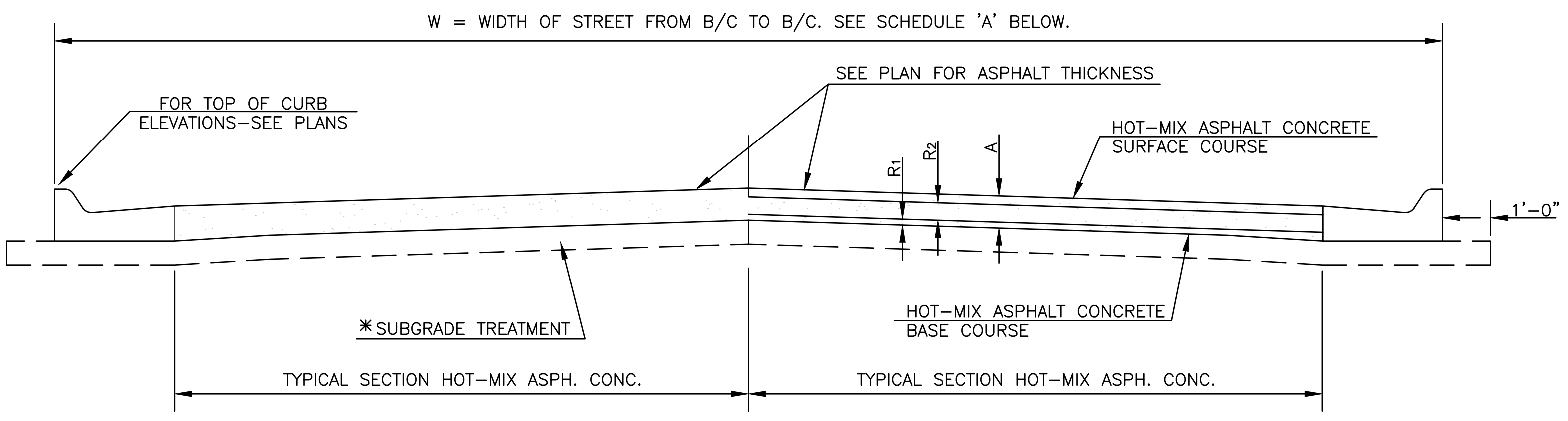


**PLAN**

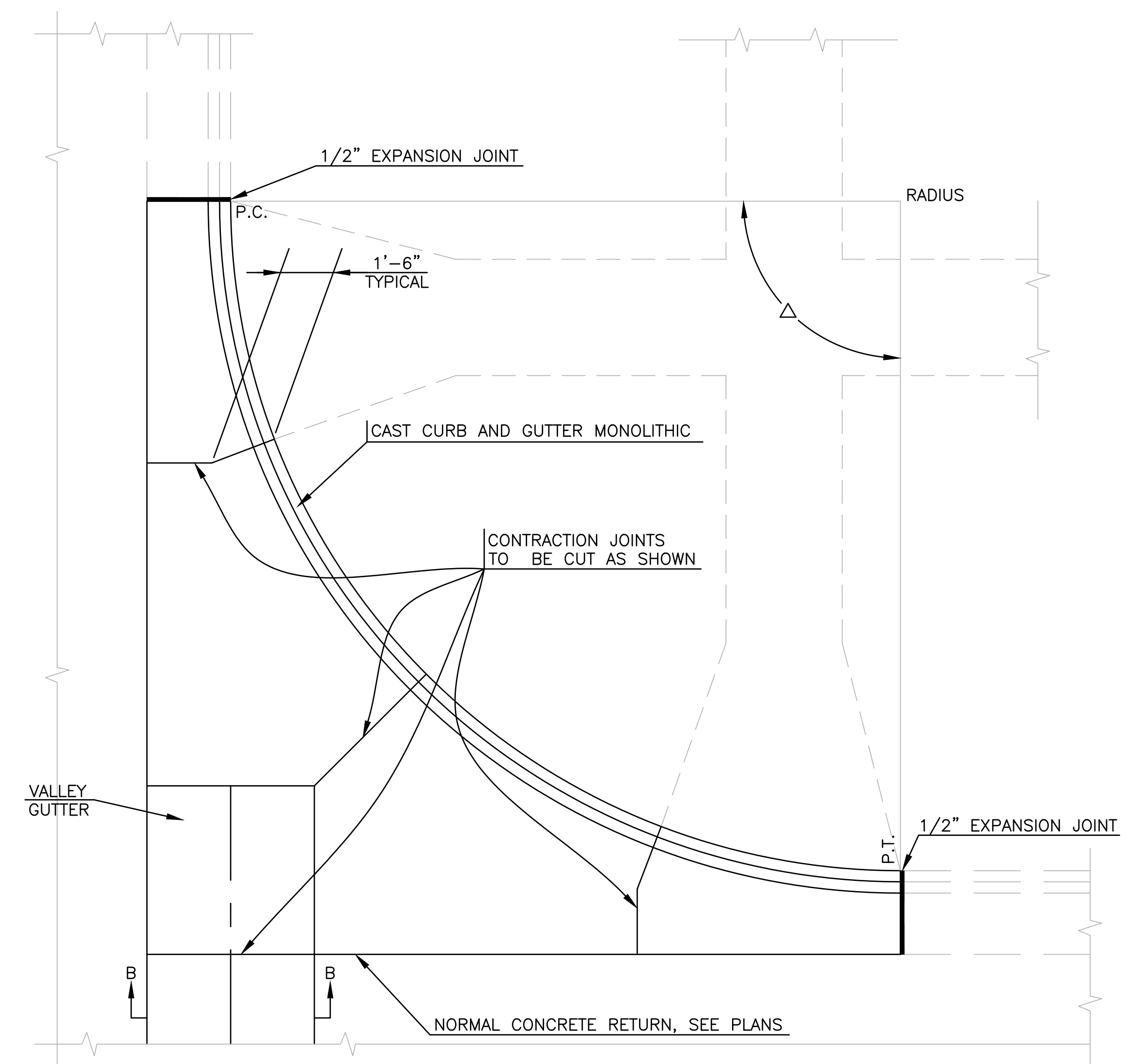


TYPICAL SECTION HOT-MIX ASPH. CONC. PAVE SECTION A-A

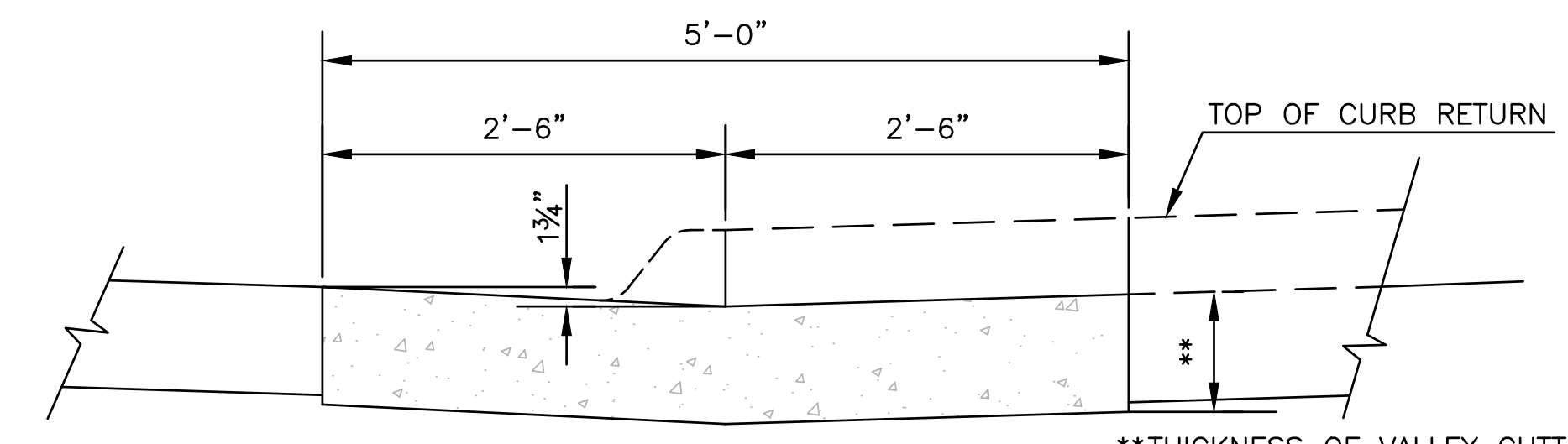
**PAVEMENT DETAILS**

\*SUBGRADE TREATMENT PER GEOTECHNICAL REPORT

SCHEDULE 'A'							
STREET	FROM	TO	W	R <sub>1</sub>	R <sub>2</sub>	A	



**TYPICAL JOINTING PLAN**



SECTION B-B

**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.

NO.	DATE:	REVISION	BY:	APP'D
3	March 2013	Added min jt. spacing & made bar size*	DHS SB	
2	Dec. 2009	Added to Valley Gutter Details	DHS SB	
1	Feb. 2008	Mod. Typ. Jt. Plan & Pvmnt. Det.	DHS SB	

DRAWN BY: *rm/mc*

APP'D BY: *R. Anthony Kemp*



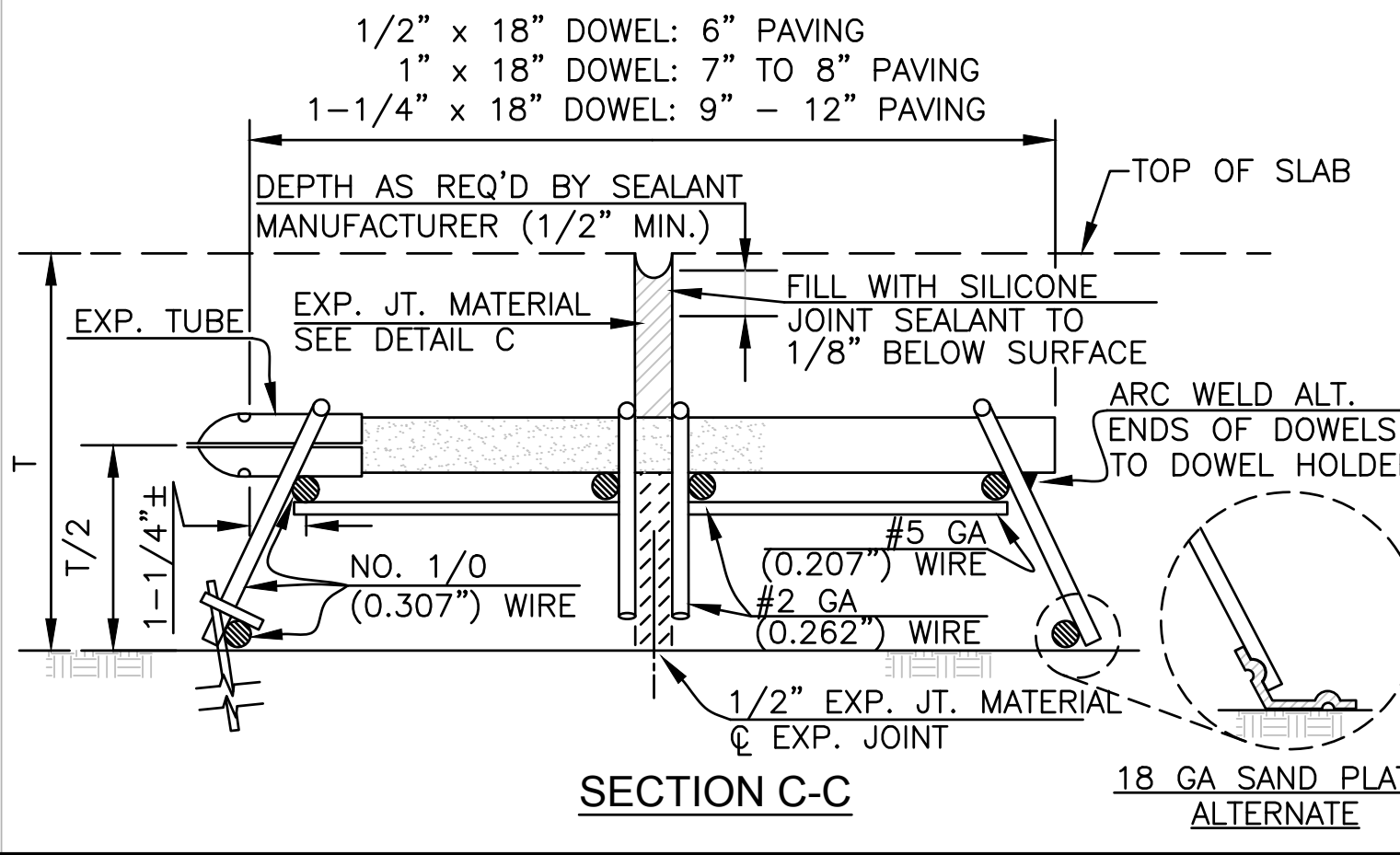
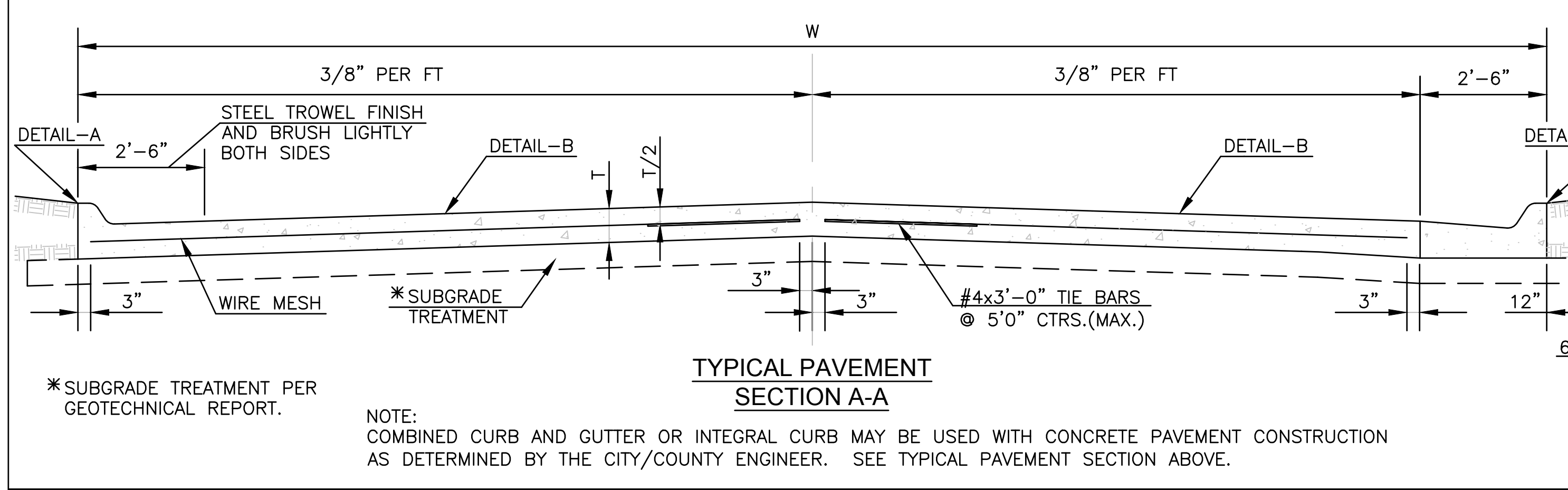
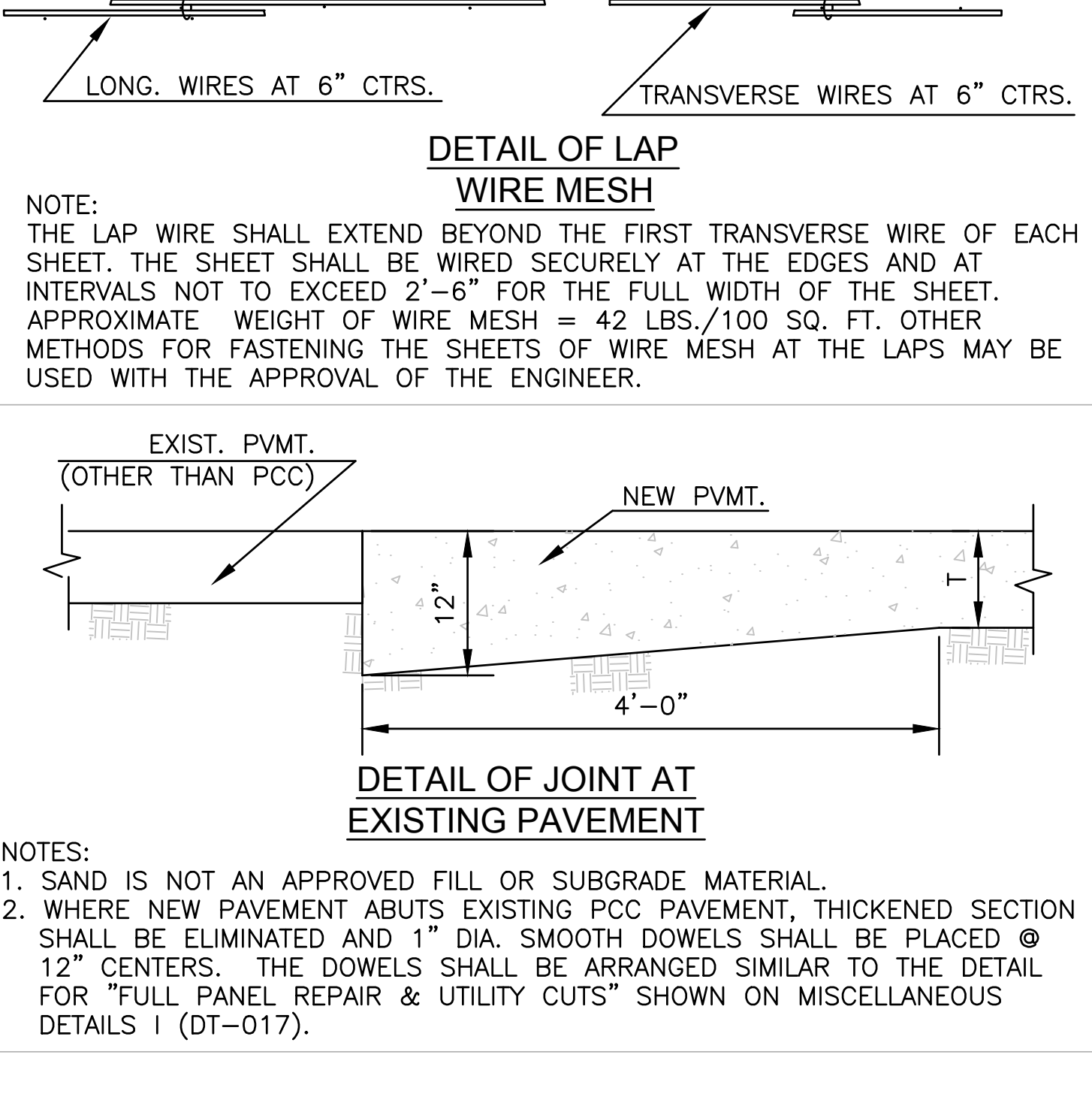
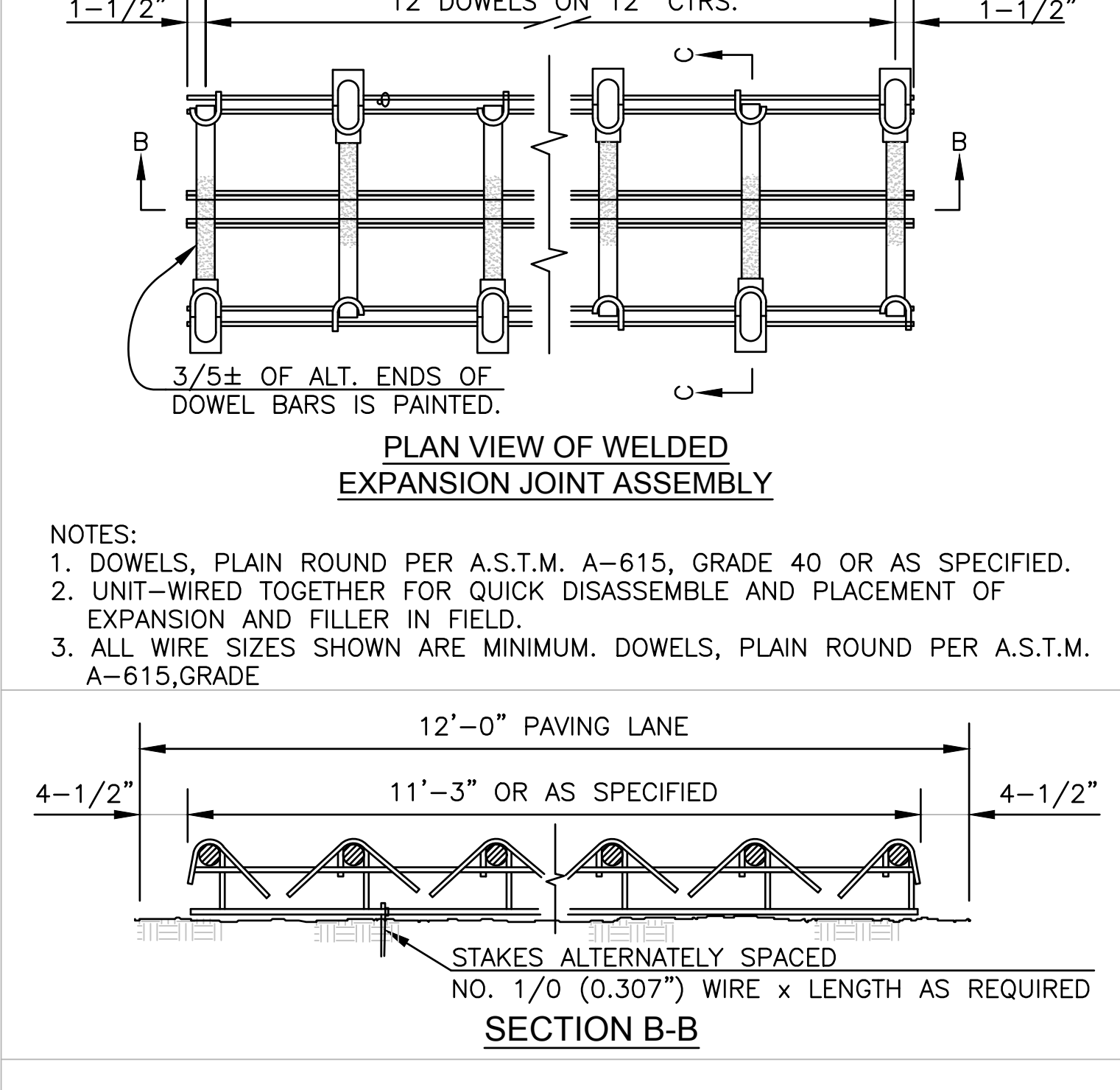
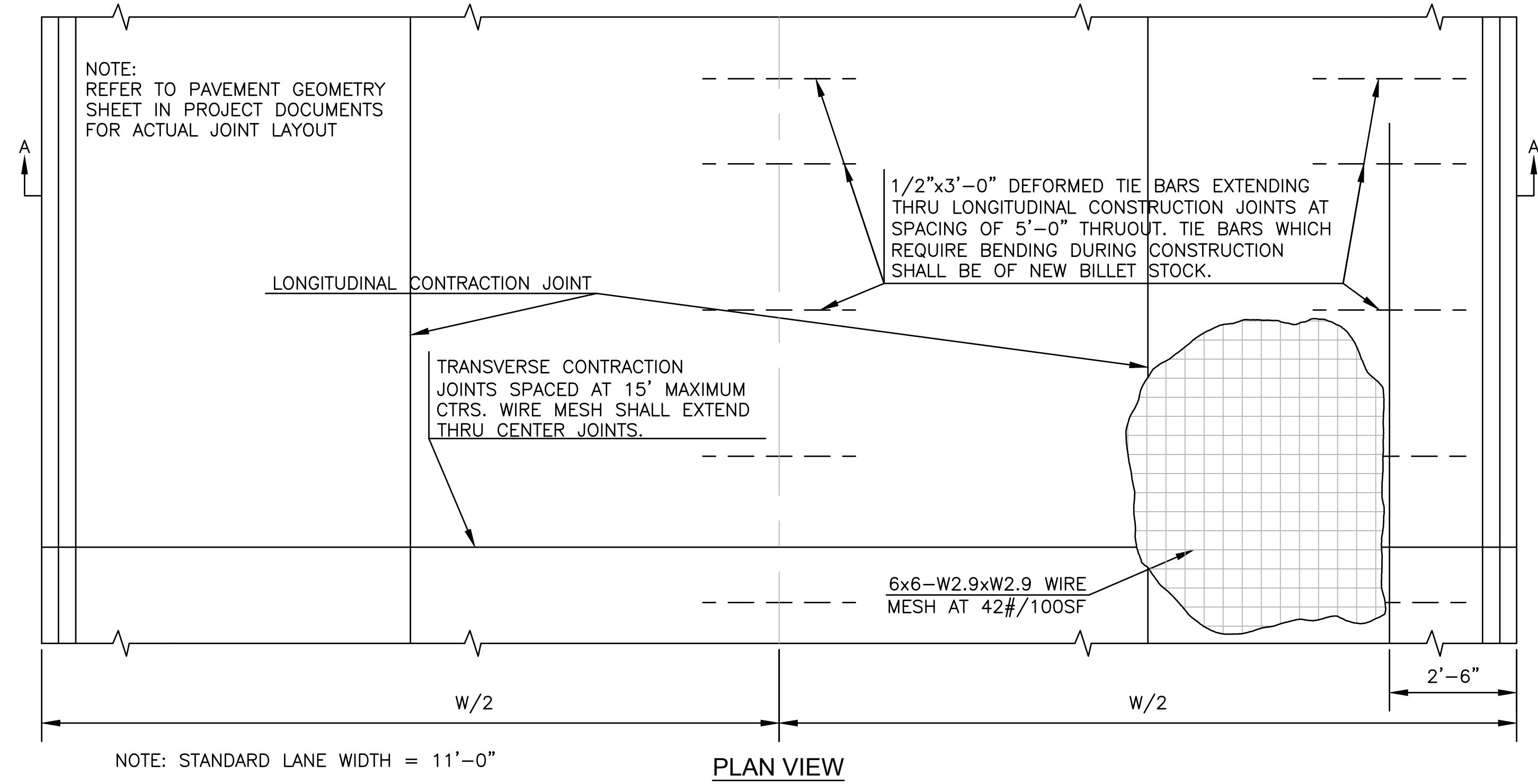
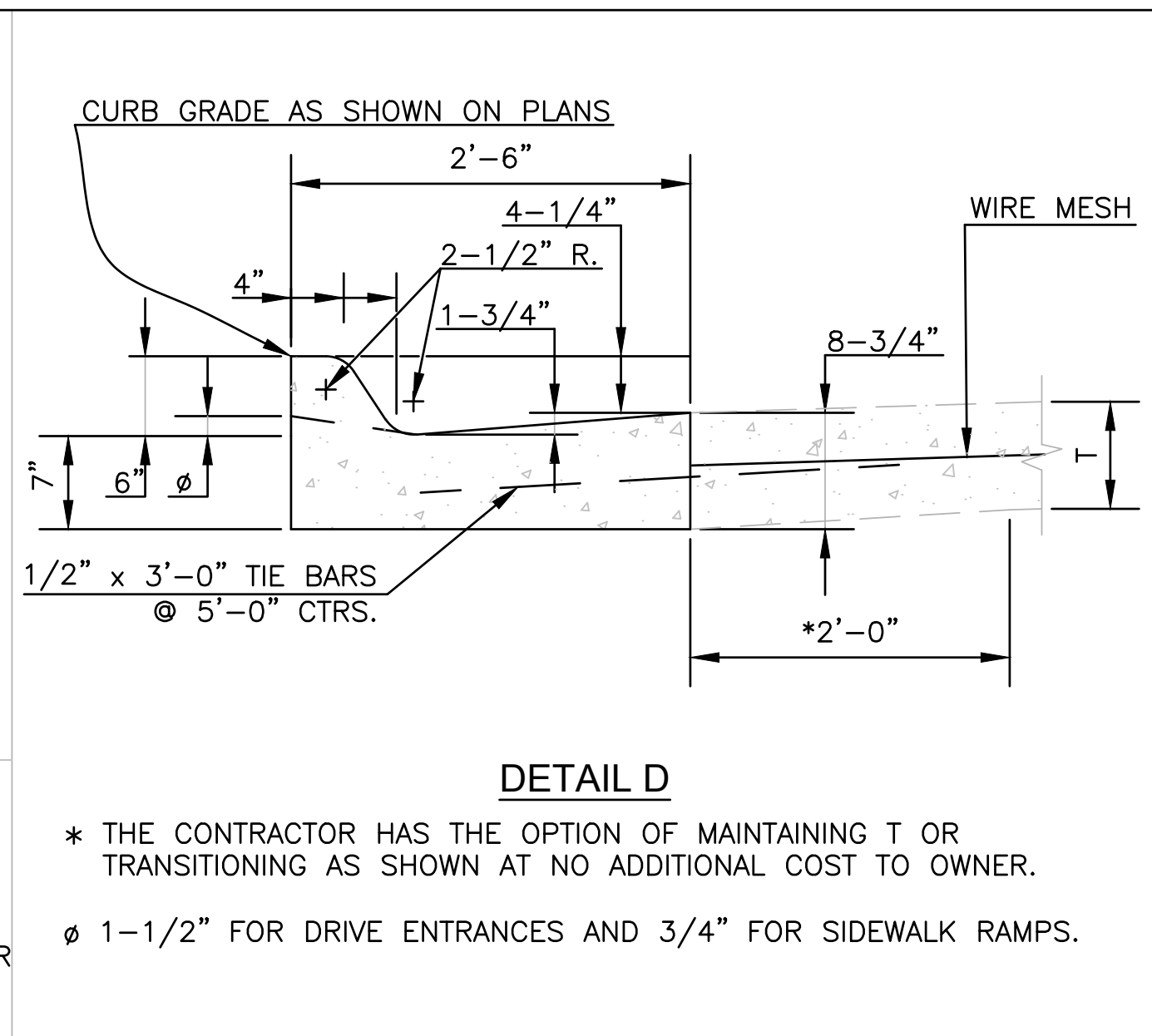
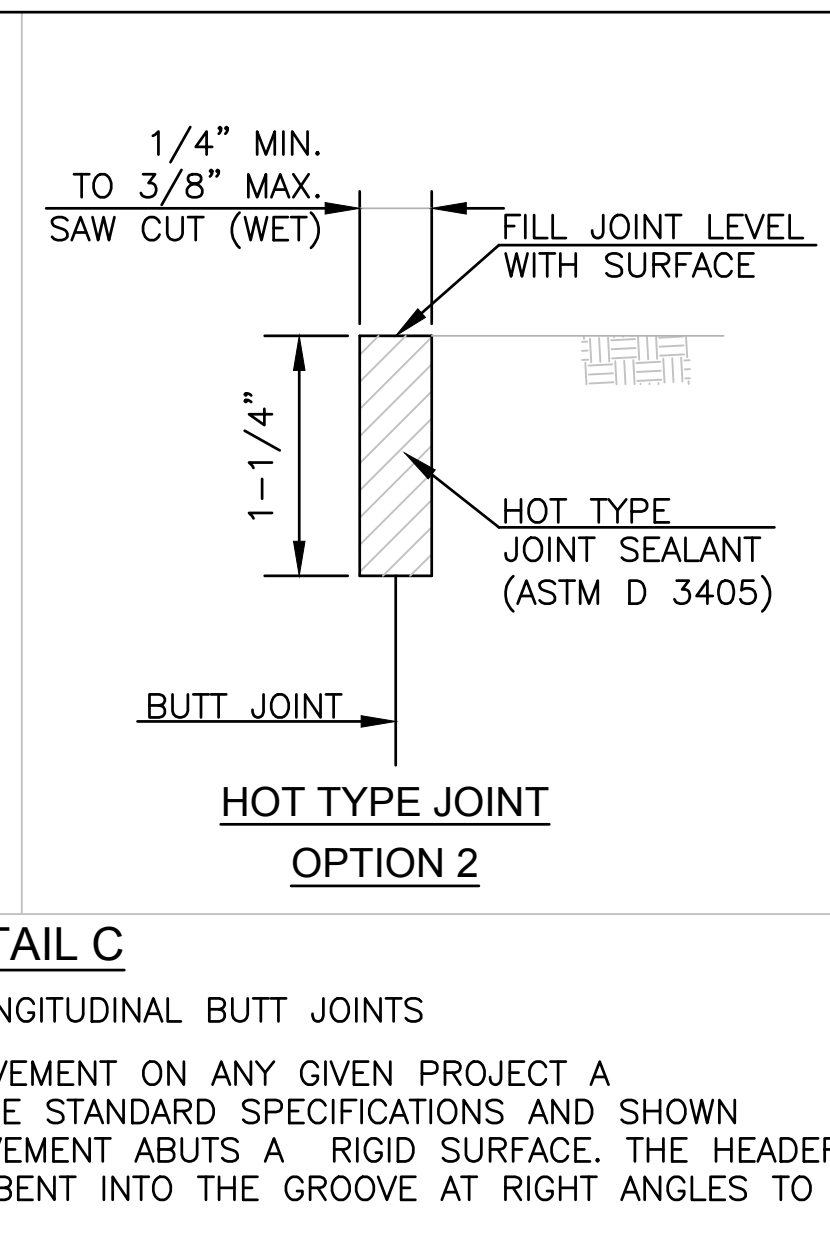
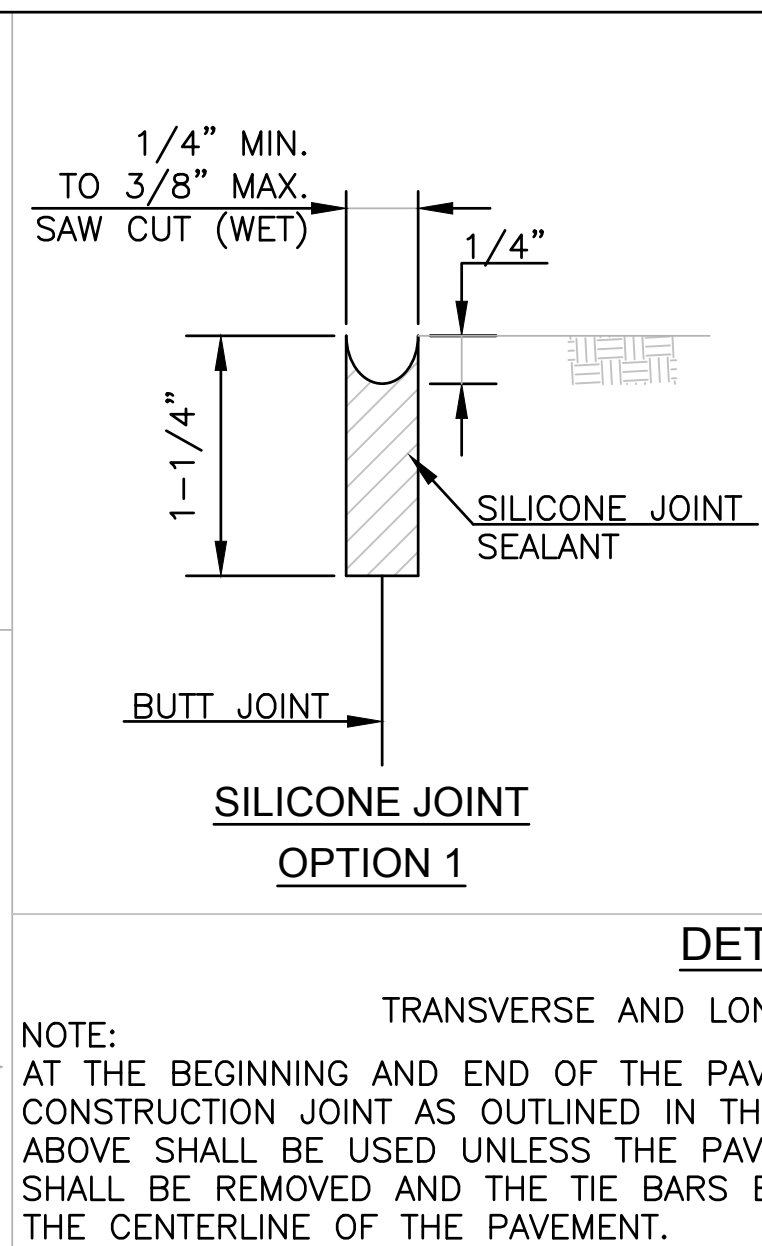
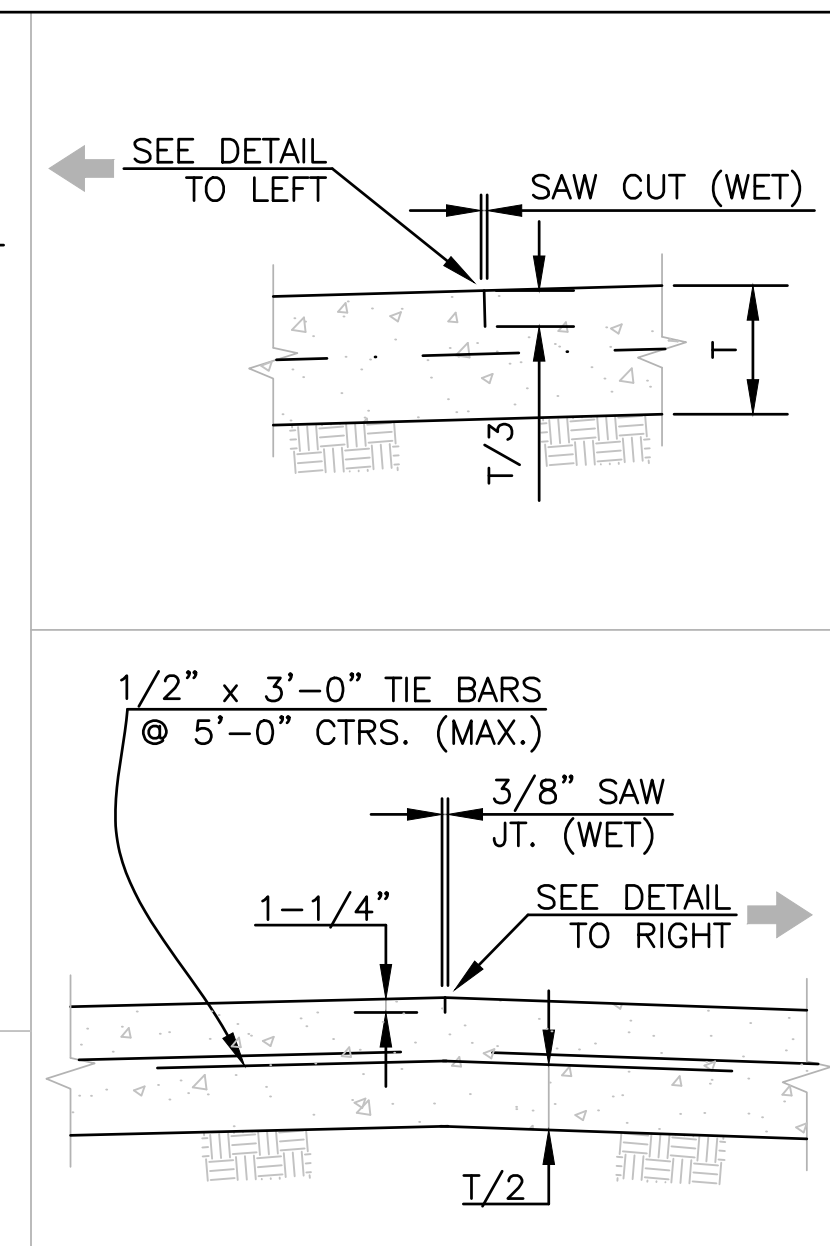
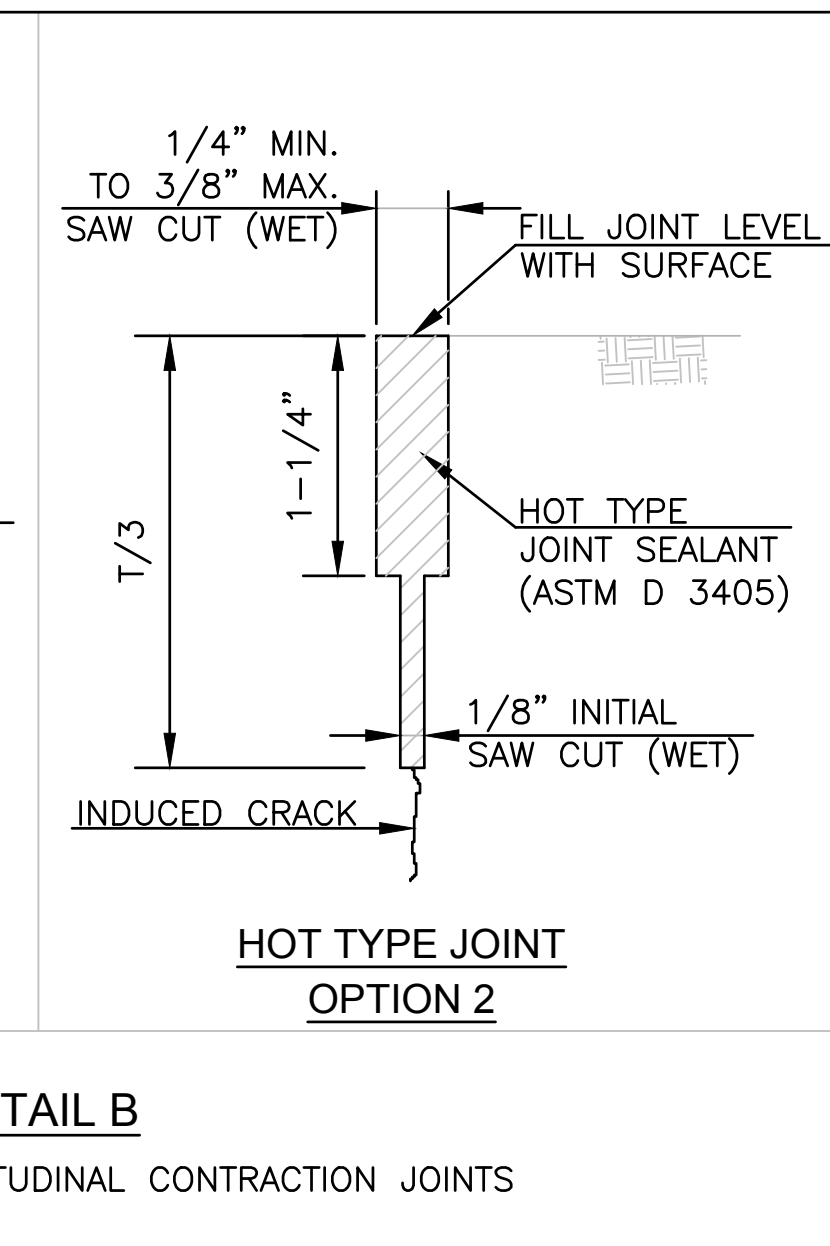
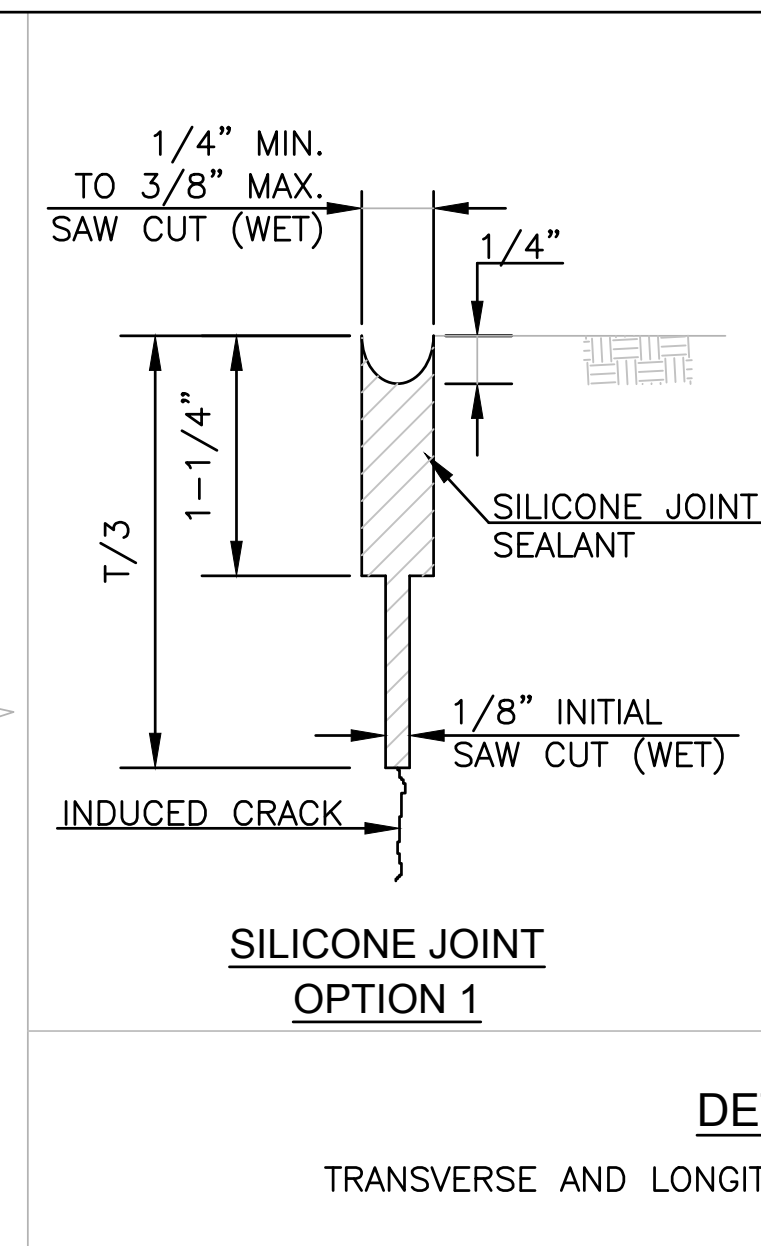
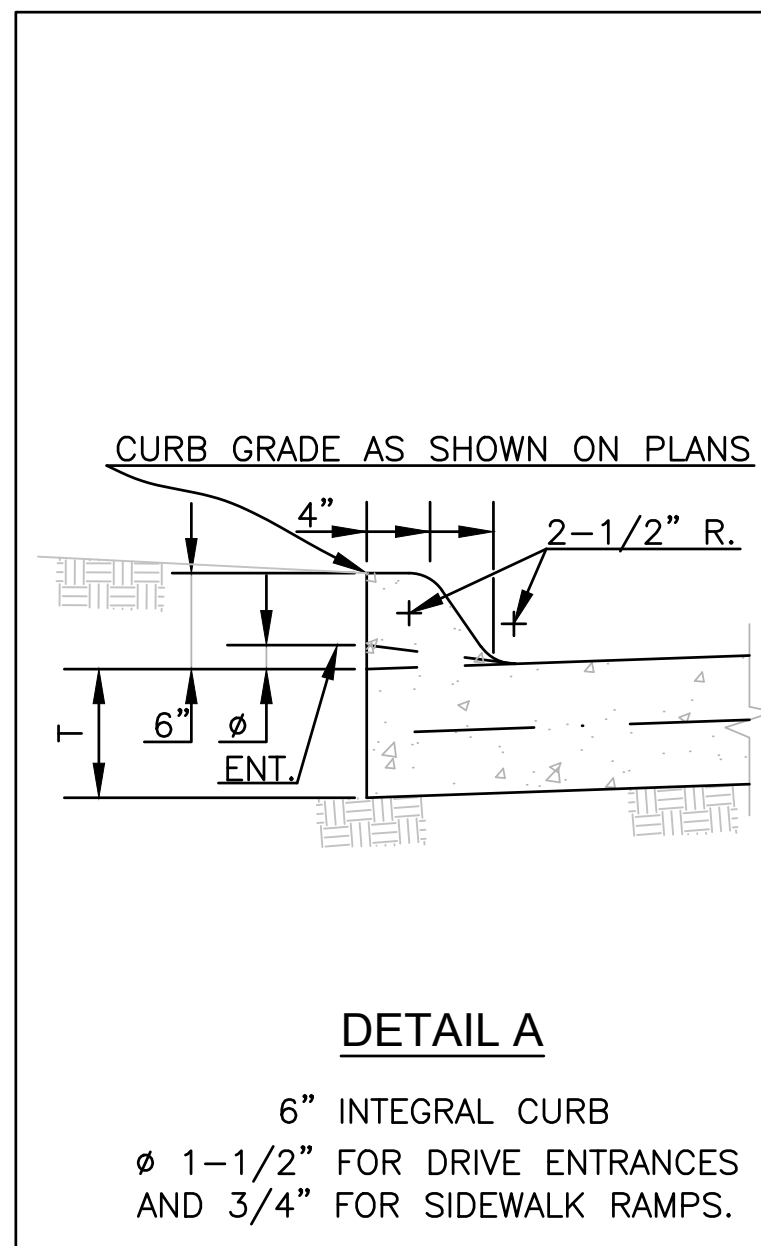
**SHAWNEE COUNTY, KANSAS**  
**PUBLIC WORKS DEPARTMENT**  
 1515 NW SALINE  
 TOPEKA, KS 66618  
 (785) 233-7702



