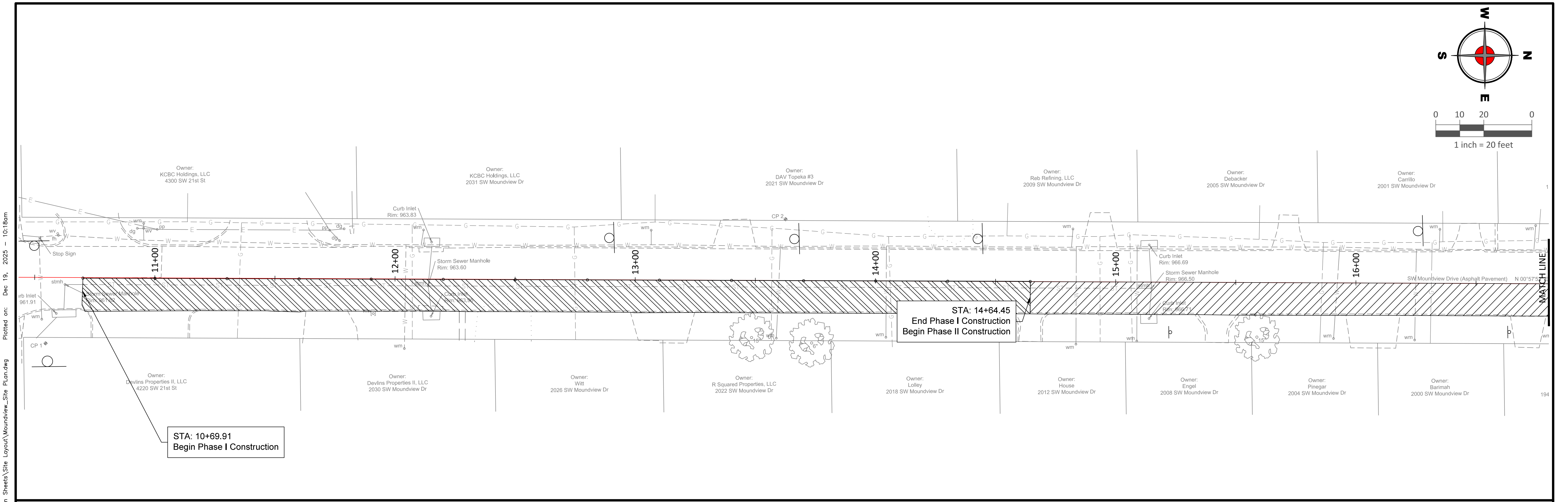
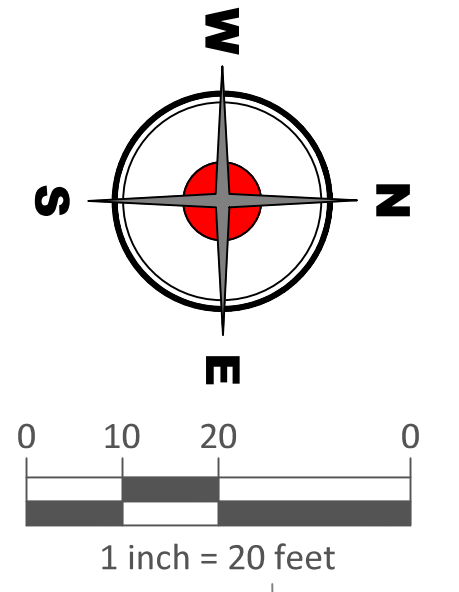
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MOUNDVIEW DRIVE STREET IMPROVEMENTS
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MOUNDVIEW STORM SEWER IMPROVEMENTS
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FROM SW 21ST TO SW 19TH

STORM SEWER CROSSINGS

DATE: 12/18/2025
 SHEET: 19 of 35
 PROJ.: 841098.08
501125.01



LEGEND:

Phase I

Phase II

Phase III

- CONSTRUCTION SEQUENCING NOTES:**
1. All storm sewer construction shall be completed before street construction begins.
 2. Construction phases shown shall not overlap to allow one-way traffic during each phase.
 3. No Parking shall be allowed in the construction zone to allow one-way traffic during each phase.

NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: E.CHAVEZ

APP'D BY: E.NICHOL

FIELD BOOK: ---

SURVEYED BY: A.WOLFE

PLOTTED: 12/18/2025



MOUNDVIEW DRIVE STREET IMPROVEMENTS

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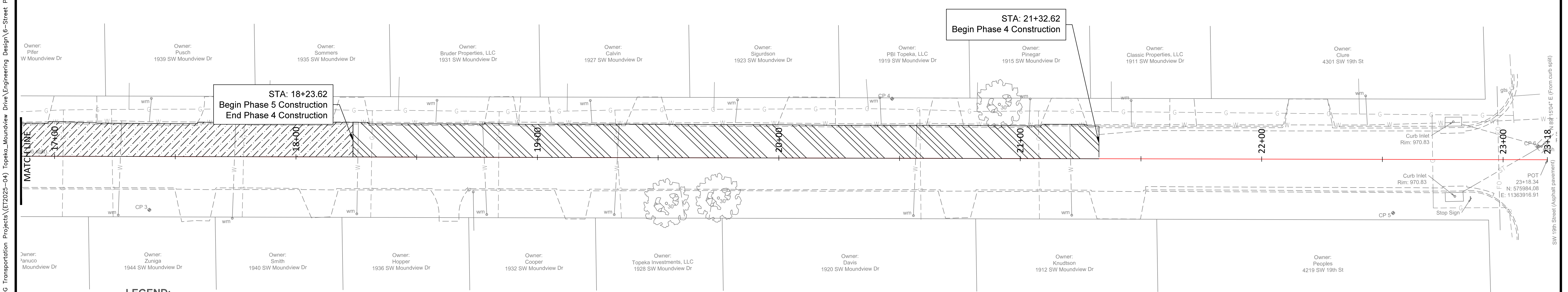
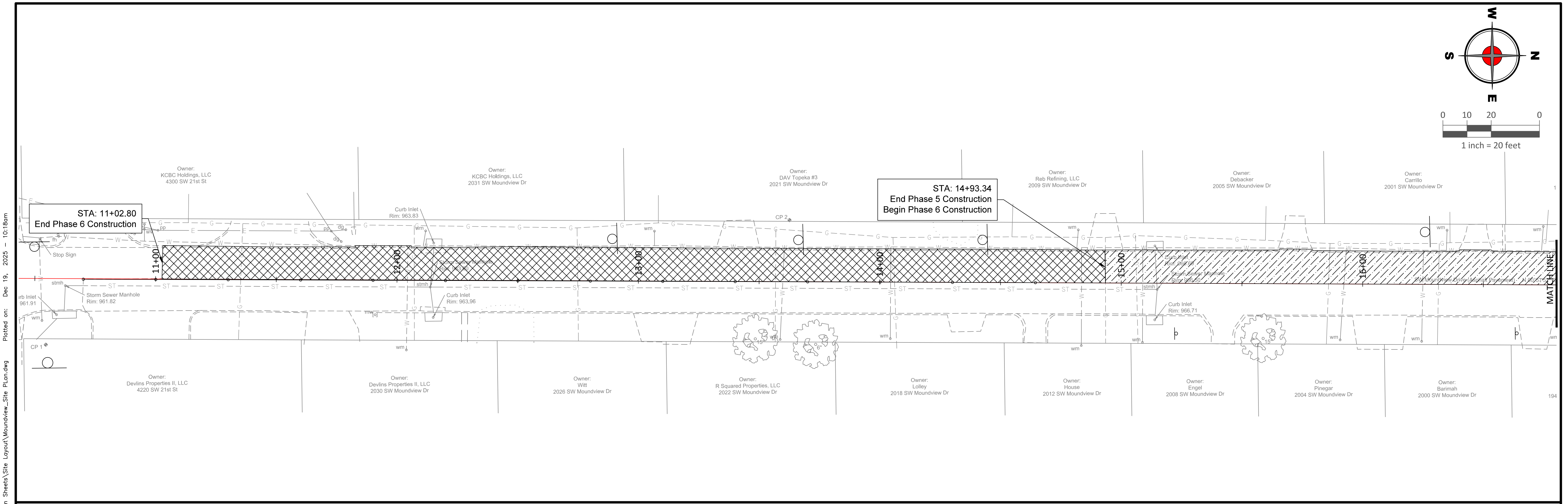
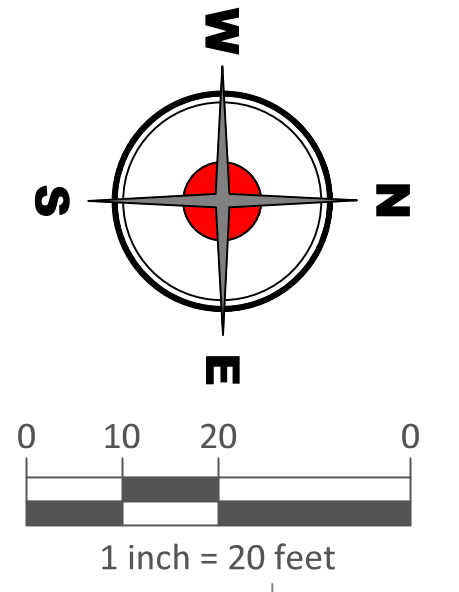
FROM SW 21ST TO SW 19TH

CONSTRUCTION SEQUENCING

DATE: 12/18/2025

SHEET: 20 of 35

PROJ.: 841098.08
501125.01



- LEGEND:**
- Phase 4
 - Phase 5
 - Phase 6

- CONSTRUCTION SEQUENCING NOTES:**
1. All storm sewer construction shall be completed before street construction begins.
 2. Construction phases shown shall not overlap to allow one-way traffic during each phase.
 3. No Parking shall be allowed in the construction zone to allow one-way traffic during each phase.
 4. No work zone shall disrupt more than 5 driveways at a time.

NO.	DATE:	REVISION	BY:	APP'D

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 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025

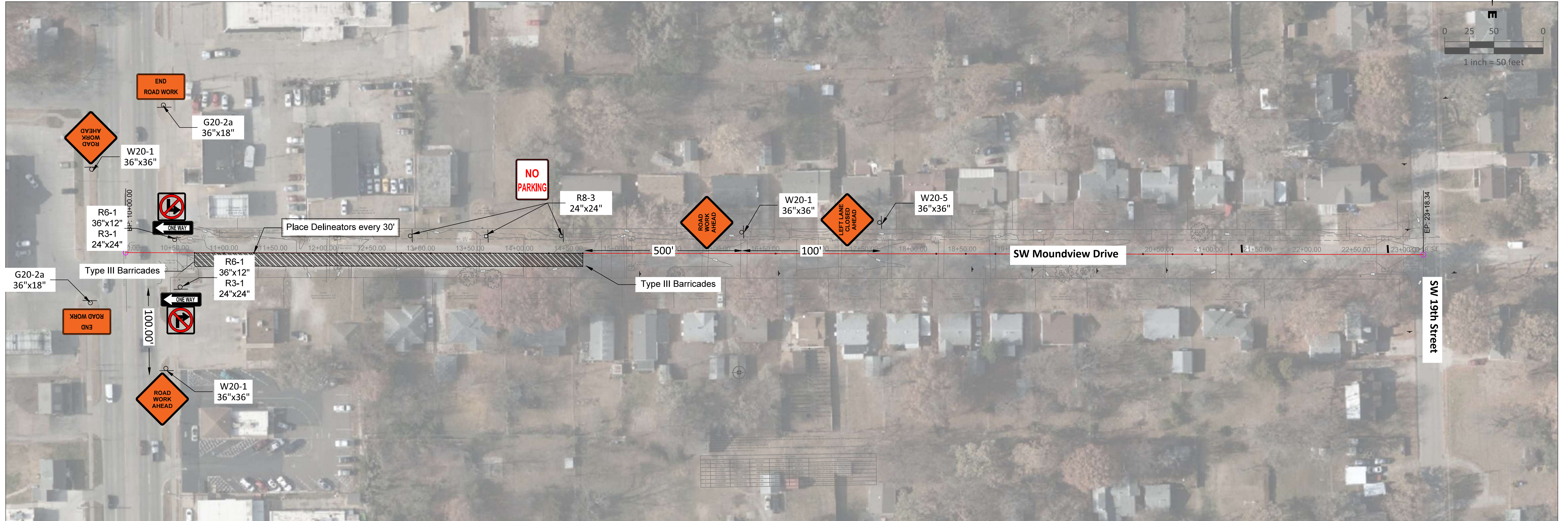
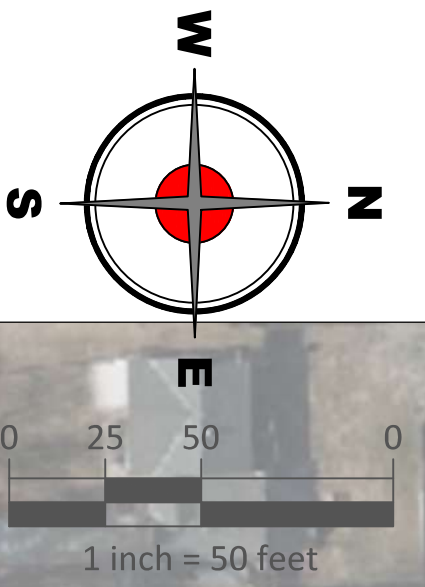


MOUNDVIEW DRIVE STREET IMPROVEMENTS
841098.08
501125.01
FROM SW 21ST TO SW 19TH

CONSTRUCTION SEQUENCING (2)

DATE: 12/18/2025
 SHEET: 21 of 35
 PROJ.: 841098.08
501125.01

PHASE 1-3 Traffic Control



- Temporary Traffic Control Notes:**
1. Phase 1-3 Traffic Control Plans shall be put in place during all construction on the northbound lane.
 2. One-way southbound traffic shall be maintained during phase 1-3 construction.
 3. No parking shall be allowed in the construction zone to allow one-way traffic during construction.

S:\Engineering\Driggs Design Projects\DDC Transportation Projects\ET2025-04\Topeka_Moundview Drive\Engineering Design\6-Street Plan Sheets\Site Layout\Moundview_Site Plan.dwg Plotted on: Dec 19, 2025 - 10:18am

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 FIELD BOOK: ---
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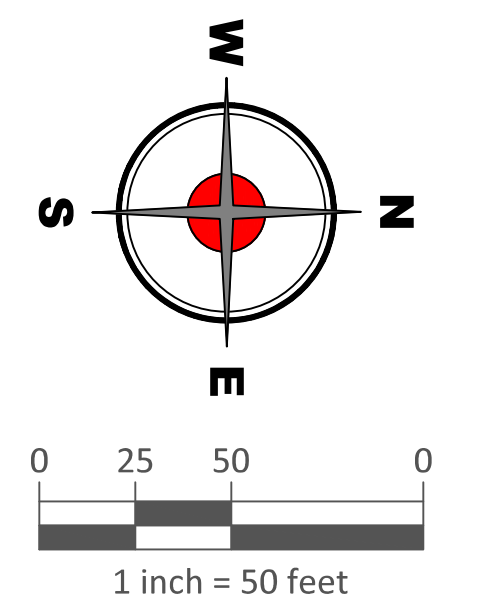
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MOUNDVIEW DRIVE STREET IMPROVEMENTS
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FROM SW 21ST TO SW 19TH

PHASE 1-3 TRAFFIC CONTROL PLAN

DATE: 12/18/2025
 SHEET: 22 of 35
 PROJ.: 841098.08

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Phase 4-6 Traffic Control



- Temporary Traffic Control Notes:**
1. Phase 4-6 Traffic Control Plans shall be put in place during all construction on the southbound lane.
 2. One-way northbound traffic shall be maintained during phase 4-6 construction.
 3. No parking shall be allowed in the construction zone to allow one-way traffic during construction.