**STANDARD DETAILS**

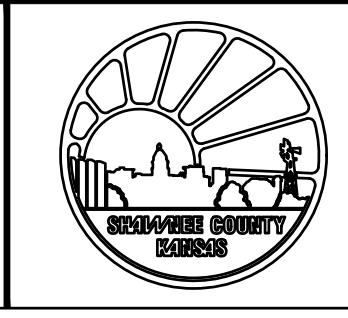
**ASPHALT CONCRETE PAVEMENT DETAILS**  
 (DT-001)

DATE: Feb. 2026  
 SHEET: 14 of 66  
 PROJ.: 841099.09  
 501107.10



6	June 2018	Eliminated sealing butt joint at curb toe	DHS	JVH
5	March 2013	Made bar size " & added ref. to DT-017	DHS	SB
4	Dec. 2012	Changed to tie bars at Detail D	DHS	SB
3	March 2010	Eliminated keyed joint at Typical Section	DHS	SB
2	Dec. 2009	Eliminated keyed joints	DHS	SB
1	Feb. 2008	Mod. Det.'s B,C&D and Sect.'s A-A&D-D	DHS	SB
NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: rm/mc  
APP'D BY: *R. Chittam*



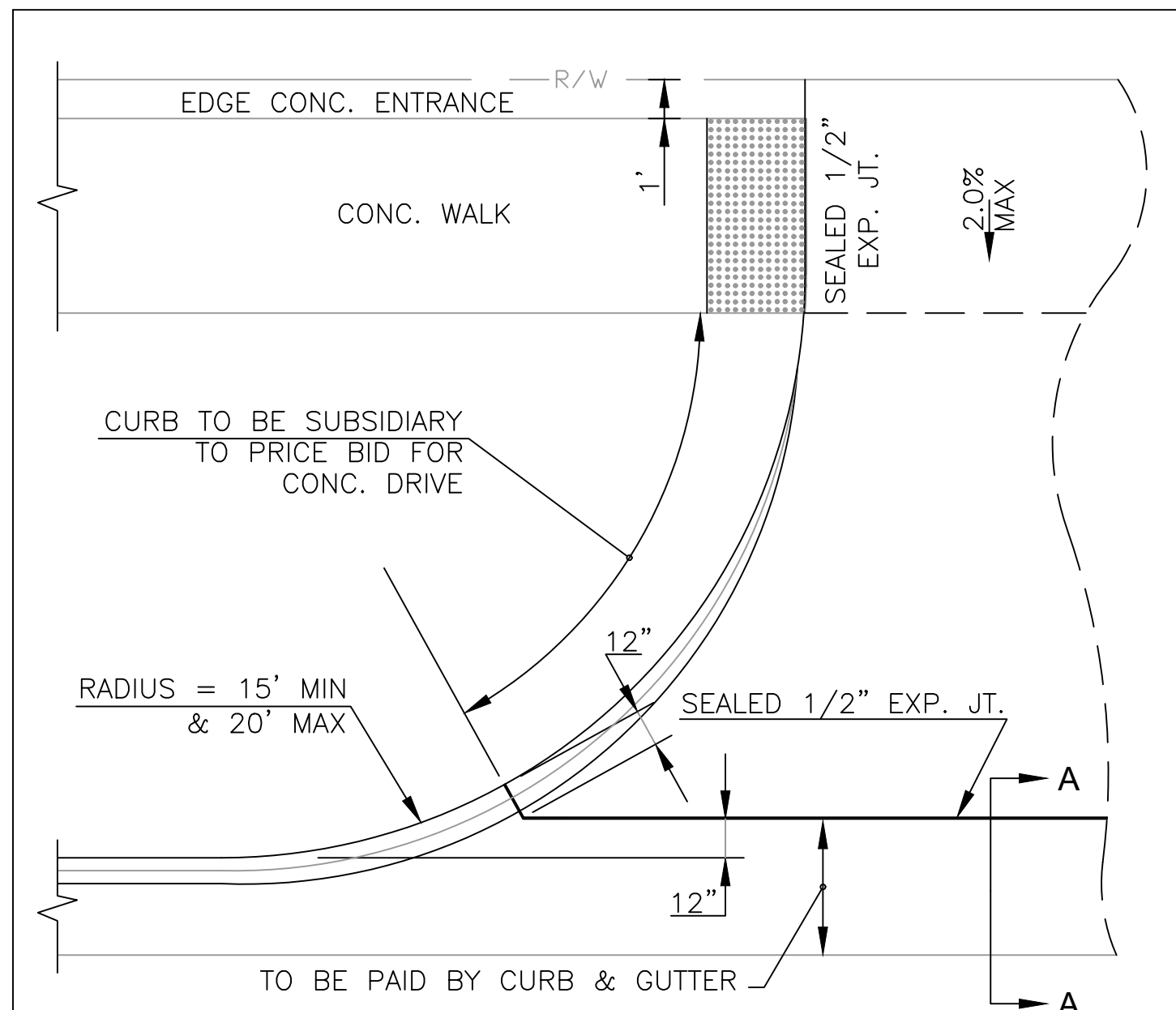
**SHAWNEE COUNTY, KANSAS  
PUBLIC WORKS DEPARTMENT**  
1515 NW SALINE  
TOPEKA, KS 66618  
(785) 233-7702



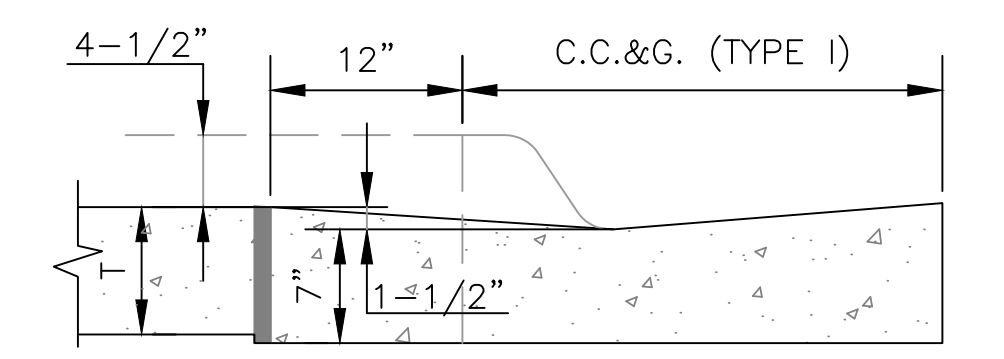
**STANDARD DETAILS**

**CONCRETE PAVEMENT  
DETAILS**  
(DT-002)

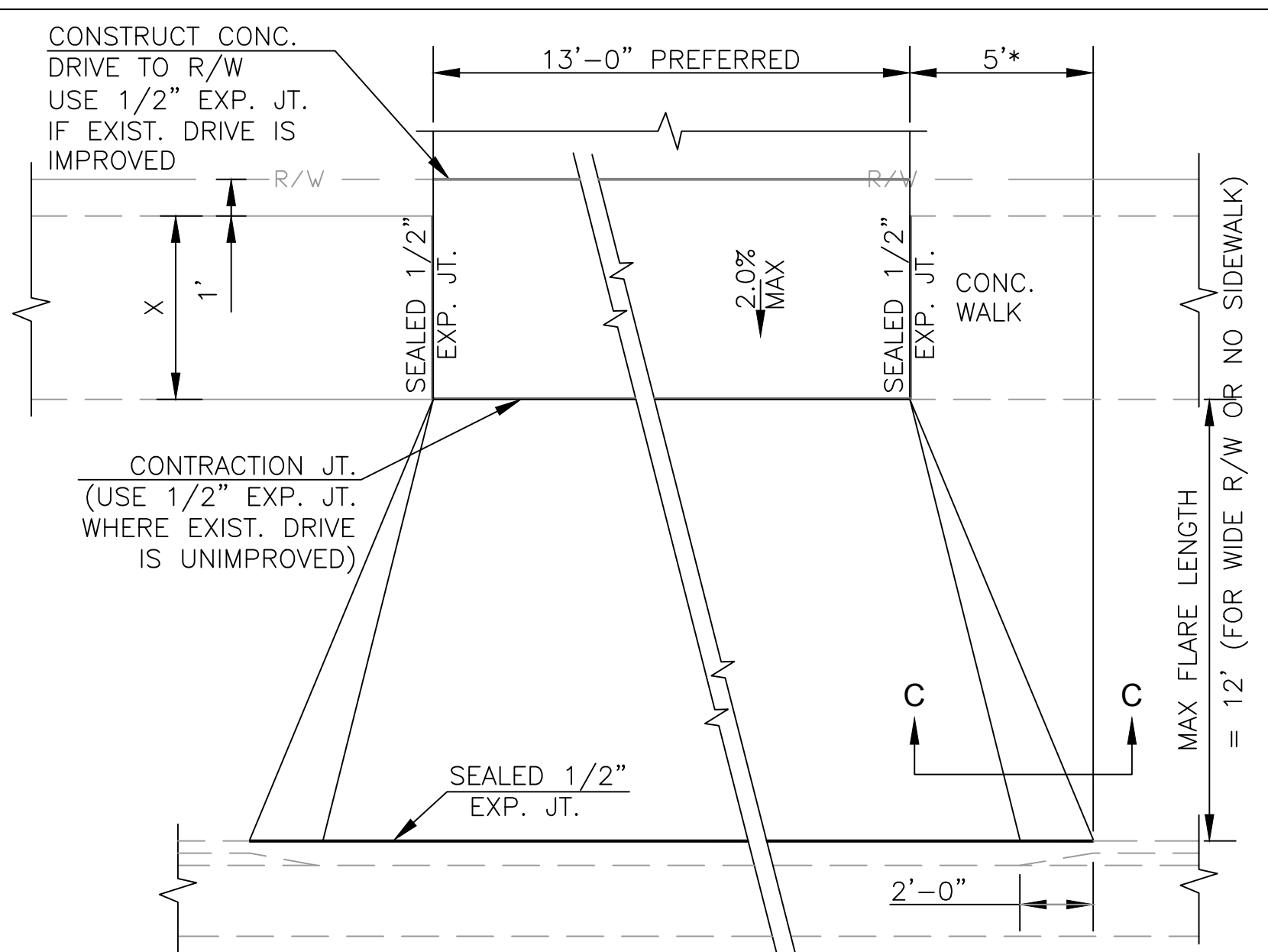
DATE: Feb. 2026  
SHEET: 15 of 66  
PROJ.: 841099.09  
501107.10



**COMMERCIAL DRIVE APPROACH**

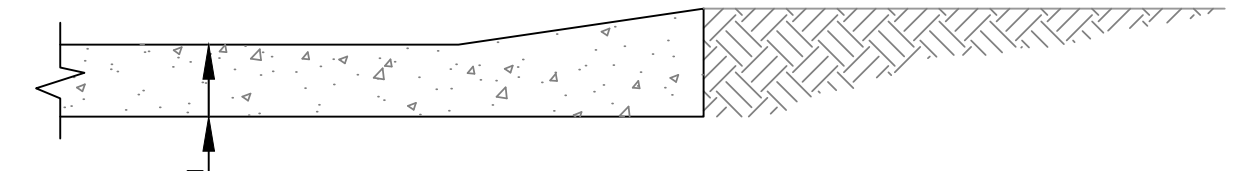


**SECTION A - A**  
T=8" NON-REINFORCED FOR COMMERCIAL DRIVE, ALLEY APPROACH, AND SIDEWALK IN DRIVE ENTRANCE.

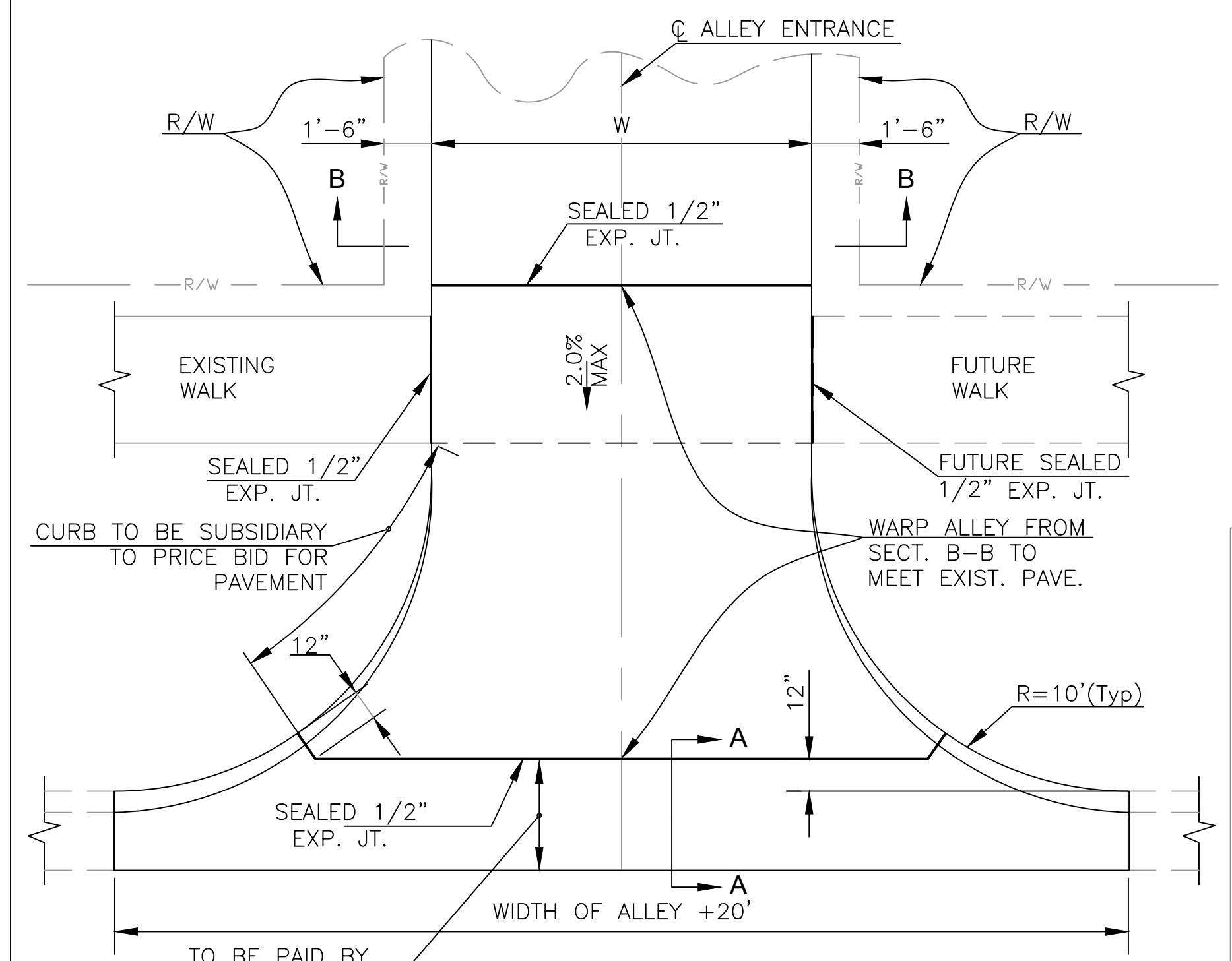


**TYPICAL PRIVATE DRIVE APPROACH**

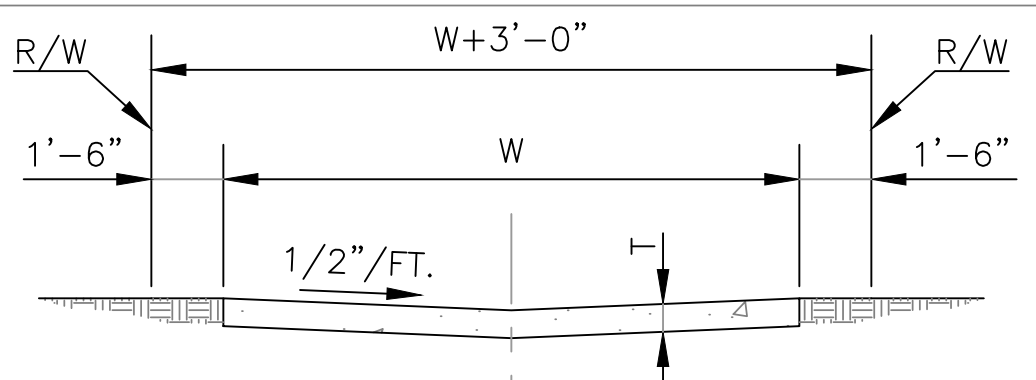
NOTES:  
1. A SPECIAL DETAIL WILL BE PROVIDED WHEN SIDEWALK IS CLOSER THAN 6'-0" FROM BACK OF CURB.  
2. THEORETICAL CURB HEIGHT OF 6" ABOVE  $\bar{E}$  SHALL BE OBTAINED IN ENTRANCE PAVEMENT.  
\* FLARE SHALL BE 5 FEET WIDE IN NEW CONSTRUCTION. VARIANCES MAY BE MADE WITH APPROVAL OF THE CITY ENGINEER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



**SECTION C - C**  
T<sub>1</sub>=6" FOR RESIDENTIAL DRIVE APPROACH AND SIDEWALK IN DRIVE ENTRANCE

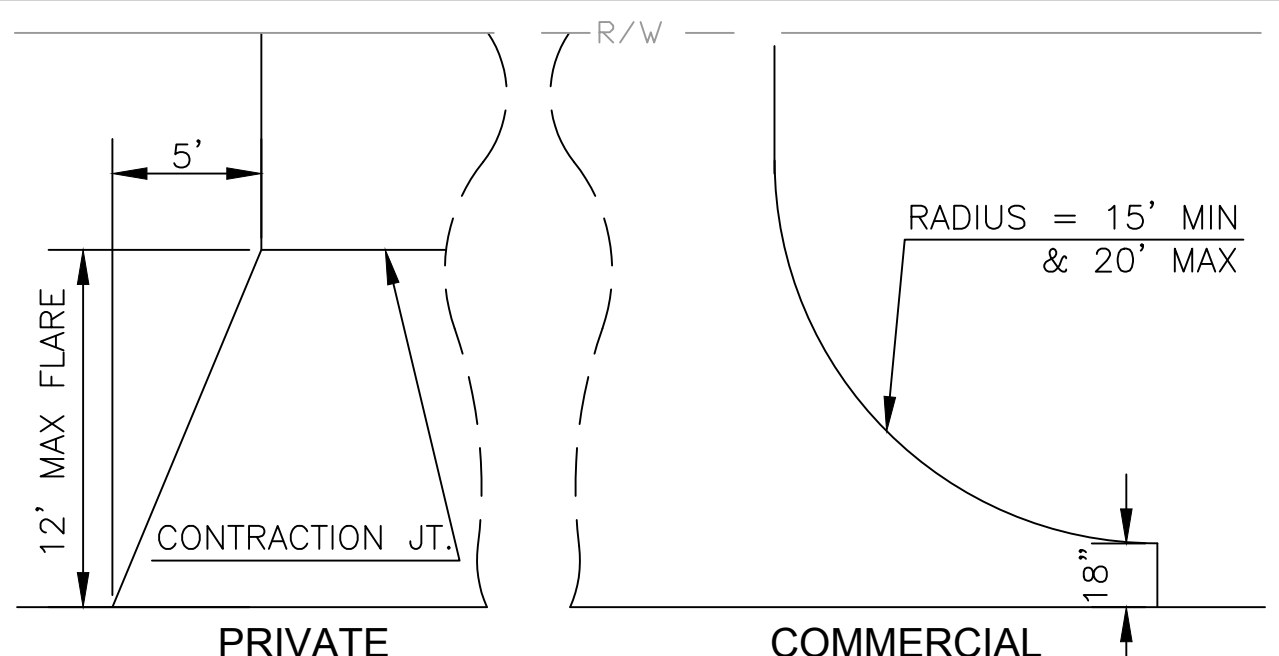


**ALLEY APPROACH**

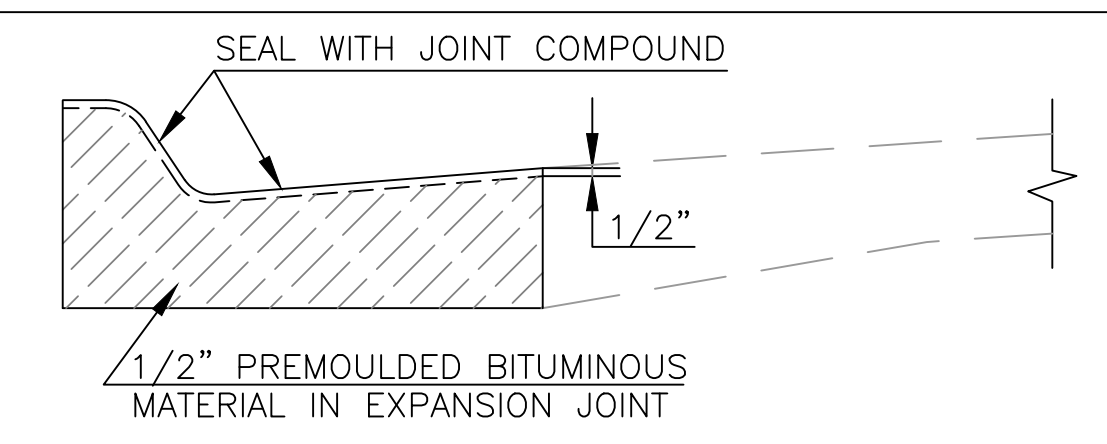


**SECTION B - B**

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.

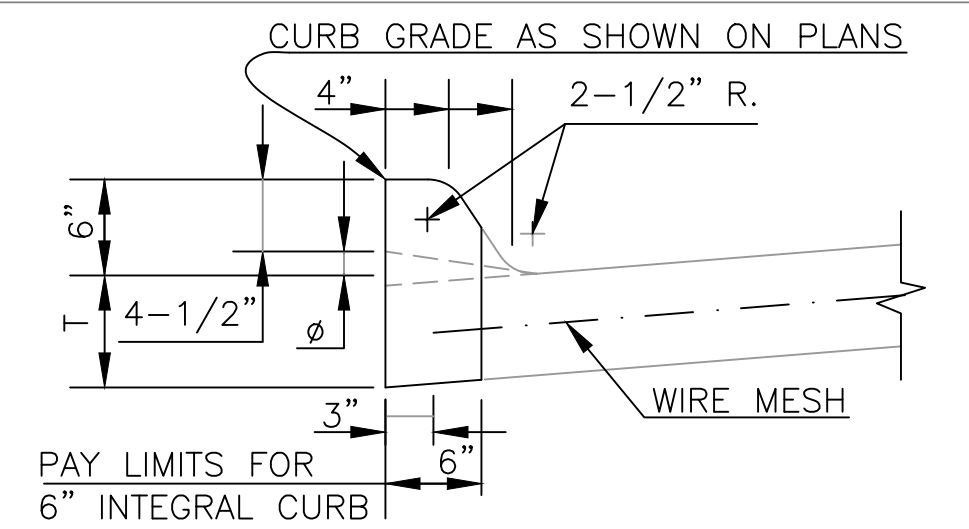


**PRIVATE DRIVE APPROACHES ON AN UNIMPROVED ROADWAY**

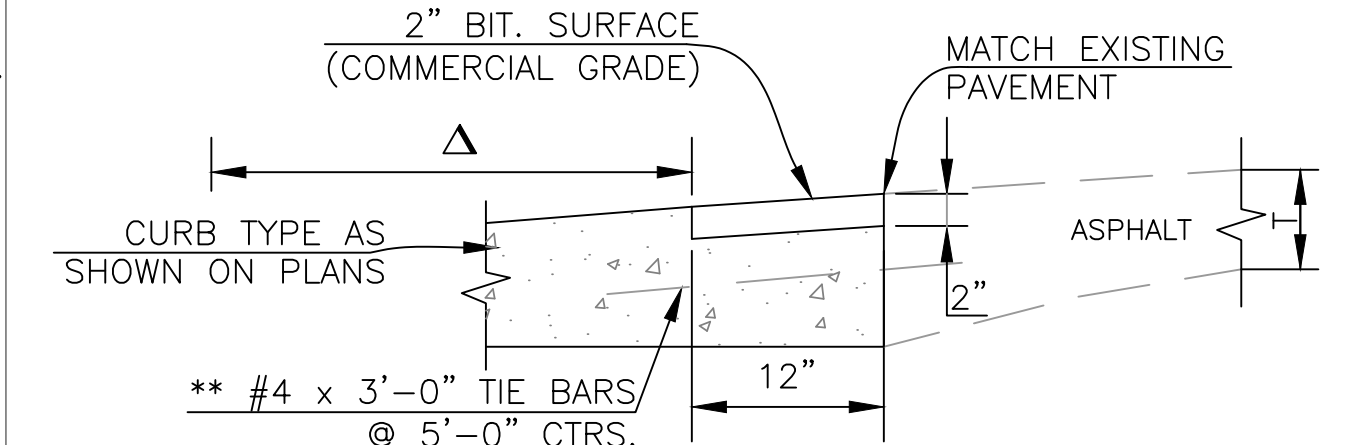


**CURB AND GUTTER EXPANSION JOINT DETAILS**

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.