NO.	DATE:	REVISION	BY:	APP'D

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 APP'D BY: E.NICHOL
 FIELD BOOK: ---
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FROM SW 21ST TO SW 19TH

PHASE 4-6 TRAFFIC CONTROL PLAN

DATE: 12/18/2025
 SHEET: 23 of 35
 PROJ.: 841098.08

GENERAL NOTES:

ALL DEVICES SHALL COMPLY WITH THE 2009 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

72-HOUR NOTICE TO CITY IS REQUIRED BEFORE WORK IS STARTED. CONTACT 785-368-3842 FOR TRAFFIC DISRUPTION PERMIT.

72-HOUR NOTICE IS REQUIRED IF TRAFFIC SIGNALS ARE TO BE MODIFIED AS PART OF TRAFFIC CONTROL. CONTACT 785-368-3913.

UNLESS OTHERWISE NOTED, ALL TRAFFIC CONTROL DEVICES SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR.

SIGNS AND TRAFFIC CONTROL DEVICES NEED TO BE PROPERLY MAINTAINED FOR CLEANLINESS, VISIBILITY, AND CORRECT POSITIONING.

CONTRACTOR SHALL OBTAIN UTILITY LOCATES PRIOR TO INSTALLING SIGNPOSTS.

SIGNS LEFT IN PLACE THREE OR FEWER DAYS CAN BE MOUNTED AT ONE FOOT. SIGNS LEFT IN PLACE GREATER THAN THREE DAYS NEED TO BE MOUNTED AT SEVEN FEET. IF THERE ARE NO SIDEWALKS, NO PEDESTRIANS, AND NO PARKING, MOUNTING HEIGHT CAN BE REDUCED TO FIVE FEET. IF SECONDARY SIGN IS NEEDED MINIMUM MOUNTING HEIGHT MAY BE ONE FOOT LOWER.

ALL SIGNS SHALL TO BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC WHEN NOT IN USE.

CONTRACTOR MAY BE REQUIRED TO ADD SNOW FENCE TO PROHIBIT PEDESTRIANS FROM ENTERING THE WORK AREA. FENCING SHOULD NOT CREATE A SIGHT DISTANCE RESTRICTION FOR ROAD USERS.

ALL WORKERS SHALL WEAR HIGH VISIBILITY APPAREL MEETING ANSI 107-2004 CLASS 2 OR 3.

TRAFFIC CONTROL DEVICES SHALL MEET NCHRP REPORT 350 (AND SUPPLEMENTS) OR MASH 2009. NCHRP TESTED DEVICES ARE GRANDFATHERED. NEW DEVICES WILL BE MASH 2009 TESTED.

WHEN ROAD WORK CREATES A DIFFERENCE IN ELEVATION BETWEEN ADJACENT LANES THAT ARE OPEN TO TRAVEL, UNEVEN LANE SIGNS, (W8-11) 36"x36" SHALL BE ADDED. THEY SHALL BE PLACED AT BEGINNING AND AT INTERVALS EQUAL TO APPROXIMATELY 1000', BOTH DIRECTIONS IF APPLICABLE.

A BUMP SIGN (W8-1) 36"x36" SHALL BE INSTALLED TO GIVE WARNING OF A 2" OR MORE RISE OR DEPRESSION IN THE PROFILE OF THE ROADWAY. USE AT BEGINNING AND END OF MILLING EVEN IF WEDGE IS IN PLACE.

FORMULAS FOR DETERMINING TAPER LENGTH

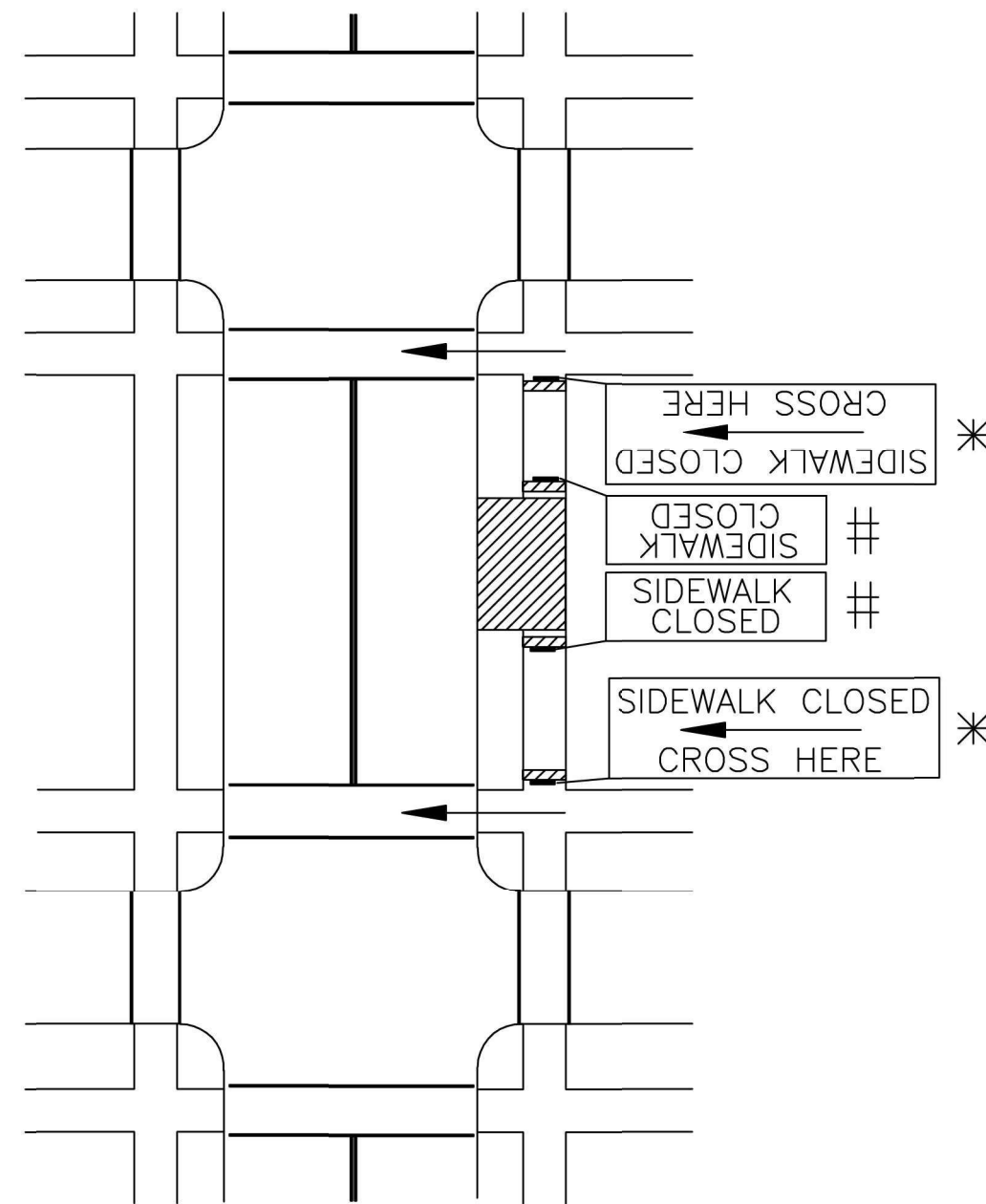
SPEED (S)	TAPER LENGTH (L) IN FEET
40 MPH OR LESS	$L = \frac{WS^2}{60}$
45 MPH OR MORE	$L = WS$

WHERE: L = TAPER LENGTH IN FEET
 W = WIDTH OF OFFSET IN FEET
 S = POSTED SPEED LIMIT PRIOR TO WORK STARTING

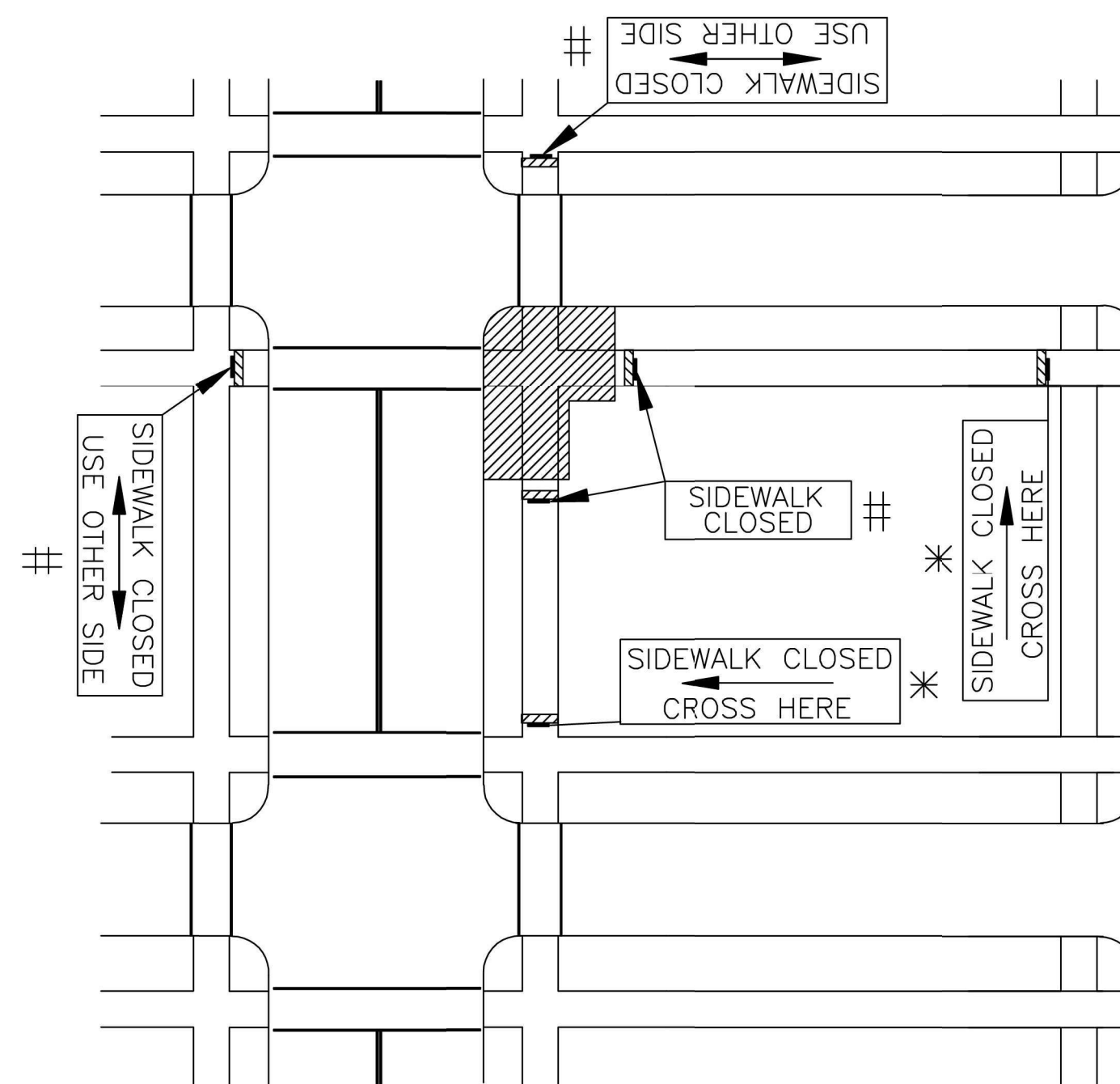
SPEED LIMIT	TAPER (L)	SIGN SPACING (X)
20	80'	100'
25	125'	100'
30	180'	100'
35	245'	100'
40	320'	100'
45	540'	350'

BASED ON W=12'

EXCEPT AS NOTED (DOWNSTREAM TAPER, FLAGGER OPERATIONS, YIELD OPERATION), SPACE CHANNELIZER @ SPEED LIMIT. IF SPEED LIMIT IS 40mph SET DEVICES AT 40'.



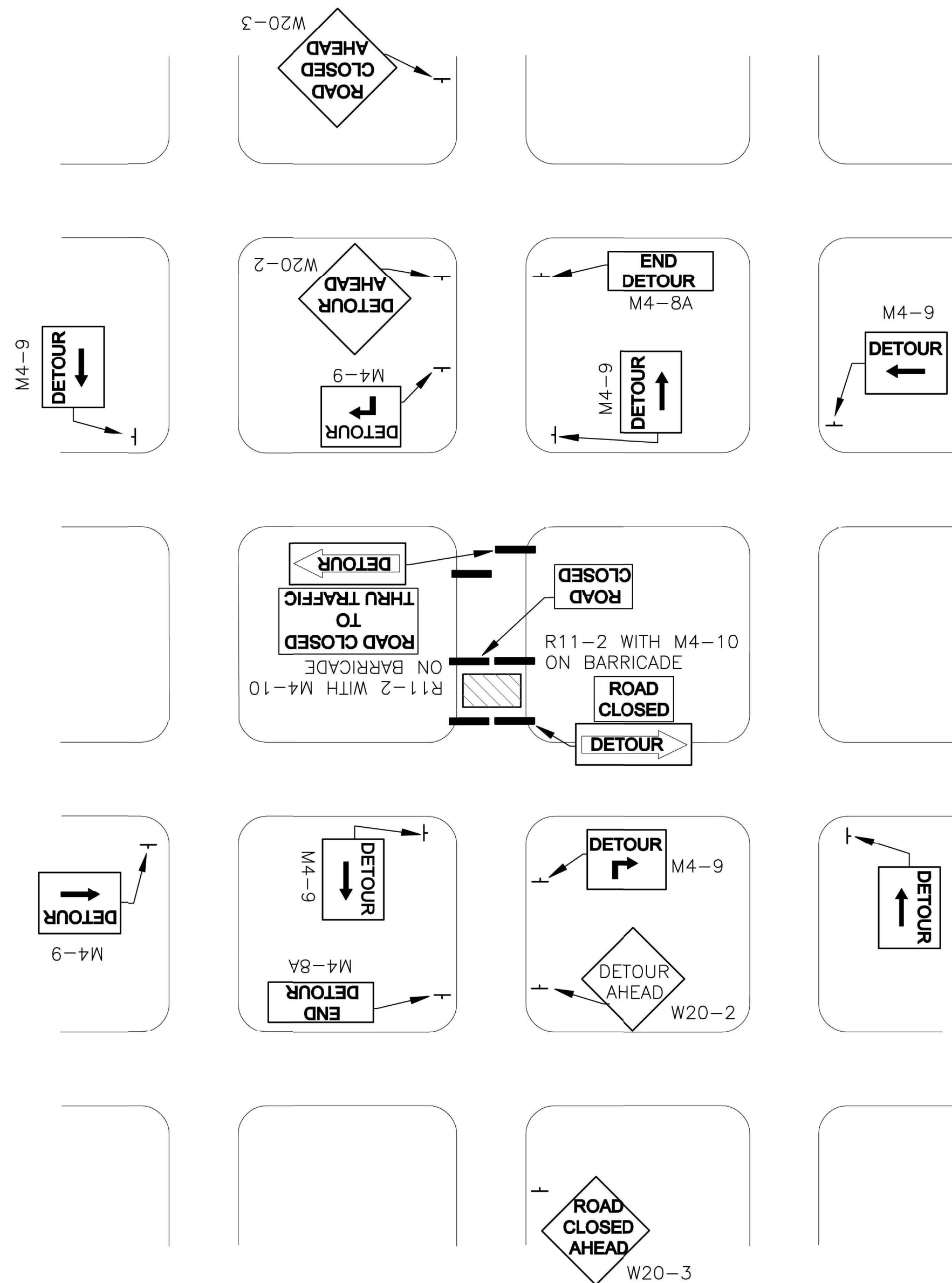
MID-BLOCK SIDEWALK CLOSURE WITH PEDESTRIAN DETOUR



CORNER SIDEWALK CLOSURE WITH PEDESTRIAN DETOUR

* ADVANCE SIGNS TO BE PLACED ON TYPE I OR TYPE II BARRICADES. PLACE SO THAT AT LEAST 48" OF SIDEWALK IS AVAILABLE FOR PEDESTRIAN USE.