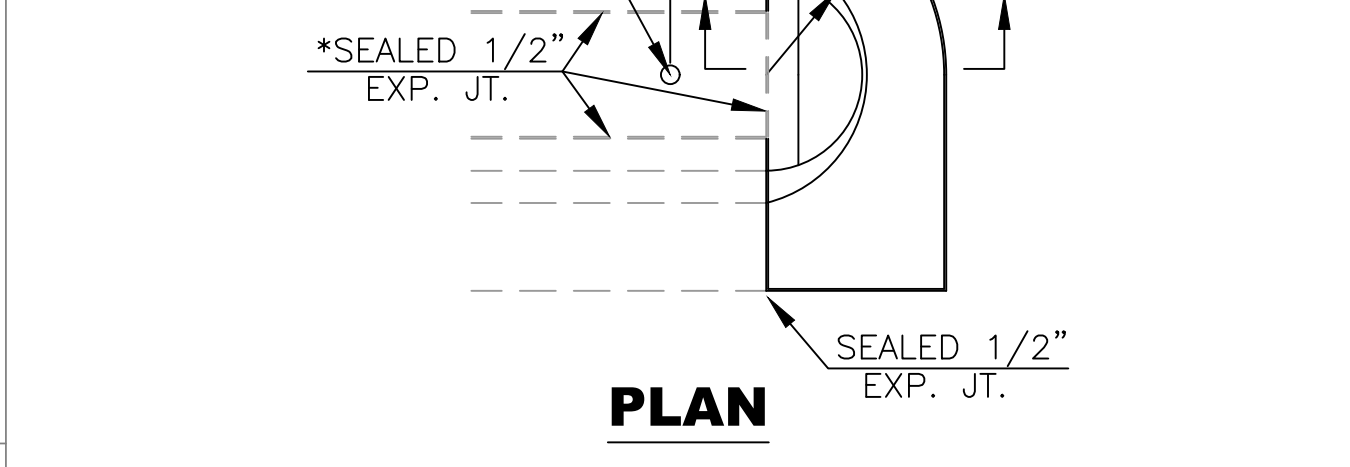
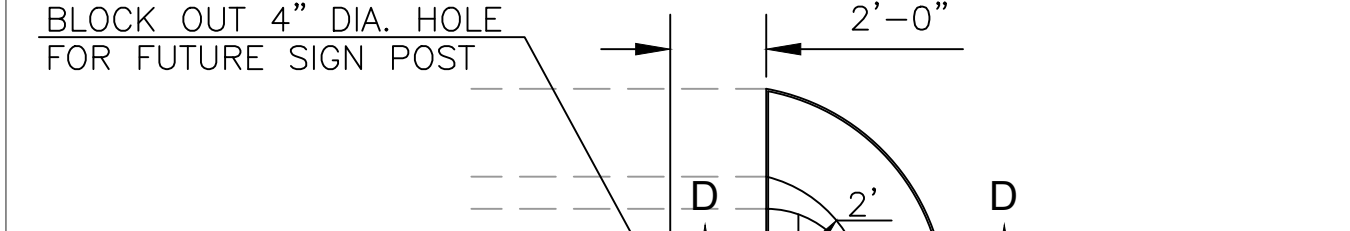


**6" INTEGRAL CURB**



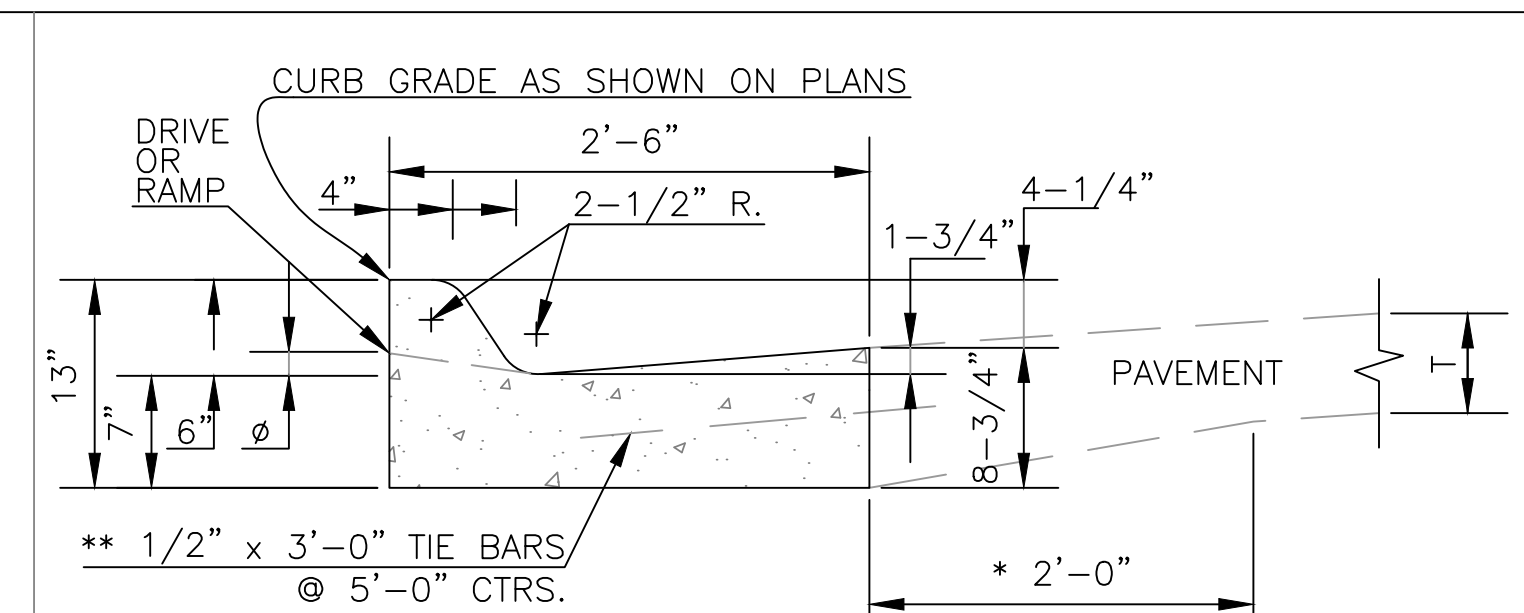
**CC&G (MODIFIED)**

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

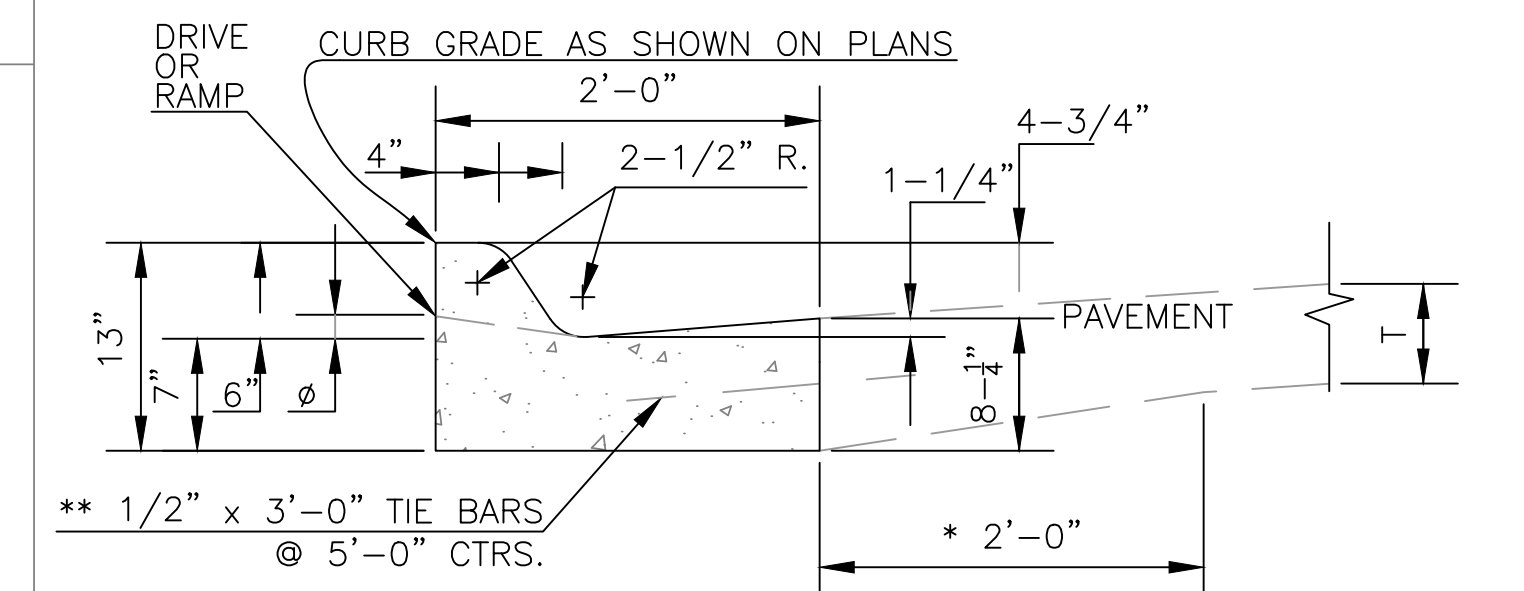


**SOLID NOSE DETAILS**

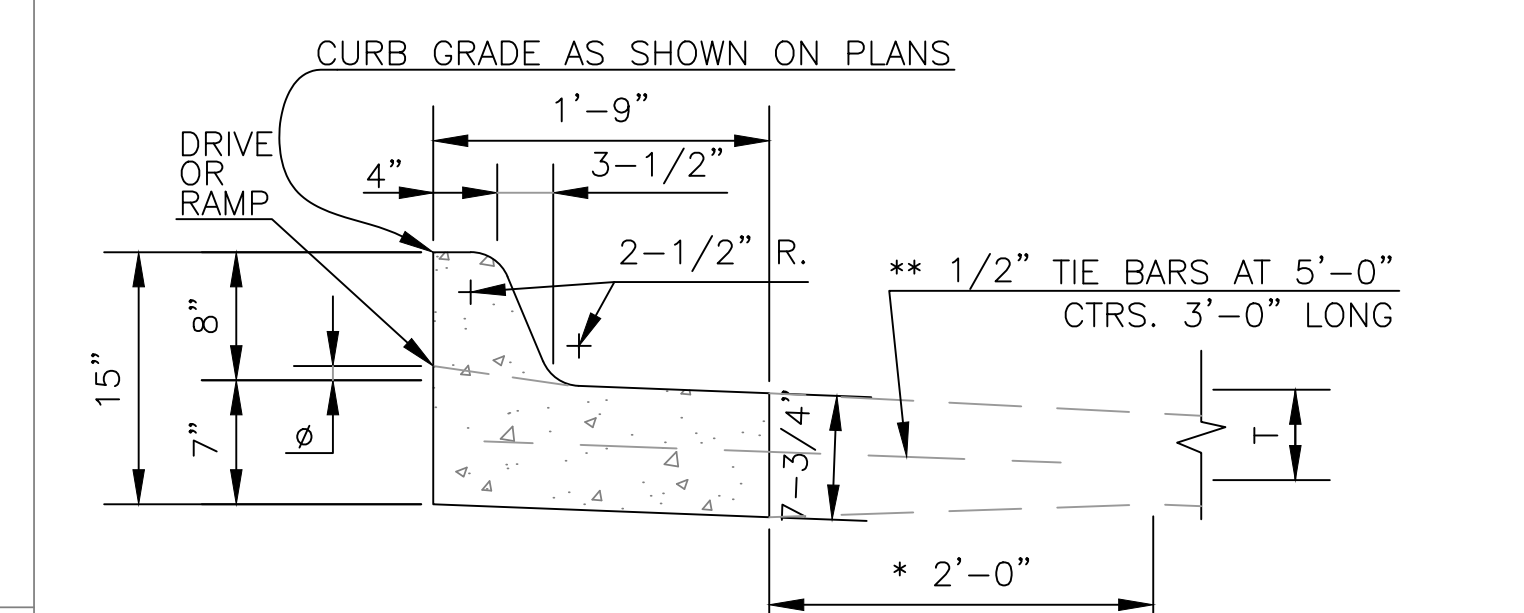
NOTE:  
PAVEMENT CLASS CONCRETE (AE) NEEDED TO COMPLETE THE MEDIAN NOSE SHALL BE SUBSIDIARY TO THE BID ITEM FOR COMBINED CURB AND GUTTER TYPE III.  
\* OMIT SEALED 1/2" EXPANSION JOINT WHEN SURFACE MATERIAL USED IN MEDIAN IS OTHER THAN CONCRETE.



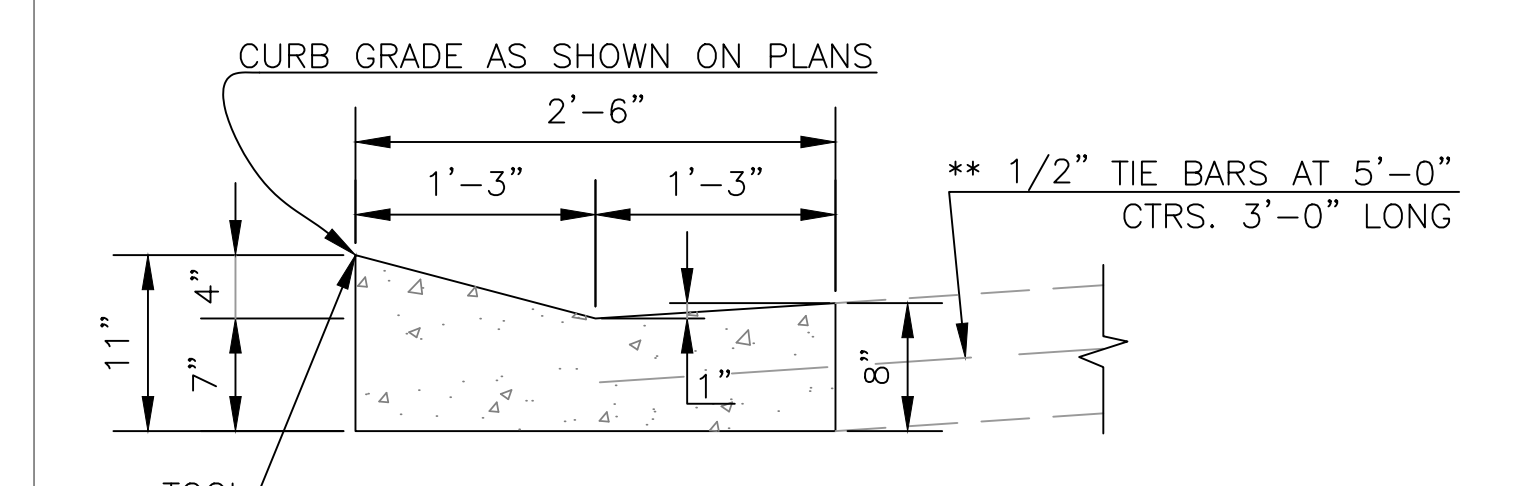
**COMBINED CURB & GUTTER-TYPE I**



**COMBINED CURB & GUTTER-TYPE II**



**COMBINED CURB & GUTTER-TYPE III**



**LAYBACK CURB & GUTTER-TYPE IV**

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

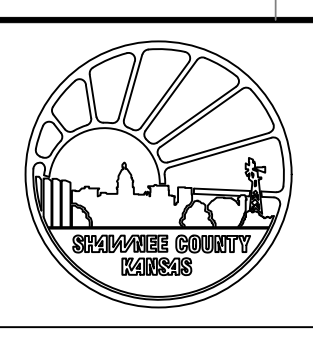
\* THE CONTRACTOR HAS THE OPTION OF MAINTAINING OR TRANSITIONING AS SHOWN AT NO ADDITIONAL COST.

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

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

5	March 2013	C&G payment @ alley appr. & bars to	DHS	SB
4	Dec. 2012	Changed to tie bar from rebar	DHS	SB
3	March 2010	Eliminated keyed jt. at Com. Drive Appr.	DHS	SB
2	Dec. 2009	Added Dr. Appr. on Unimpr. Rdwy., added flare verbage, mod. S/W x-slope & remv. keyed joints from C & G.	DHS	SB
1	Feb. 2008	Mod. Com. Dr. & Alley Appr.	DHS	SB
NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: *rm/mc*  
APP'D BY: *R. Anthony King*



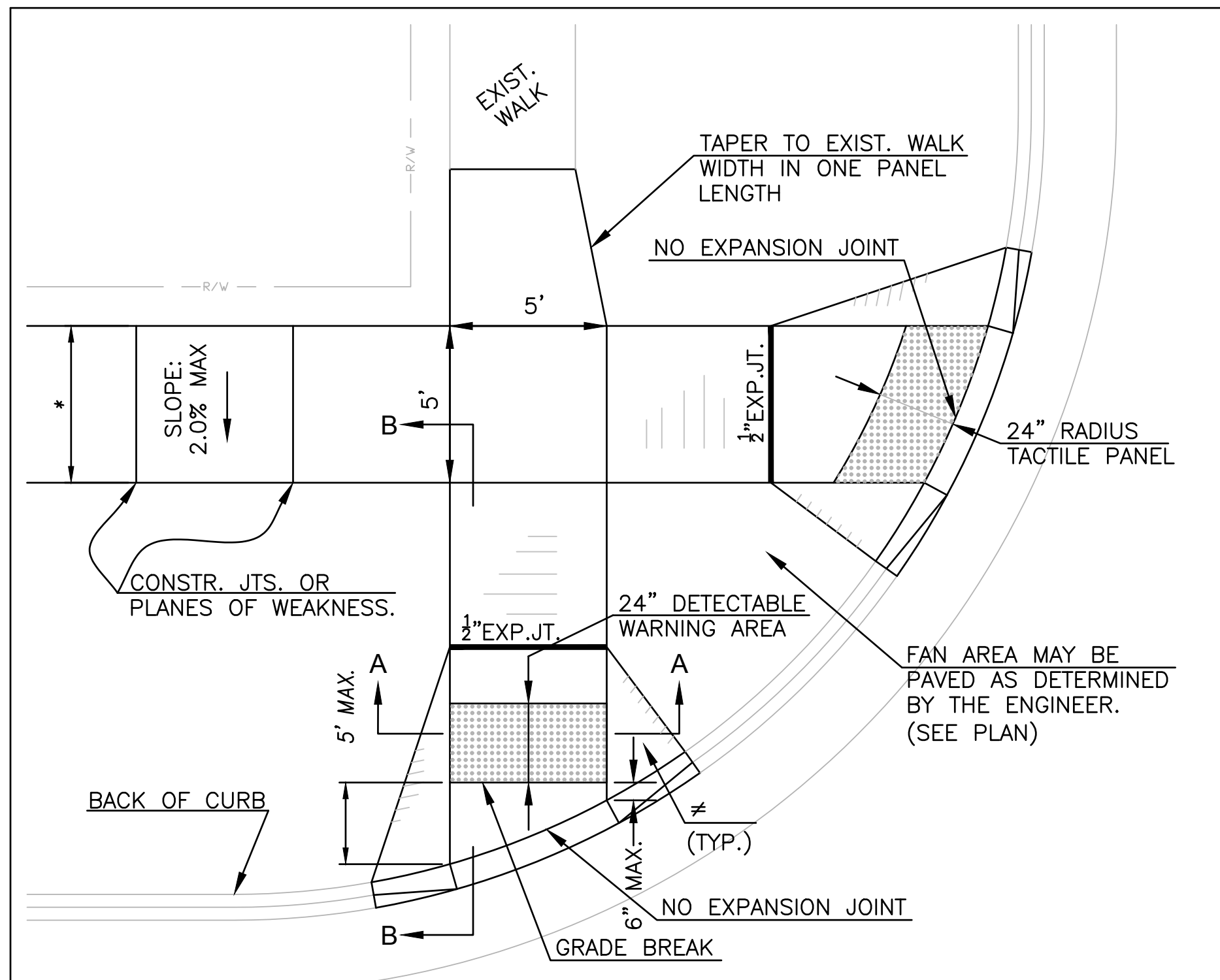
**SHAWNEE COUNTY, KANSAS**  
**PUBLIC WORKS DEPARTMENT**  
1515 NW SALINE  
TOPEKA, KS 66618  
(785) 233-7702



**STANDARD DETAILS**  
⊗ (MODIFIED)

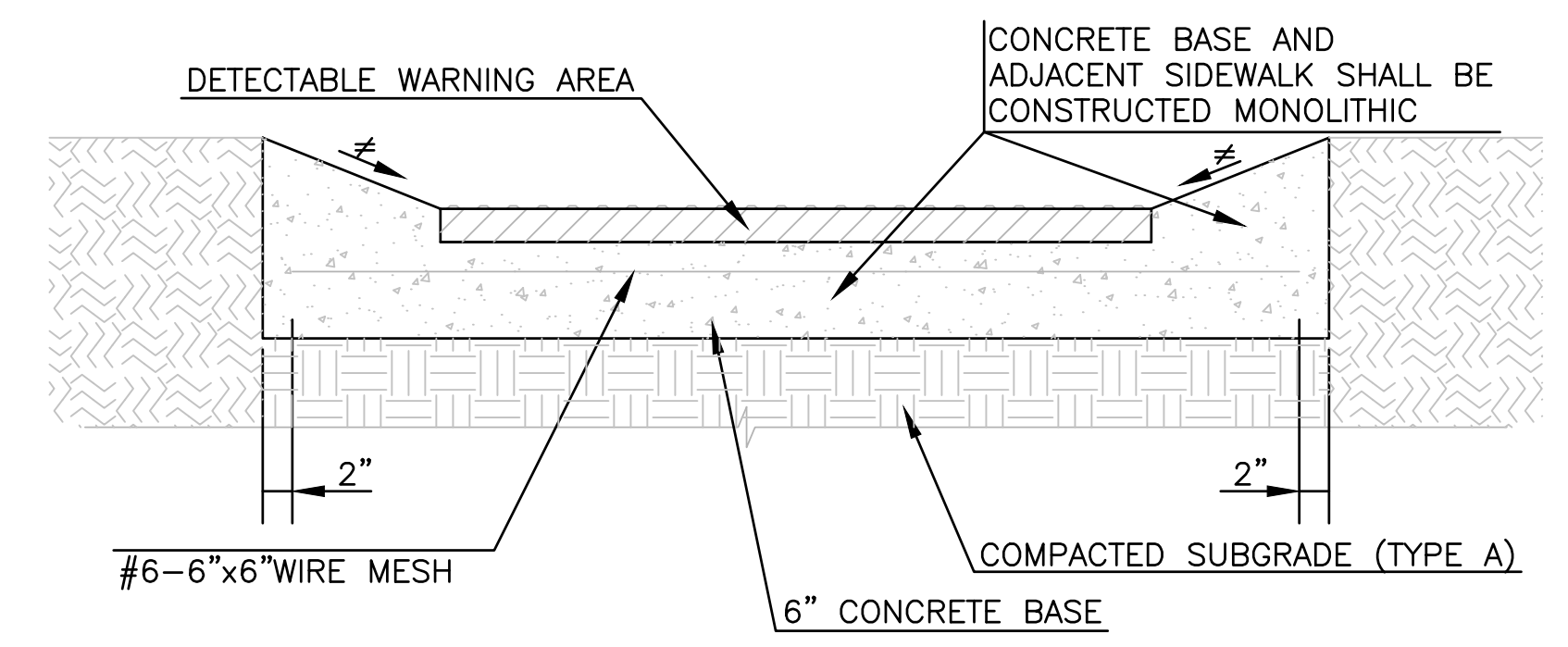
**CURB & GUTTER AND APPROACH DETAILS**  
(DT-003)

DATE: Feb. 2026  
SHEET: 16 of 66  
PROJ.: 841099.09  
501107.10



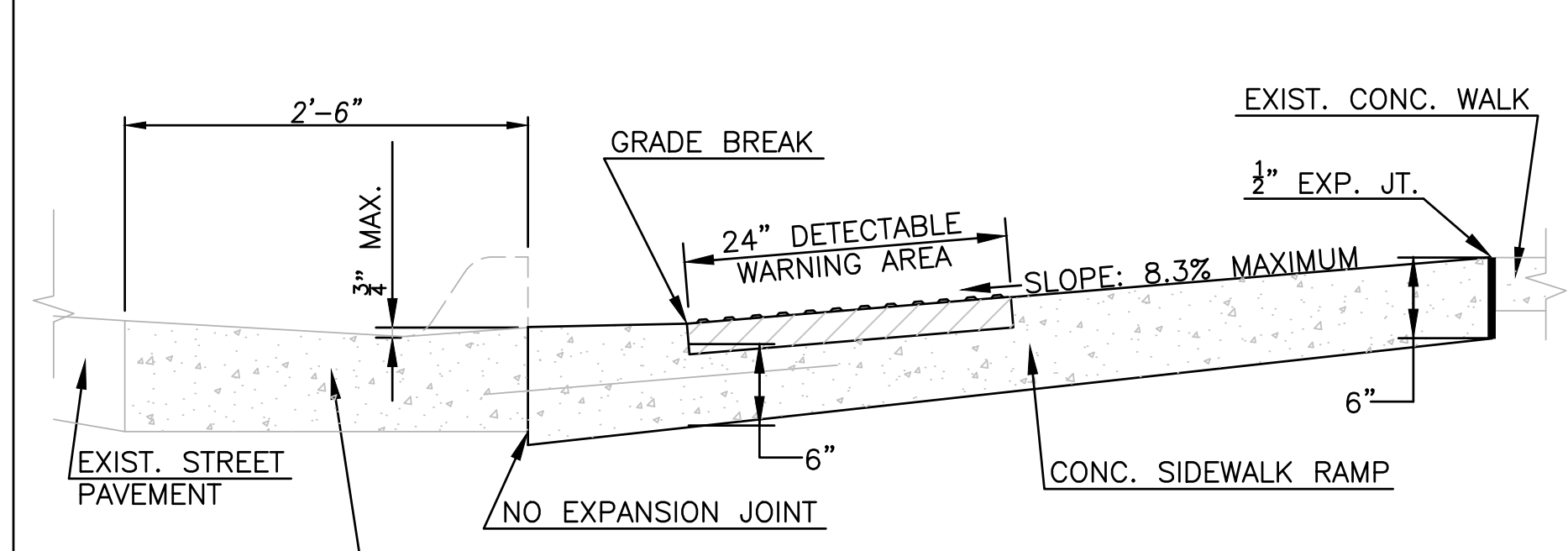
**SIDEWALK DETAILS**

- NOTES:  
 1. FAN AREA PAVEMENT TO BE PAID FOR AS 6" CONCRETE.  
 2. EXPANSION JOINTS SHALL BE THE CONSTRUCTION LIMITS OF 6" CONCRETE IN RAMP.  
 \* 5' - PRINCIPAL ARTERIALS, MINOR ARTERIALS, COLLECTORS  
 4' - SUB-COLLECTORS, LOCALS  
 ≠ 10:1 MAXIMUM AT PAVED FAN AREA, 4:1 AT STANDARD RAMP



**SECTION A-A  
TYPICAL SECTION OF DETECTABLE WARNING SYSTEM**

≠ 10:1 MAXIMUM AT PAVED FAN AREA, 4:1 AT STANDARD RAMP

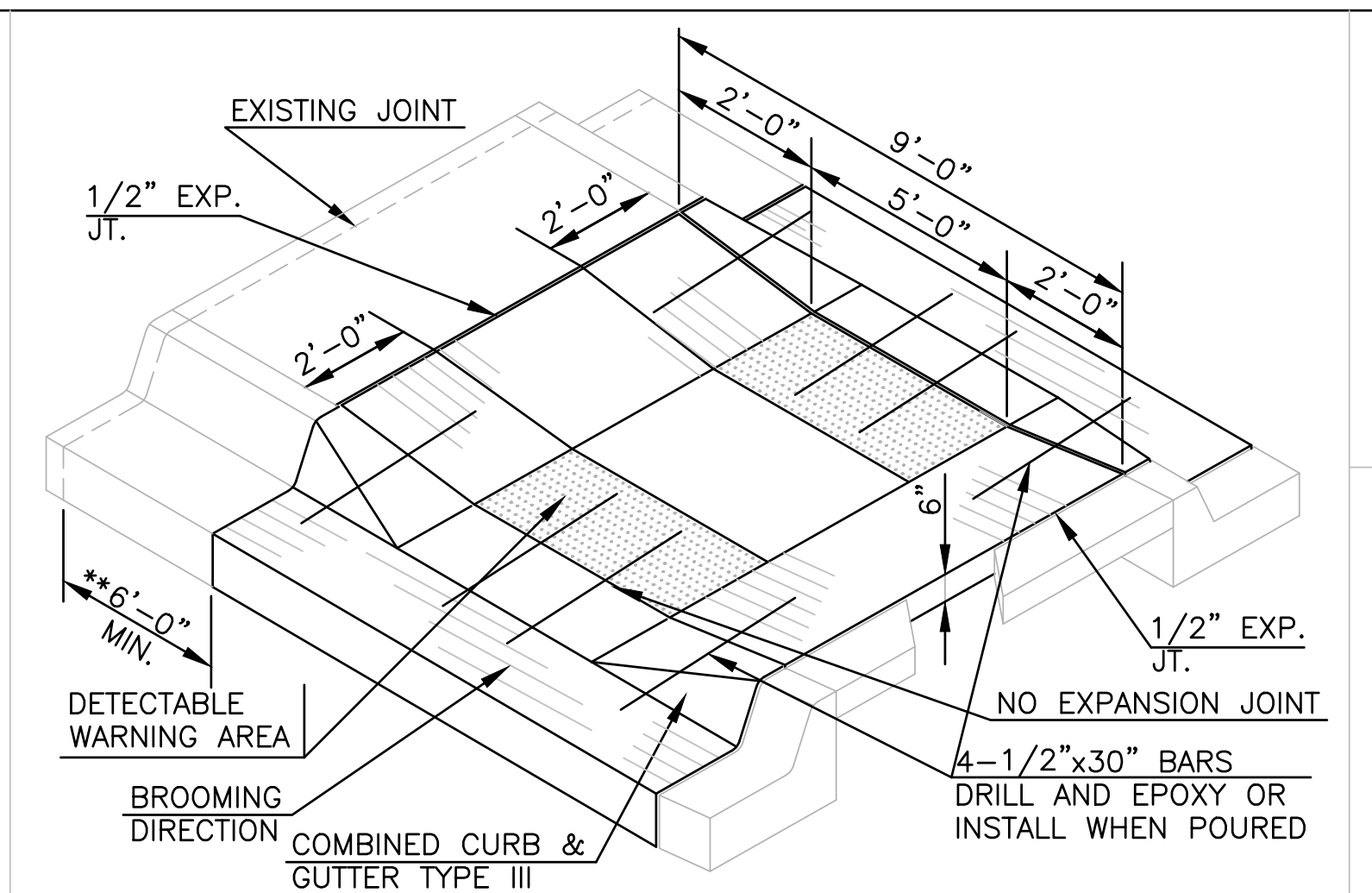


**SECTION B-B  
SIDEWALK RAMP DETAILS**

- NOTES:  
 1. RAMP TO BE PAID FOR AS SIDEWALK RAMP. CURB AND GUTTER TO BE INCLUDED IN THE PRICE BID FOR COMBINED CURB AND GUTTER TYPE I.  
 2. SIDEWALK RAMP SHALL OBTAIN A MINIMUM OF 6" ABOVE F. FOR NEW SIDEWALK CONSTRUCTION.

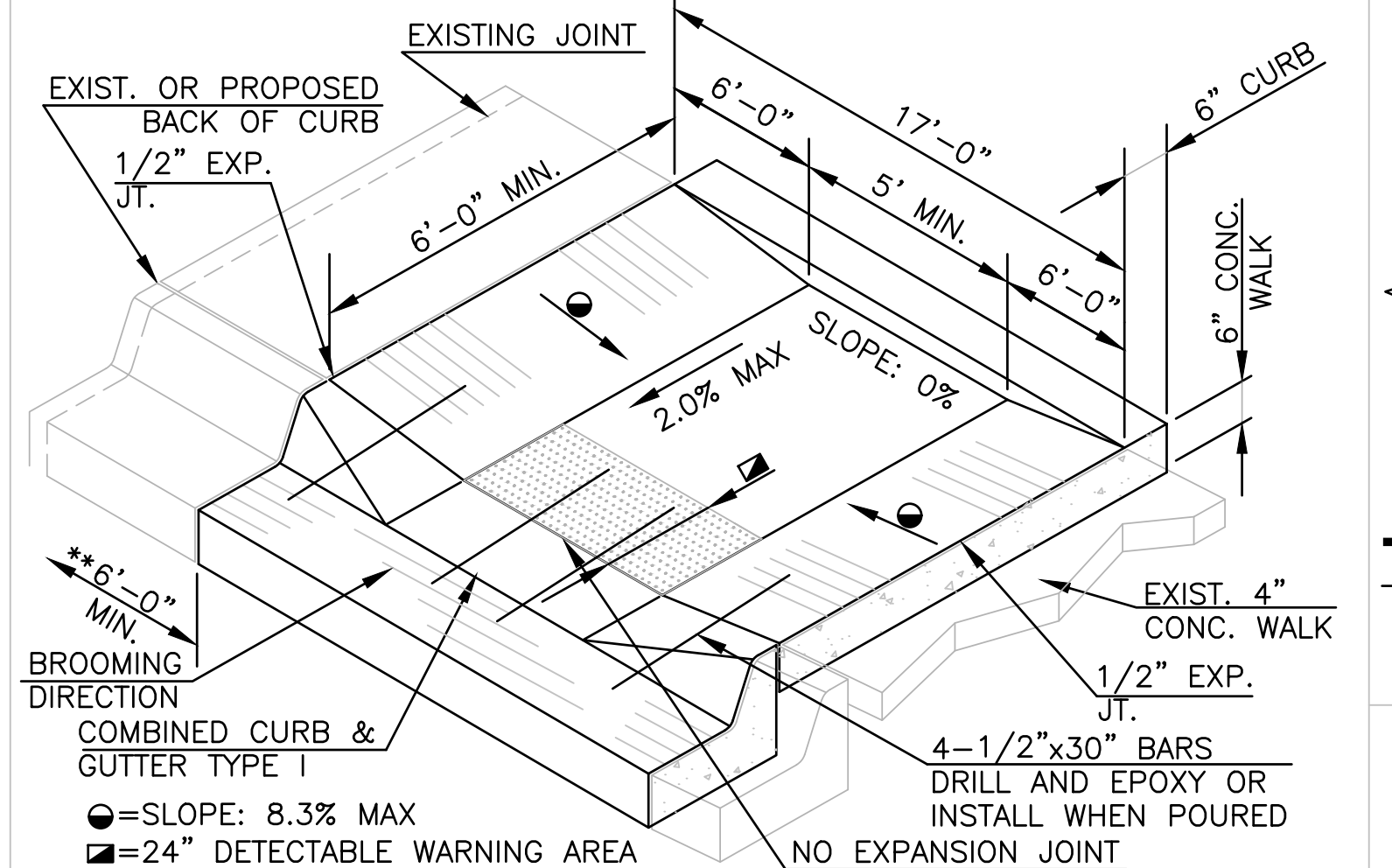
NO.	DATE:	REVISION	BY:	APP'D
7	May 2016	Lightened lines, added "No Exp. Jt." @ B/C	DHS	SB
6	June 2015	Added Grade Break at & Updated Notes	DHS	SB
5	March 2013	Mod. bar spacing @ ret wall & bar size	DHS	SB
4	Feb. 2013	Add. Radial Ramps and Rearranged sheet	DHS	BC
3	Aug. 2011	Add. Access-Tile Remv.Sys. to Spec.Req.	DHS	SB
2	Dec. 2009	Mod. S/W Details & cross slope to 2%	DHS	SB
1	Feb. 2008	Add. Armor-Tile Sys. & Mod. All Iso. Det.	DHS	SB

DRAWN BY:	rm/mc
APP'D BY:	<i>R. Anthony King</i>



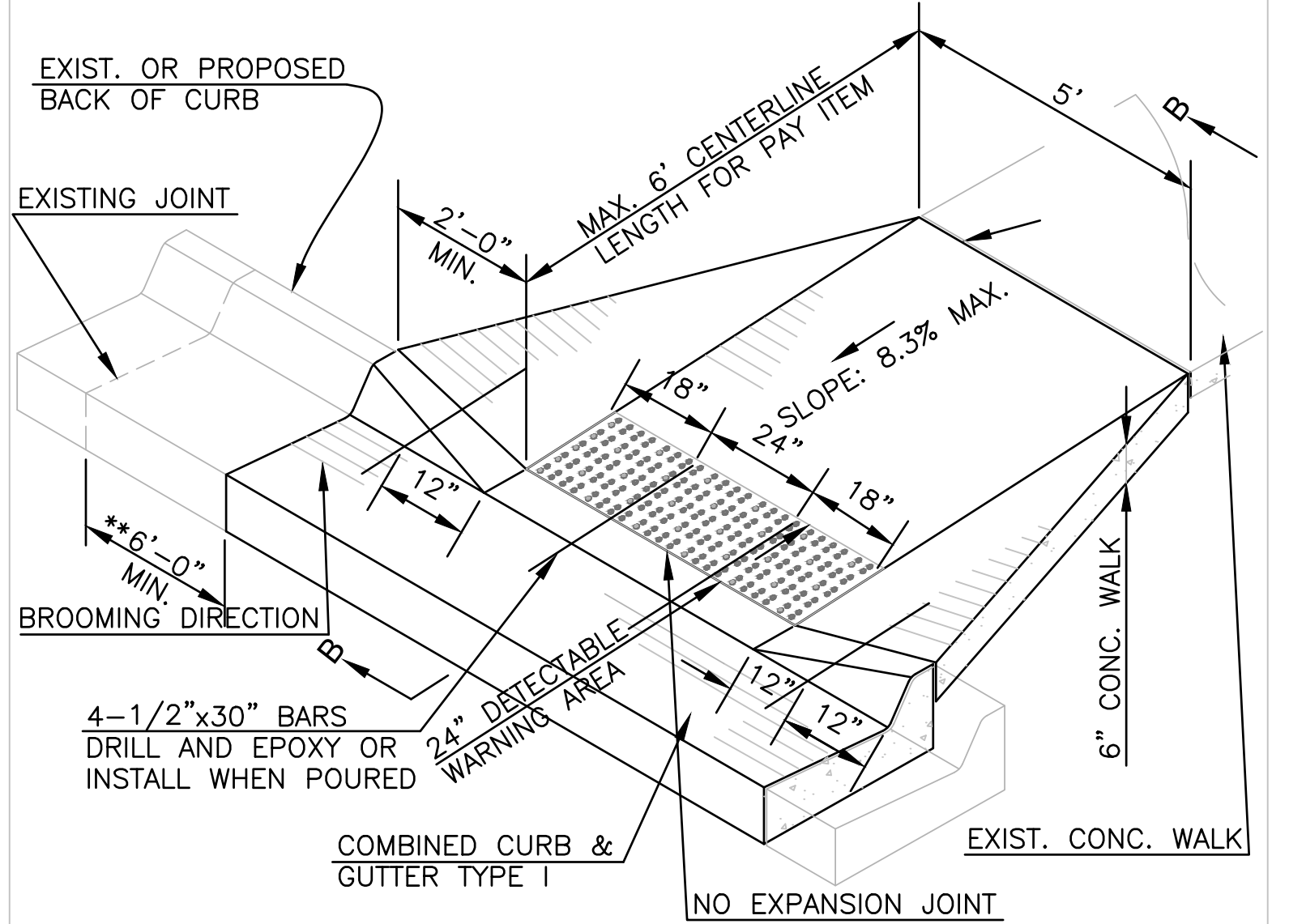
**ISOMETRIC OF MEDIAN RAMP CROSSING**

NOTE:  
 MEDIAN RAMP CROSSING SHALL BE BUILT AT LOCATIONS SHOWN ON THE PLANS. CONCRETE MEDIAN CROSSINGS TO BE PAID FOR AS SIDEWALK RAMP.



**ISOMETRIC OF RAMP WITH ADJACENT WALK SHOWN**

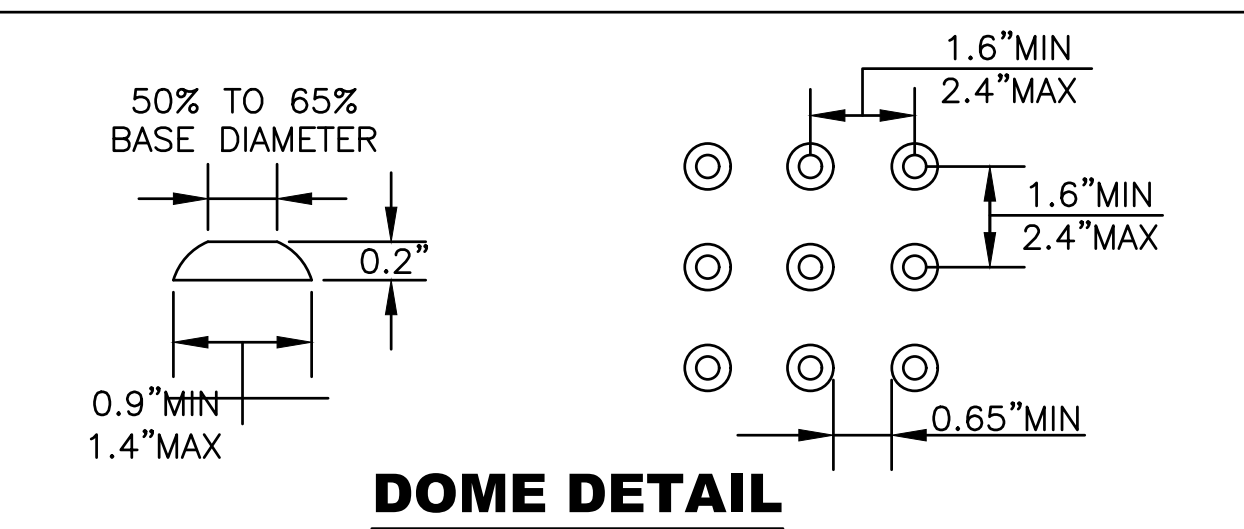
\*\* IF CURB AND GUTTER AND/OR SIDEWALK TO BE REMOVED IS WITHIN 6'-0" OF AN EXISTING JOINT, REMOVE CURB AND GUTTER AND/OR SIDEWALK BACK TO EXISTING JOINT. JOINTS ARE TO BE PLACED AS PER SECTION 5, SUBSECTION 8 OF CITY/COUNTY STANDARD TECHNICAL SPECIFICATIONS.