SIGNS TO BE PLACED ON CONTINUOUS DETECTABLE DEVICES. DEVICE CAN BE TYPE I, TYPE II, TYPE III OR OTHER TYPE WALLS OR RAILS AS PER MUTCD. THEY WILL HAVE ORANGE AND WHITE STRIPES. THE BOTTOM EDGING WILL BE AT LEAST 6 INCHES IN WIDTH AND PLACED A MAXIMUM OF 2 1/2 INCHES ABOVE THE SIDEWALK, SO AS TO BE DETECTABLE BY PEDESTRIANS WITH LONG CANE.



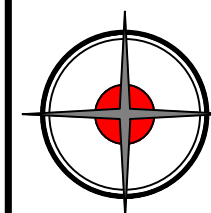
DETOUR SIGNING-STREET CONSTRUCTION IN A STREET GRID

STREET NAME SIGN (D-3) TO BE PLACED ABOVE THE DETOUR SIGN (M4-9) TO INDICATE THE NAME OF THE ROADWAY FOR WHICH THE DETOUR WAS ESTABLISHED.

LEGEND	
	= SIGN
	= ARROW PANEL BOARD
	= TYPE III BARRICADE
	= WORK SPACE
	= REFLECTORIZED DRUMS OR FLUORESCENT ORANGE CONES OR SLIMLINE CHANNELIZERS
	= FLAGGER

NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025



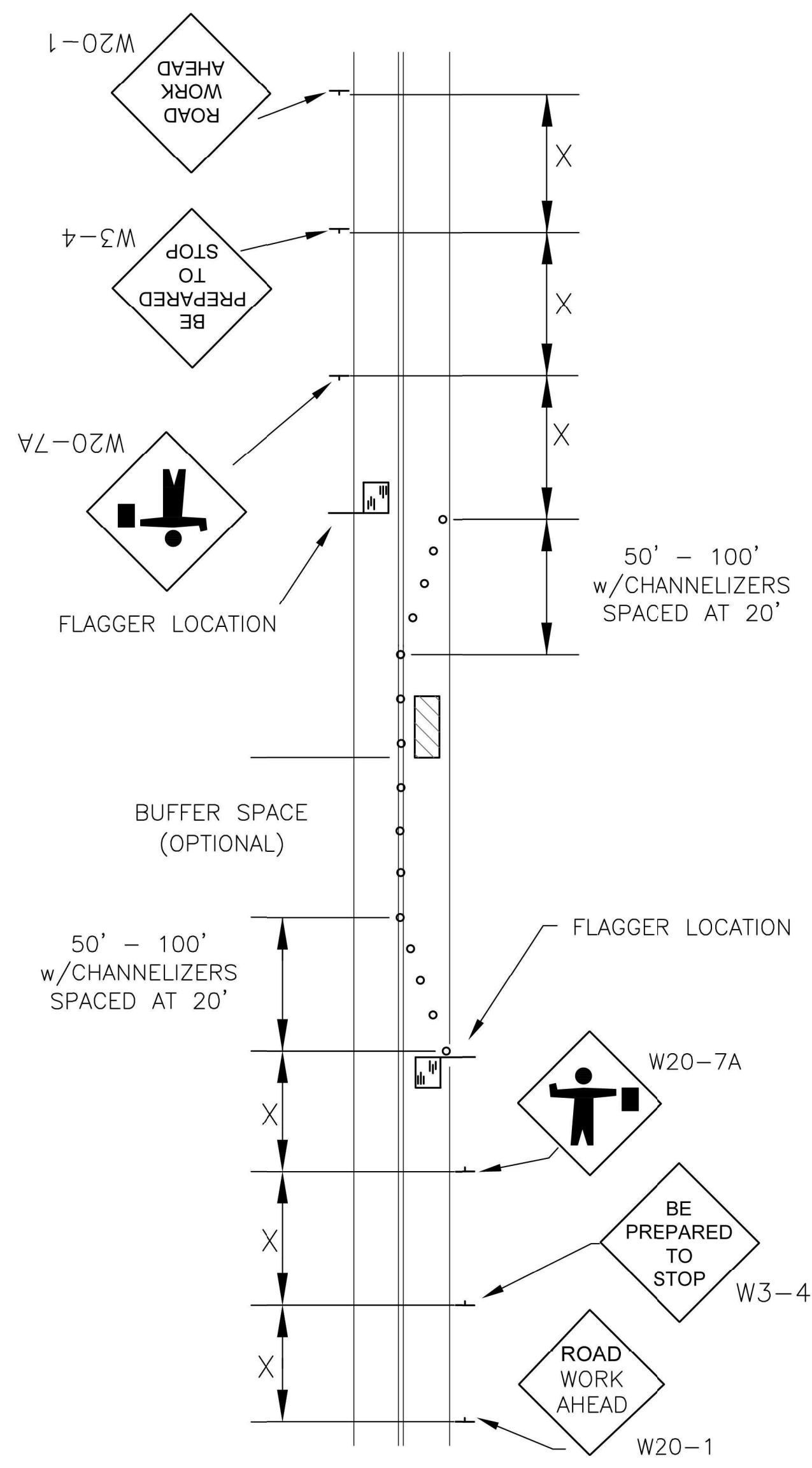
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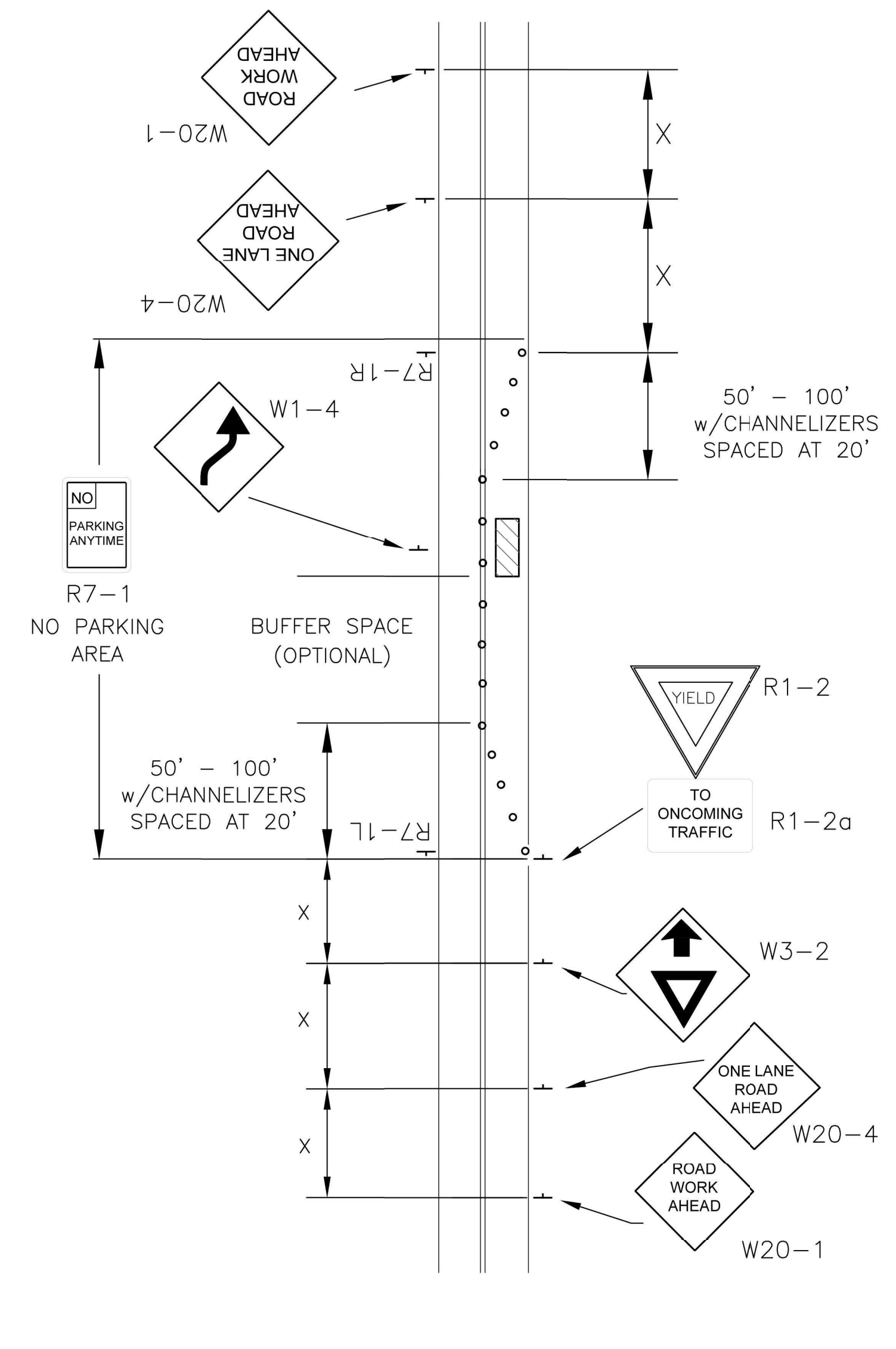
MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

TRAFFIC CONTROL

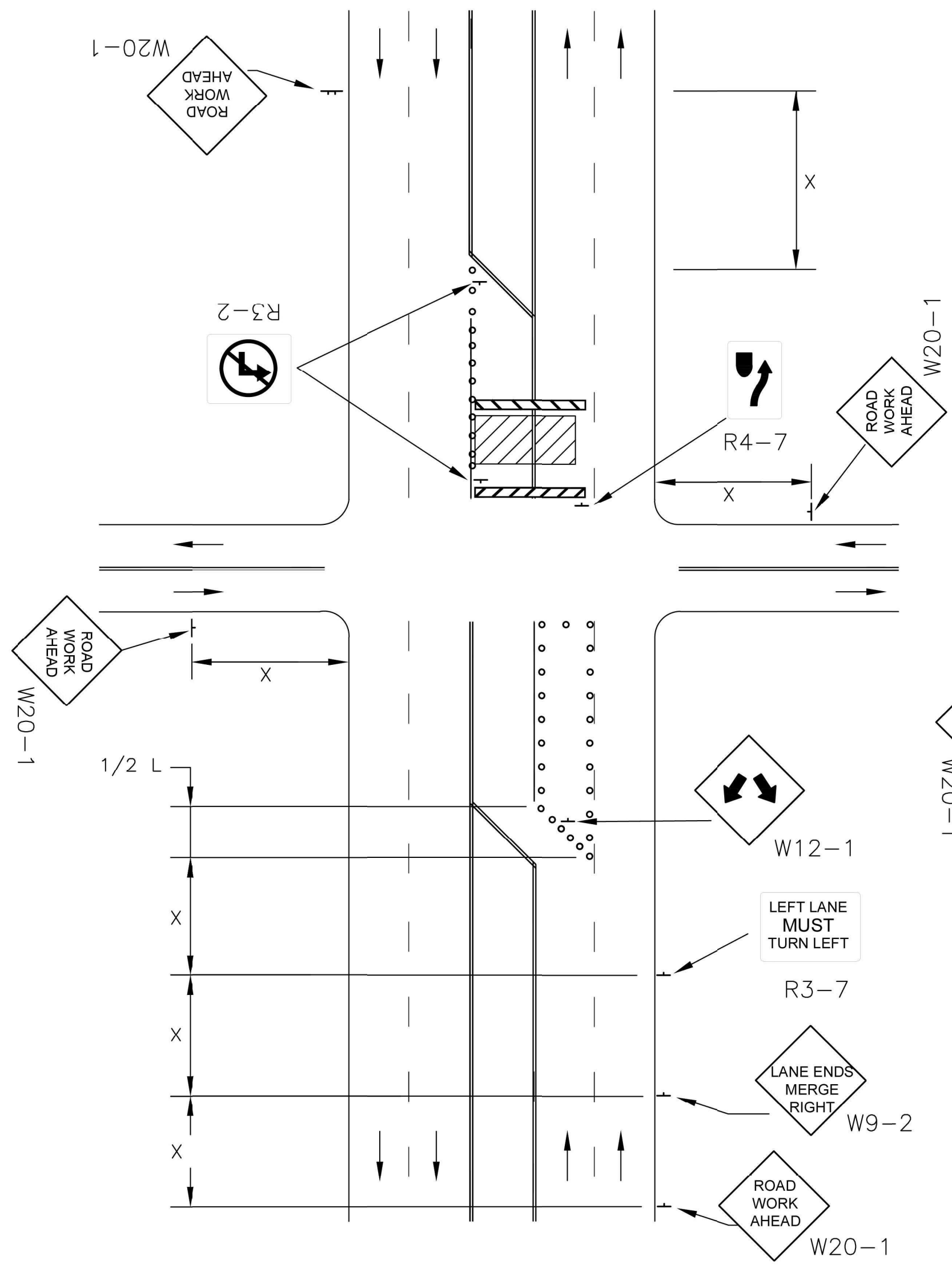
DATE: 12/18/2025
 SHEET: 24 of 35
 PROJ.: 841098.08
501125.01



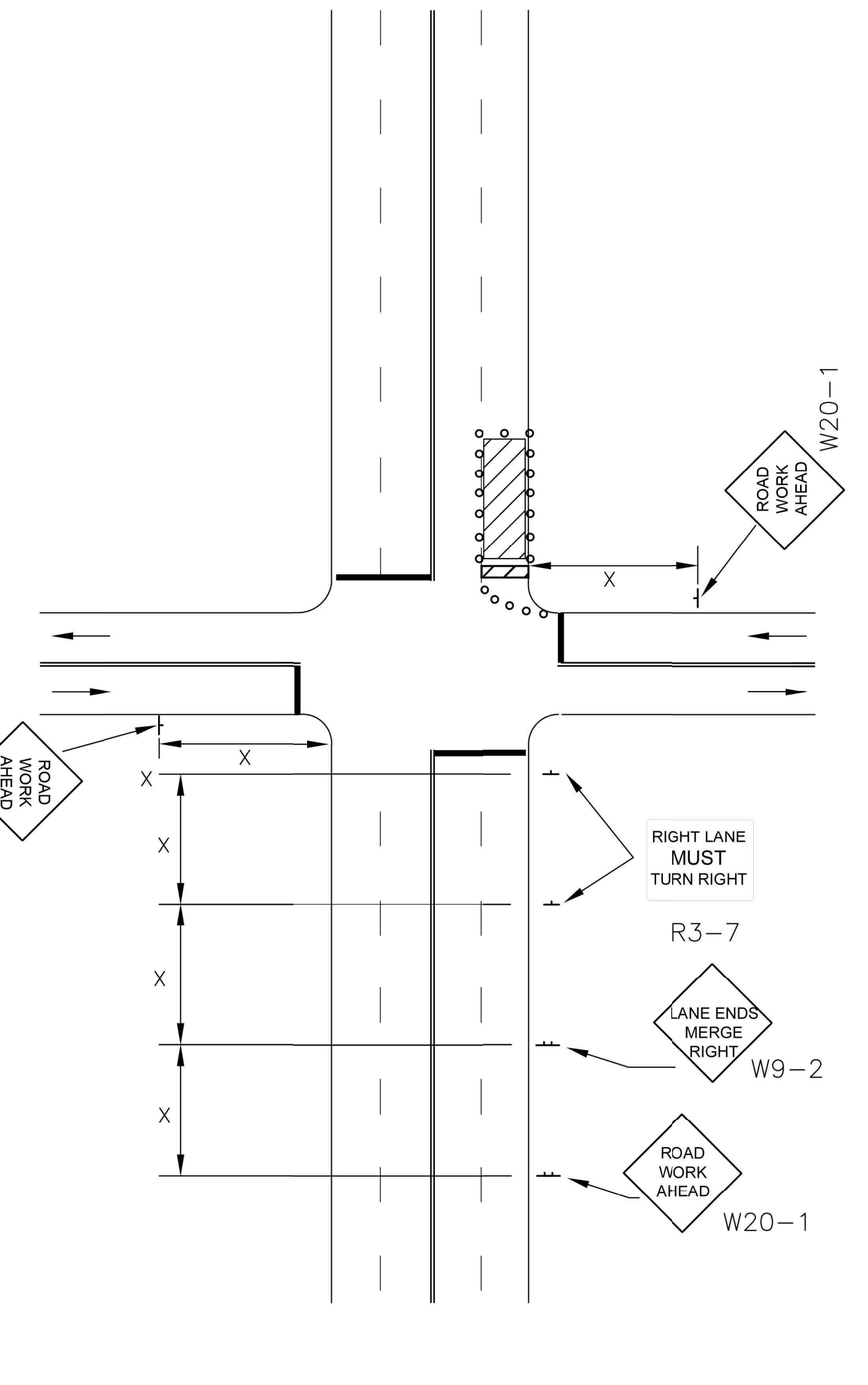
**LANE CLOSURE ON TWO-LANE ROAD
W/ FLAGGER, DAYTIME ONLY**