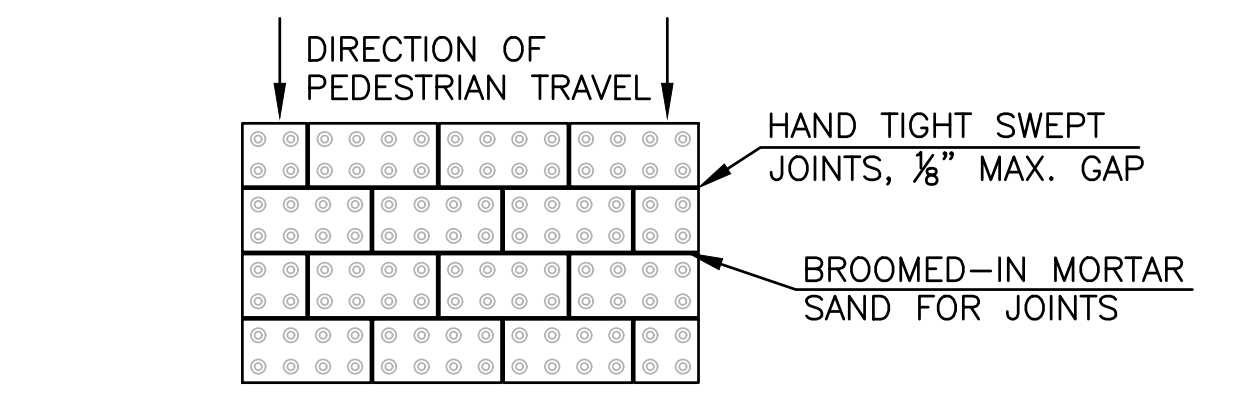
**ISOMETRIC OF RAMP WITH PERPENDICULAR WALK SHOWN**

**SHAWNEE COUNTY, KANSAS  
PUBLIC WORKS DEPARTMENT**  
 1515 NW SALINE  
 TOPEKA, KS 66618  
 (785) 233-7702

**TOPEKA  
Public Works  
ENGINEERING**  
 620 SE MADISON ST. • 2nd Floor • TOPEKA, KS 66607  
 Phone: (785) 368-3842 • Fax: (785) 368-3881

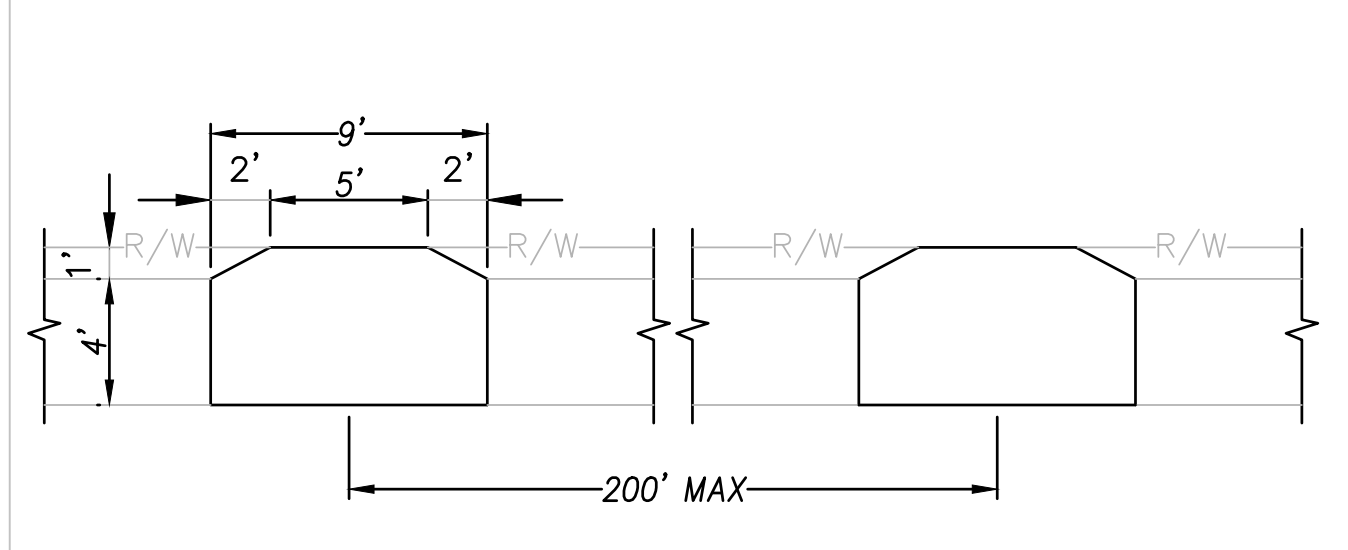


**DOMES DETAIL**

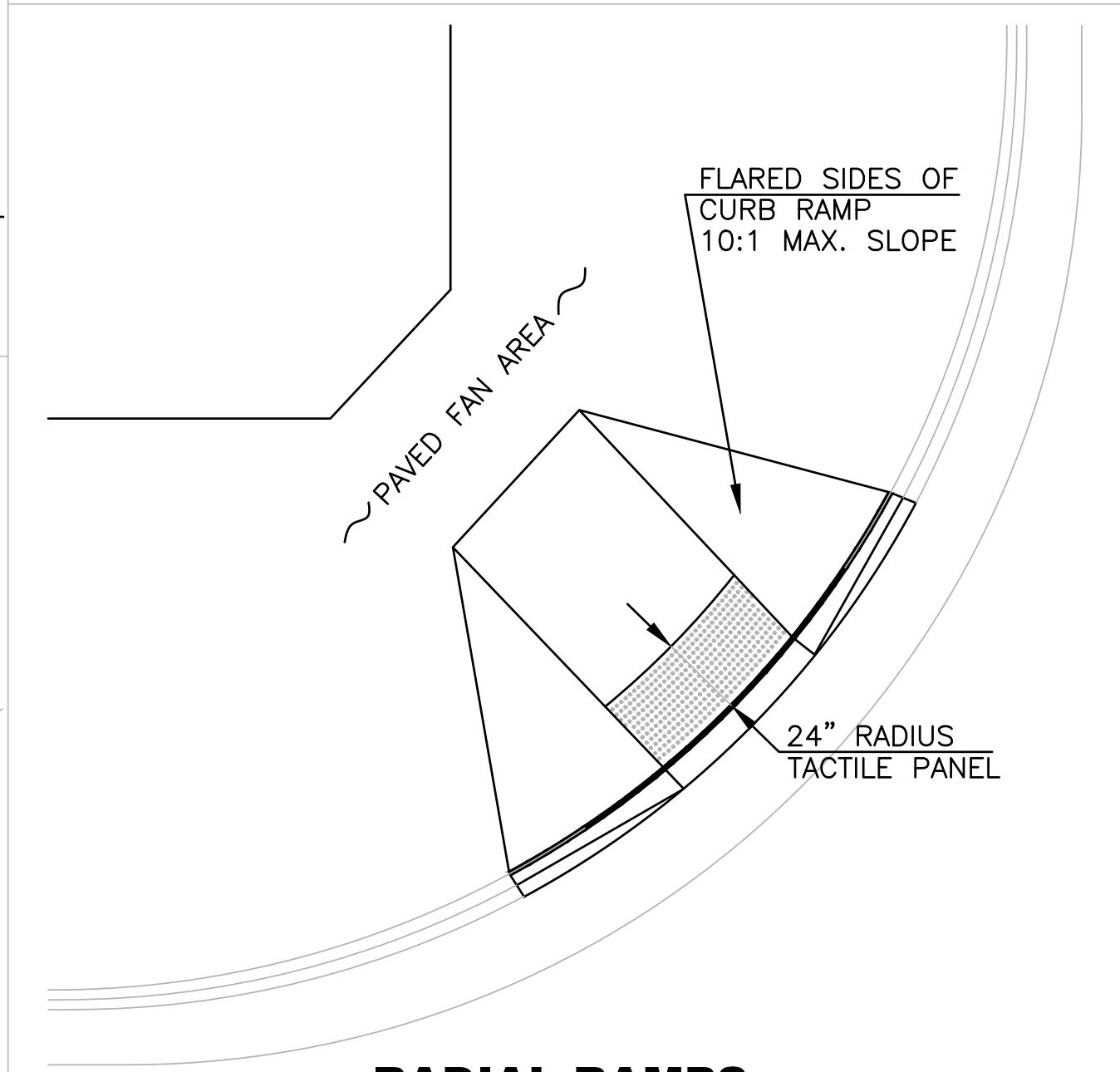


**RUNNING BOND/PARALLEL ALIGNMENT AND JOINT DETAIL**

Installation pattern for detectable warning paving bricks



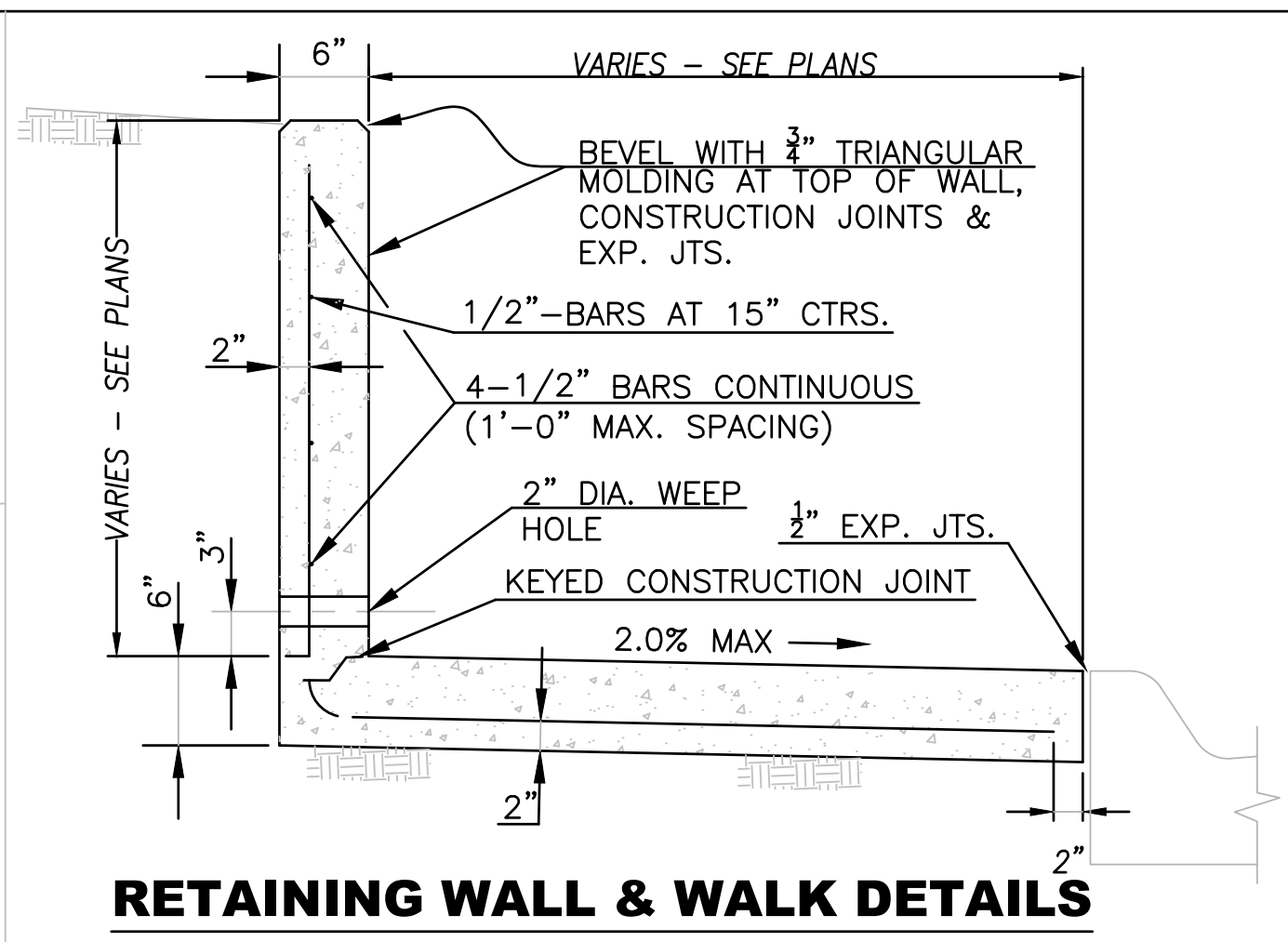
**TYPICAL WHEELCHAIR PASSING ZONE FOR SUB-COLLECTOR AND LOCAL STREETS**



**RADIAL RAMP**

NOTE:  
 RADIAL RAMP WILL NOT BE PERMITTED IN NEW TRAFFICWAY IMPROVEMENT PROJECTS, AND WILL ONLY BE ALLOWED AS DIRECTED BY THE ENGINEER IN RETRO-FIT CONSTRUCTION WHEN PERPENDICULAR RAMP CANNOT BE CONSTRUCTED.

**STANDARD DETAILS**



**RETAINING WALL & WALK DETAILS**

NOTE:  
 ► THIS TYPE OF WALL MAY BE USED TO A MAXIMUM HEIGHT OF 3'-0".  
 ► WEEP HOLES AT A MAXIMUM OF 15' CENTER TO CENTER WITH COARSE AGGREGATE PLACED AT EACH WEEP HOLE 18" IN ALL DIRECTIONS ABOVE FLOW LINE.  
 ► CONCRETE SHALL BE CLASS "A" THROUGHOUT WITH GRADE 40 REINFORCING.  
 ► PLACE 1/2" HARDWARE SCREEN AT WEEP HOLES TO RETAIN AGGREGATE.

**SIDEWALK (RESIDENTIAL AND COMMERCIAL) CONSTRUCTION**

- SIDEWALKS SHALL BE CONSTRUCTED USING 4" THICK CONCRETE, EXCEPT AT DRIVEWAY CROSSINGS, WHERE IT SHALL BE 6" THICK PAVEMENT CLASS CONCRETE, 4000 PSI (RESIDENTIAL) OR 8" THICK PAVEMENT CLASS CONCRETE, 4000 PSI (COMMERCIAL).
- FINE GRADING MATERIAL SHALL BE CRUSHED ROCK AB-3. ALLOWABLE MAXIMUM COMPACTED THICKNESS OF AB-3 SHALL BE 6".
- SAND IS NOT AN APPROVED FILL, SUBGRADE, OR FINE GRADING MATERIAL UNDER PAVEMENT, SIDEWALKS, RAMPS, OR DRIVEWAYS.
- ALL SIDEWALKS AND RAMPS WITHIN PUBLIC RIGHTS-OF-WAY SHALL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG).

**SPECIAL REQUIREMENTS FOR SIDEWALK RAMP CONSTRUCTION**

- SIDEWALK RAMPS SHALL BE CONSTRUCTED USING 6" THICK PAVEMENT CLASS CONCRETE (4000 PSI) AS DETAILED IN THE STANDARD TECHNICAL SPECIFICATIONS.
- EXPANSION JOINTS SHALL BE SEALED WITH APPROVED JOINT SEALANT WHERE SIDEWALKS AND DRIVE ENTRANCES (COMMERCIAL AND RESIDENTIAL) INTERSECT WITH PAVEMENT CURB.
- DETECTABLE WARNING SYSTEMS SHALL MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
- THE TRUNCATED DOME AREA SHALL BE A MAXIMUM WIDTH OF THE SIDEWALK RAMP OR MEDIAN RAMP. WIDER MEDIAN ISLANDS WILL RESULT IN A GAP BETWEEN THE TRUNCATED DOME AREAS.
- THE TRUNCATED DOME AREA SHALL BE A CONTRASTING COLOR TO THE ADJACENT SURFACES.
- DETECTABLE WARNING PANELS SHALL NOT BE CUT. BRICKS MAY BE SAW CUT BUT ANY BRICK SHALL NOT BE LESS THAN 25% OF A FULL BRICK.
- THE ADA SOLUTIONS CAST IN PLACE DETECTABLE WARNING PANELS, ARMORCAST DETECTABLE WARNING PANELS, PAVESTONE DETECTABLE WARNING PAVERS OR APPROVED EQUAL SHALL BE USED IN ALL SIDEWALK RAMPS.
- DETECTABLE WARNING SYSTEMS SHALL BE PLACED ALONG THE BACK OF CURB OR AT A MAXIMUM DISTANCE OF 5 FEET FROM BACK OF CURB.
- TRUNCATED DOMES SHALL BE ALIGNED WITH THE DIRECTION OF TRAVEL, OR MAY BE PLACED ON RADIAL LINES IN RADIUS TACTILE PATTERNS.
- MORTAR SAND SHALL MEET THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS.
- THE SIDEWALK RAMP WILL BE BID AS "SIDEWALK RAMP" AND PAYMENT FOR THIS WORK WILL BE MEASURED BY THE SQUARE FOOT, MAXIMUM 6 FEET CENTERLINE PAY LENGTH.
- ALL MATERIALS AND LABOR TO INSTALL THE SIDEWALK RAMP SHALL BE SUBSIDIARY TO THE BID ITEM "SIDEWALK RAMP".

**RAMP & WALK DETAILS  
(DT-004)**

DATE:	Feb. 2026
SHEET:	17 of 66
PROJ.:	841099.09 501107.10

**MAXIMUM ALLOWABLE DEPTH OF TRENCH (IN FEET)**

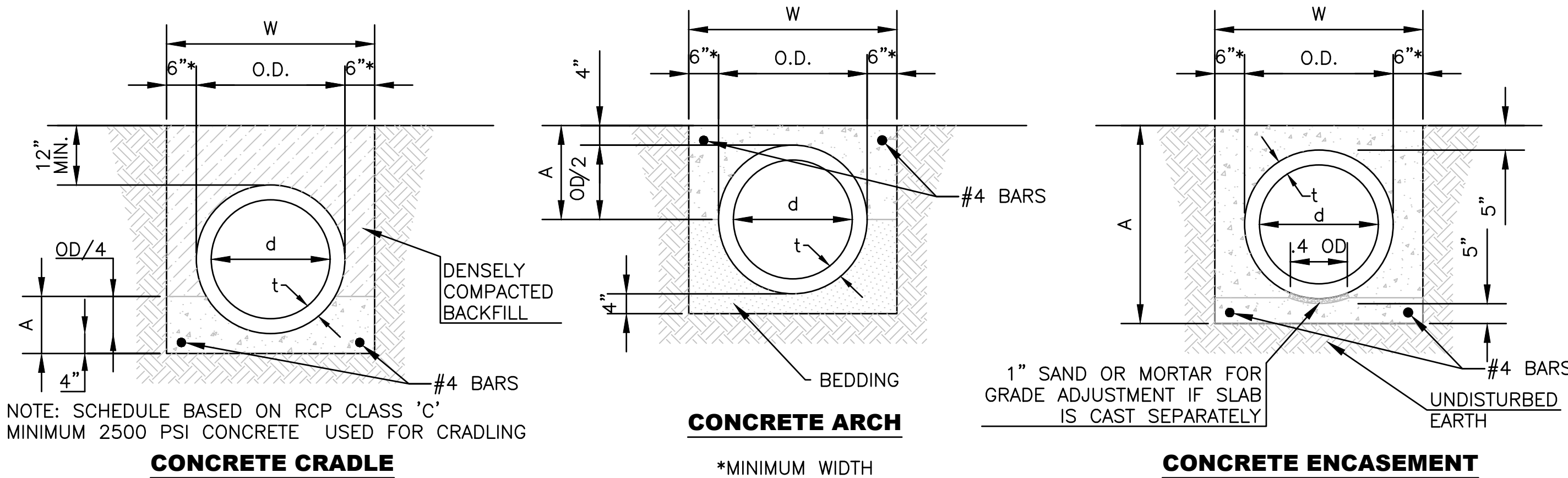
**REINFORCED CONCRETE PIPE (RCP)**

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**

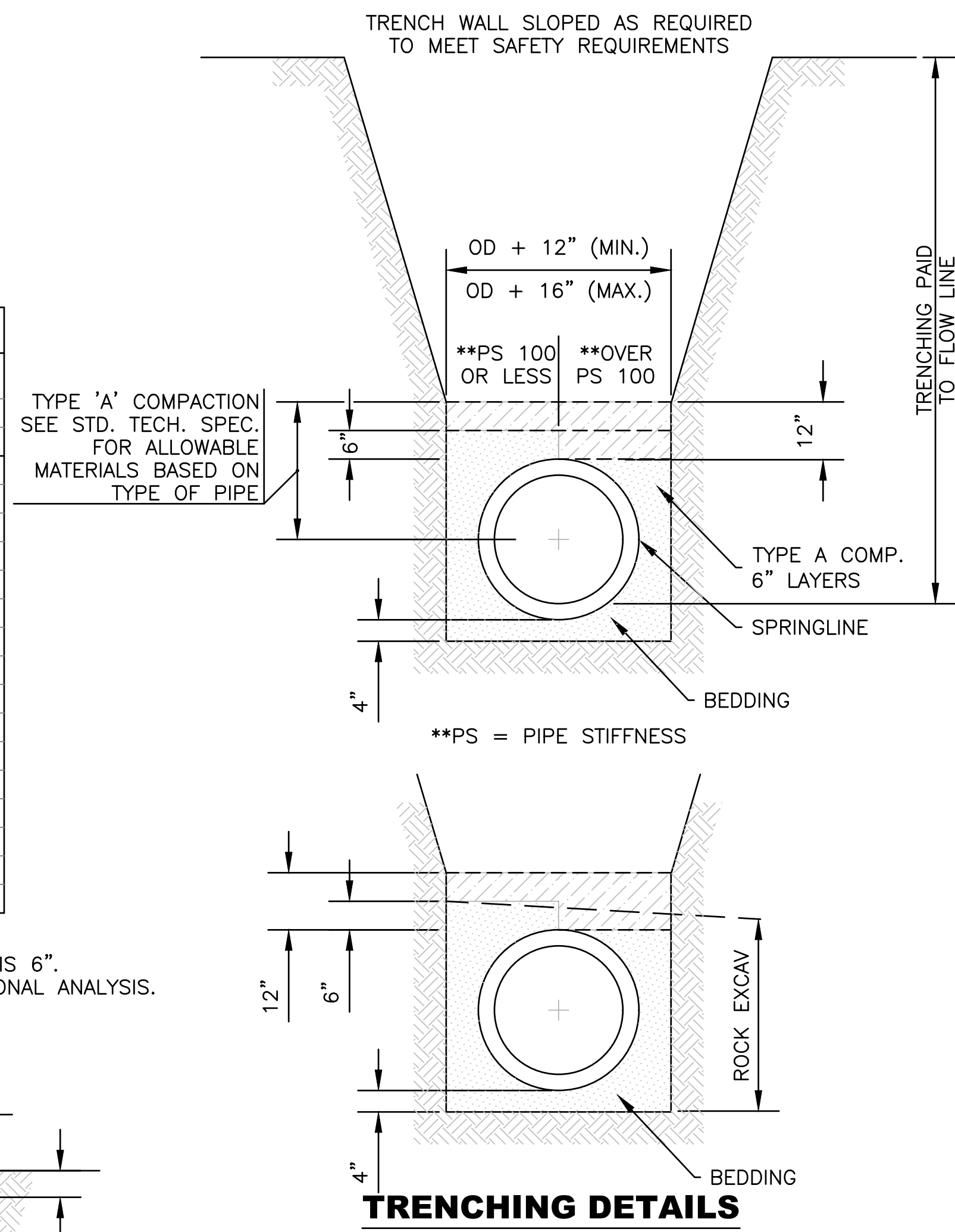
PIPE DIAMETER (INCHES)	HEIGHT OF COVER ABOVE TOP OF PIPE (FEET) (H-20 LOADING)											
	CSP					CSPA						
	1 - 10		11 - 15		16 - 20	END AREA (SF)		DIMENSIONS; SPAN x RISE		1 - 2		2 - 9
	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1
12	16 ga.		16 ga.		16 ga.		1.1	17x13	16 ga.		16 ga.	
15	16 ga.		16 ga.		16 ga.		1.6	21x15	16 ga.		16 ga.	
18	16 ga.		16 ga.		16 ga.		2.2	24x18	16 ga.		16 ga.	
21	16 ga.		16 ga.		16 ga.		2.8	28x20	16 ga.		16 ga.	
24	16 ga.		16 ga.		16 ga.		4.4	35x24	14 ga.		14 ga.	
27	16 ga.		16 ga.		16 ga.		6.4	42x29	14 ga.		14 ga.	
30	16 ga.		16 ga.		16 ga.		8.7	49x33	12 ga.		12 ga.	
33	16 ga.		16 ga.		16 ga.		11.4	57x38	12 ga.		12 ga.	
36	16 ga.	16 ga.	16 ga.	16 ga.	16 ga.	16 ga.	14.3	64x43	12 ga.	14 ga.	12 ga.	14 ga.
42	14 ga.	16 ga.	14 ga.	16 ga.	14 ga.	16 ga.	17.6	71x47	10 ga.	14 ga.	10 ga.	14 ga.
48	14 ga.	16 ga.	14 ga.	16 ga.	14 ga.	16 ga.	21.3	73x55		14 ga.		14 ga.
54	12 ga.	14 ga.	12 ga.	14 ga.	12 ga.	14 ga.	25.3	81x59		14 ga.		14 ga.
60	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.		32.1		14 ga.		14 ga.
66	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.		37.0		12 ga.		12 ga.
72	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.		42.4		12 ga.		12 ga.
78		14 ga.		14 ga.		14 ga.		48.0		12 ga.		12 ga.
84		12 ga.		12 ga.		12 ga.						
90		12 ga.		12 ga.		12 ga.						
96		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	A	A	A		
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 ENCASMENT FOR STORM SEWERS**



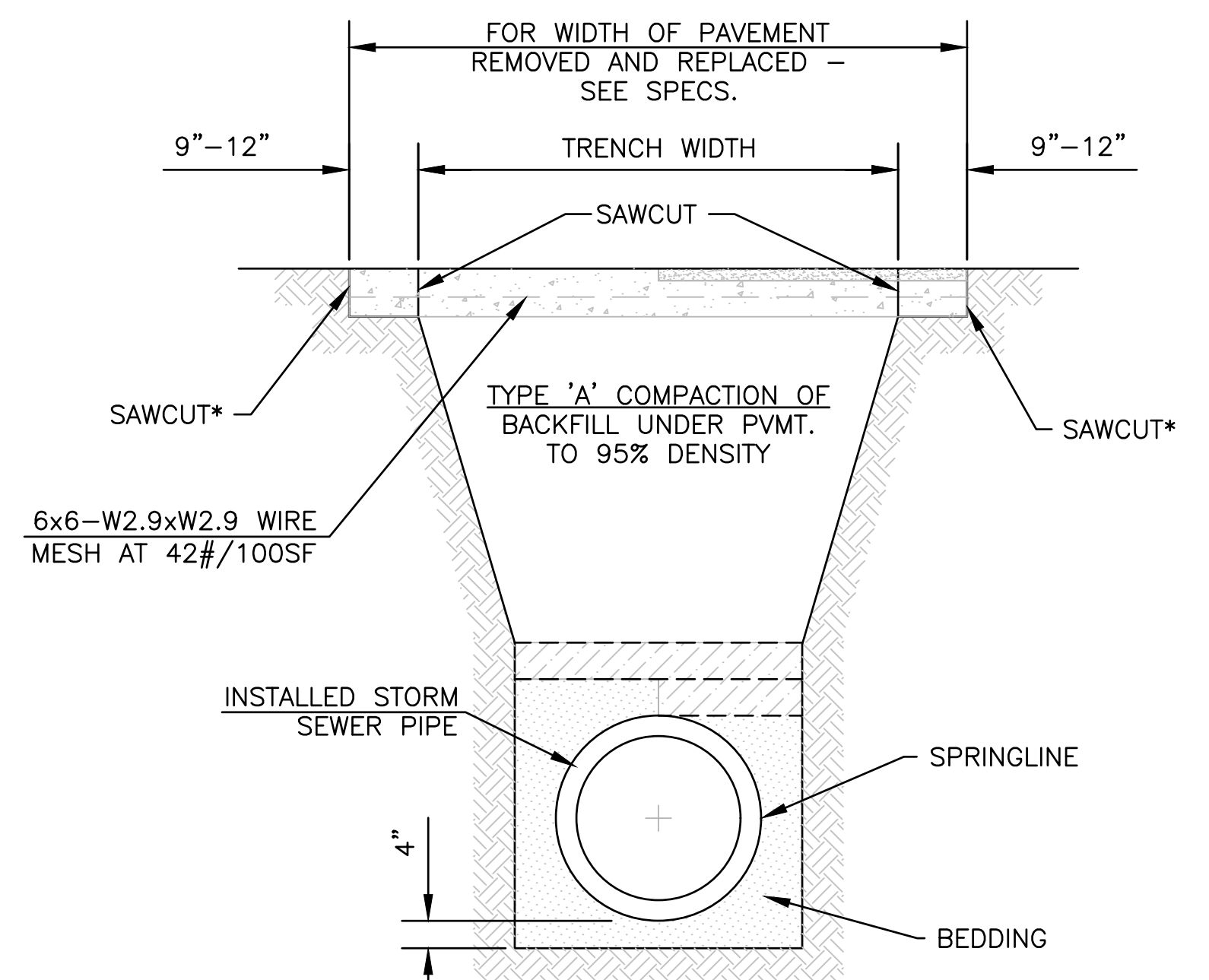
NOTES:  
 1. THE TRENCH SHALL BE EXCAVATED TO 4" BELOW BOTTOM OF THE PIPE BARREL & BACKFILLED AS SHOWN ABOVE WITH AN APPROVED BEDDING MATERIAL.  
 2. WHEN THE SEWER IS TO BE INSTALLED IN ROCK, THE TRENCH IS TO BE EXCAVATED TO A MINIMUM DEPTH OF 4" BELOW THE BOTTOM OF THE PIPE AND BACKFILLED IN 6" COMPACTED 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:**

1. STAKES, SPIKES, SHINERS, OR CROSSES SET BY TRANSIT AT THE SURFACE ON AN OFFSET FROM THE SEWER CENTER LINE.
2. STAKES ARE TO BE SET IN THE TRENCH BOTTOM ON THE SEWER LINE AS THE ROUGH GRADE FOR SEWER IS COMPLETED.
3. 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:**

1. ELECTRONIC LASER EQUIPMENT-STAKING SHALL BE AT 25' INTERVALS FOR THE FIRST 100' AND EVERY 100' THEREAFTER UNTIL THE NEXT MANHOLE IS REACHED.
2. 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).

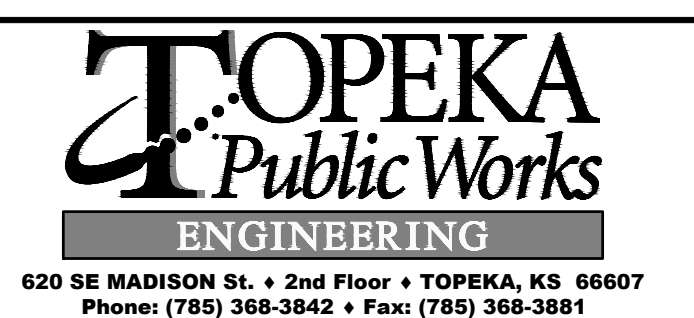
NOTES:  
 1. THE TRENCH SHALL BE EXCAVATED TO 4" BELOW BOTTOM OF THE PIPE BARREL & BACKFILLED AS SHOWN ABOVE WITH AN APPROVED BEDDING MATERIAL.  
 2. WHEN THE SEWER IS TO BE INSTALLED IN ROCK, THE TRENCH IS TO BE EXCAVATED TO A MINIMUM DEPTH OF 4" BELOW THE BOTTOM OF THE PIPE AND BACKFILLED IN 6" COMPACTED 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
3	June 2018	Added maximum pipe intrusion note	DHS JVH	
2	March 2013	Mod. Pvmt. Place. Sch. & Bedding Amt.	DHS SB	
1	Feb. 2008	Mod.Pvmt.Sch. and Cradle, Arch. & Encase.	DHS SB	

DRAWN BY: *rm/mc*  
 APP'D BY: *R. Anthony Kemp*



**SHAWNEE COUNTY, KANSAS**  
**PUBLIC WORKS DEPARTMENT**  
 1515 NW SALINE  
 TOPEKA, KS 66618  
 (785) 233-7702

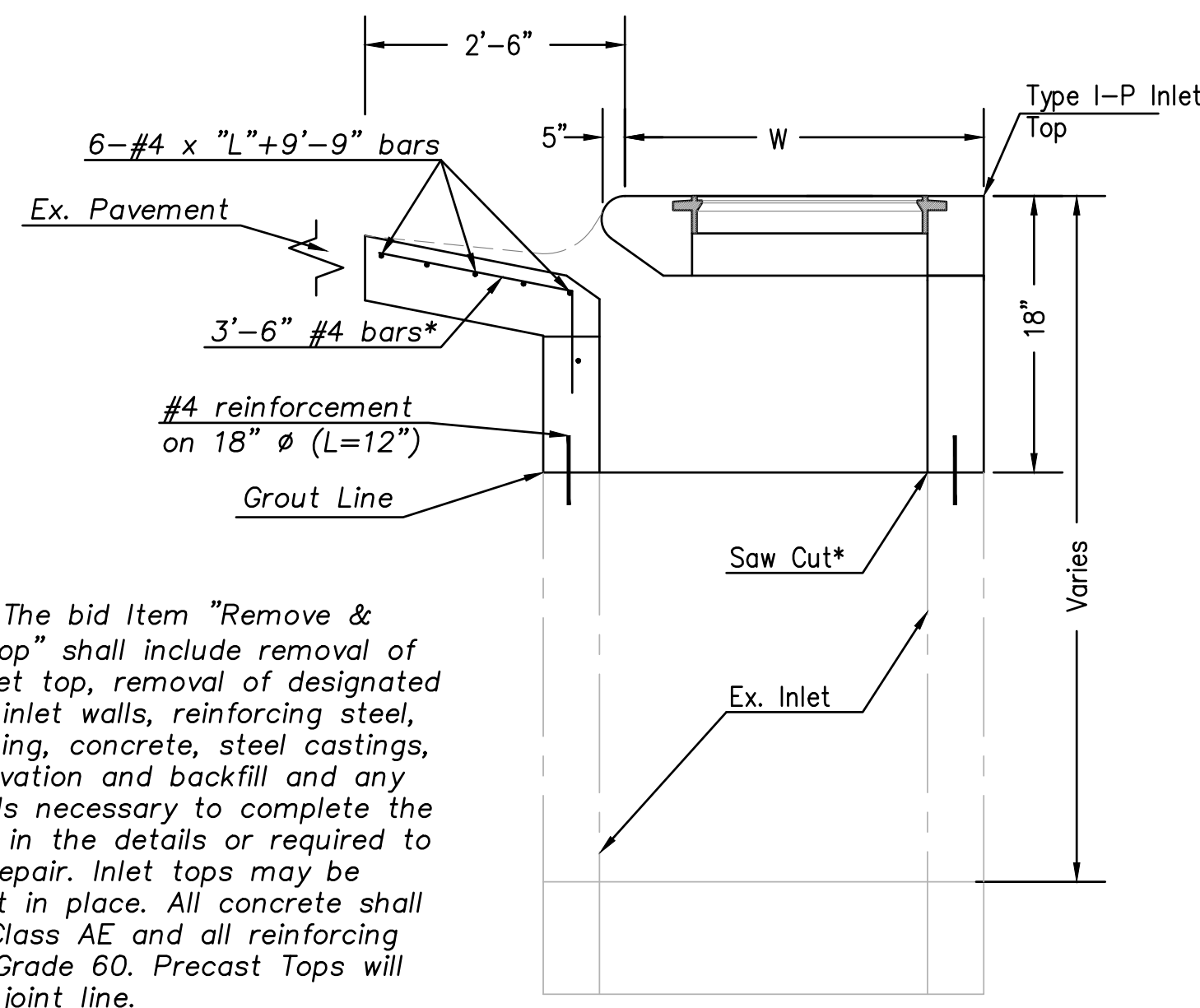


**STANDARD DETAILS**

**STORM SEWER DETAILS**  
(DT-008)

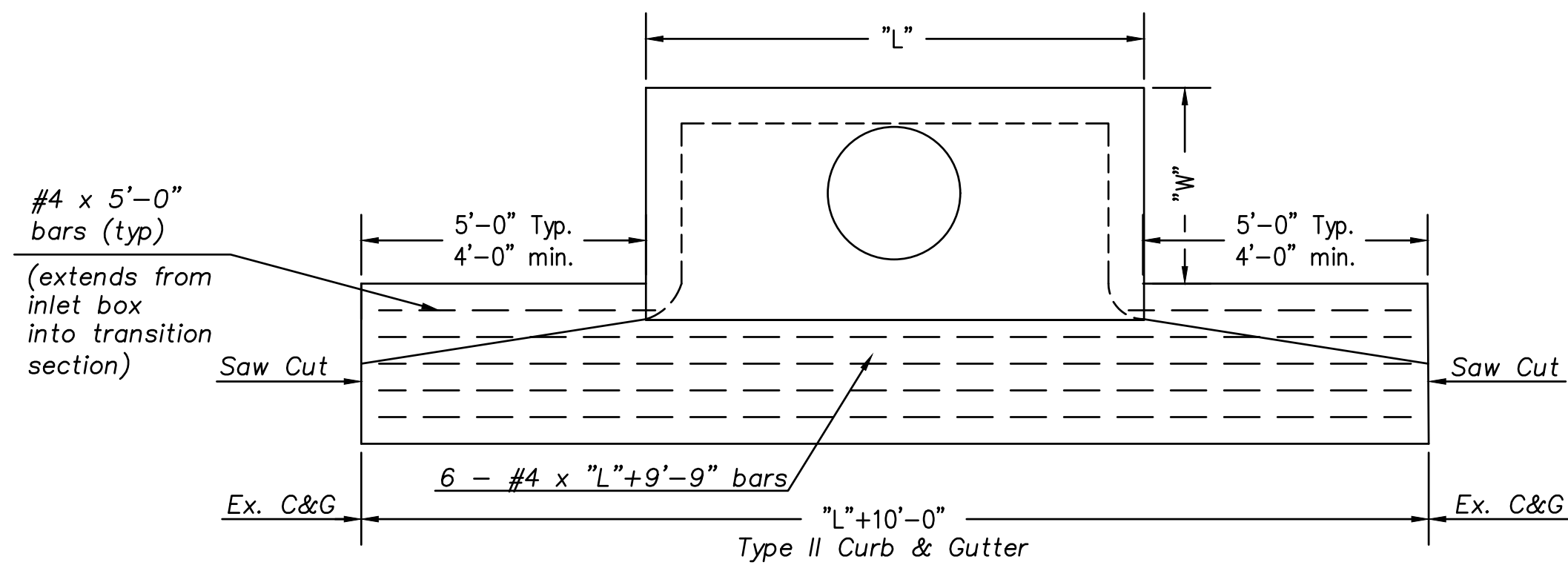
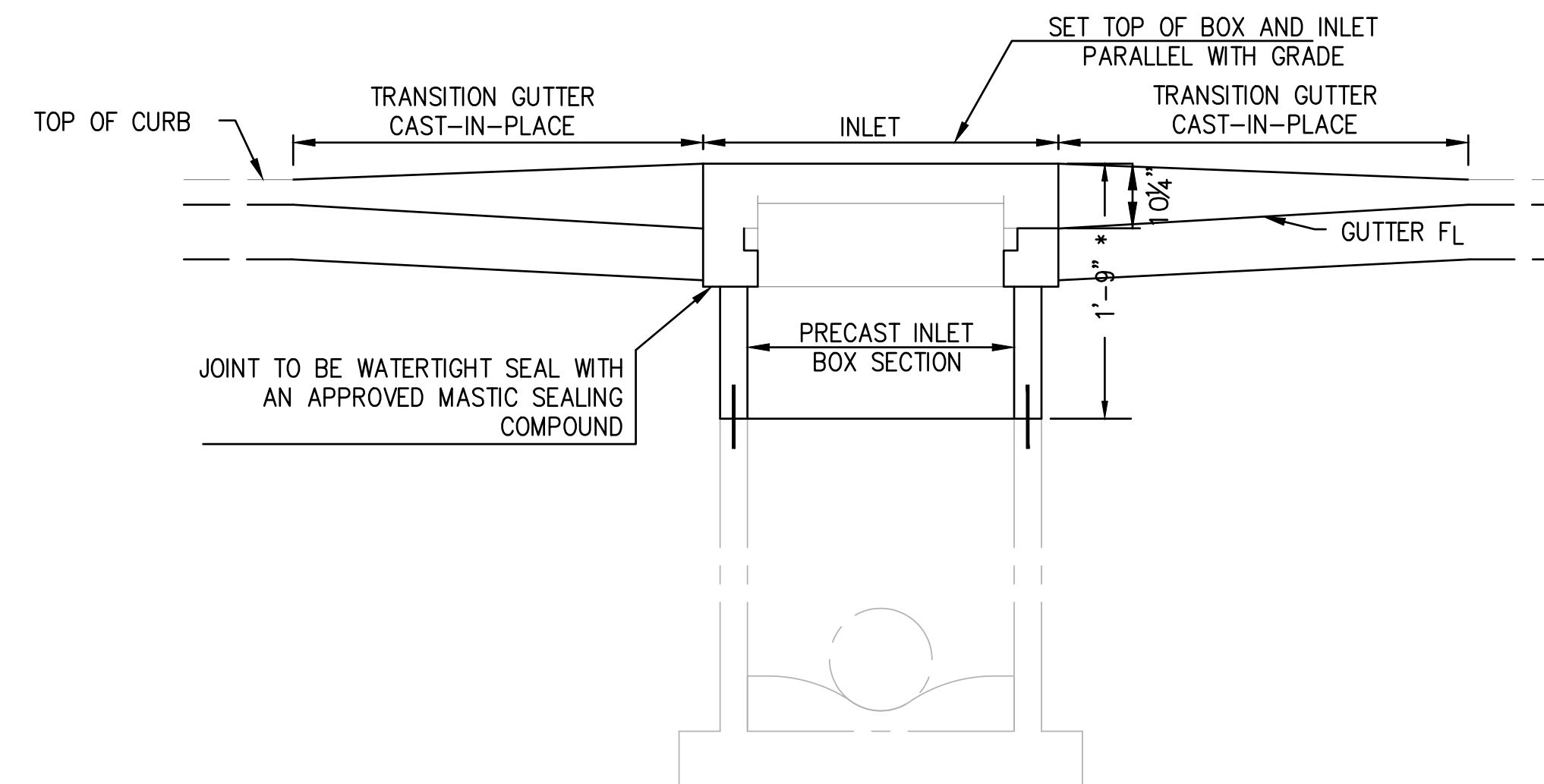
DATE: Feb. 2026  
 SHEET: 18 of 66  
 PROJ.: 841099.09  
 501107.10