**LANE CLOSURE ON TWO-LANE ROAD
WITH LOW TRAFFIC VOLUMES
(PRIOR APPROVAL REQUIRED)**



**MULTIPLE LANE CLOSURE AT AN
INTERSECTION**



**RIGHT -HAND LANE CLOSURE ON THE
FAR SIDE OF AN INTERSECTION**

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 FIELD BOOK: ---
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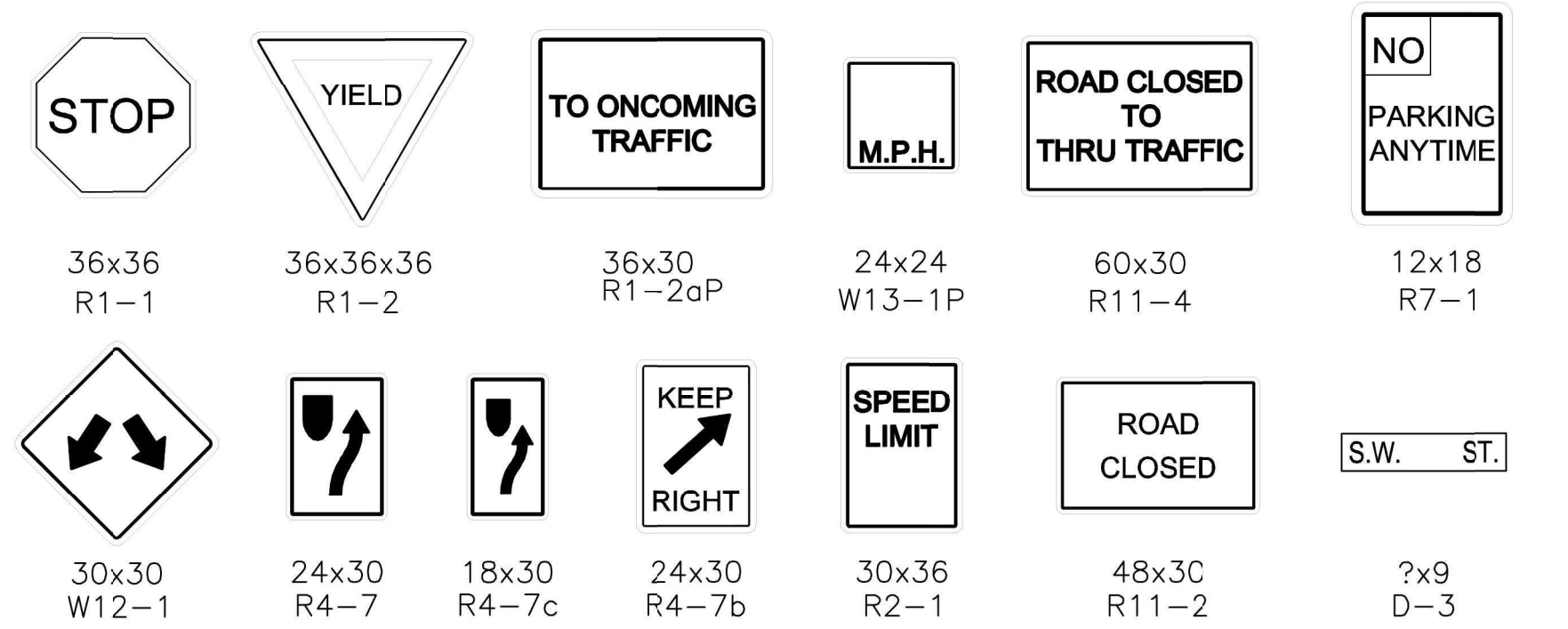
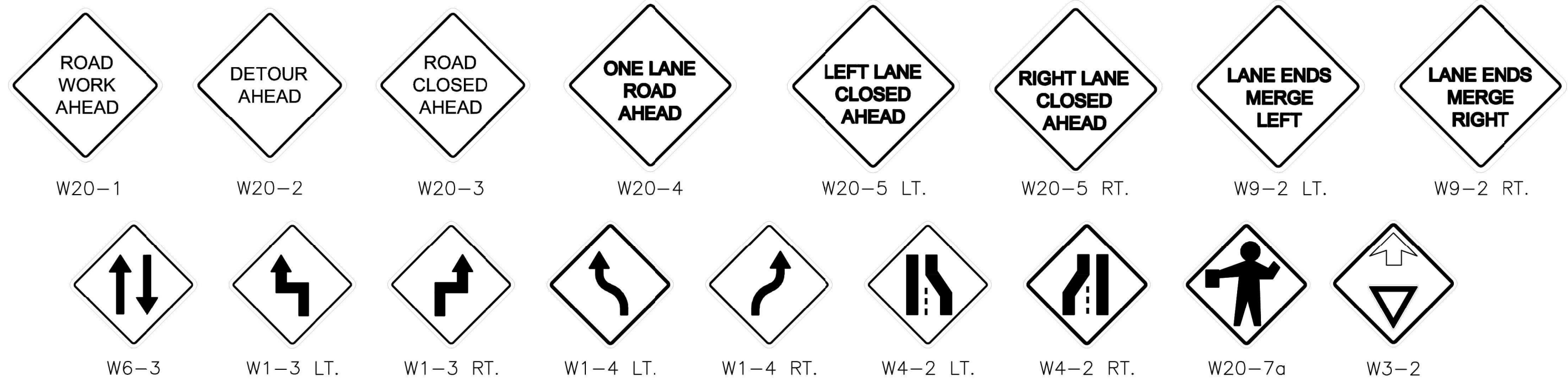
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MOUNDVIEW DRIVE STREET IMPROVEMENTS
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FROM SW 21ST TO SW 19TH

TRAFFIC CONTROL (2)

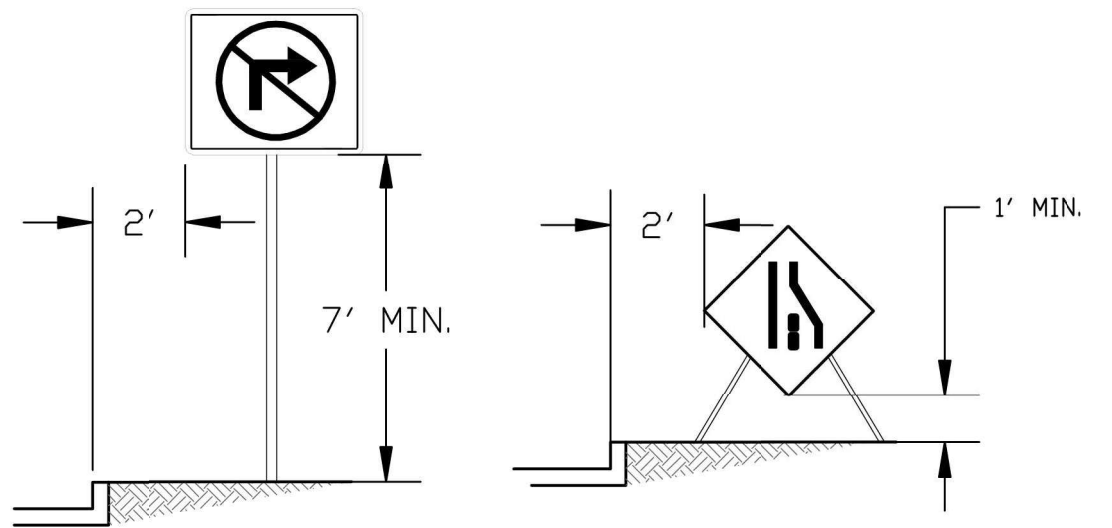
DATE: 12/18/2025
 SHEET: 25 of 35
 PROJ.: 841098.08
501125.01



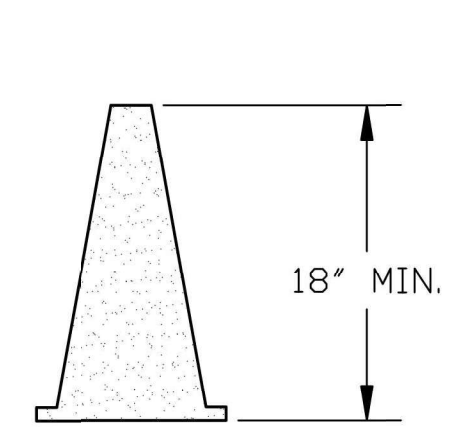
KANSAS AVE. CLOSED AT 33RD ST. USE DETOUR
MINIMUM LETTER HEIGHT 3"

RECAPITULATION OF SIGNS, MARKINGS, BARRICADES.				
SIGN NO.	SIZE	SQ. FT.	UNIT	TOTAL
W20-1	36x36		EACH	
W20-2	36x36		EACH	
W20-3	36x36		EACH	
W20-4	36x36		EACH	
W20-5	36x36		EACH	
W9-2	36x36		EACH	
W3-1a	36x36		EACH	
W12-1	30x30		EACH	
W1-3	36x36		EACH	
W1-4	36x36		EACH	
W4-2	36x36		EACH	
W20-7a	36x36		EACH	
R1-1	30x36		EACH	
R1-2	36x36x36		EACH	
R1-2aP	36x30		EACH	
W13-1P	24x24		EACH	
R11-4	60x30		EACH	
R7-1	12x18		EACH	
G20-2	36x18		EACH	
D-3	?x9		EACH	
DIRECTIONAL	30x9		EACH	
INFORMATIONAL	AS NEEDED		EACH	
R4-7	24x30		EACH	
R4-7b	24x30		EACH	
R4-7c	18x30		EACH	
R2-1	30x36		EACH	
R11-2	48x30		EACH	
R3-1	36x36		EACH	
R3-2	36x36		EACH	
R3-7	36x36		EACH	
R8-3	30x30		EACH	
R9-8	36x18		EACH	
R9-9	24x12		EACH	
R9-10	24x12		EACH	
R9-11	24x12		EACH	
R9-11a	24x12		EACH	
M4-8a	30x24		EACH	
M4-9 ADV.	30x24		EACH	
M4-9	30x24		EACH	
M4-10	48x18		EACH	
CONSTRUCTION BARRICADES TYPE I OR II			EACH	
CONSTRUCTION BARRICADES TYPE III			EACH	
REFLECTIVE DRUMS			EACH	
REFLECTIVE VERTICAL PANELS			EACH	
SEQUENCING ARROW PANEL BOARD			EACH	
			EACH	
			EACH	
			EACH	
			EACH	
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			EACH	
			EACH	
			EACH	
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			EACH	

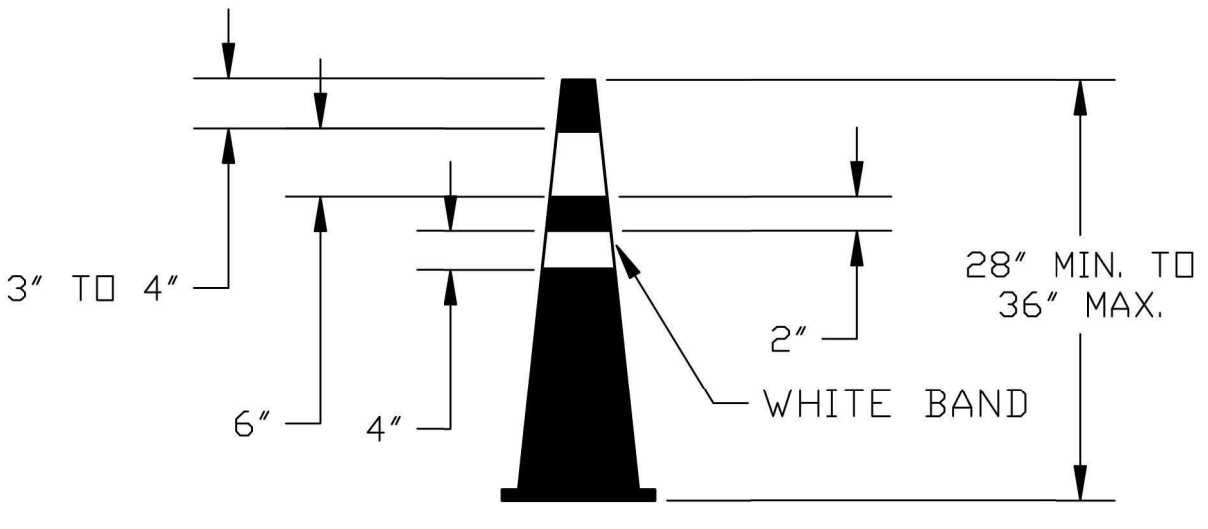
UNLESS OTHERWISE NOTED ALL WARNING SIGNS TO BE 36"x36"



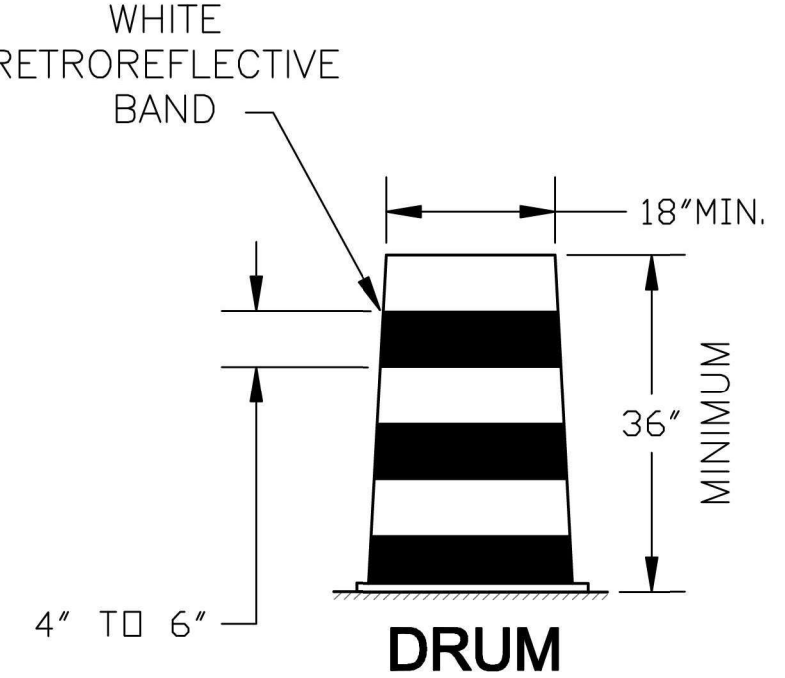
HEIGHT AND LOCATION OF SIGNS



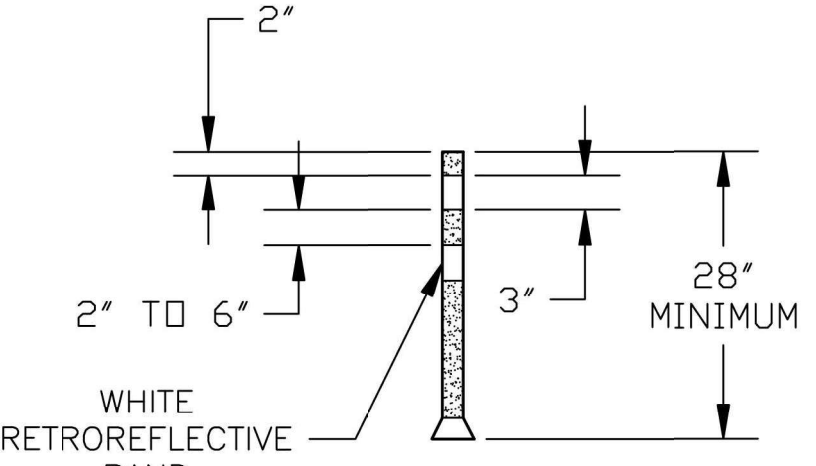
CONES
DAY TIME USE ONLY (≤ 40 MPH)



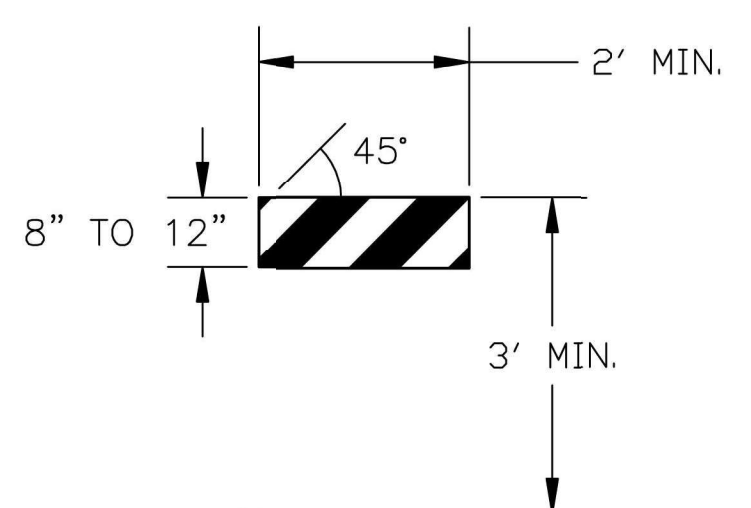
CONES
FLUORESCENT ORANGE CONE w/ WHITE RETROREFLECTIVE BANDS



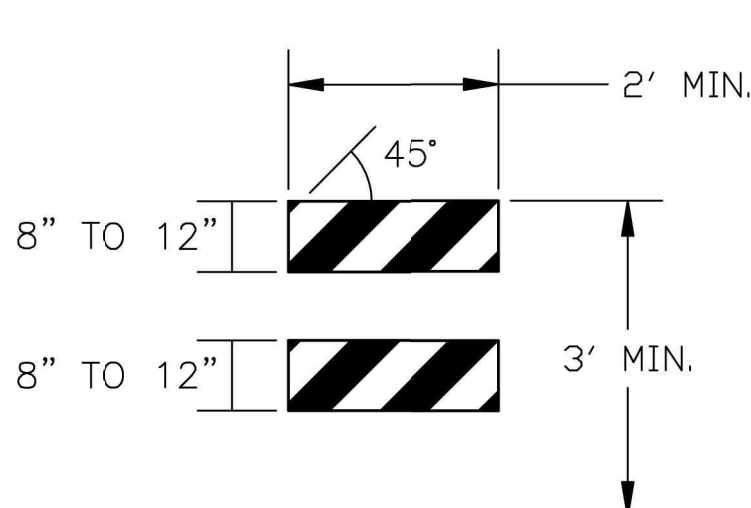
DRUM



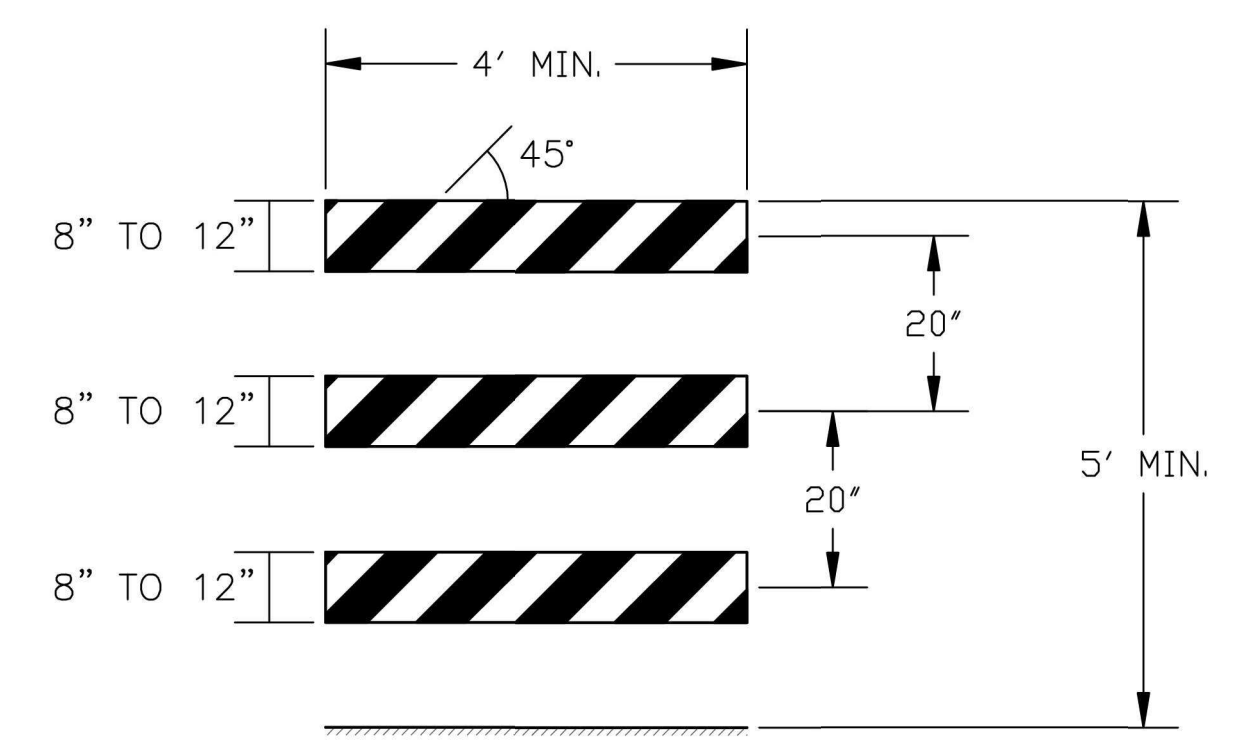
TUBULAR MARKERS



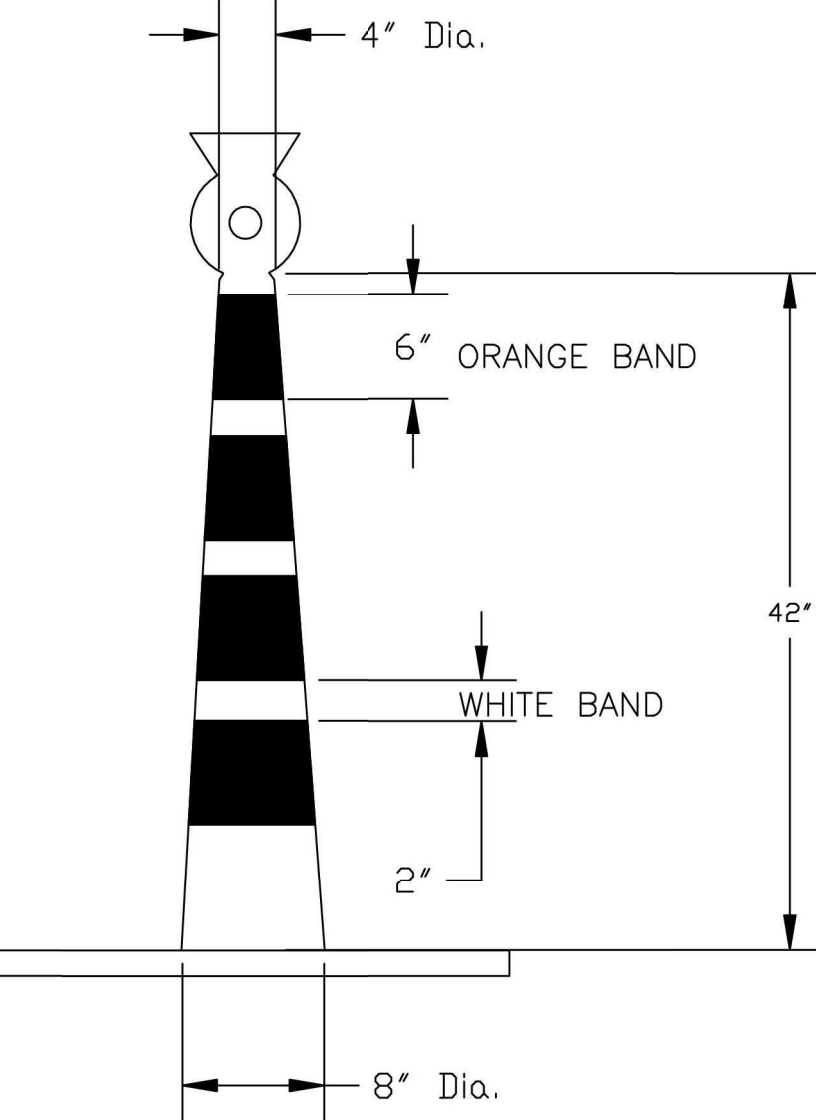
TYPE I BARRICADE



TYPE II BARRICADE



TYPE III BARRICADE



SLIMLINE CHANNELIZER

SIDEWALK CLOSED USE OTHER SIDE
24x12 R9-10

NO PARKING ANYTIME
30x30 R8-3

SIDEWALK CLOSED AHEAD CROSS HERE
24x12 R9-11

NO RIGHT TURN
36x36 R3-1

SIDEWALK CLOSED CROSS HERE
24x12 R9-11a

NO LEFT TURN
36x36 R3-2

PEDESTRIAN CROSSWALK
36x18 R9-8

DETOUR
30x24 M4-9 LT.

NO TRUCKS
30x24 M4-9 RT.

DETOUR
48x18 M4-10 LT.

DETOUR
30x24 M4-9 ADV. LT.

DETOUR
48x18 M4-10 RT.

DETOUR
30x24 M4-9 ADV. RT.

RIGHT LANE MUST TURN RIGHT
36x36 R3-7

DETOUR
30x24 M4-9 STR.

END DETOUR
24x18 M4-8a

NO.	DATE:	REVISION	BY:	APP'D

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APP'D BY: E.NICHOL
FIELD BOOK: ---
SURVEYED BY: A.WOLFE
PLOTTED: 12/18/2025

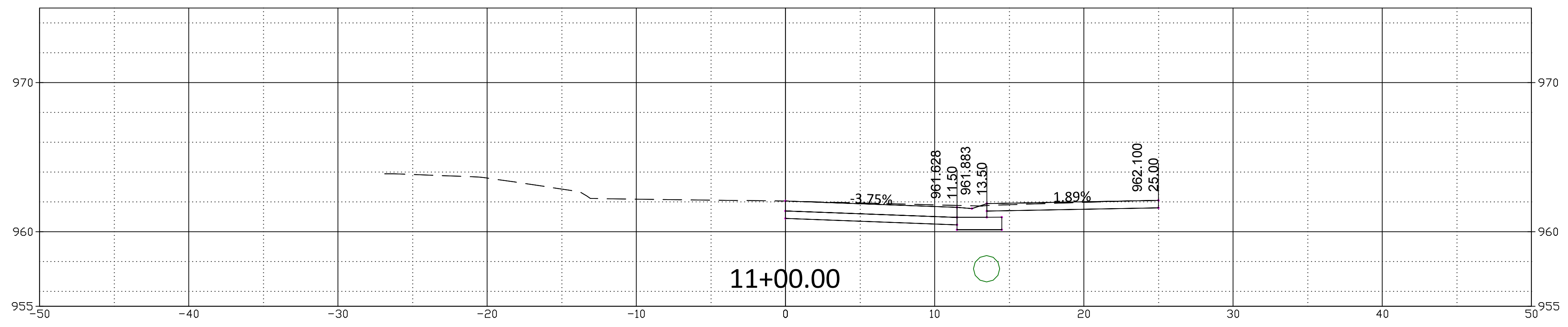
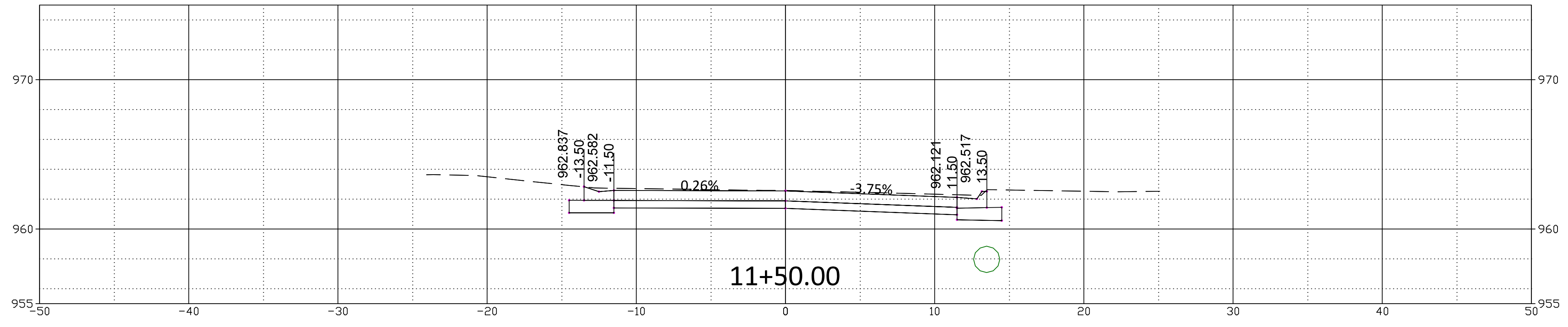
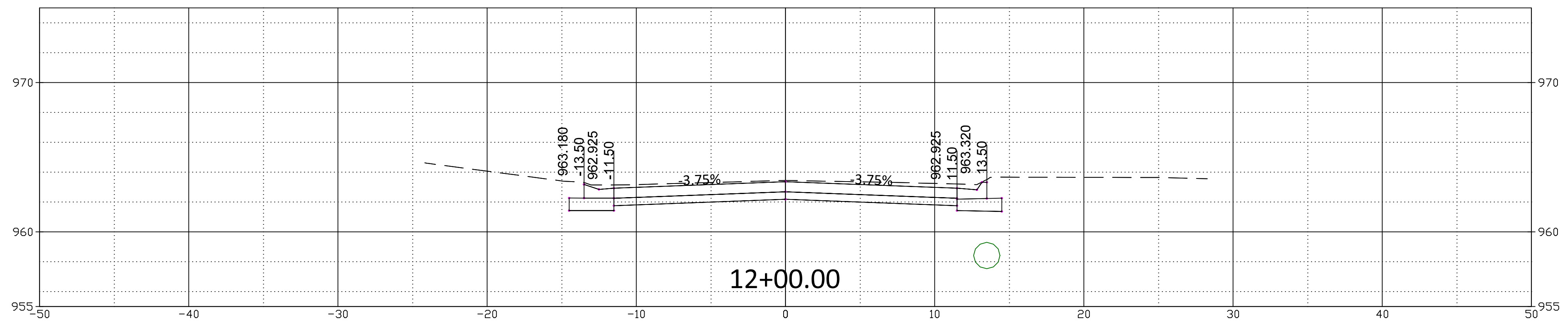
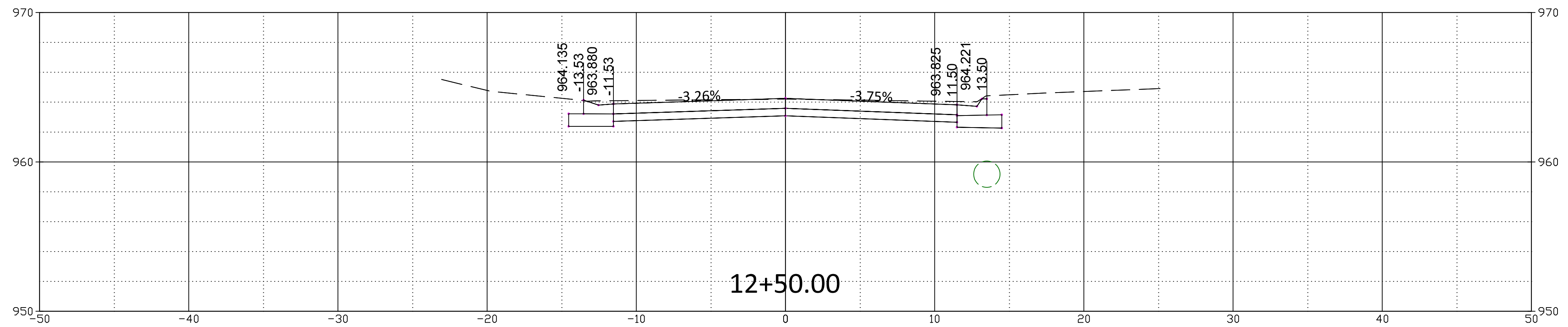
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FROM SW 21ST TO SW 19TH