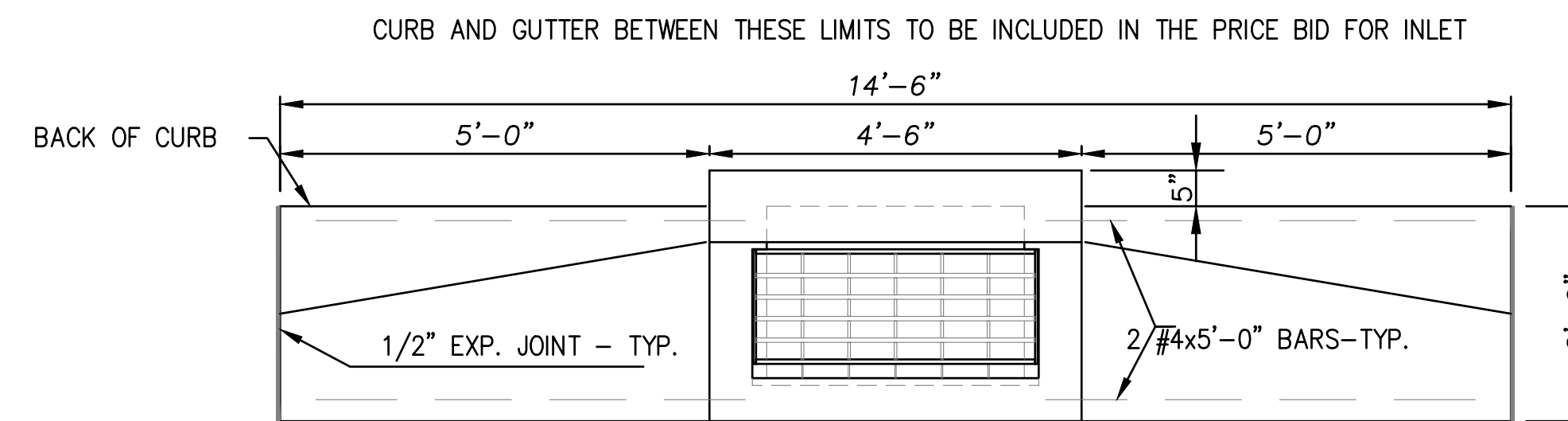
**INLET REPAIR:** The bid item "Remove & Replace Inlet Top" shall include removal of the existing inlet top, removal of designated portion of the inlet walls, reinforcing steel, drilling & grouting, concrete, steel castings, saw cuts, excavation and backfill and any other incidentals necessary to complete the work as shown in the details or required to complete the repair. Inlet tops may be precast or cast in place. All concrete shall be Structural Class AE and all reinforcing steel shall be Grade 60. Precast Tops will be grouted at joint line.

NOTE: Fabricated inlet top width, "W", shall be as listed in the table plus 5" for the nose as shown. Field Verify width and length.



**TYPE I-P INLET TOP DETAIL**

SCALE: NTS



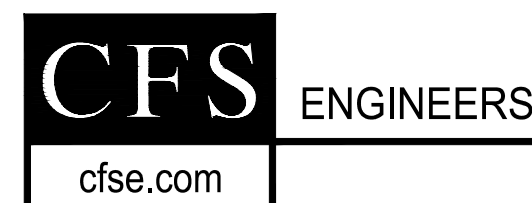
**TYPE II-P INLET TOP DETAIL**

SCALE: NTS

No.	Sta.	Side	Type	Length	Width	Depth to Sawcut	Exist. Rim Elev.	Proposed Rim Elev.	Change in Height
5	103+91.55	Rt.	I-P	6.90	3.07	964.83	966.26	966.33	0.07
6	103+95.76	Lt.	I-P	10.53	3.89	964.83	966.51	966.33	-0.18
7	106+81.97	Rt.	I-P	5.57	2.05	969.61	971.33	971.11	-0.22
8	106+84.78	Lt.	I-P	6.07	2.34	970.45	972.15	971.95	-0.2
9	107+20.49	Rt.	I-P	5.84	1.94	970.20	971.54	971.70	0.16
10	107+26.69	Lt.	I-P	5.88	2.20	971.24	972.64	972.74	0.1
11	113+06.50	Lt.	I-P	6.26	3.33	963.71	964.88	965.21	0.33
12	113+16.28	Rt.	I-P	6.68	3.29	963.27	964.54	964.77	0.23
13	114+19.36	Rt.	I-P	7.12	3.32	959.29	961.03	960.79	-0.24
14	114+19.94	Lt.	I-P	7.05	3.10	959.28	961.09	960.78	-0.31
15	117+22.92	Rt.	I-P	7.16	3.50	950.76	952.10	952.26	0.16
16	117+44.27	Lt.	I-P	7.23	3.20	950.13	951.53	951.63	0.1
17	119+68.06	Lt.	I-P	7.31	3.35	943.21	944.62	944.71	0.09
18	119+72.51	Rt.	I-P	6.92	3.20	943.07	944.62	944.57	-0.05
19	121+38.54	Rt.	I-P	7.05	3.35	937.85	939.53	939.35	-0.18
20	121+41.82	Lt.	I-P	6.90	3.30	937.78	939.30	939.28	-0.02
21	123+00.97	Rt.	I-P	11.00	3.13	934.41	935.36	935.91	0.55
22	123+19.61	Lt.	I-P	9.96	3.73	934.21	935.54	935.71	0.17
23	123+65.58	Lt.	I-P	10.88	3.43	934.06	935.07	935.56	0.49
24	123+80.44	Rt.	I-P	10.71	3.44	934.07	935.21	935.57	0.36

NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: ATP  
APP'D BY: MJM



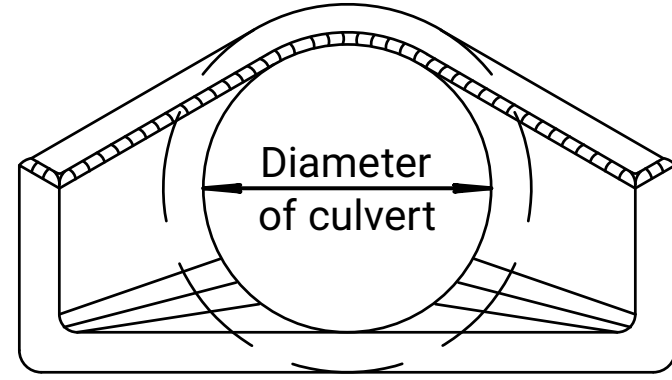
STREET IMPROVEMENT  
CITY OF TOPEKA  
SE INDIANA STREET

**INLET DETAILS**

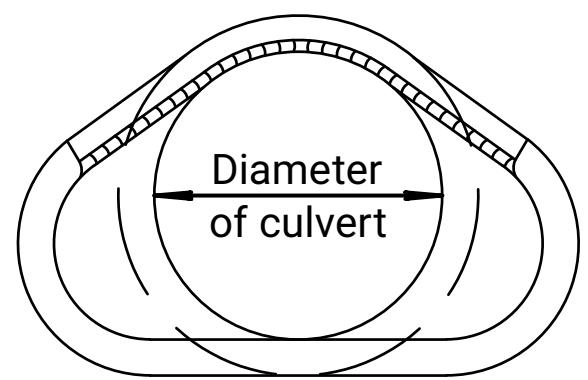
DATE: Feb. 2026  
SHEET: 20 of 66  
PROJ.: 841099.09  
501107.10

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	841099.09	2025	21	66

Note to Designer: KDOT Pipe Policy provides guidance in identifying the prohibited and/or restricted uses of CSP, ACSP, PEP, PVCPC, CAP & RCP. Provide end sections of the same type and coating as the pipe. Exceptions to this are noted in the Standard Specifications. Refer to the KDOT Design Manual, Volume I (Part C), Road Section, "Elements of Drainage & Culvert Design" for structural pipe design information which includes: corrugations, sizes, gauges, maximum/minimum fill heights and classes of pipe.

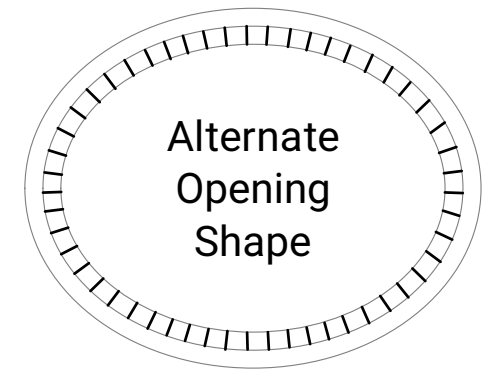


END ELEVATION (TYPE I)

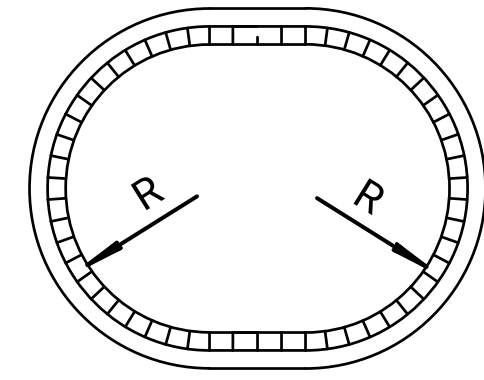


SECTION A-A

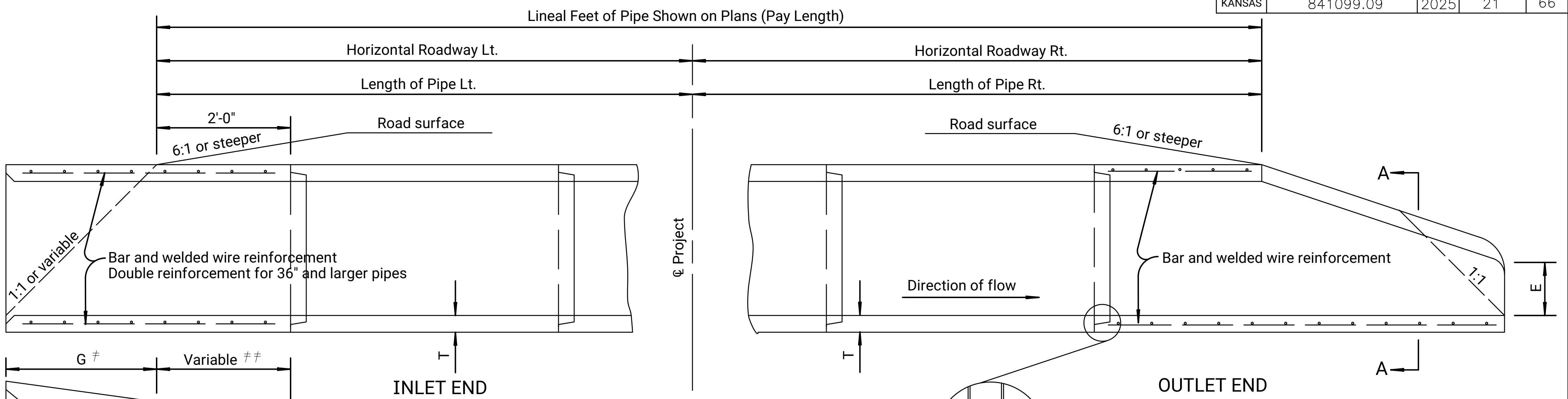
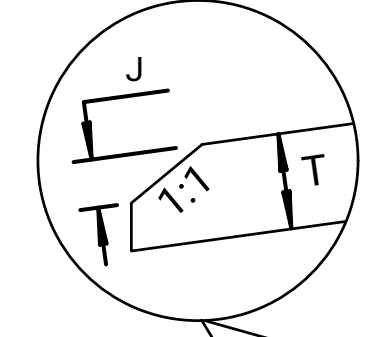
Showing rounding of inside edge of end section.



Alternate Opening Shape

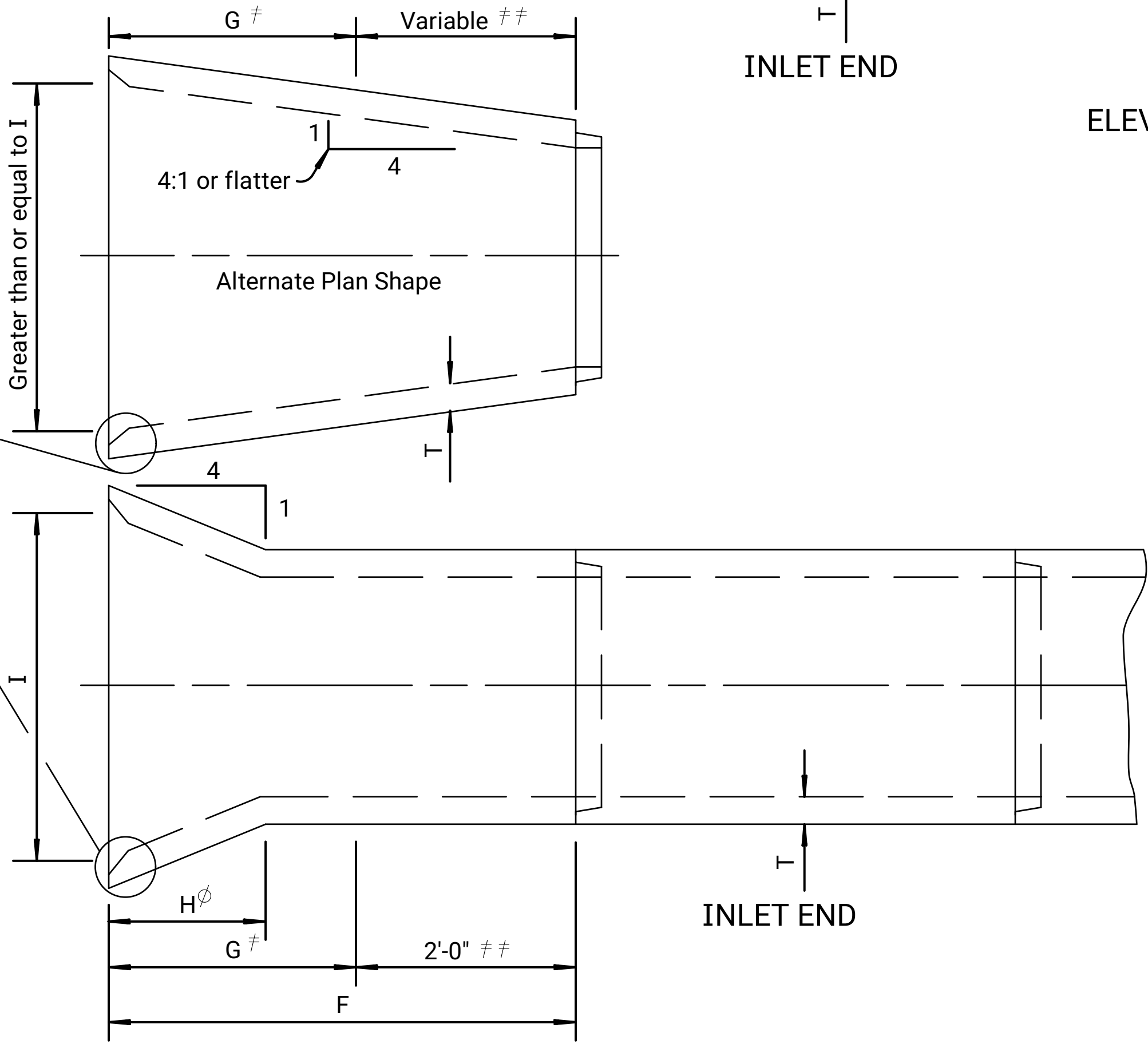


END ELEVATION (TYPE III)

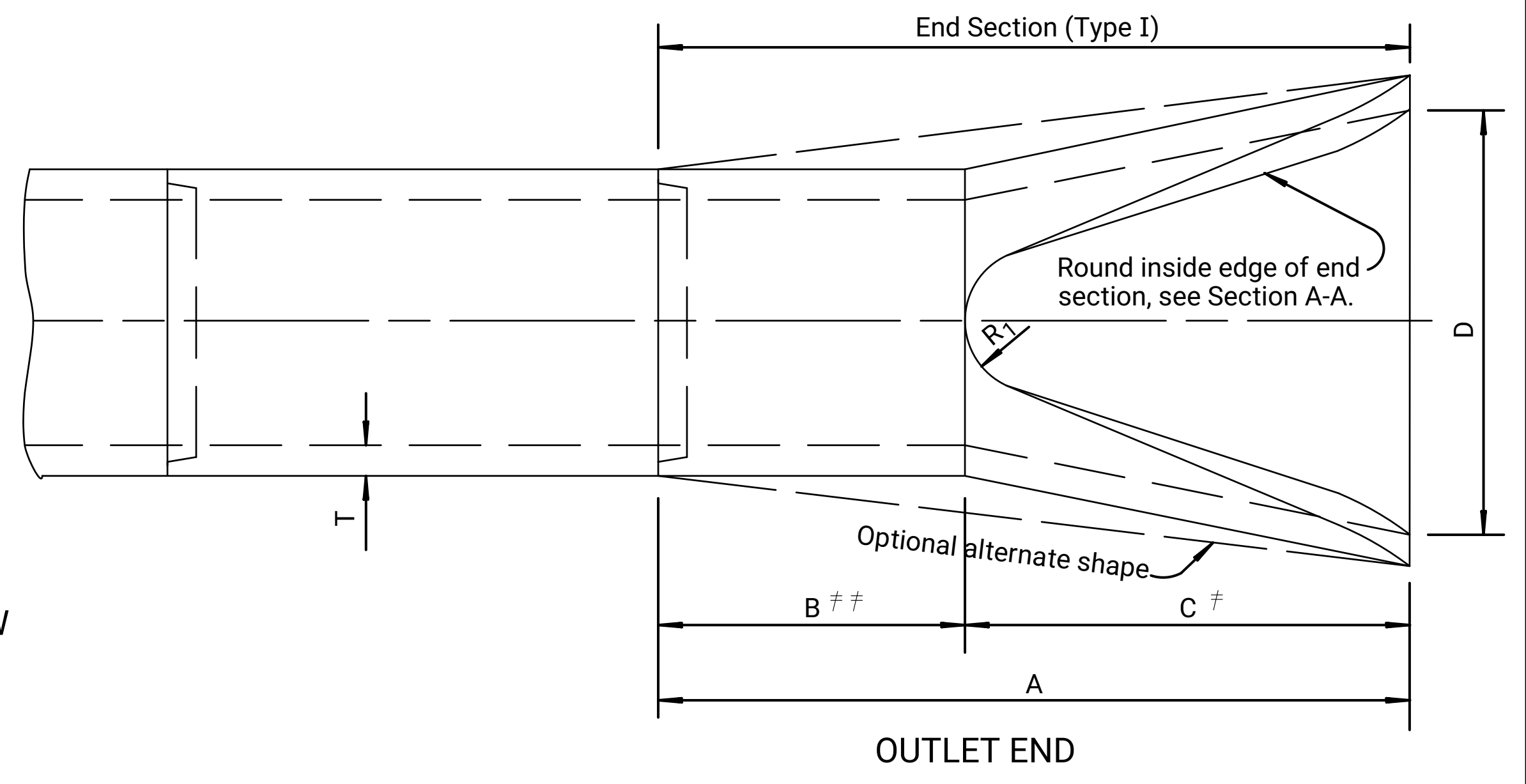


ELEVATION SECTION

Note: There shall be no payment for gain in length due to joint fit tolerance.



PLAN VIEW



OUTLET END

- φ Transition to round pipe.
- # Paid for as separate item of End Section, except when structures shall bid as alternates. In that case End Sections shall be subsidiary to bid item. "Drainage Structure No. " .
- ## Included in pay length of pipe.
- \* Minimum waterway area is calculated at the inside of the bevel.

Diam.	A	B##	C#	D	E	Ri	Slope	T
12"	6'-0 7/8"	4'-0 7/8"	2'-0"	2'-0"	4"	9	3:1	2"
15"	6'-1"	3'-10"	2'-3"	2'-6"	6"	11	3:1	2 1/4"
18"	6'-1"	3'-10"	2'-3"	3'-0"	9"	12	3:1	2 1/2"
24"	6'-1 1/2"	2'-6"	3'-7 1/2"	4'-0"	9 1/2"	14	3:1	3"
30"	6'-1 3/4"	1'-7 3/4"	4'-6"	5'-0"	1'-0"	15	3:1	3 1/2"
36"	8'-1 3/4"	2'-10 3/4"	5'-3"	6'-0"	1'-3"	20	3:1	4"
42"	8'-2"	2'-11"	5'-3"	6'-6"	1'-9"	22	3:1	4 1/2"
48"	8'-2"	2'-2"	6'-0"	7'-0"	2'-0"	22	3:1	5"
54"	8'-2 1/4"	2'-9 1/4"	5'-5"	7'-6"	2'-3"	24	2.4:1	5 1/2"
60"	8'-3"	3'-3"	5'-0"	8'-0"	2'-11"	24	21	6"
72"	8'-3"	1'-9"	6'-6"	9'-0"	3'-0"	24	1.86:1	7"
84"	9'-3 1/2"	1'-9"	7'-6 1/2"	10'-0"	3'-0"	24	1.6:1	8"

Diam.	Min. W.W.* Area Sq. Ft.	F	G	H	I	J	K	R	T
24"	4.5	4'-3"	2'-3"	1'-5 1/8"	2'-8"	1 1/2"	8"	1'-0"	3"
30"	7.0	4'-9 1/2"	2'-9 1/2"	1'-9 1/2"	3'-4"	2"	10"	1'-3"	3 1/2"
36"	10.1	5'-4"	3'-4"	2'-1 1/2"	4'-0"	2"	1'-0"	1'-6"	4"
42"	13.7	5'-10 1/2"	3'-10 1/2"	2'-5 7/8"	4'-8"	2 1/2"	1'-2"	1'-9"	4 1/2"
48"	17.9	6'-5"	4'-5"	2'-10 1/8"	5'-4"	3"	1'-4"	2'-0"	5"
54"	22.7	6'-11 1/2"	4'-11 1/2"	3'-2 1/2"	6'-0"	3 1/2"	1'-6"	2'-3"	5 1/2"
60"	28.0	7'-6"	5'-6"	3'-6 7/8"	6'-8"	4"	1'-8"	2'-6"	6"
72"	40.3	8'-7"	6'-7"	4'-3 5/8"	8'-0"	5"	2'-0"	3'-0"	7"
84"	54.8	9'-8"	7'-8"	5'-0 3/8"	9'-4"	6"	2'-4"	3'-6"	8"

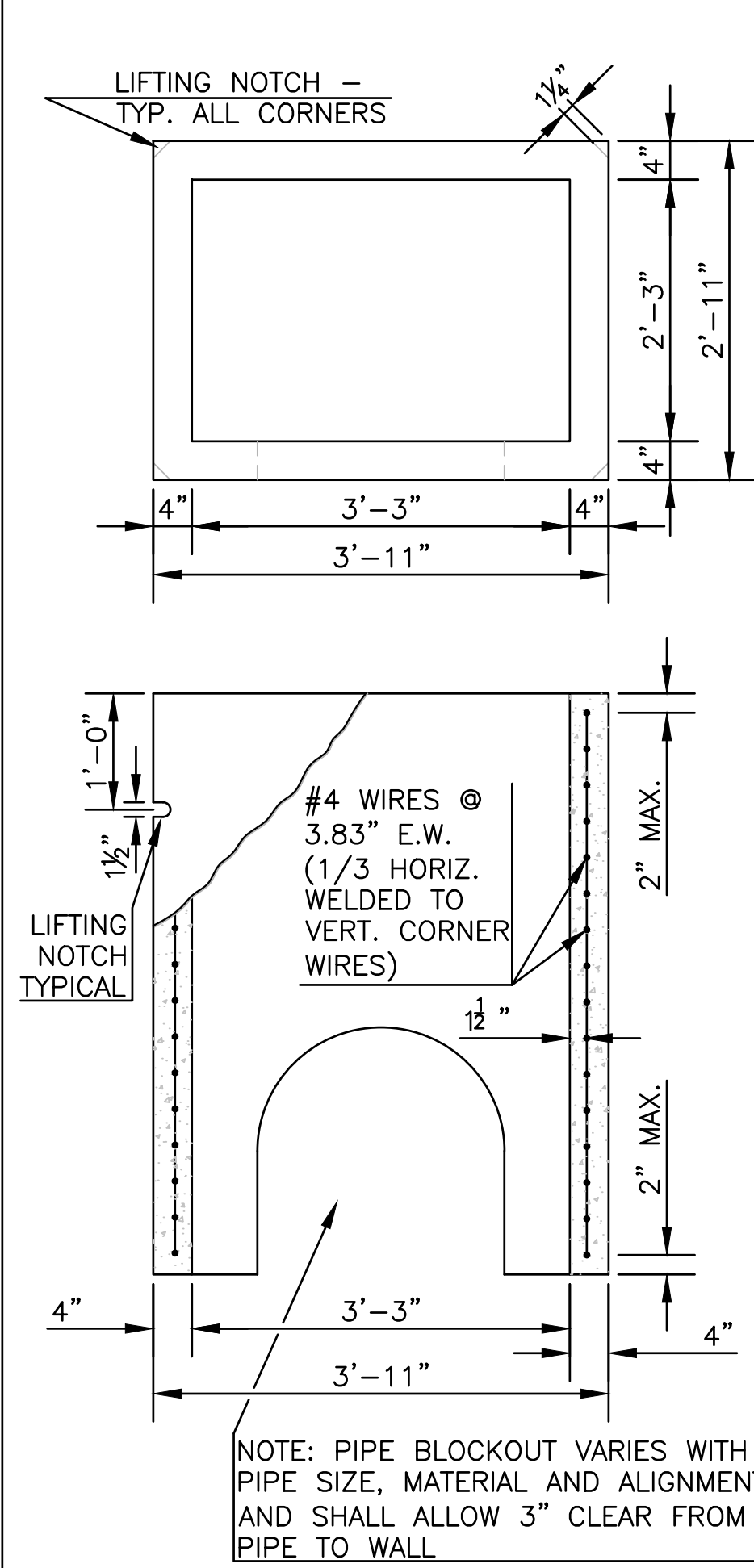
Dimensions for alternate shapes shall be equal to or greater than those shown in the table, unless otherwise shown.

02	04-18-08	Added ref. to KDOT Pipe Policy	S.W.K.	J.O.B.
01	04-05-05	Revised reinforcement callout	S.W.K.	J.O.B.
NO.	DATE	REVISIONS	BY	APPD

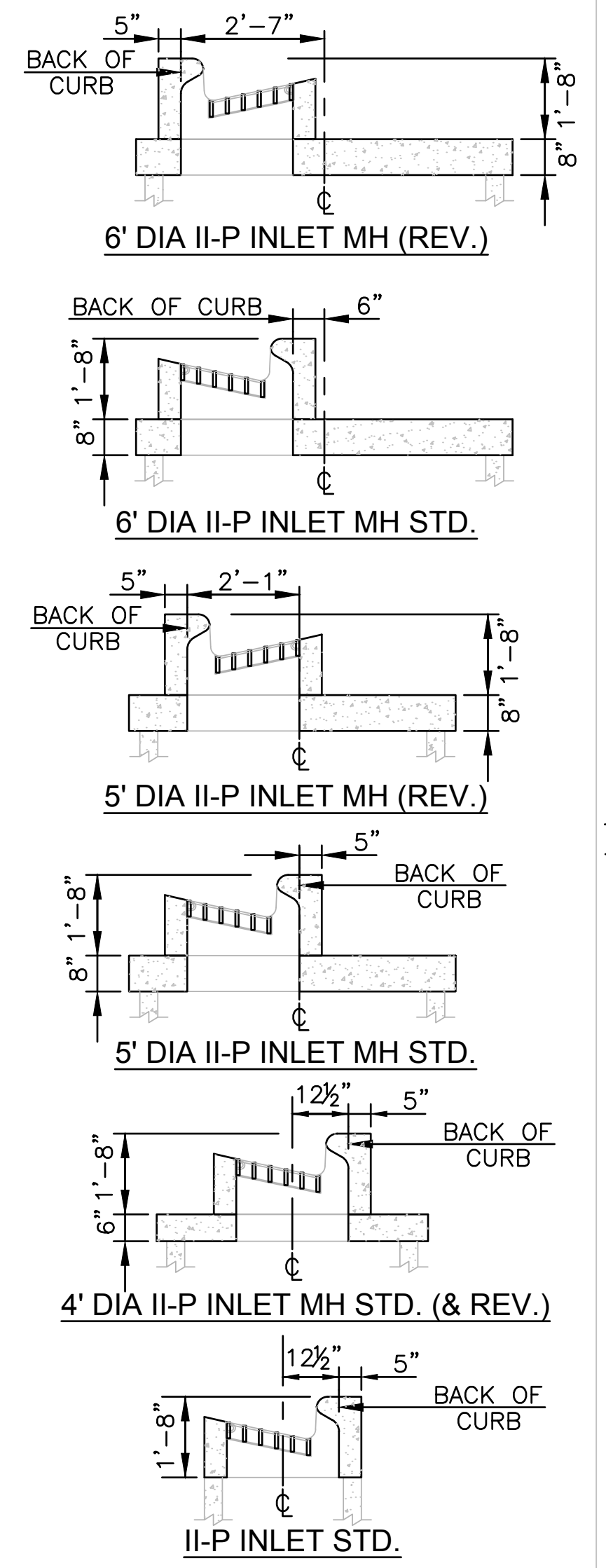
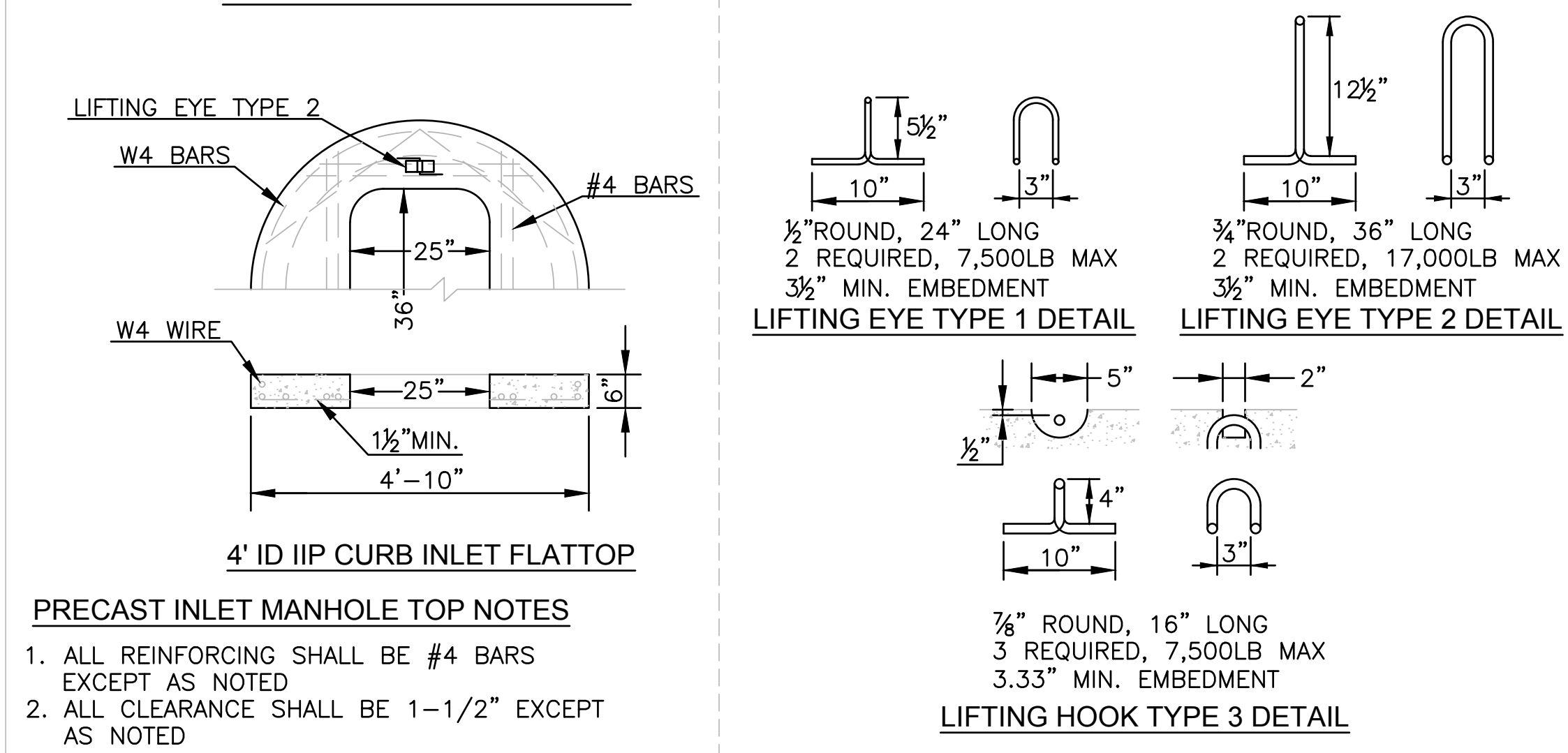
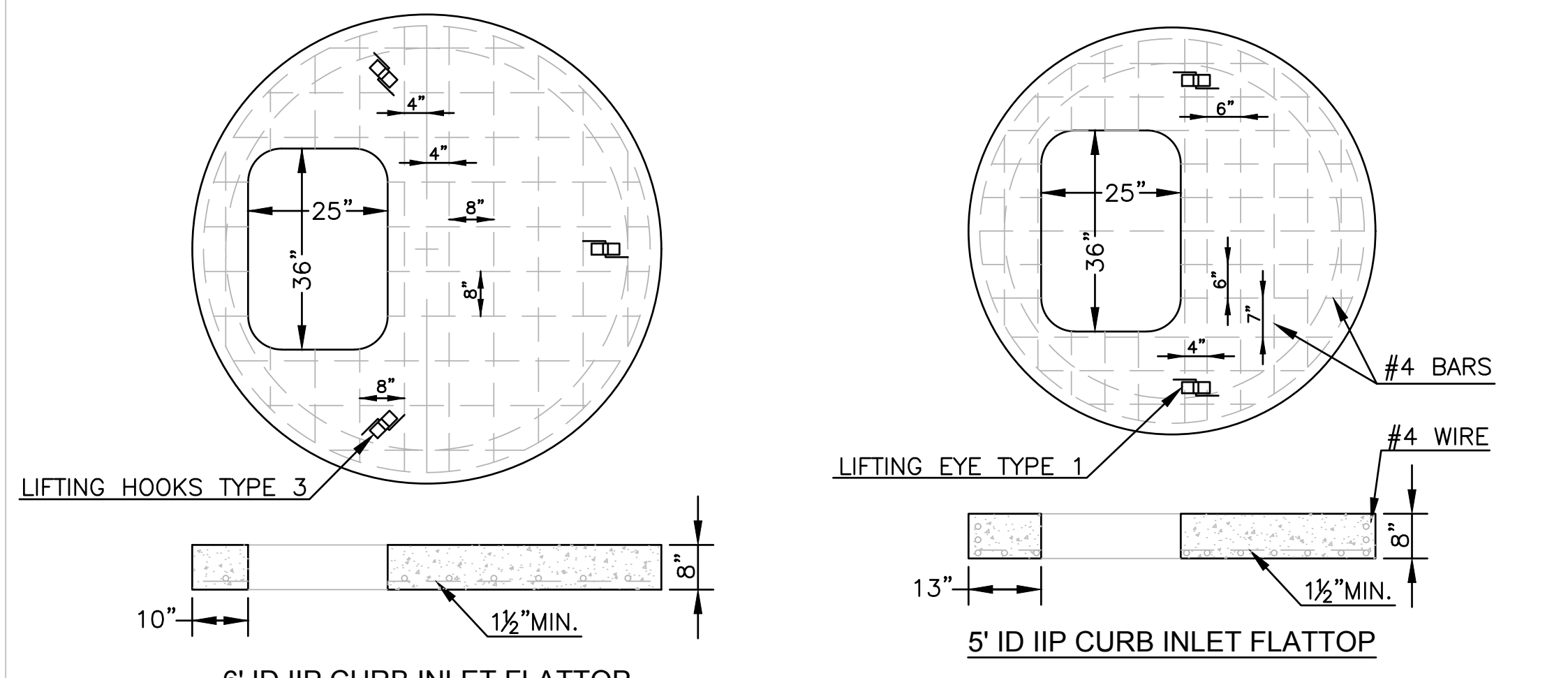
KANSAS DEPARTMENT OF TRANSPORTATION  
**CONCRETE END SECTIONS  
 FOR CONCRETE PIPES  
 TYPE I & SIDE TAPERED  
 INLET SECTION (TYPE III)**  
 RD662

FIHWA APPROVAL	06-27-08	APPD.	James O. Brewer
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN CK.	TRACE CK.

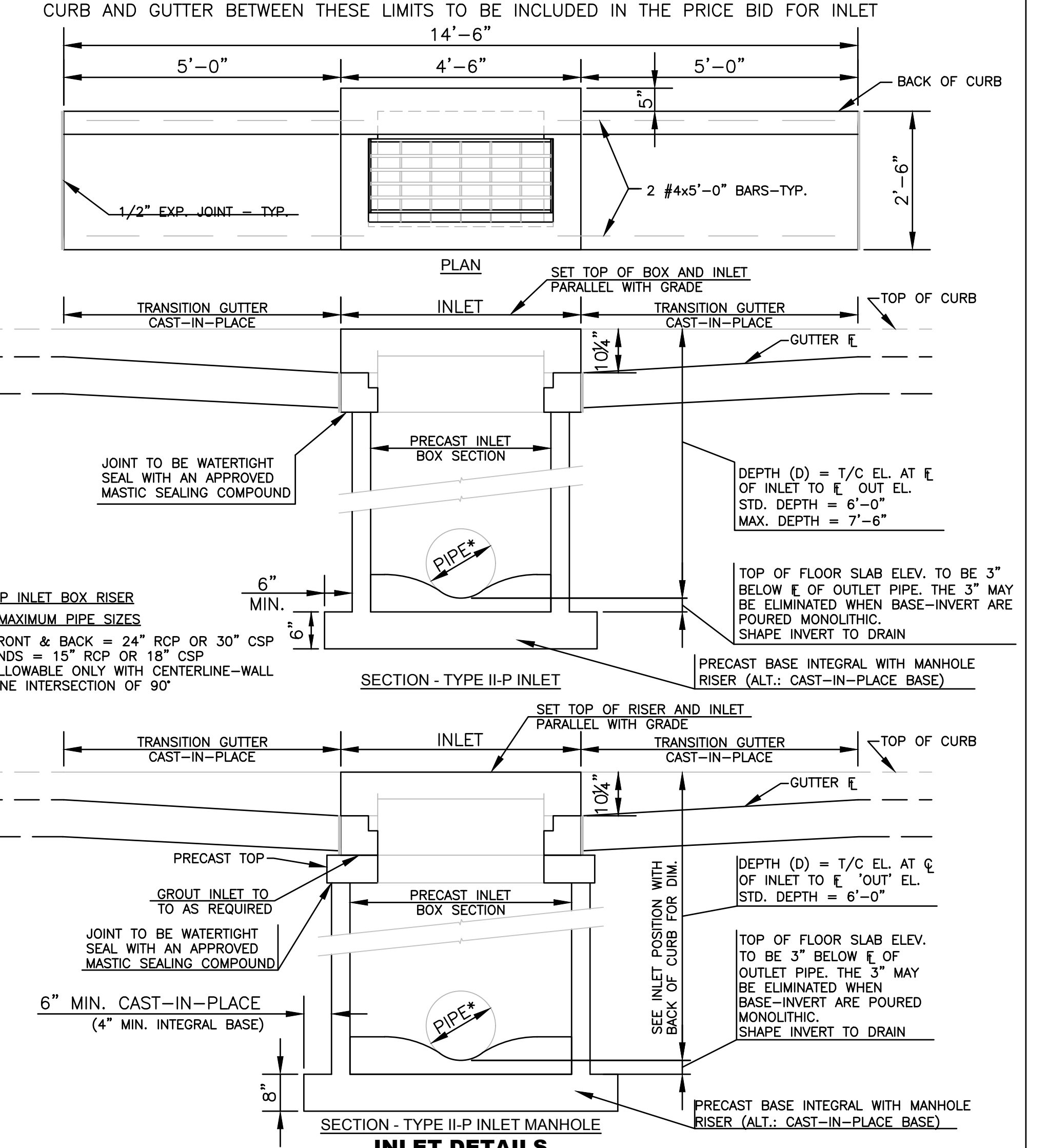
KDOT Graphics Certified 05-16-2022



**PRECAST INLET BOX RISER**



**INLET POSITIONS WITH BACK OF CURB**



**NOTE:** THE BOTTOM SECTION OF ALL CAST-IN-PLACE MANHOLES AND PRECAST MANHOLES NOT BUILT MONOLITHICALLY WITH THE BASE SHALL BE SET INTO A STEEL REINFORCED (#4 @ 12" E.W.) CONCRETE BASE (4,000 PSI) A MINIMUM OF 4 INCHES. IN THIS CASE, THE BASE THICKNESS SHALL BE INCREASED BY 4 INCHES.

**148 LB. PEDESTRIAN GRATE**

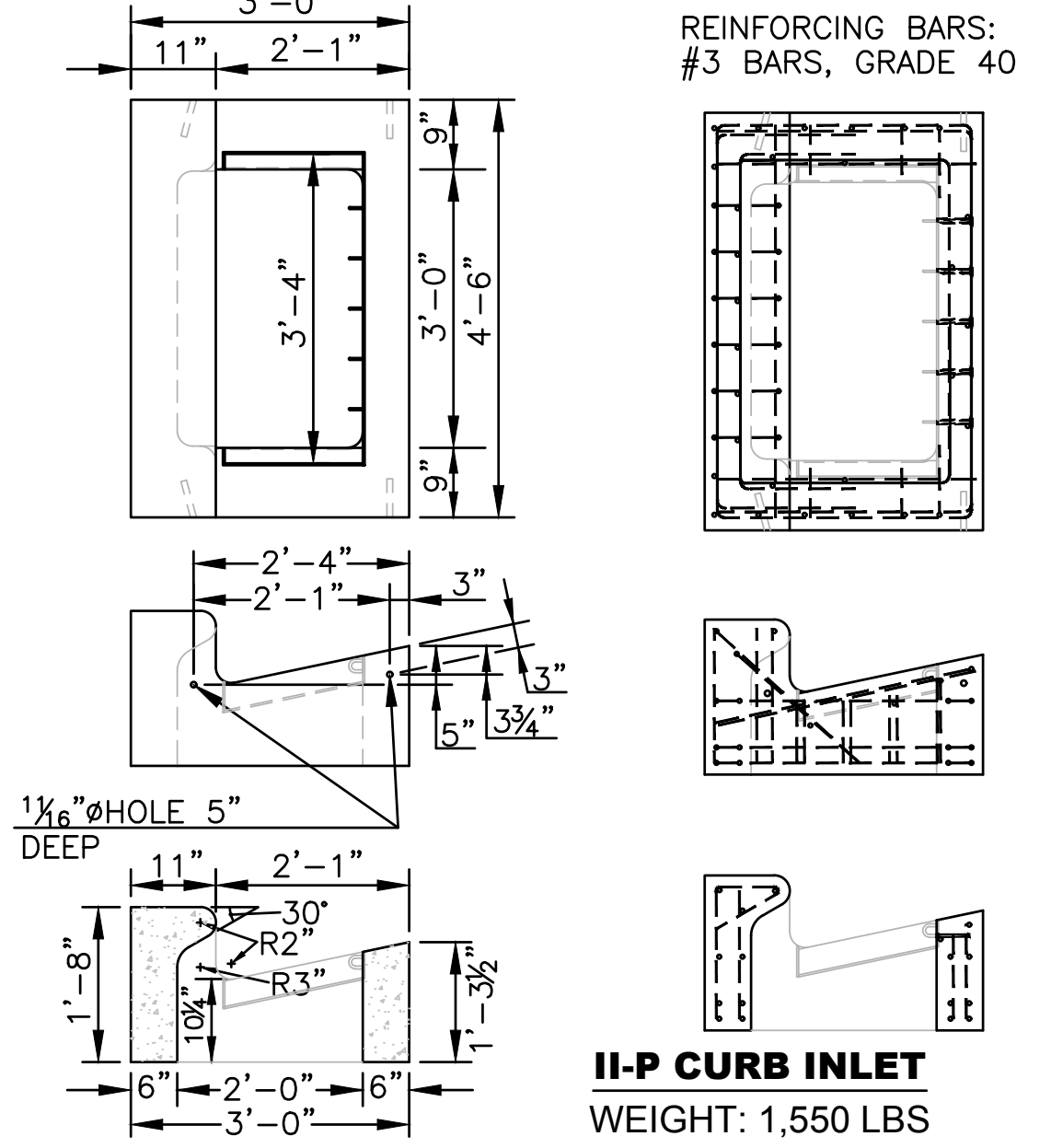
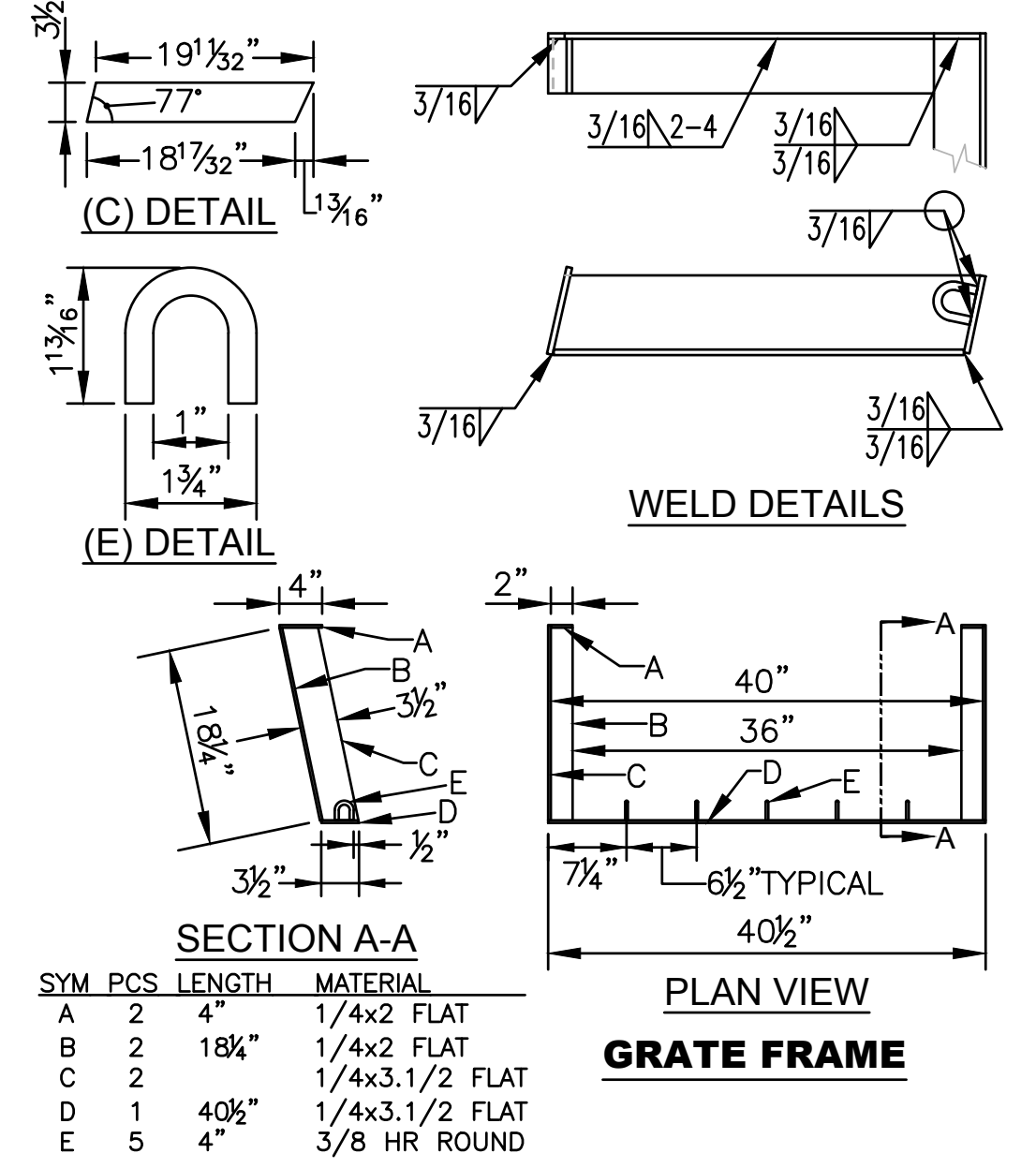
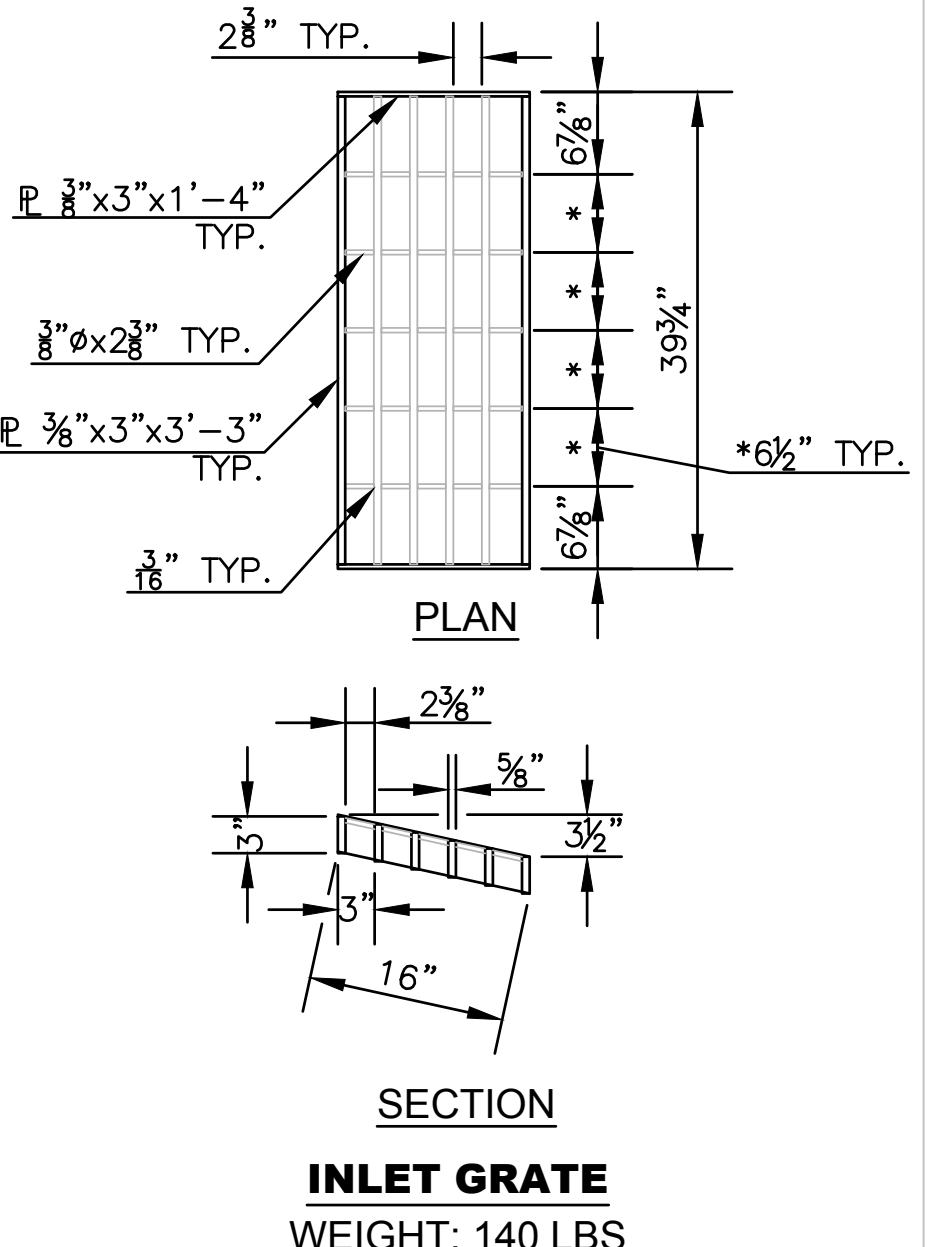
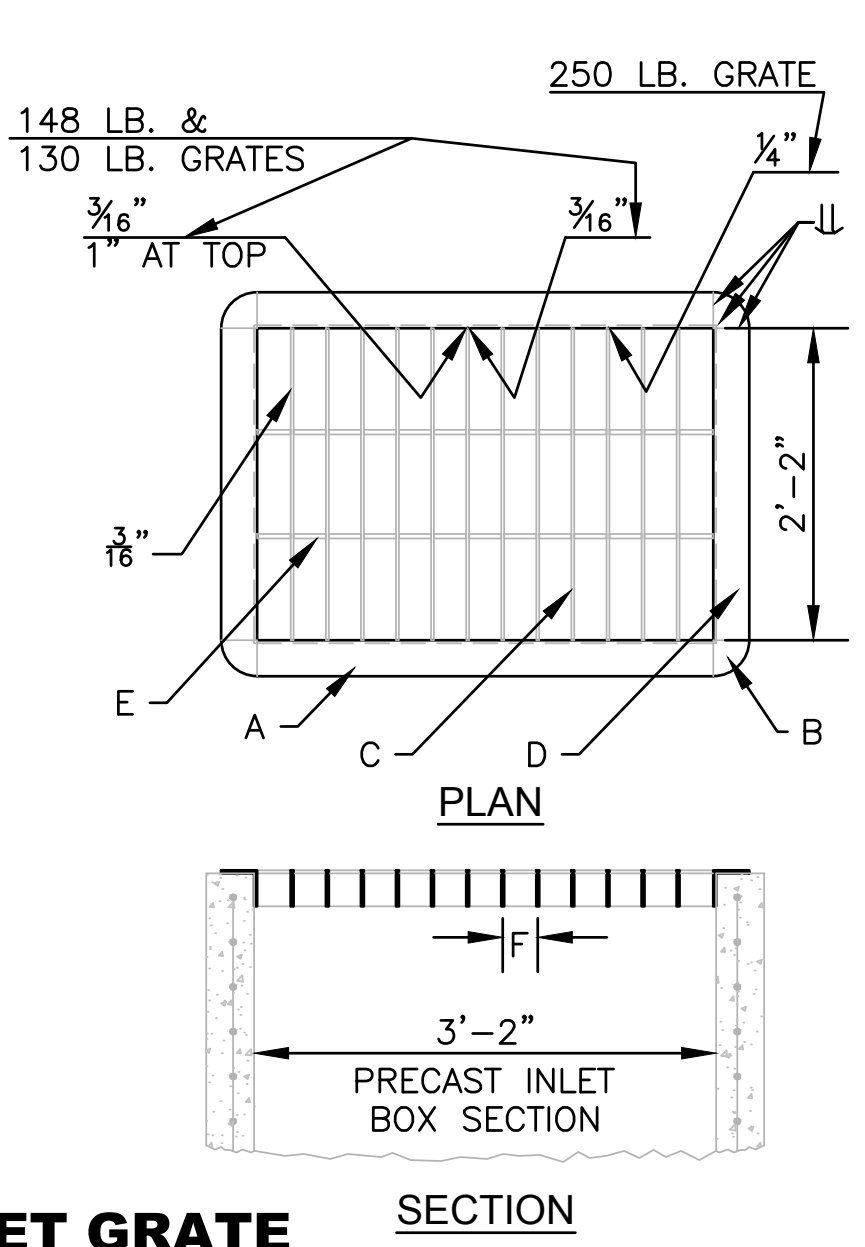
A	2 EA.	1/2" x 3/4" x 3'-3" - 1 1/2"
B	4 EA.	1/2" x 3'-0" - 3"
C	25 EA.	1/2" x 2'-2" - 1 1/8"
D	2 EA.	1/2" x 3'-3" x 2'-1 1/2"
E	52 EA.	1/2" x 1 1/2' x 0' - 1 1/8"
F	1 - 16"	O.C.

**250 LB. TRAFFIC GRATE**

A	2 EA.	1/2" x 3'-3" x 3'-1 1/2"
B	4 EA.	1/2" x 3'-0" - 3"
C	12 EA.	1/2" x 3'-2" - 7/8"
D	2 EA.	1/2" x 3'-3" x 2'-1"
E	26 EA.	1/2" x 0' - 2 1/8"
F	2 1/8"	O.C.

**130 LB. YARD GRATE**

A	2 EA.	1/2" x 3'-3" x 3'-1 1/2"
B	4 EA.	1/2" x 3'-0" - 3"
C	12 EA.	1/2" x 3'-2" - 1 1/8"
D	2 EA.	1/2" x 3'-3" x 2'-1 1/2"
E	26 EA.	1/2" x 0' - 2 1/8"
F	2 1/8"	O.C.

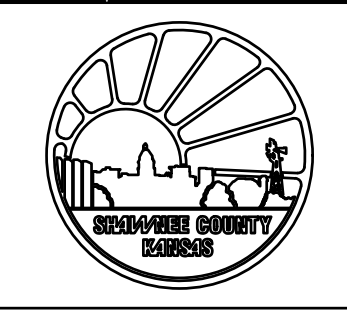


- NOTES:**
1. CAST IN PLACE CONC. SHALL BE 4000PSI.
  2. PRECAST CONC. SHALL BE 4000 PSI.
  3. REINFORCING WIRE SHALL CONFORM TO ASTM A82.
  4. REINFORCING BARS SHALL CONFORM TO ASTM A615.
  5. GROUT ALL PIPES IN PLACE.
  6. GRATES & FRAMES SHALL BE ASTM A36 STEEL COATED WITH BITUMASTIC BLACK SOLUTION (COAL TAR BASE) AS MANUFACTURED BY KOPPERS OR APPROVED EQUAL.
  7. 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.

2	Dec. 2009	Mod. dim at Inl. Pos. & added 7.to NOTES	DHS	SB
1	Feb. 2008	Update	DHS	SB
NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: *rm/mc*

APP'D BY: *R. Clumathy*



**SHAWNEE COUNTY, KANSAS**

**PUBLIC WORKS DEPARTMENT**

1515 NW SALINE  
TOPEKA, KS 66618  
(785) 233-7702



**STANDARD DETAILS**

**TYPE II-P INLET**

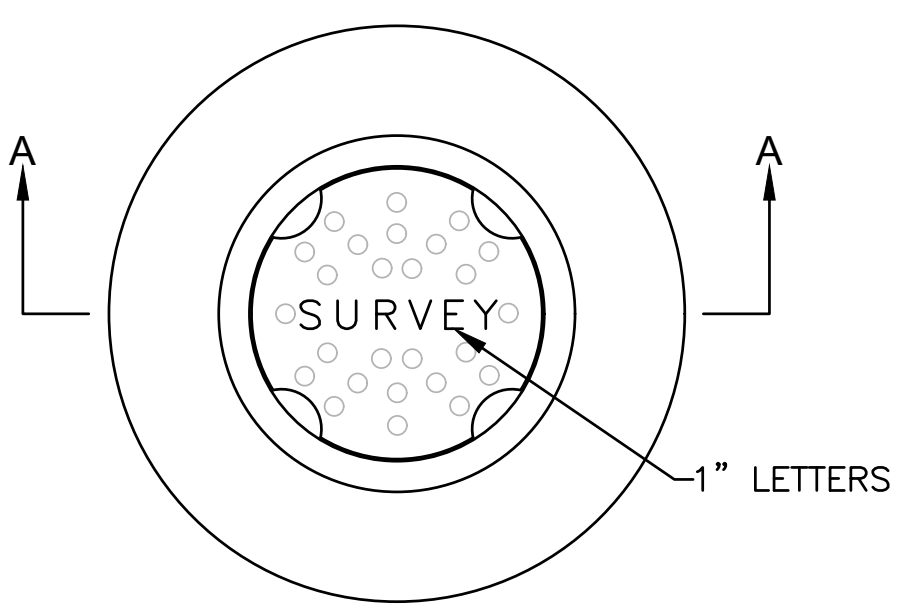
(PRECAST)

(DT-011)

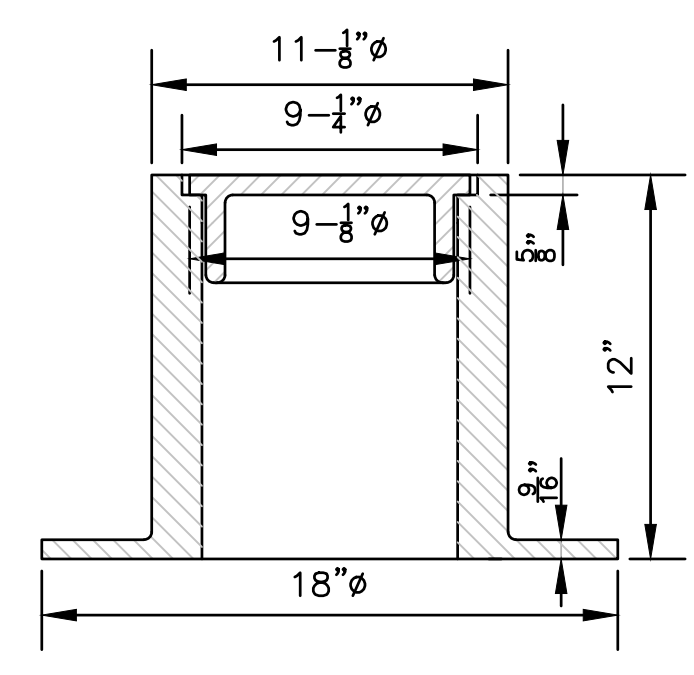
DATE: Feb. 2026

SHEET: 22 of 66

PROJ.: 841099.09  
501107.10



PLAN

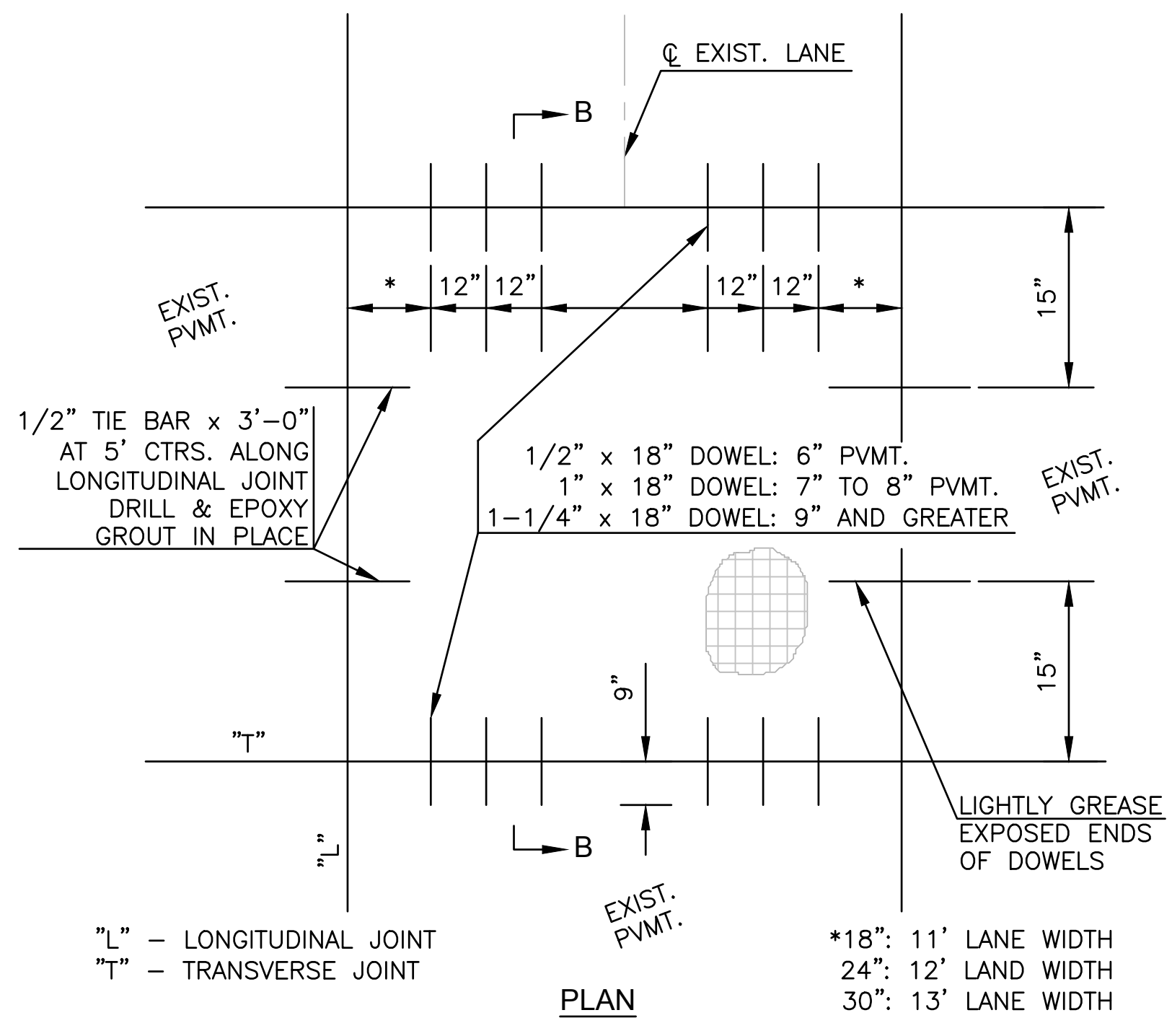


SECT. A - A

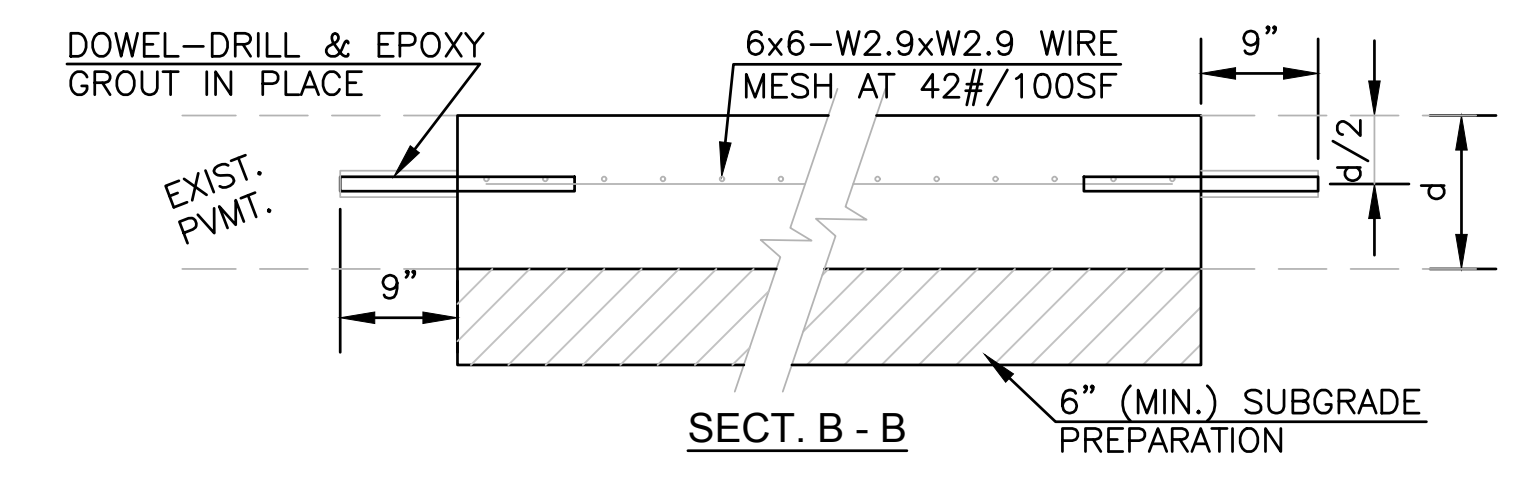
NOTES:

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**



PLAN

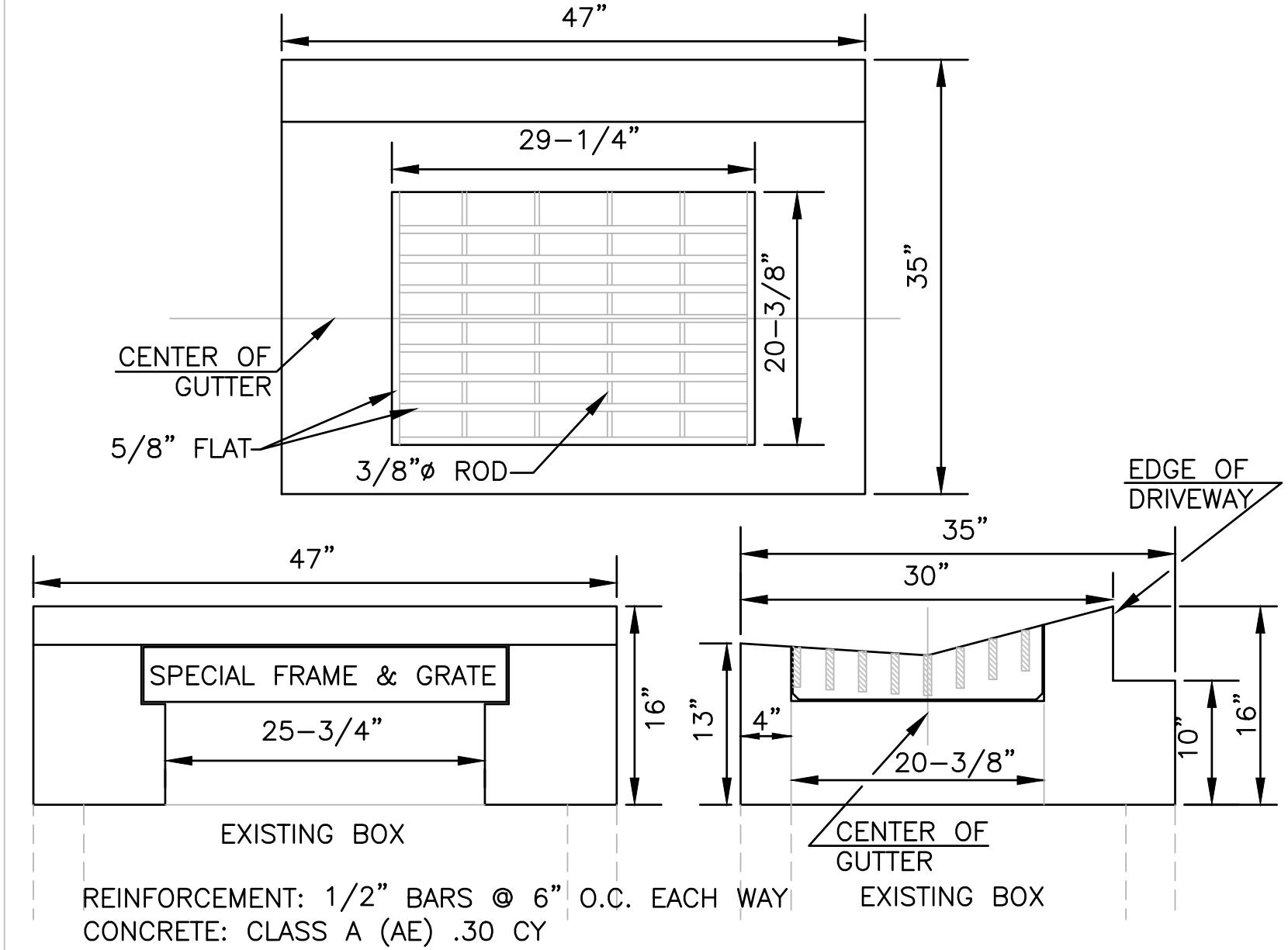


SECT. B - B

NOTES:

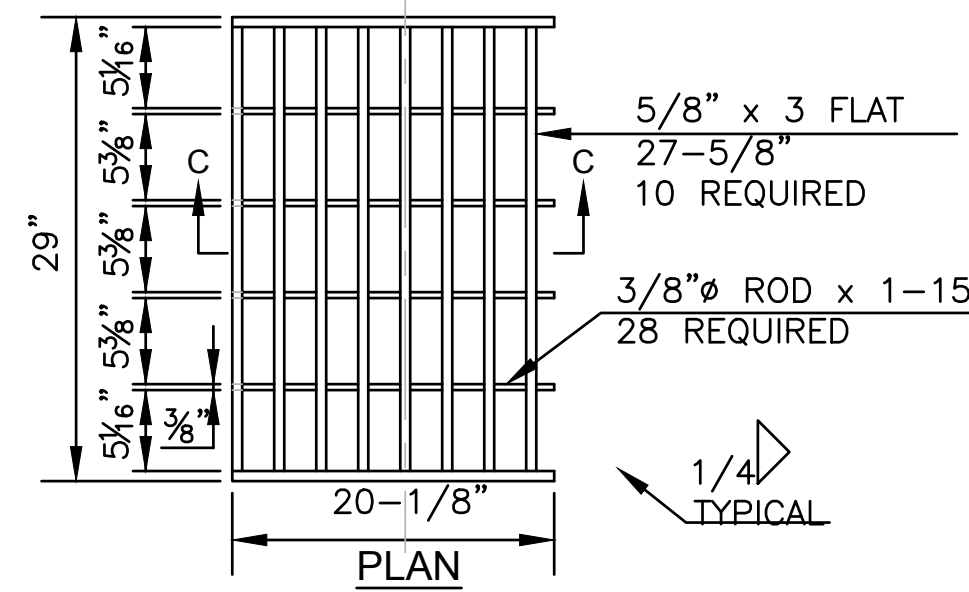
1. ALL MATERIAL AND METHODS SHALL BE IN ACCORDANCE WITH CITY OF TOPEKA STANDARD TECHNICAL SPECIFICATIONS, LATEST EDITION.
2. DOWEL HOLE SIZE = O.D. OF DOWEL + 1/8".
3. EPOXY GROUTING PER SEC. 830, KDOT STANDARD SPECIFICATIONS FOR STATE ROAD & BRIDGE CONSTRUCTION, LATEST EDITION.