TRAFFIC CONTROL (3)

DATE: 12/18/2025
SHEET: 26 of 35
PROJ.: 841098.08
501125.01



Cross Section View Scale:
Horizontal: 1" = 5'
Vertical: 1" = 5'

NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025

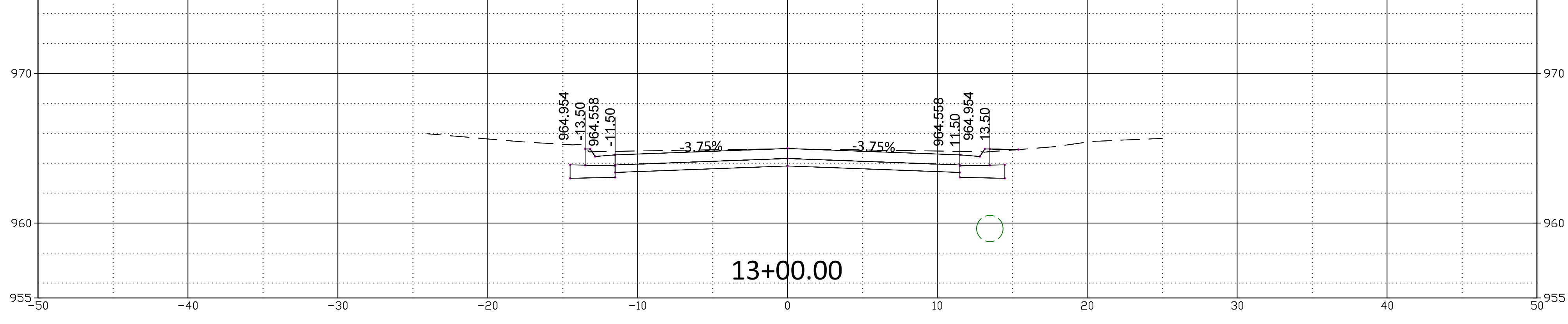
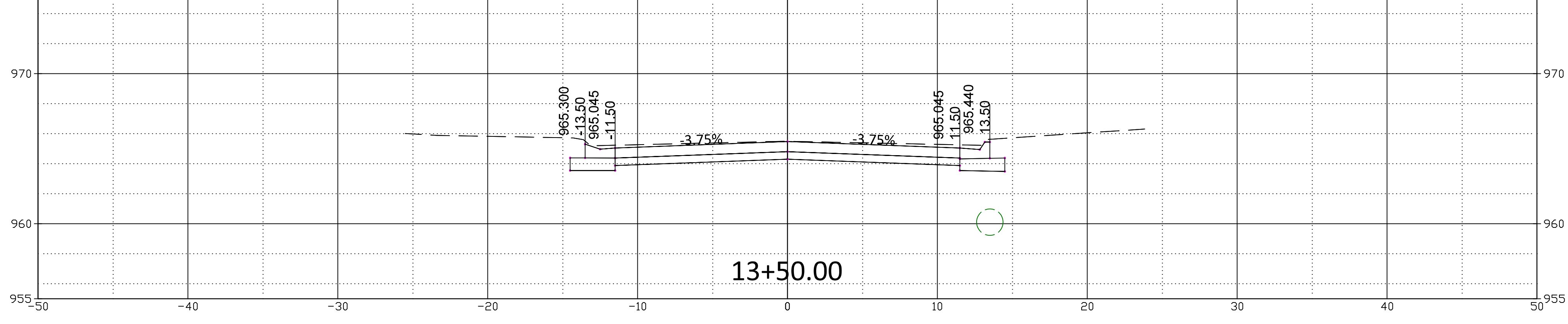
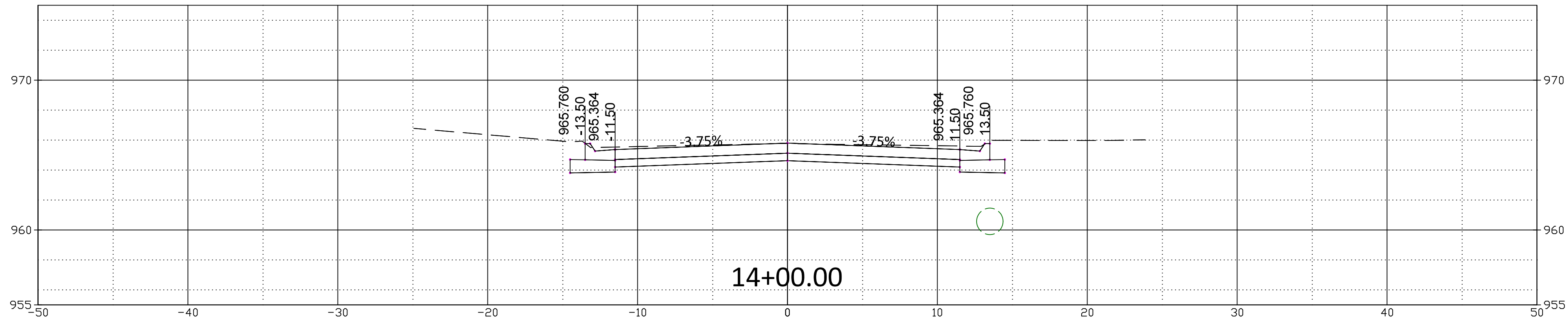
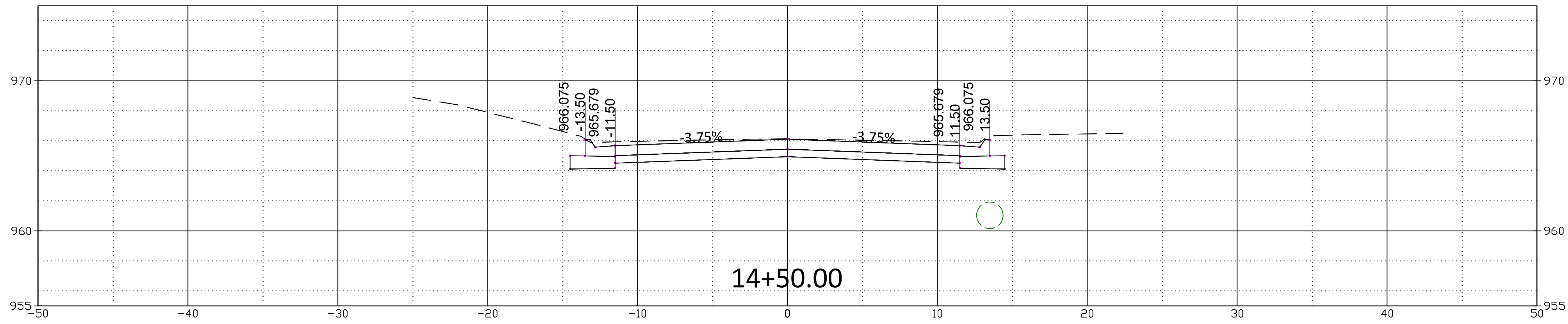
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MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

MOUNDVIEW DRIVE CROSS SECTIONS
STA: 11+00.00 TO STA: 12+50.00

DATE: 12/18/2025
 SHEET: 27 of 35
 PROJ.: 841098.08
501125.01



Profile View Scale:
Horizontal: 1" = 5'
Vertical: 1" = 5'

NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025

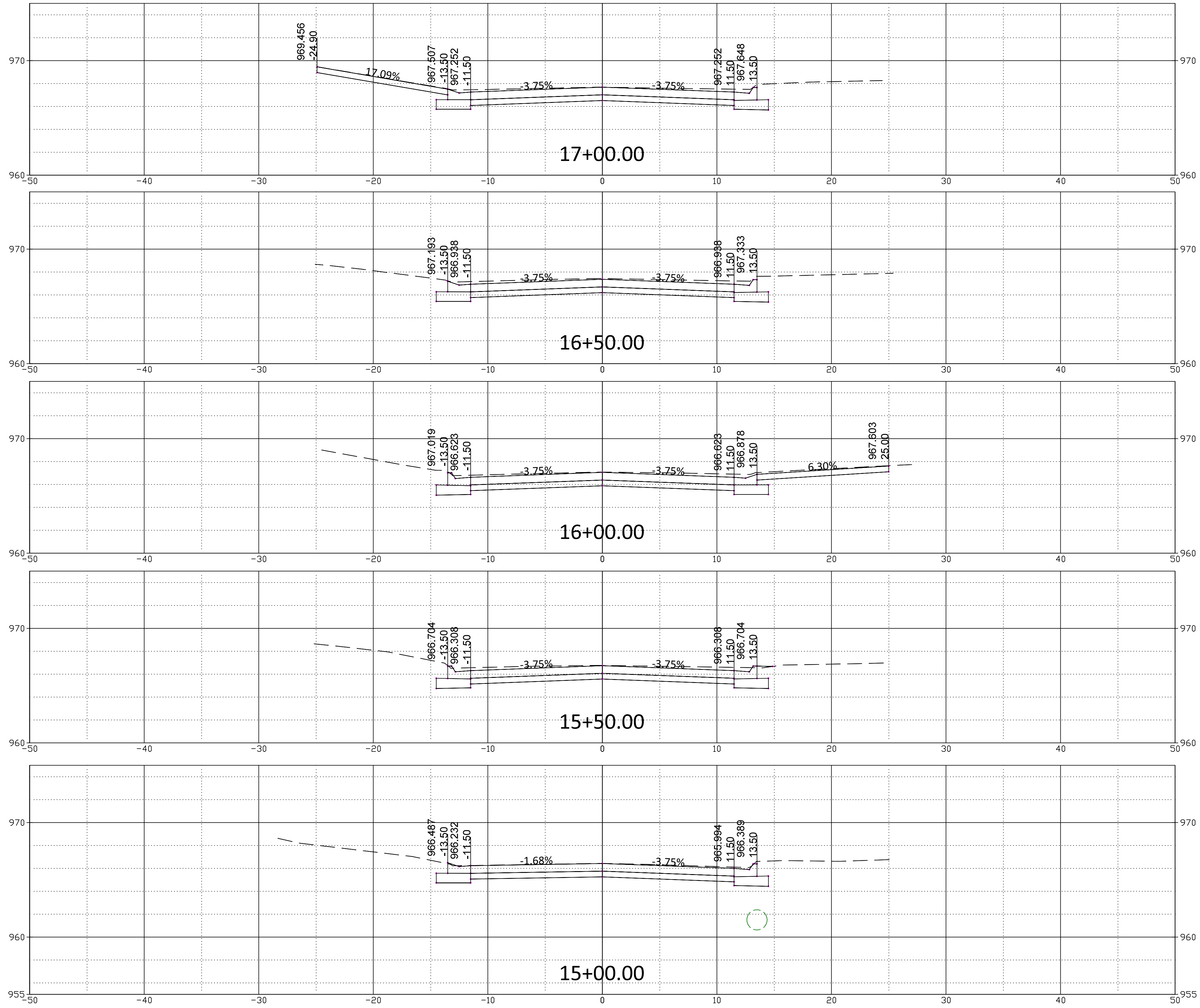
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MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

MOUNDVIEW DRIVE CROSS SECTIONS
STA: 13+00.00 TO STA: 14+50.00

DATE: 12/18/2025
 SHEET: 28 of 35
 PROJ.: 841098.08
501125.01



Profile View Scale:
Horizontal: 1" = 5'
Vertical: 1" = 5'

NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025

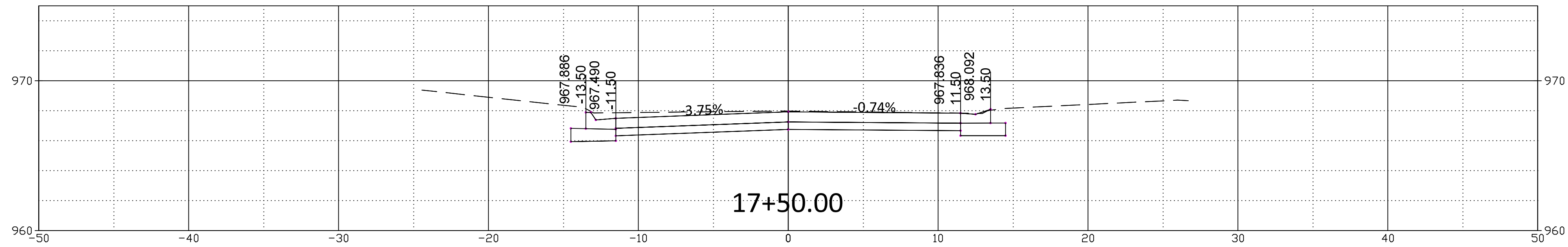
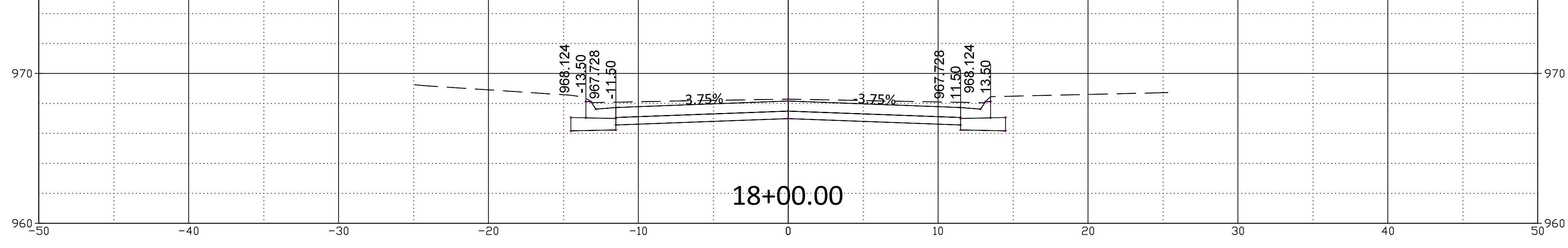
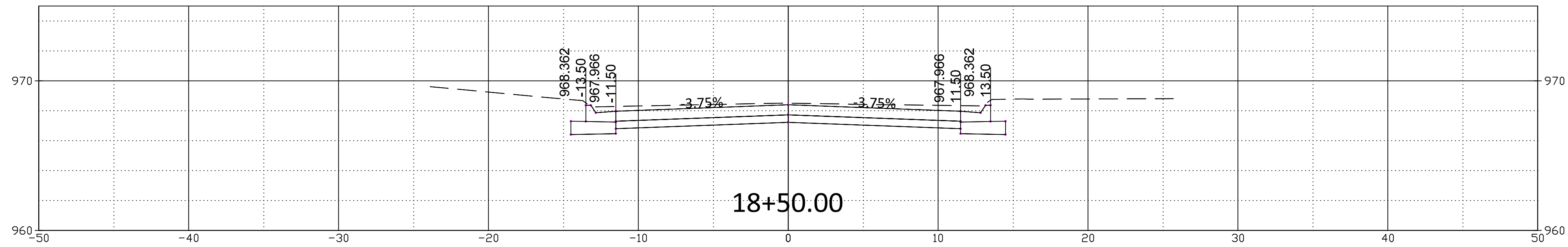
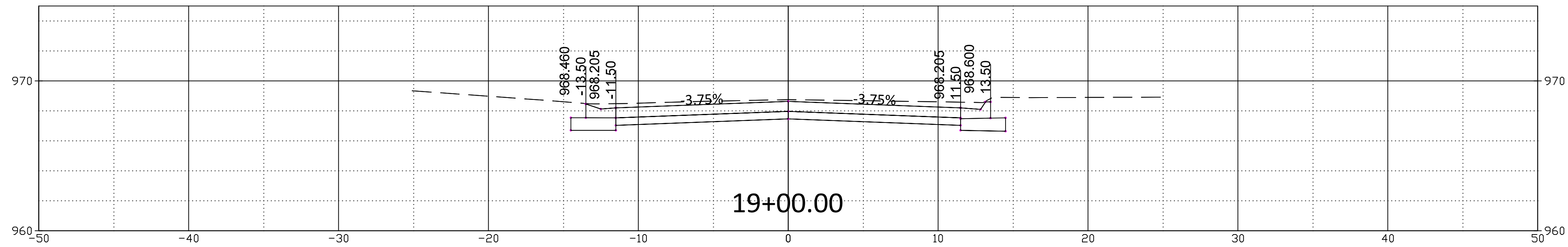
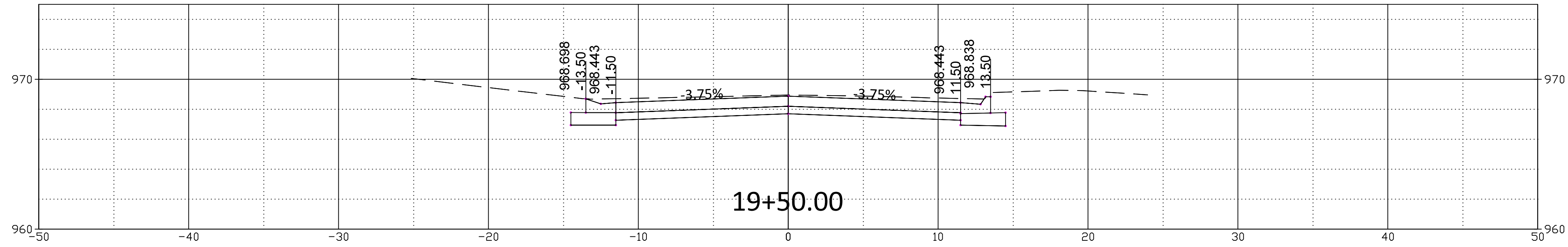
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MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
 501125.01
FROM SW 21ST TO SW 19TH

MOUNDVIEW DRIVE CROSS SECTIONS
STA: 15+00.00 TO STA: 17+00.00

DATE: 12/18/2025
 SHEET: 29 of 35
 PROJ.: 841098.08
501125.01



Profile View Scale:
Horizontal: 1" = 5'
Vertical: 1" = 5'

NO.	DATE	REVISION	BY	APP'D

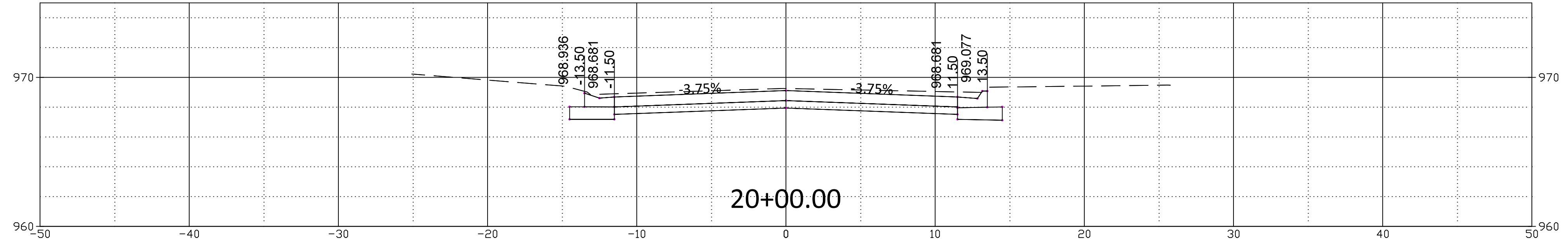
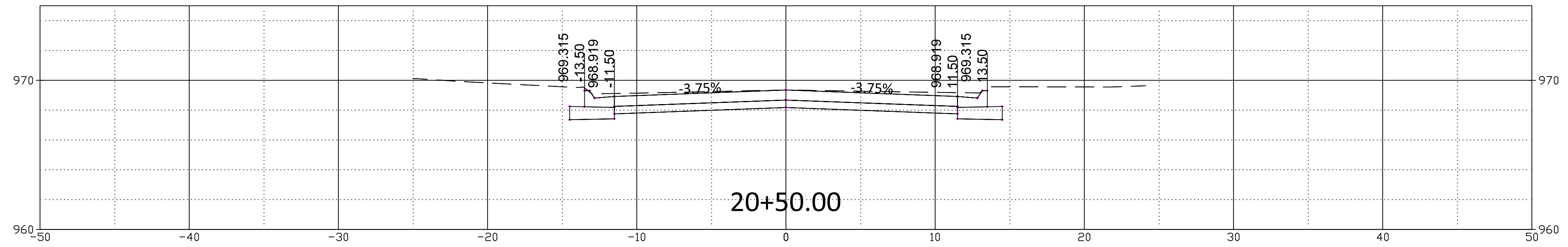
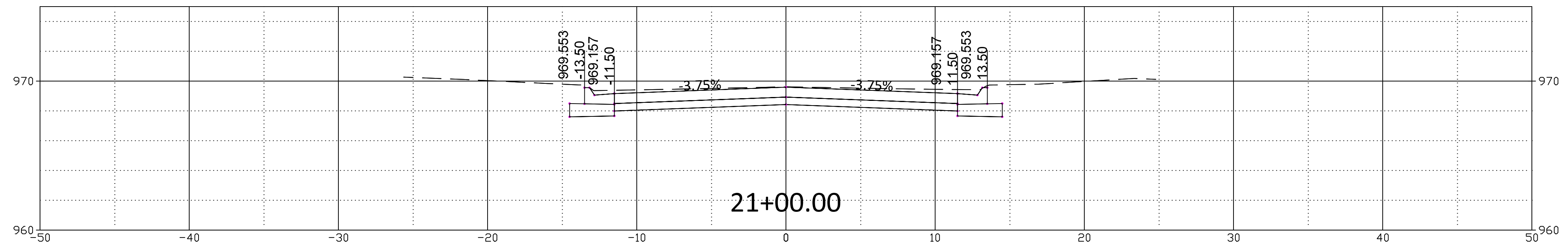
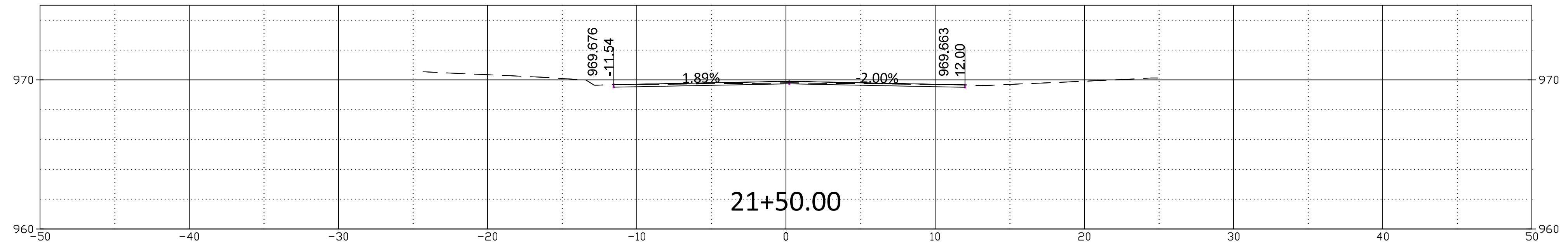
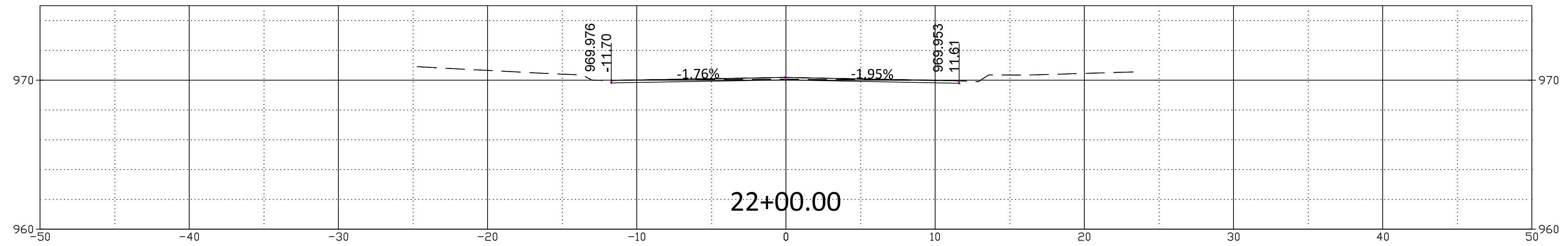
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APP'D BY: E.NICHOL
FIELD BOOK: ---
SURVEYED BY: A.WOLFE
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841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
501125.01
FROM SW 21ST TO SW 19TH

MOUNDVIEW DRIVE CROSS SECTIONS
STA: 17+50.00 TO STA: 19+50.00

DATE: 12/18/2025
SHEET: 30 of 35
PROJ.: 841098.08
501125.01



Profile View Scale:
Horizontal: 1" = 5'
Vertical: 1" = 5'

NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025

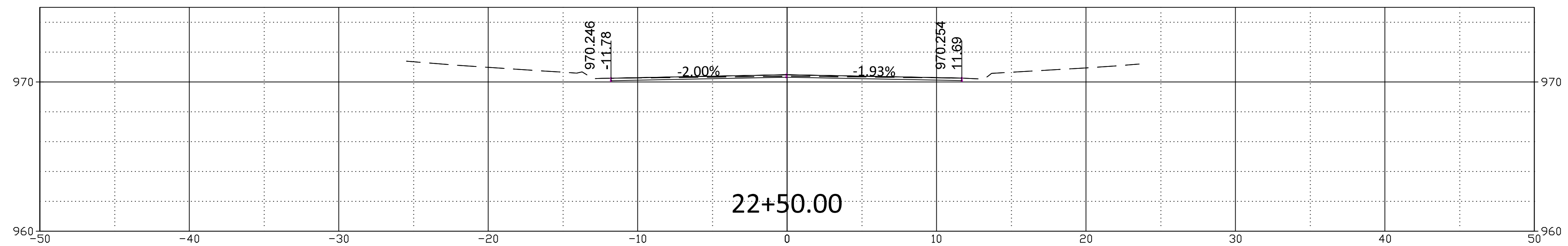
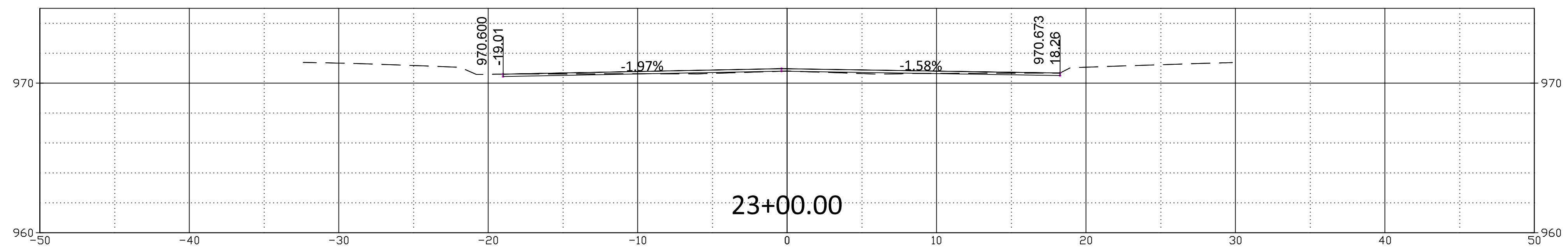
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FROM SW 21ST TO SW 19TH

MOUNDVIEW DRIVE CROSS SECTIONS
STA: 20+00.00 TO STA: 22+00.00

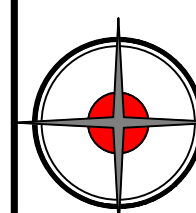
DATE: 12/18/2025
 SHEET: 31 of 35
 PROJ.: 841098.08
501125.01



Profile View Scale:
Horizontal: 1" = 5'
Vertical: 1" = 5'

NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
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 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
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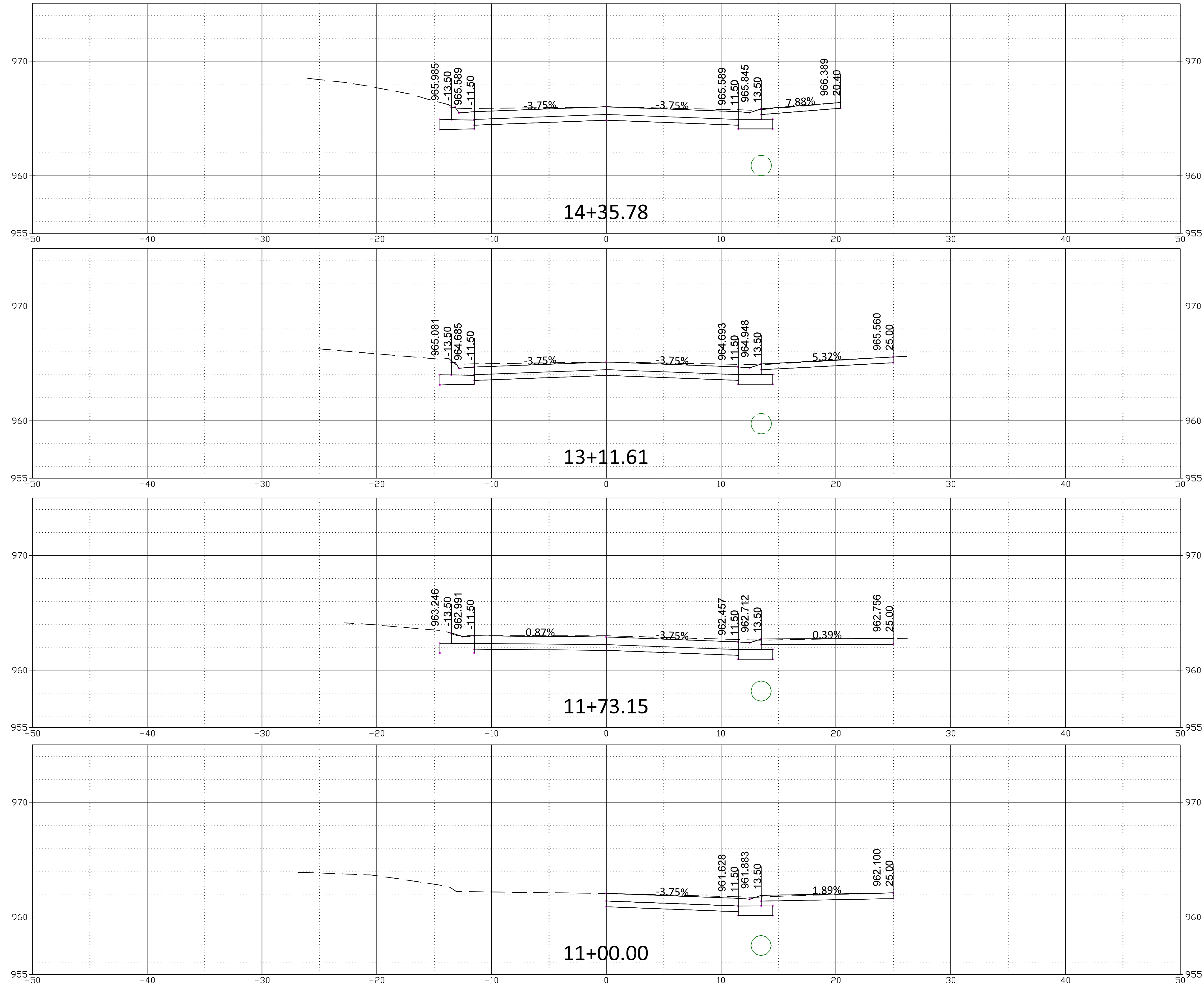
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MOUNDVIEW DRIVE STREET IMPROVEMENTS
 841098.08
MOUNDVIEW STORM SEWER IMPROVEMENTS
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FROM SW 21ST TO SW 19TH

MOUNDVIEW DRIVE CROSS SECTIONS
STA: 22+50.00 TO STA: 23+00.00

DATE: 12/18/2025
 SHEET: 32 of 35
 PROJ.: 841098.08
501125.01



Profile View Scale:
Horizontal: 1" = 5'
Vertical: 1" = 5'

NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
 SURVEYED BY: A.WOLFE
 PLOTTED: 12/18/2025

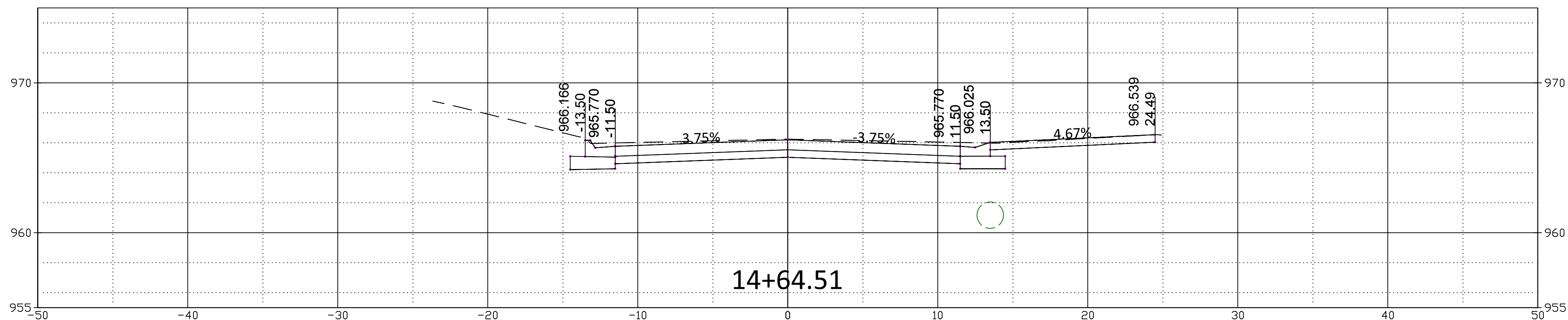
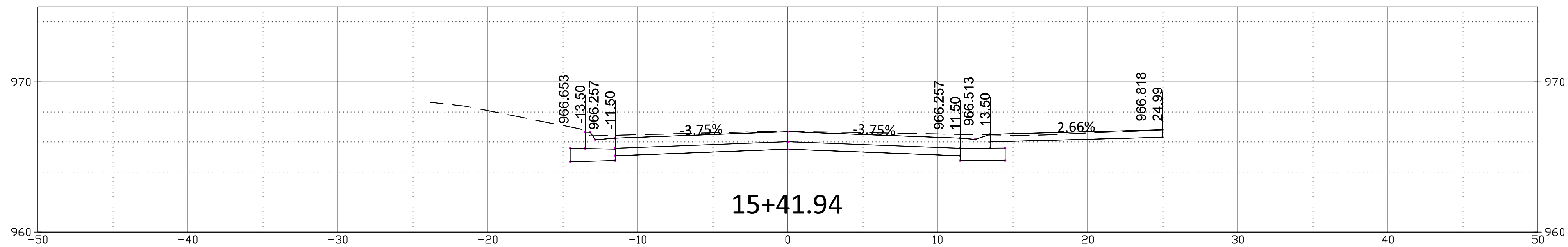
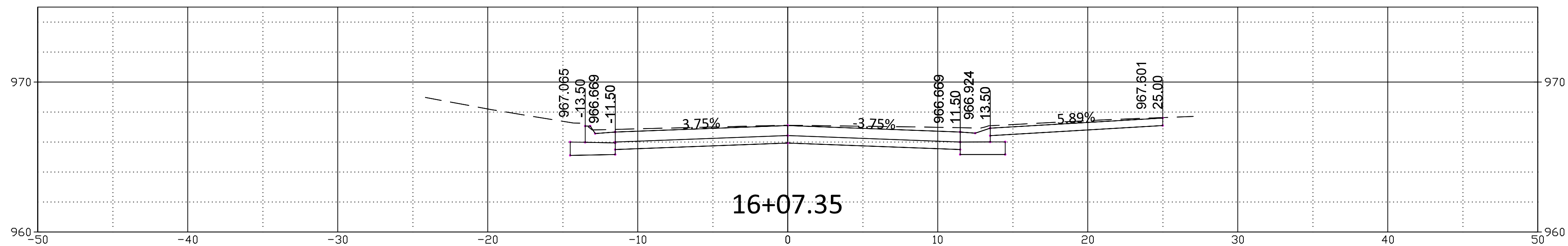
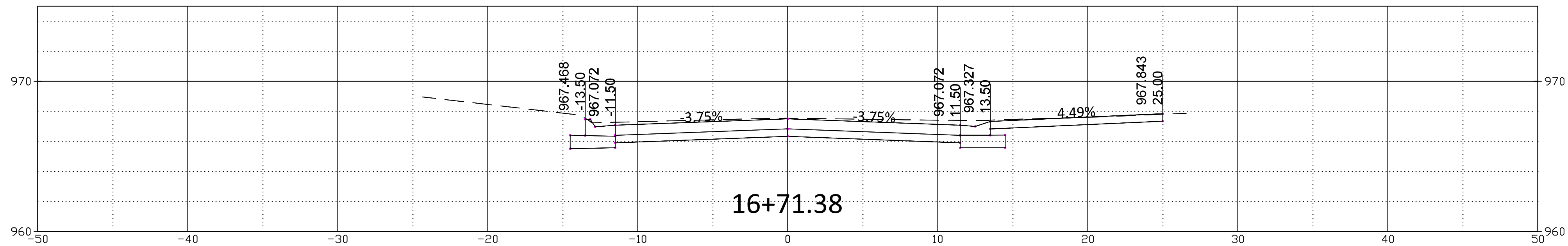
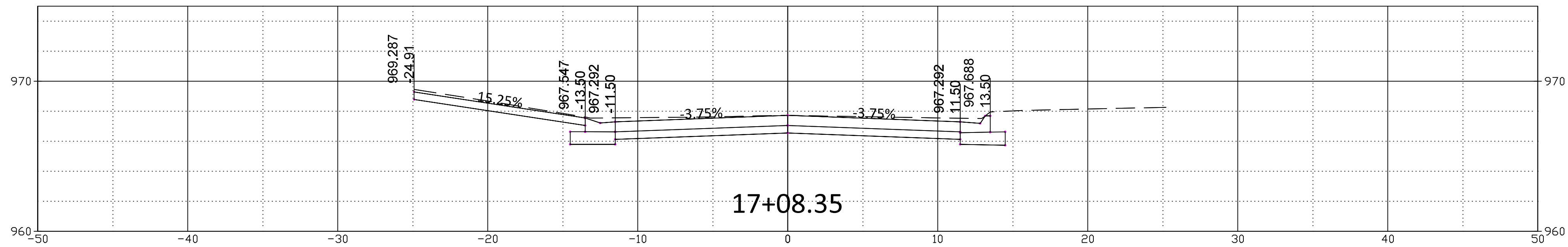
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FROM SW 21ST TO SW 19TH

MOUNDVIEW DRIVE CROSS SECTIONS
DRIVEWAYS STA 11+00.00 to STA 14+35.78

DATE: 12/18/2025
 SHEET: 33 of 35
 PROJ.: 841098.08
501125.01



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Vertical: 1" = 5'

NO.	DATE	REVISION	BY	APP'D

DRAWN BY: E.CHAVEZ
 APP'D BY: E.NICHOL
 FIELD BOOK: ---
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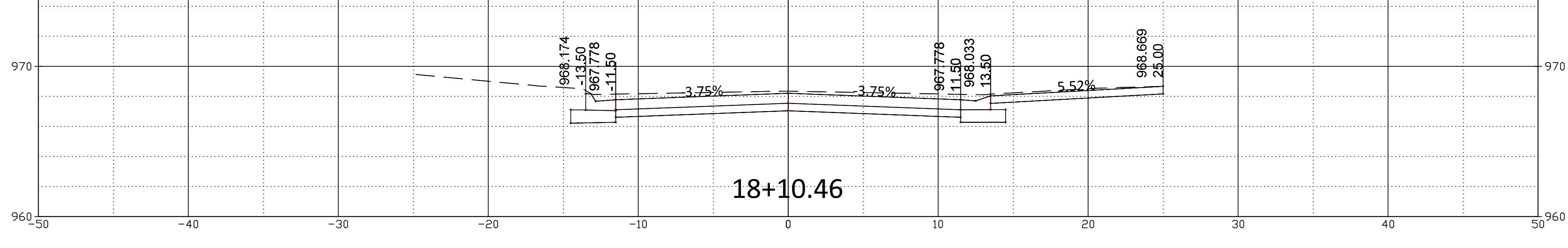
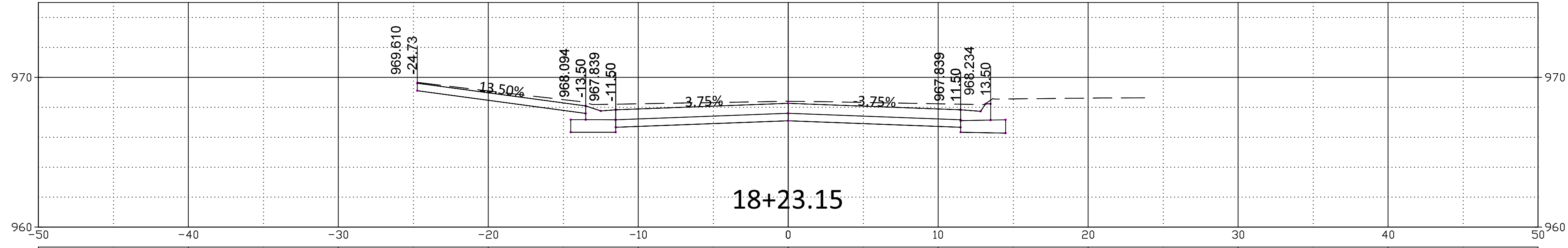
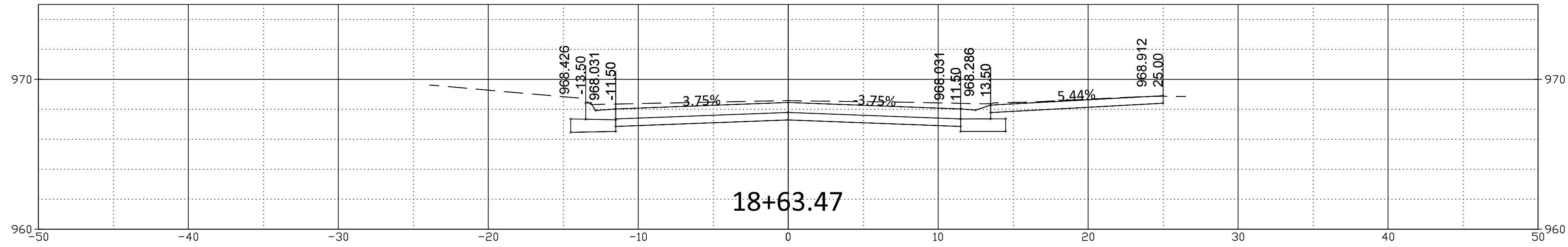
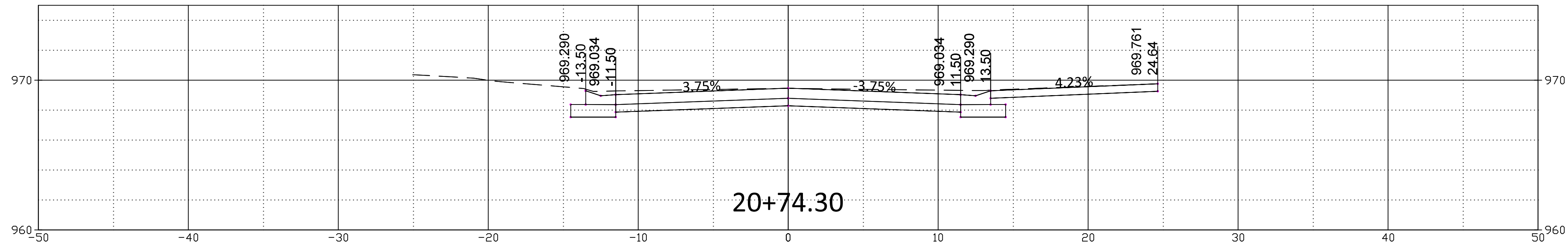
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FROM SW 21ST TO SW 19TH

MOUNDVIEW DRIVE CROSS SECTIONS
DRIVEWAYS STA 14+64.51 to STA 17+08.35

DATE: 12/18/2025
 SHEET: 34 of 35
 PROJ.: 841098.08
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NO.	DATE	REVISION	BY	APP'D

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APP'D BY: E.NICHOL
FIELD BOOK: ---
SURVEYED BY: A.WOLFE
PLOTTED: 12/18/2025

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FROM SW 21ST TO SW 19TH

MOUNDVIEW DRIVE CROSS SECTIONS
DRIVEWAYS STA 18+10.46 TO STA 20+74.30

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PROJ.: 841098.08
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