**FULL PANEL REPAIR & UTILITY CUTS FOR CONCRETE PAVEMENT**

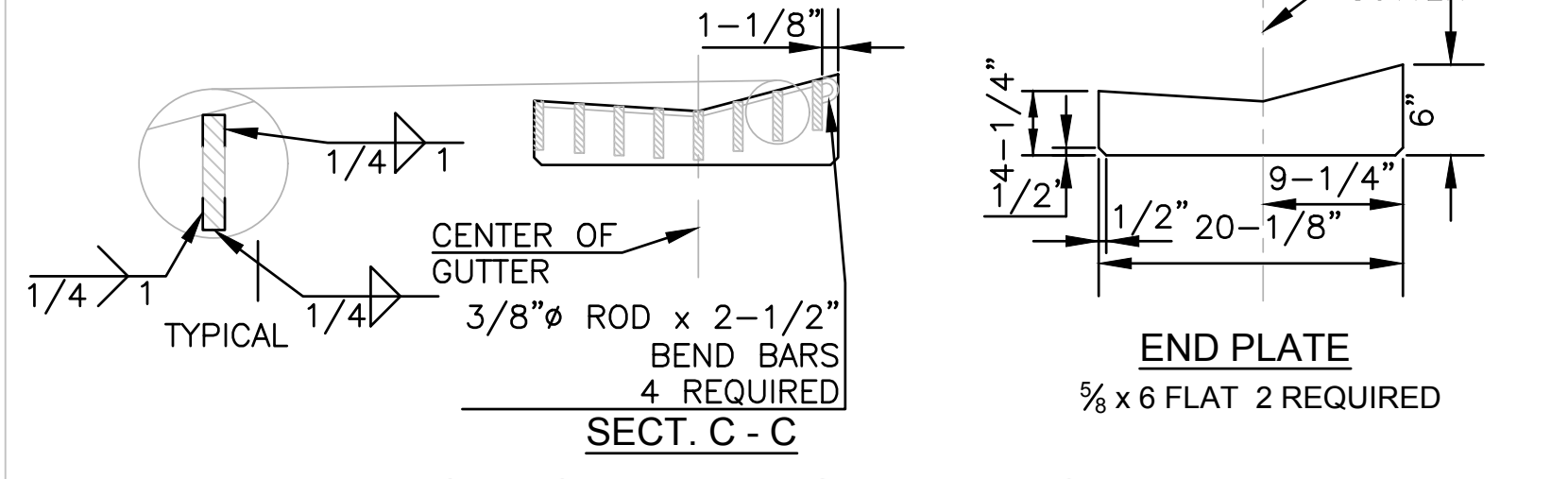


EXISTING BOX

REINFORCEMENT: 1/2" BARS @ 6" O.C. EACH WAY  
CONCRETE: CLASS A (AE) .30 CY

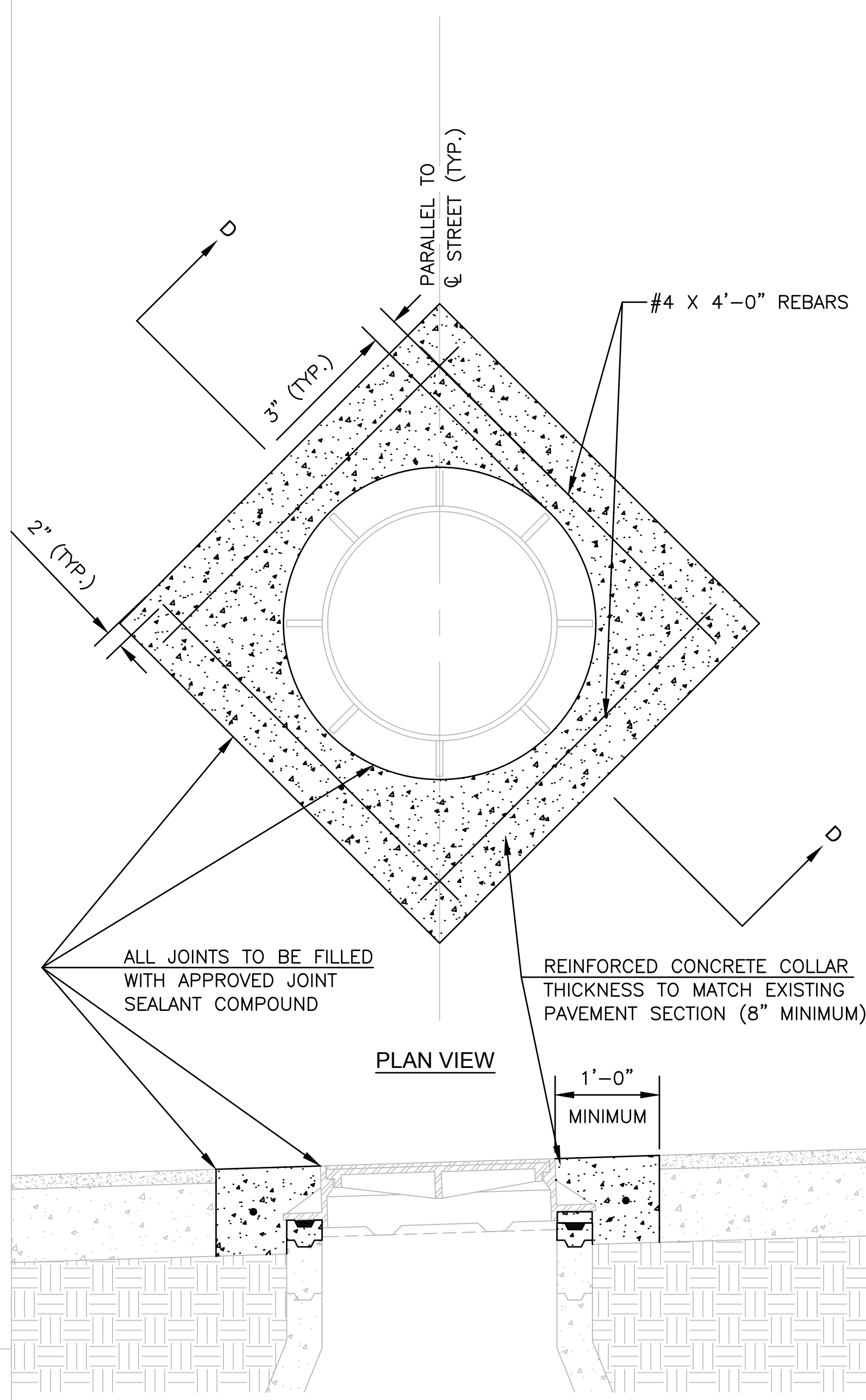


PLAN



SECT. C - C

**SPECIAL II-P GRATE TOP**



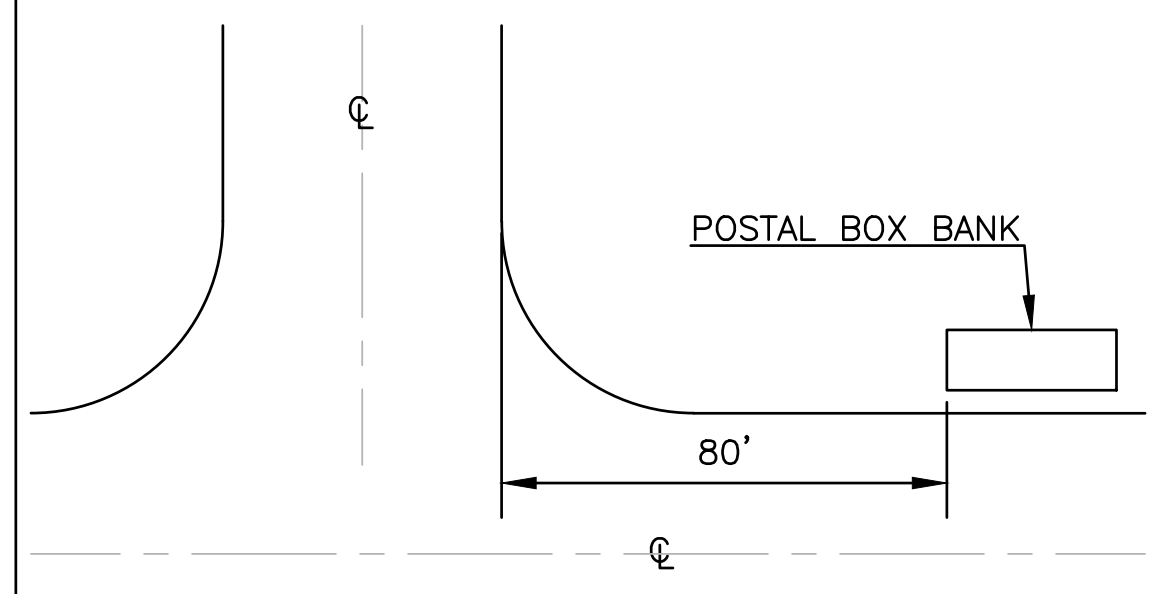
PLAN VIEW

SECT. D - D

NOTES:

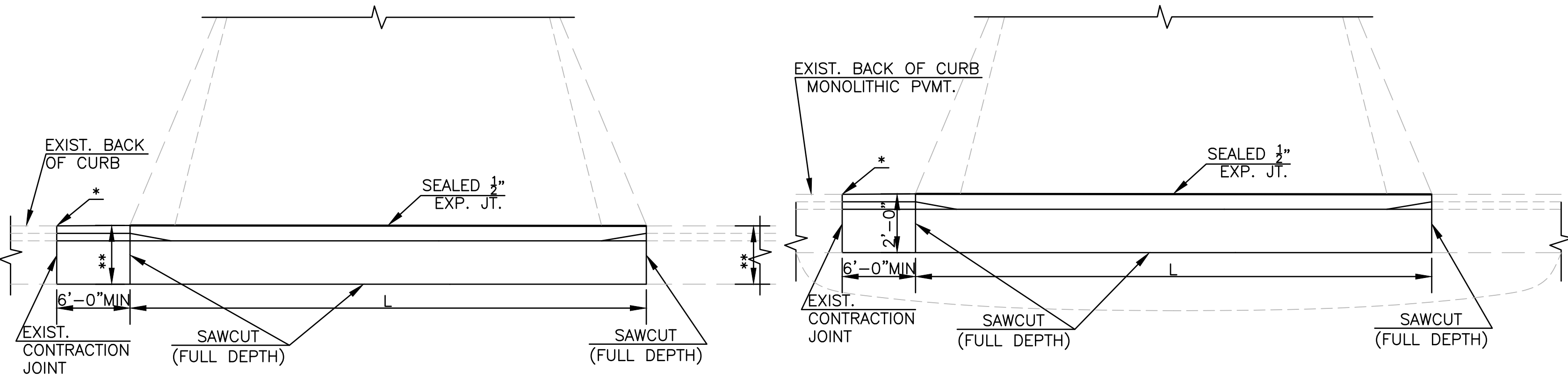
1. PAVEMENT SHALL BE REMOVED BY FULL DEPTH SAW CUTTING WHILE PROTECTING NEW PAVEMENT.
2. THE ORIENTATION OF THE REINFORCED CONCRETE COLLAR SHALL BE AS SHOWN OR FIELD DETERMINED BY ENGINEER.
3. ADJUST MANHOLE RING TO MATCH PAVEMENT CROSS SLOPE USING APPROVED CONCRETE MANHOLE GRADE ADJUSTMENT RINGS AND 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

\* 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.

\*\* MATCH EXISTING CURB WIDTH.

**CURB CUT/REMOVAL FOR NEW RESIDENTIAL DRIVE APPROACH**

7	Oct. 2017	Updated cast iron monument box	DHS	JPS
6	March 2013	Added grease to dowels & bar size to "	DHS	SB
5	Jan. 2013	Added Manhole Adjustment detail	DHS	SB
4	Jan. 2013	Removed Brick S/W & Stone Curb details	DHS	SB
3	Dec. 2012	Changed to tie bar from dowel	DHS	SB
2	Dec. 2009	Dowel size & # pvmnt range and curb det.	DHS	SB
1	Feb. 2008	Repl. Both Pvmnt. w/ Curb Det.'s	DHS	SB
NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: *rm/mc*  
APP'D BY: *R. Chittam*



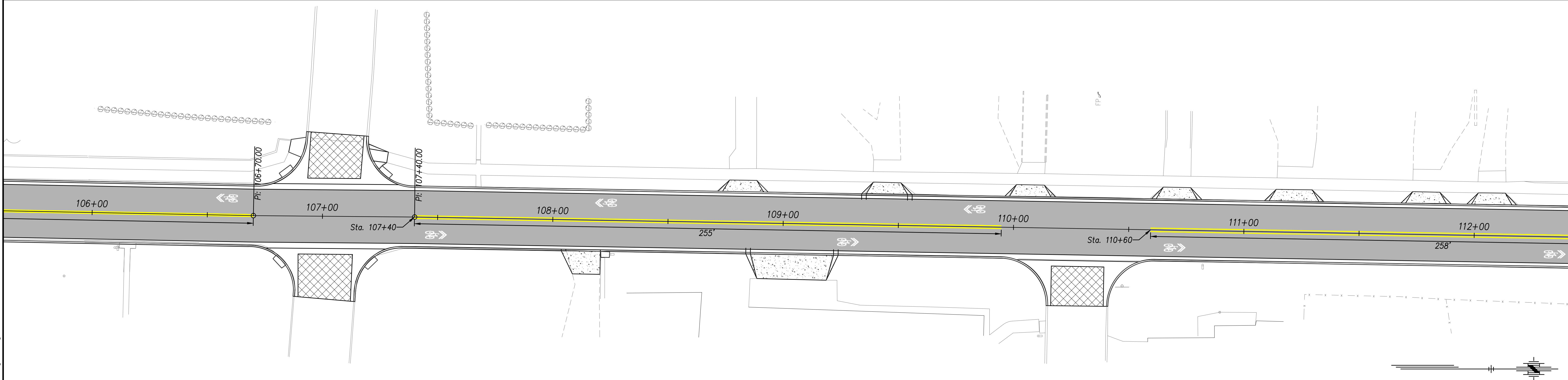
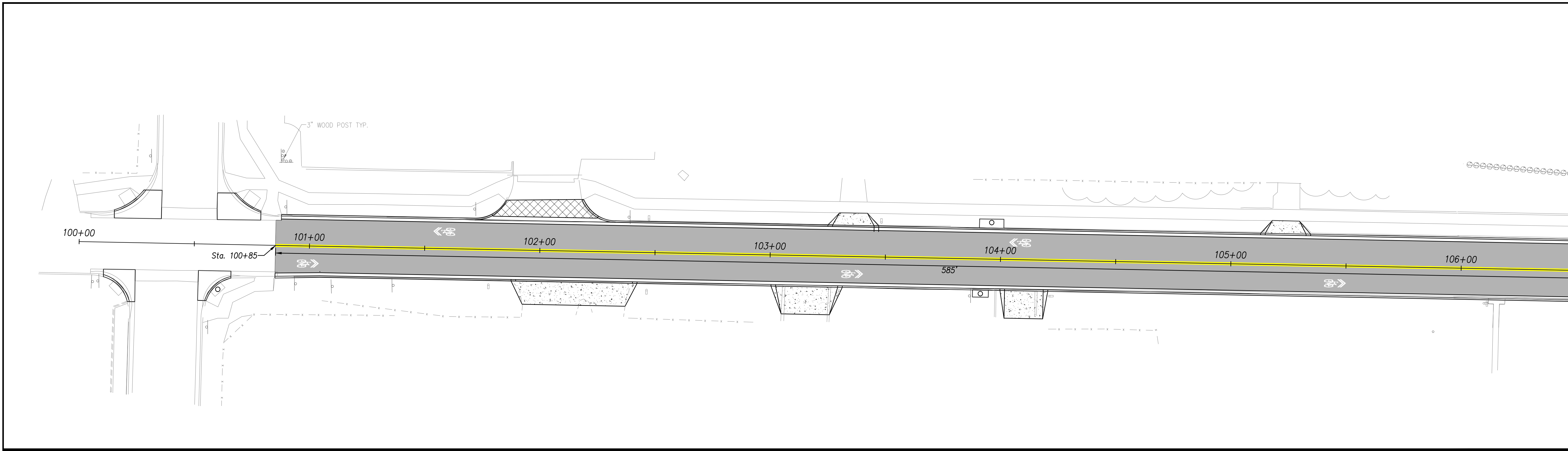
**SHAWNEE COUNTY, KANSAS  
PUBLIC WORKS DEPARTMENT**  
1515 NW SALINE  
TOPEKA, KS 66618  
(785) 233-7702





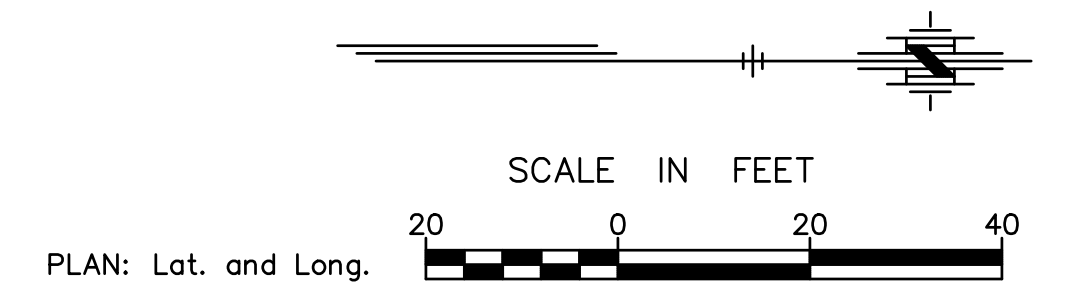
**STANDARD DETAILS**

**MISCELLANEOUS DETAILS I  
(DT-017)**

DATE: Feb. 2026  
SHEET: 23 of 66  
PROJ.: 841099.09  
501107.10



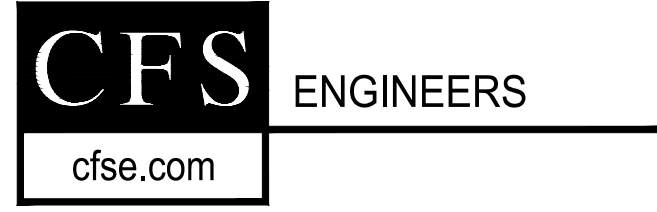
**LEGEND**  
 4" Double Yellow (Epoxy)  
 Sharrow (Epoxy)



G:\Shared drives\231016\CADD\Year 2\Pavement Marking Plan.dwg

NO.	DATE	REVISION	BY	APP'D

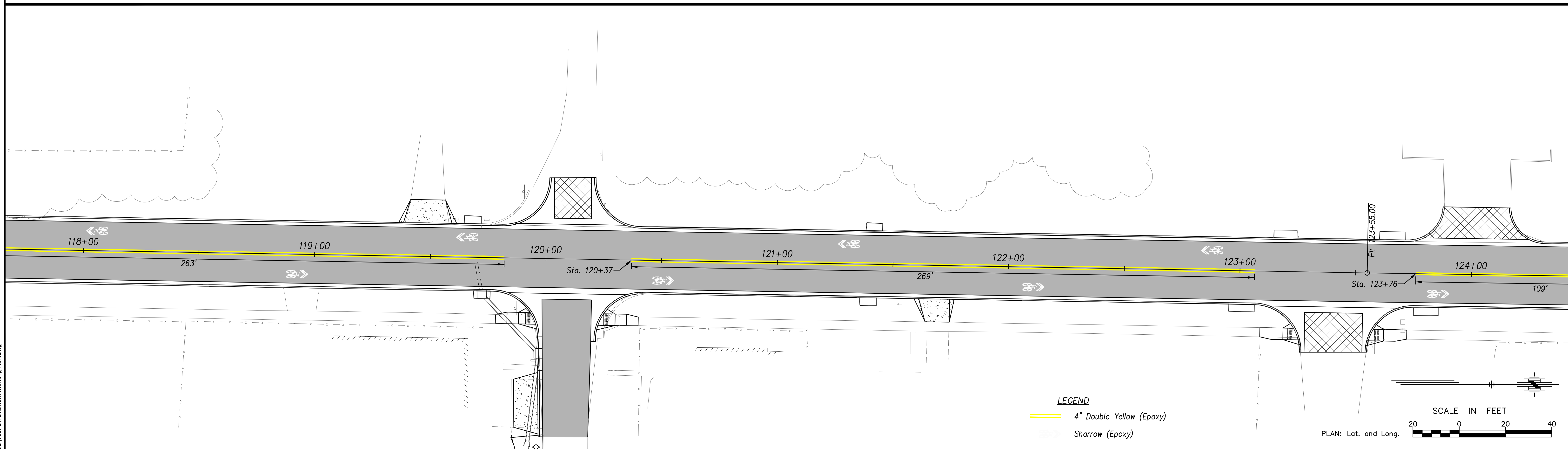
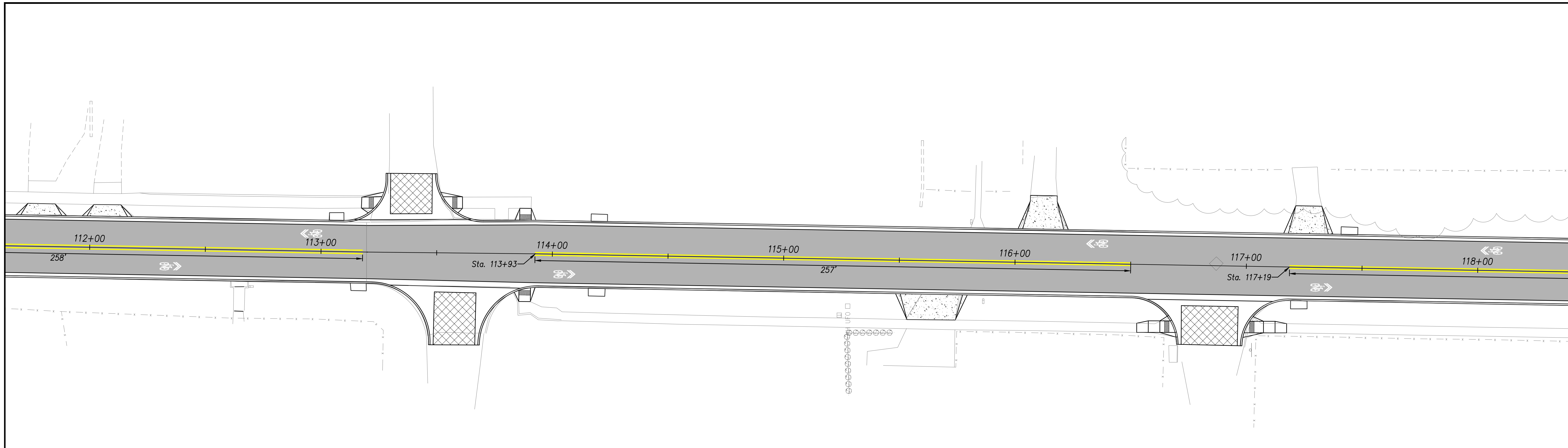
DRAWN BY: AIP  
 APP'D BY: MJM




**STREET IMPROVEMENT**  
 CITY OF TOPEKA  
 SE INDIANA STREET

**PAVEMENT MARKING PLAN**  
 Sta. 100+00.00 to Sta. 112+00.00

DATE: Feb. 2026  
 SHEET: 24 of 76  
 PROJ.: 841099.09  
 501107.10



**LEGEND**  
 4" Double Yellow (Epoxy)  
 Sharrow (Epoxy)

SCALE IN FEET  
 20 0 20 40  
 PLAN: Lat. and Long.

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DRAWN BY: AIP  
 APP'D BY: MJM

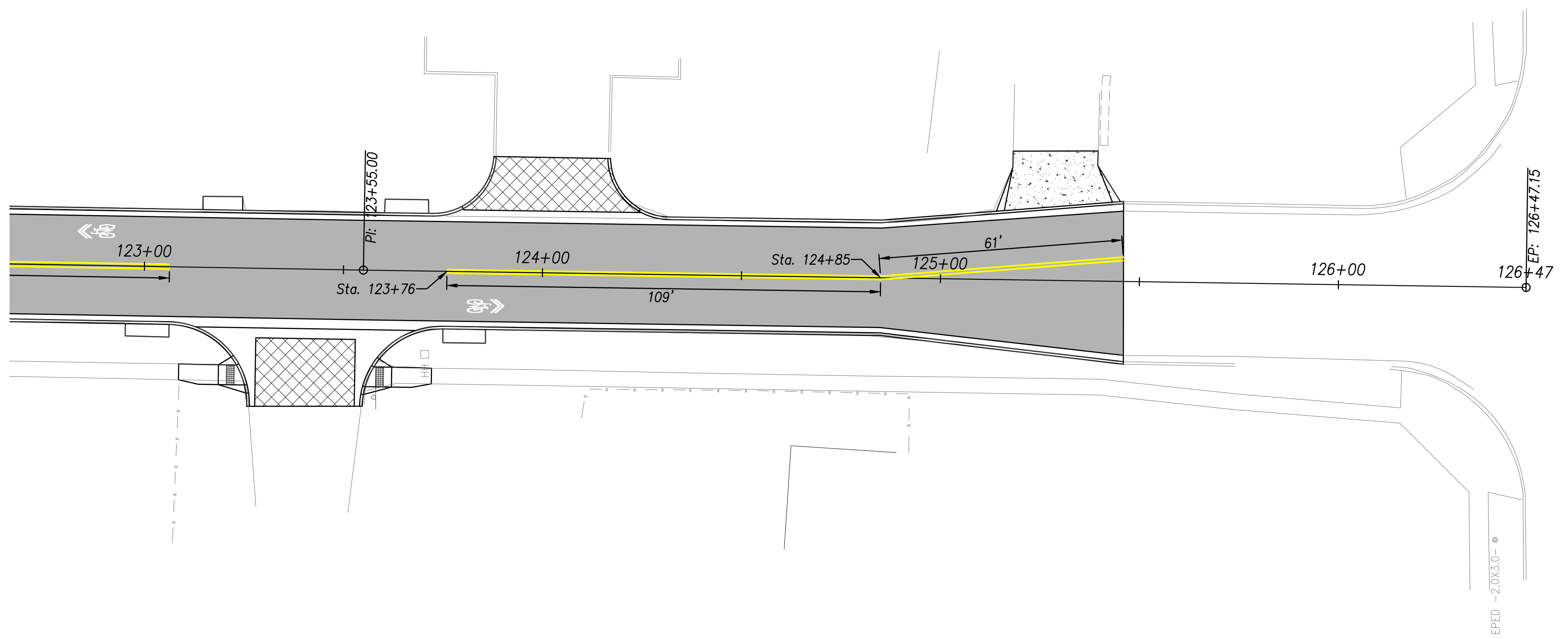
**CFS ENGINEERS**  
 cfse.com



**TOPEKA**  
 Public Works  
 ENGINEERING  
 620 SE MADISON St. • 2nd Floor • TOPEKA, KS 66607  
 Phone: (785) 368-3842 • Fax: (785) 368-3881

STREET IMPROVEMENT  
 CITY OF TOPEKA  
 SE INDIANA STREET

PAVEMENT MARKING PLAN  
 Sta. 112+00.00 to Sta. 124+00.00

DATE: Feb. 2026  
 SHEET: 25 of 76  
 PROJ.: 841099.09  
 501107.10



**LEGEND**  
 4" Double Yellow (Epoxy)  
 Sharrow (Epoxy)



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NO.	DATE	REVISION	BY	APP'D

DRAWN BY: ATP  
 APP'D BY: MJM

**CFS** ENGINEERS  
 cfse.com

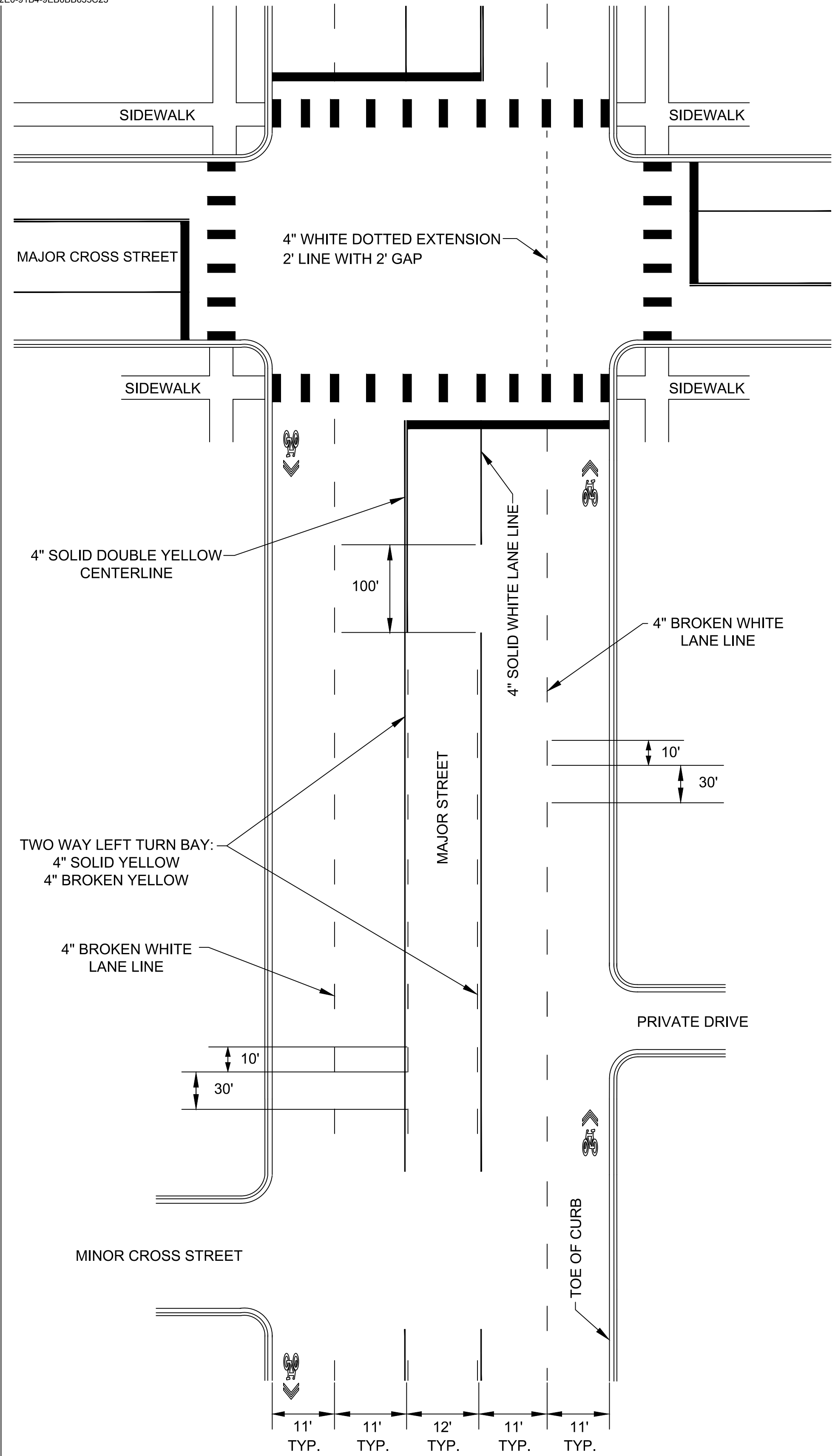
**TOPEKA**  
*Public Works*  
**ENGINEERING**  
 620 SE MADISON St. • 2nd Floor • TOPEKA, KS 66607  
 Phone: (785) 368-3842 • Fax: (785) 368-3881

STREET IMPROVEMENT  
 CITY OF TOPEKA  
 SE INDIANA STREET

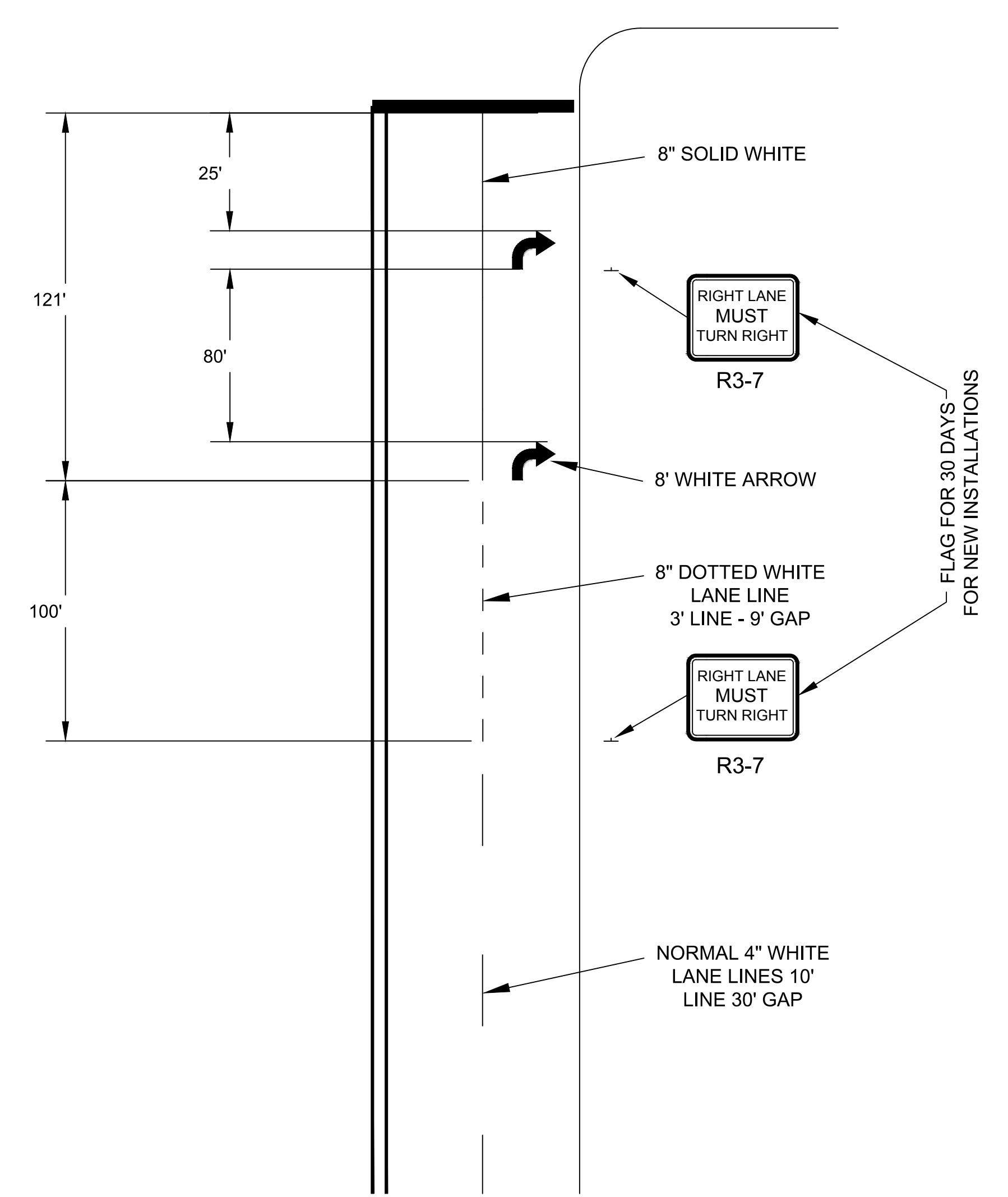
PAVEMENT MARKING PLAN  
 Sta. 124+00.00 to Sta. 125+50.00

DATE: Feb. 2026  
 SHEET: 26 of 76  
 PROJ.: 841099.09  
 501107.10

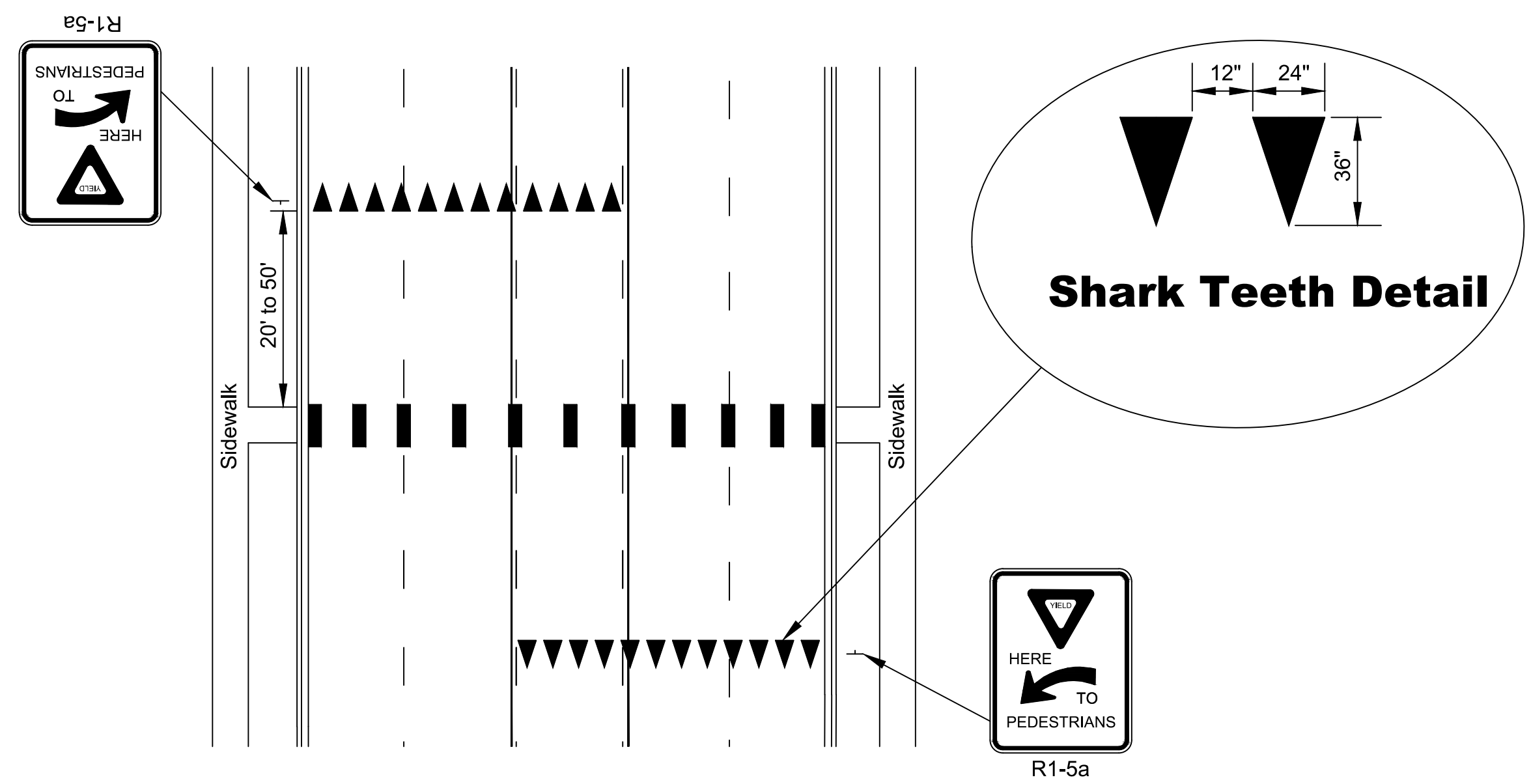




**TYPICAL PAVEMENT MARKING DETAIL**



**TRAP LANE - WHEN THRU LANE BECOMES MANDATORY TURN LANE**



**MID BLOCK CROSSWALK DETAIL**

**NOTES**

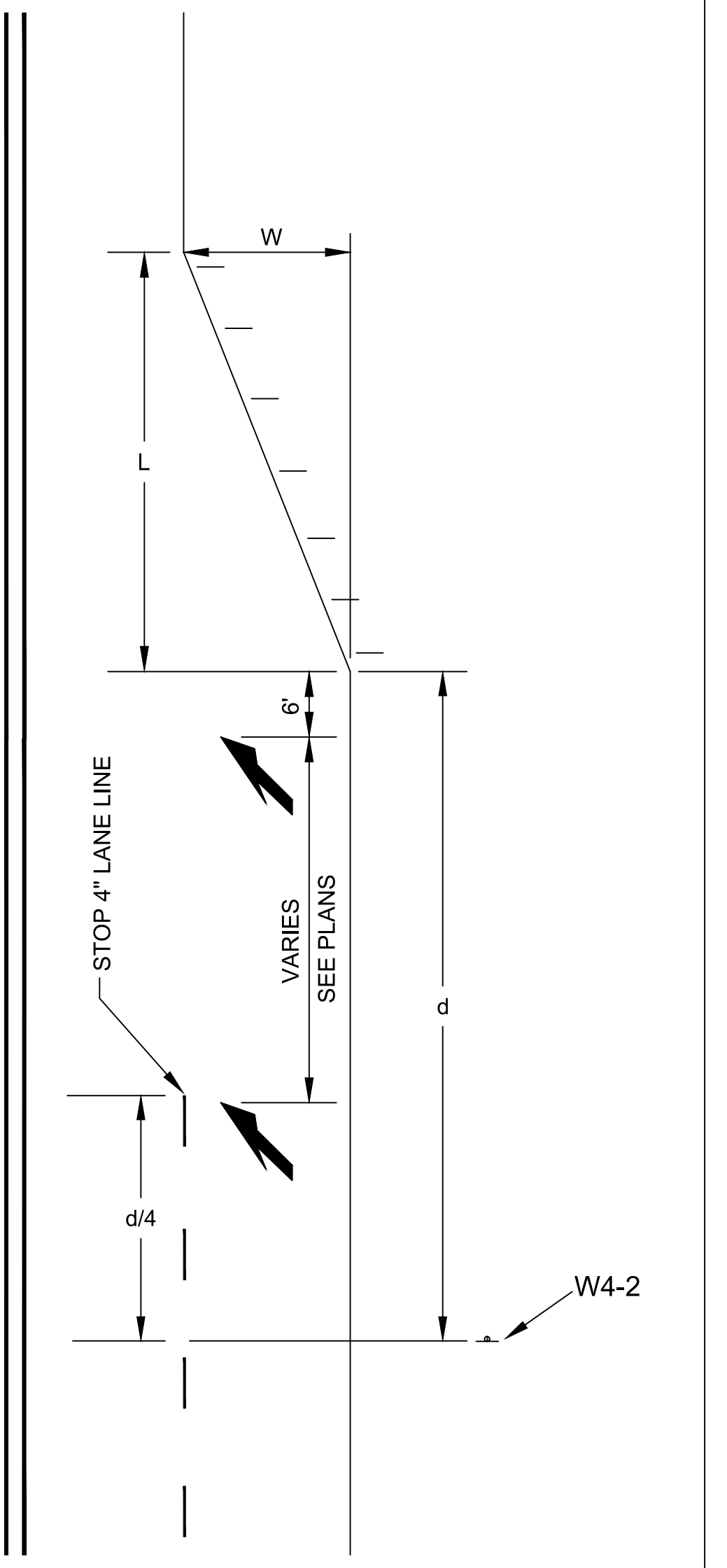
- Where there is no curb, Delineators are needed.
- Delineators are not needed in areas where speed is less than 45 mph and there is curb.

$$L = \frac{VS^2}{60}$$

FOR 30mph, L=165  
35mph, L=225  
40mph, L=293

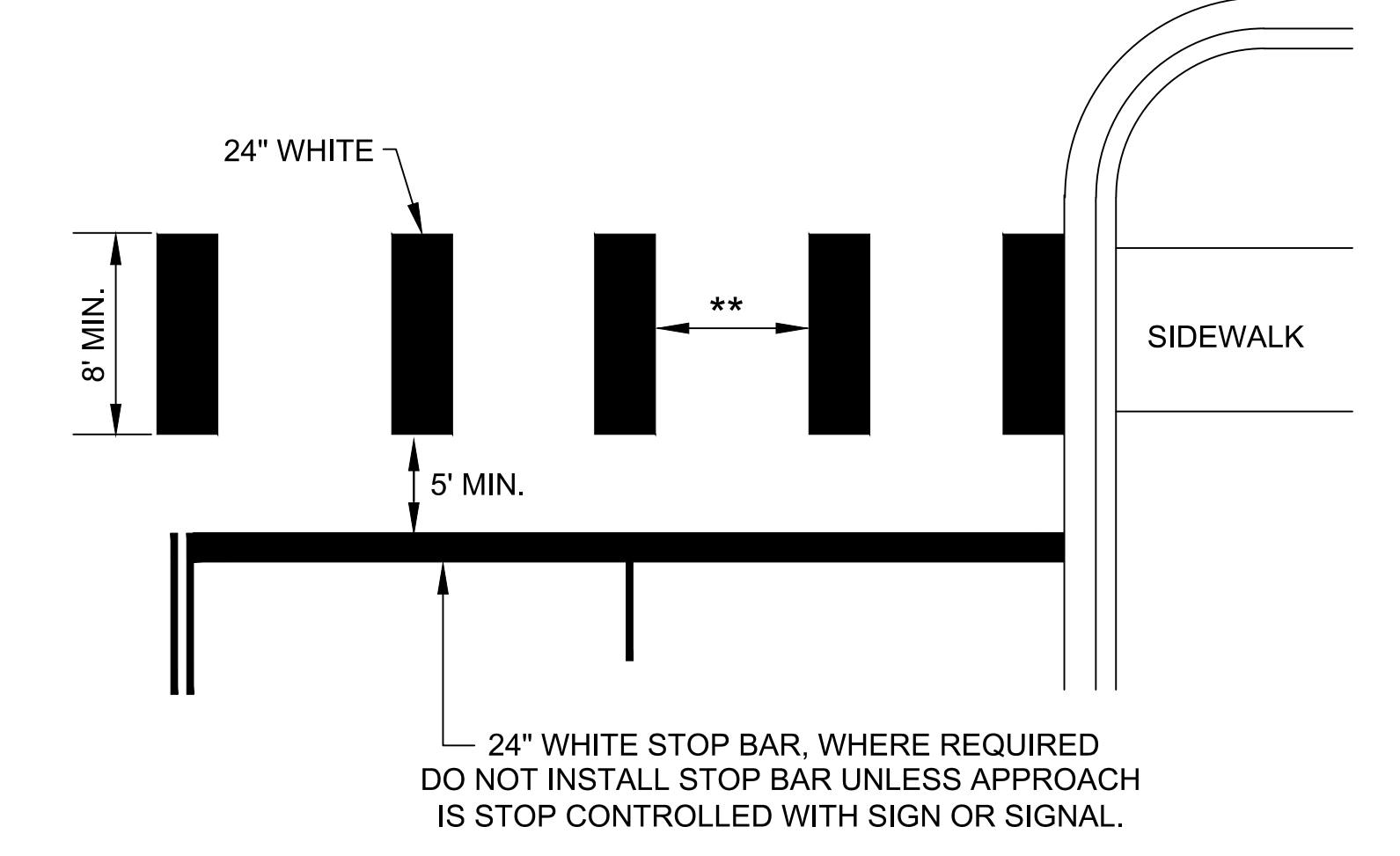
d = 460' FOR 30mph  
= 565' FOR 35mph  
= 670' FOR 40mph

d/4 = 115' FOR 30mph  
= 141' FOR 35mph  
= 168' FOR 40mph



**LANE REDUCTION TRANSITION MARKING**

\*\* The gap between the crosswalk lines shall be such as to avoid the wheel paths, to minimize wear. Crosswalk line measurements are from line edge to line edge.



**TYPICAL CROSSWALK MARKINGS**

NO.	DATE:	REVISION	BY:	APP'D
1	10/30/20	MAJOR REVISION	SU	KRE

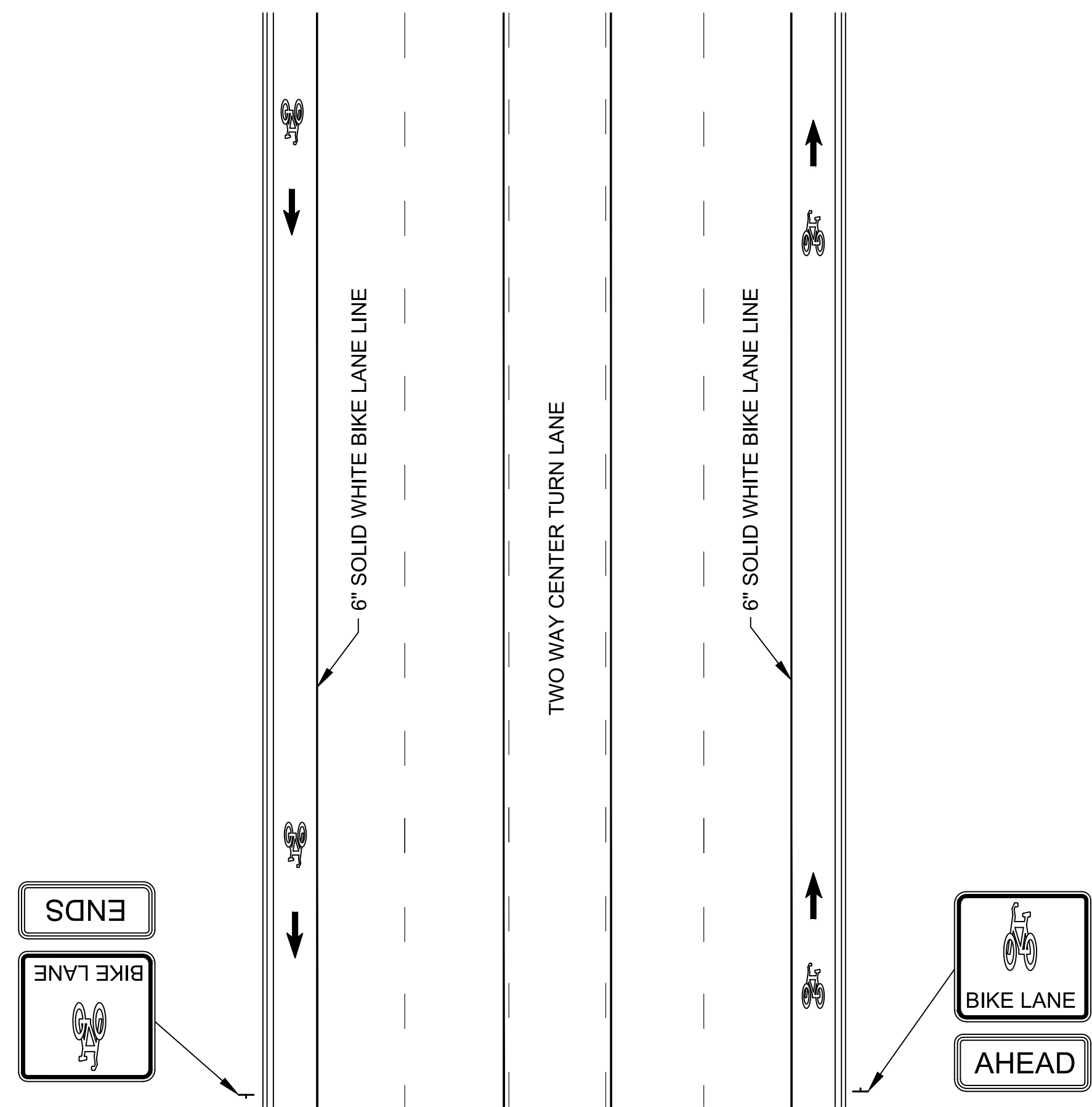
DRAWN BY: Shoeb Uddin  
APP'D BY: Kristi Ericksen



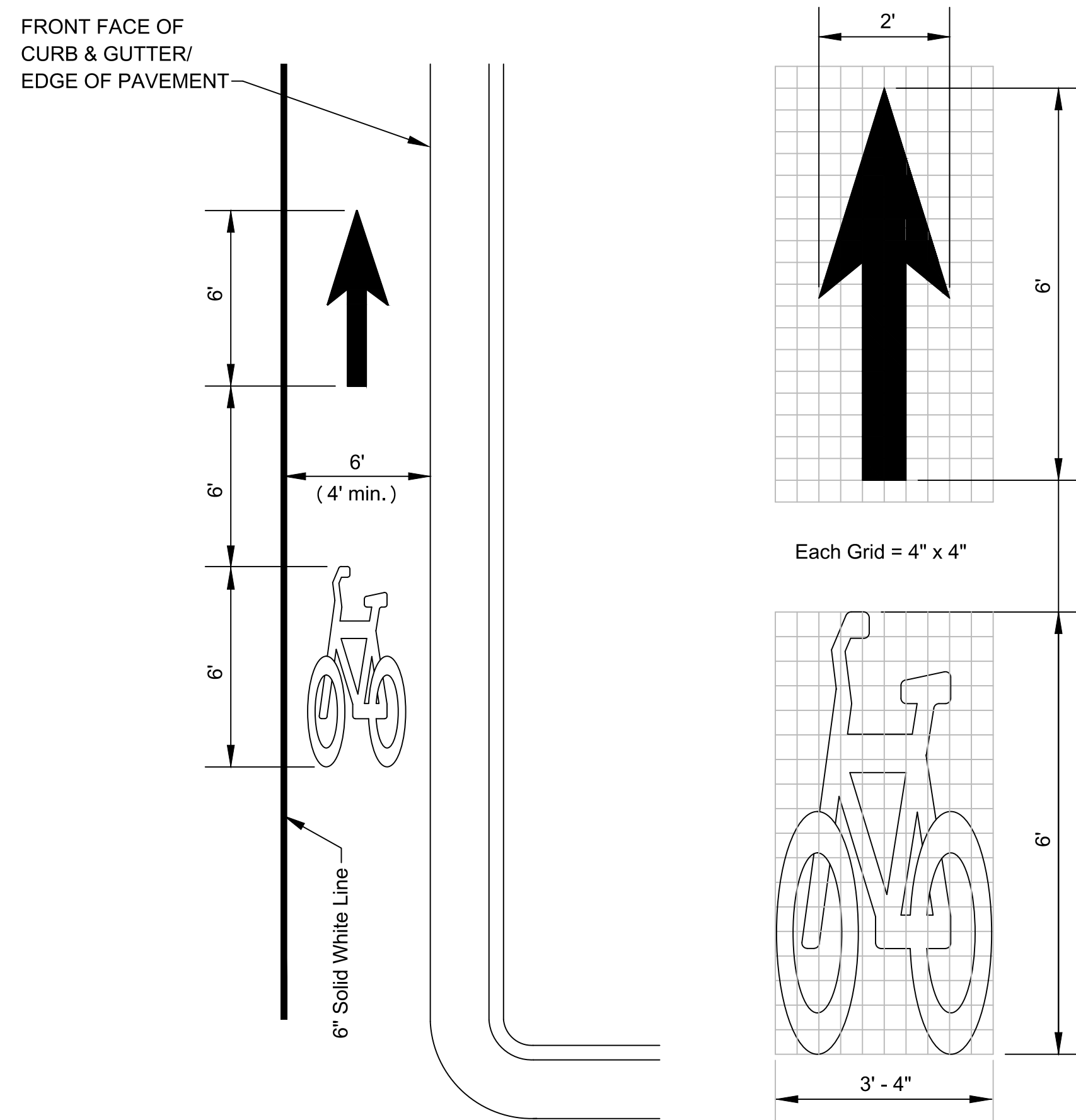
**STANDARD DETAILS**  
DT - 116

PAVEMENT MARKINGS

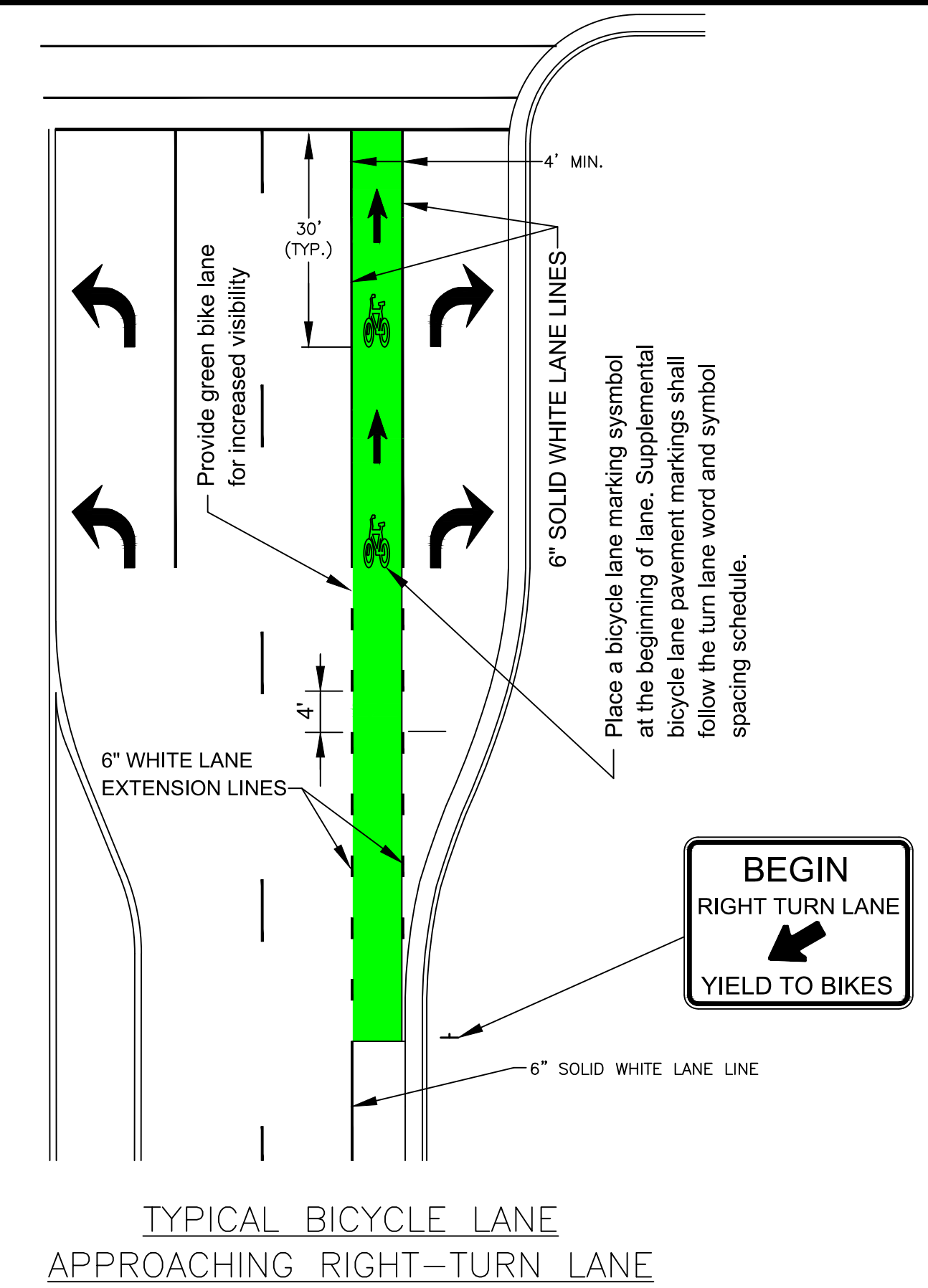
DATE: Feb. 2026  
SHEET: 28 of 76  
PROJ.: 841099.09  
501107.10



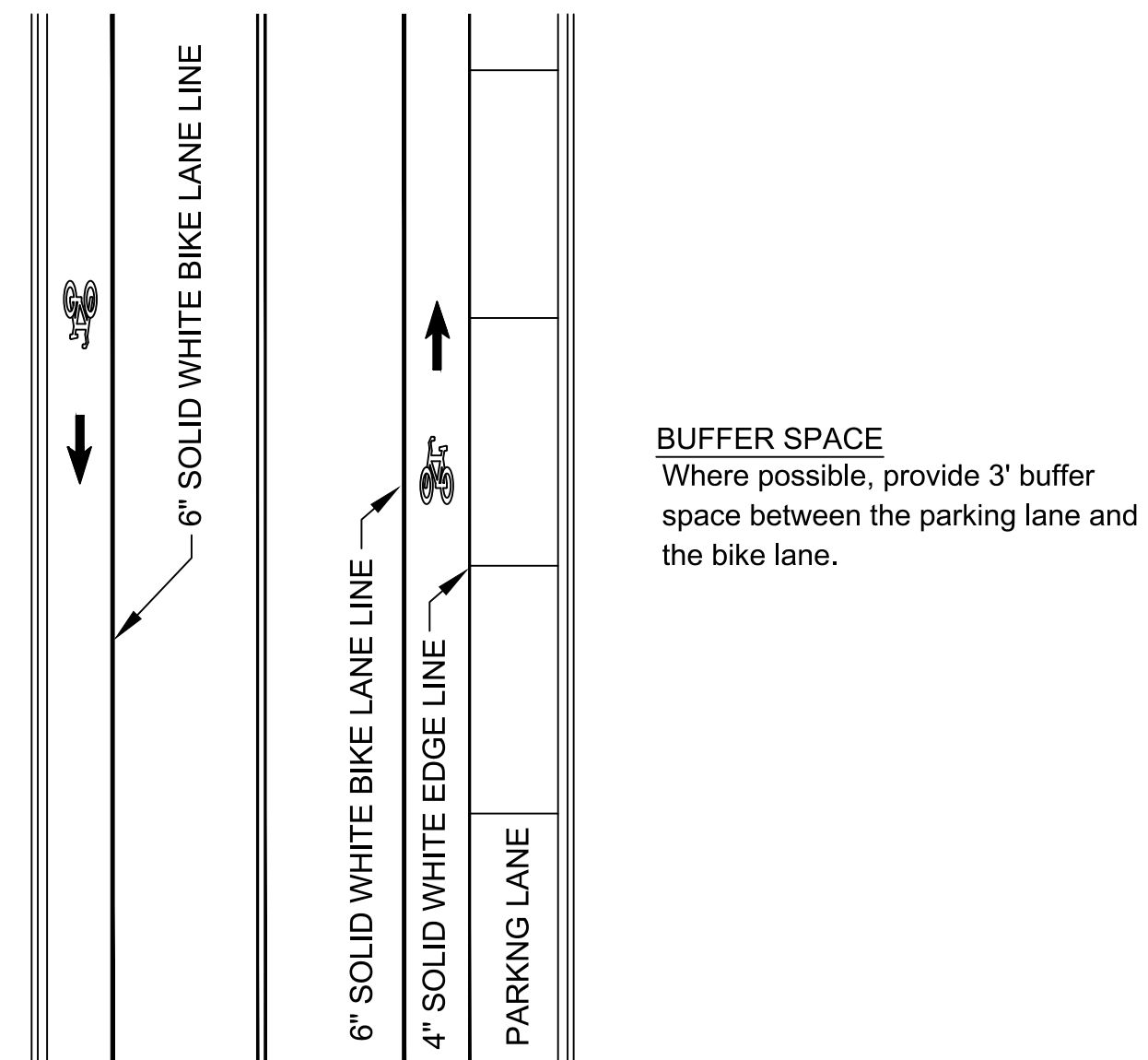
**TYPICAL BIKE LANE MARKING**



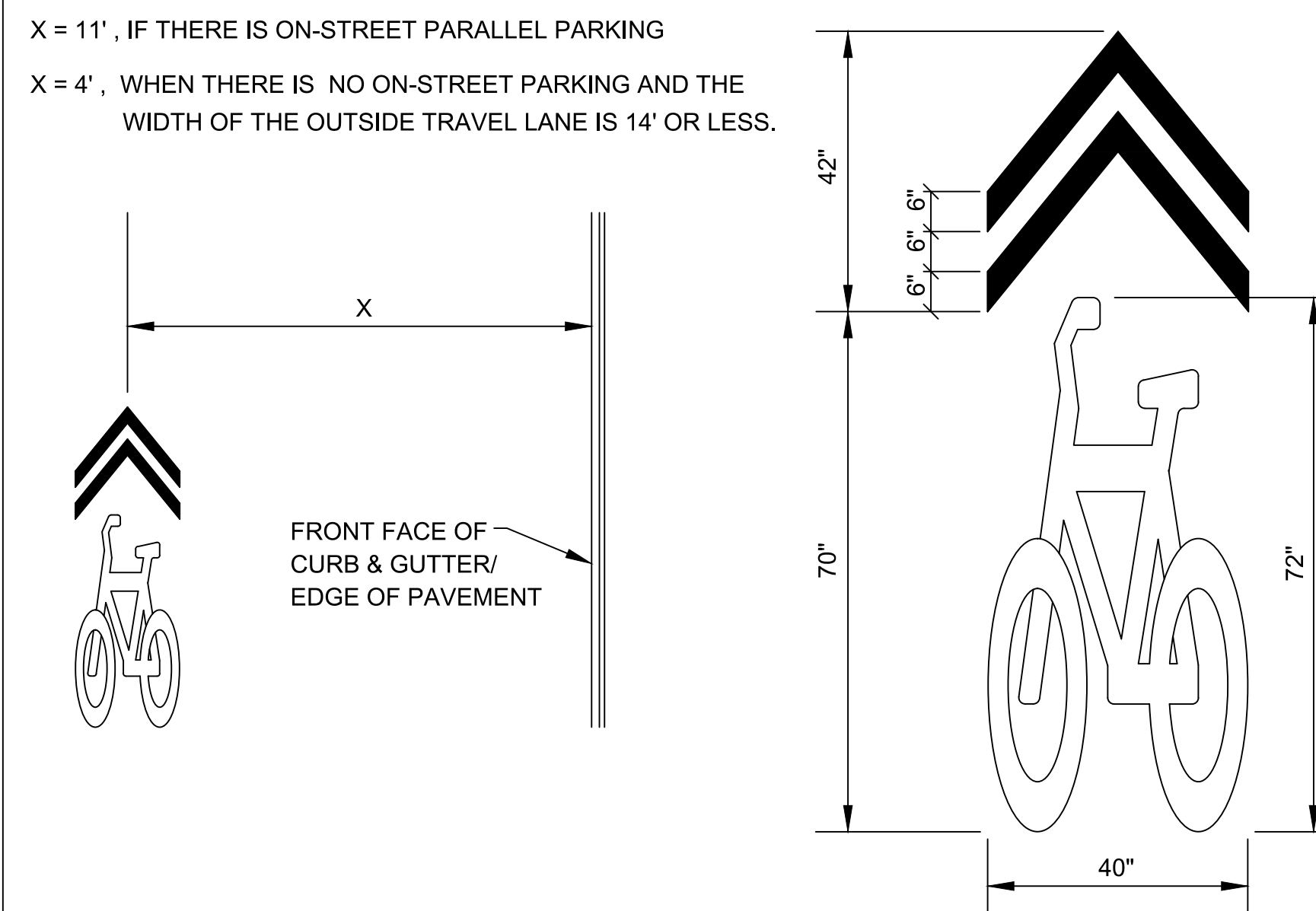
**TYPICAL BICYCLE LANE DETAILS**



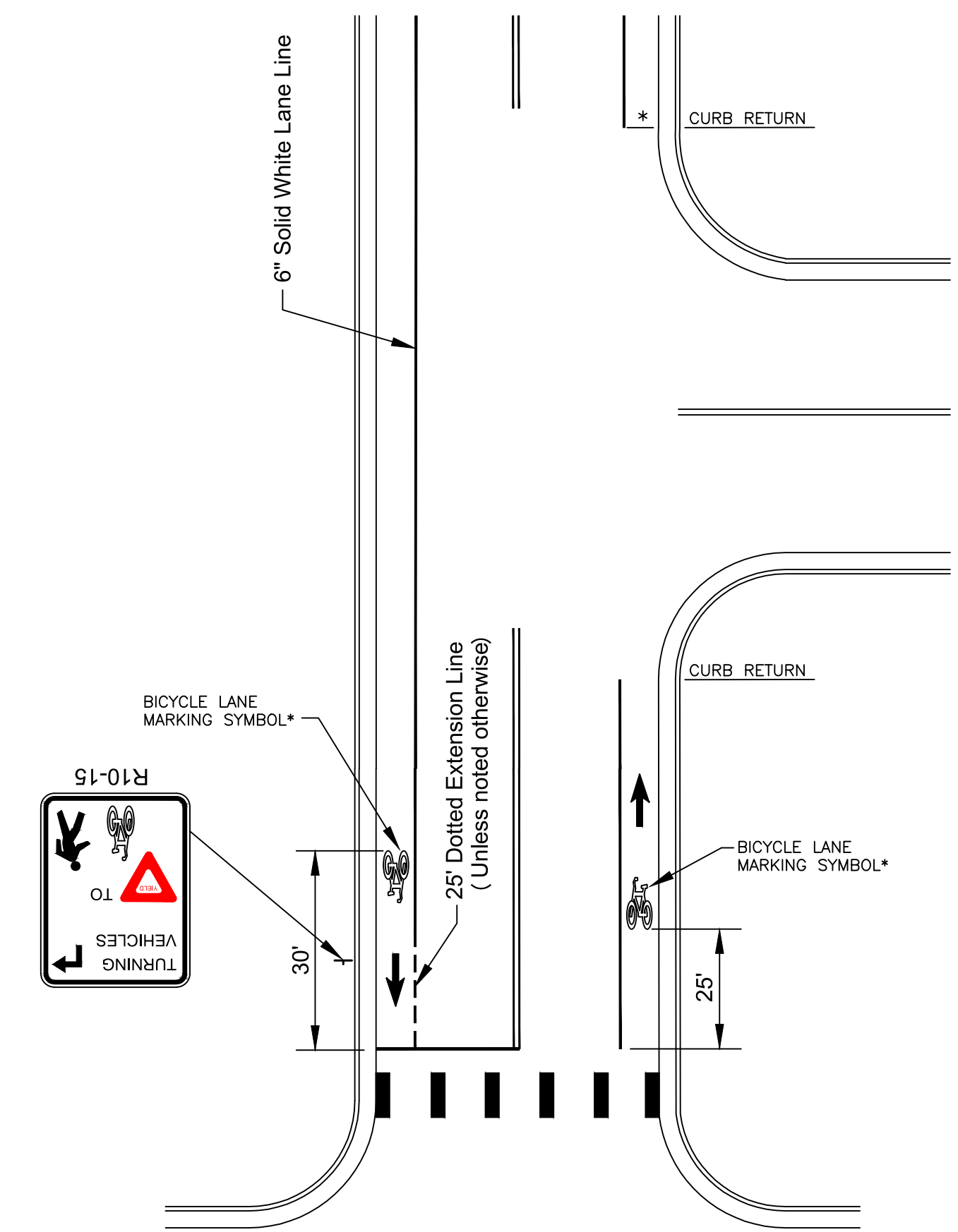
**TYPICAL BICYCLE LANE APPROACHING RIGHT-TURN LANE**



**TYPICAL BIKE LANE MARKING WHERE PARKING PERMITTED**



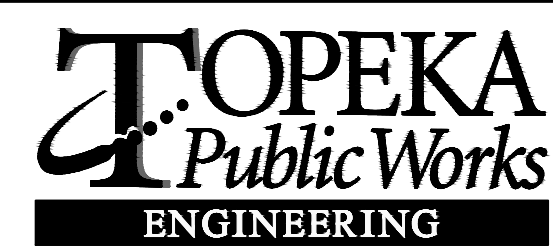
**TYPICAL SHARED LANE MARKING DETAILS**



**TYPICAL BICYCLE LANE WITHOUT RIGHT TURN LANE**

NO.	DATE:	REVISION	BY:	APP'D
1	3/31/21	MAJOR REVISION	SU	KRE

DRAWN BY: Shoeb Uddin  
APP'D BY: Kristi Ericksen

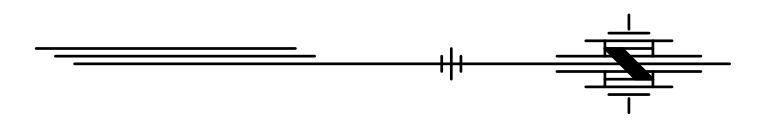
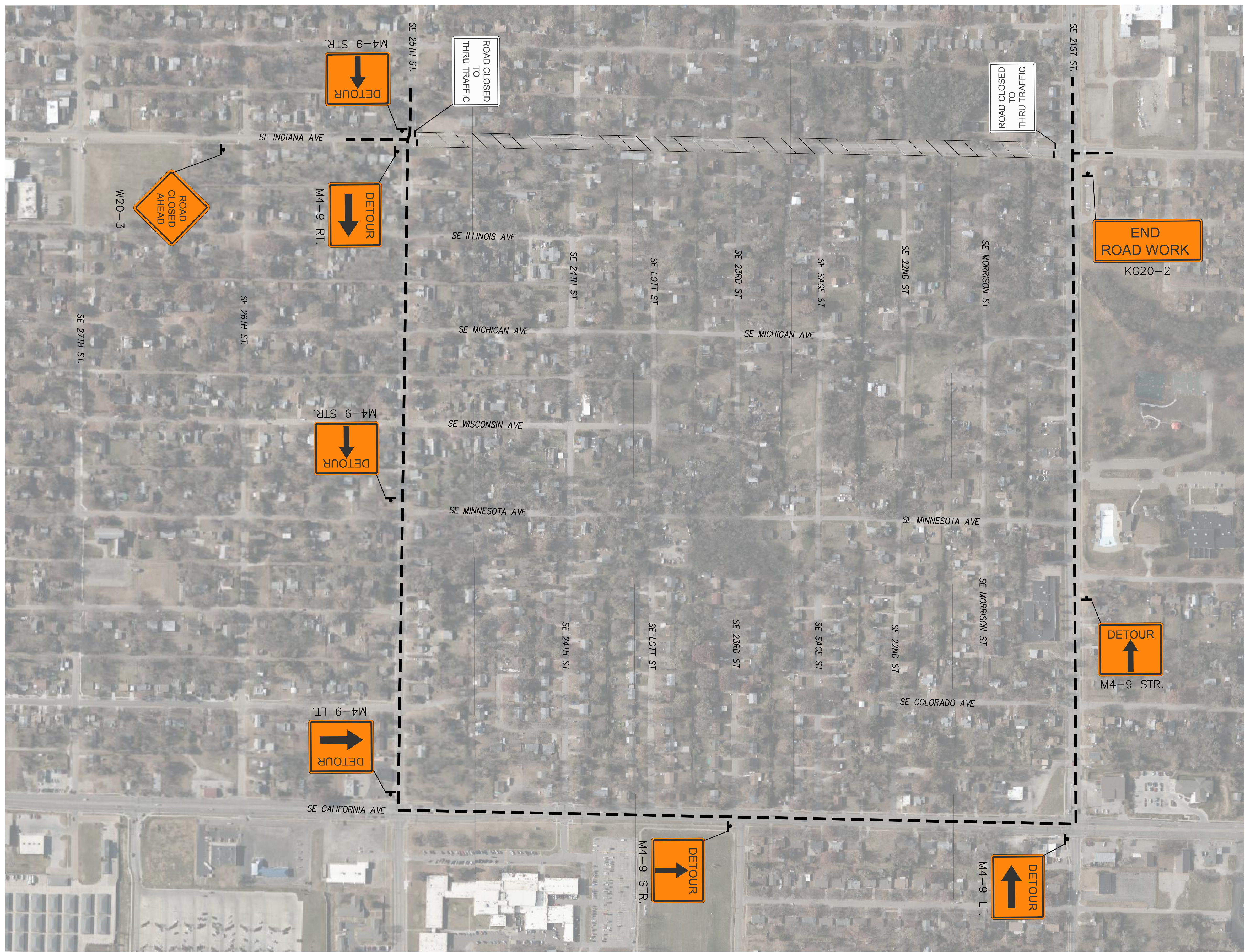


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**STANDARD DETAILS**  
DT - 117

**BIKE LANE PAVEMENT MARKING AND SIGNING**

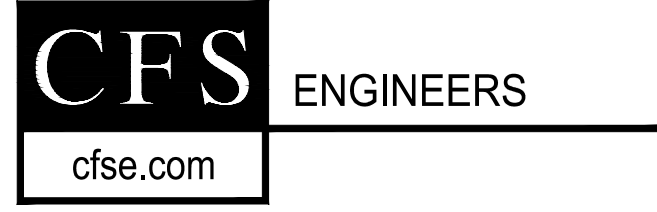
DATE: Feb. 2026  
SHEET: 29 of 76  
PROJ.: 841099.09  
501107.10



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NO.	DATE:	REVISION	BY:	APP'D

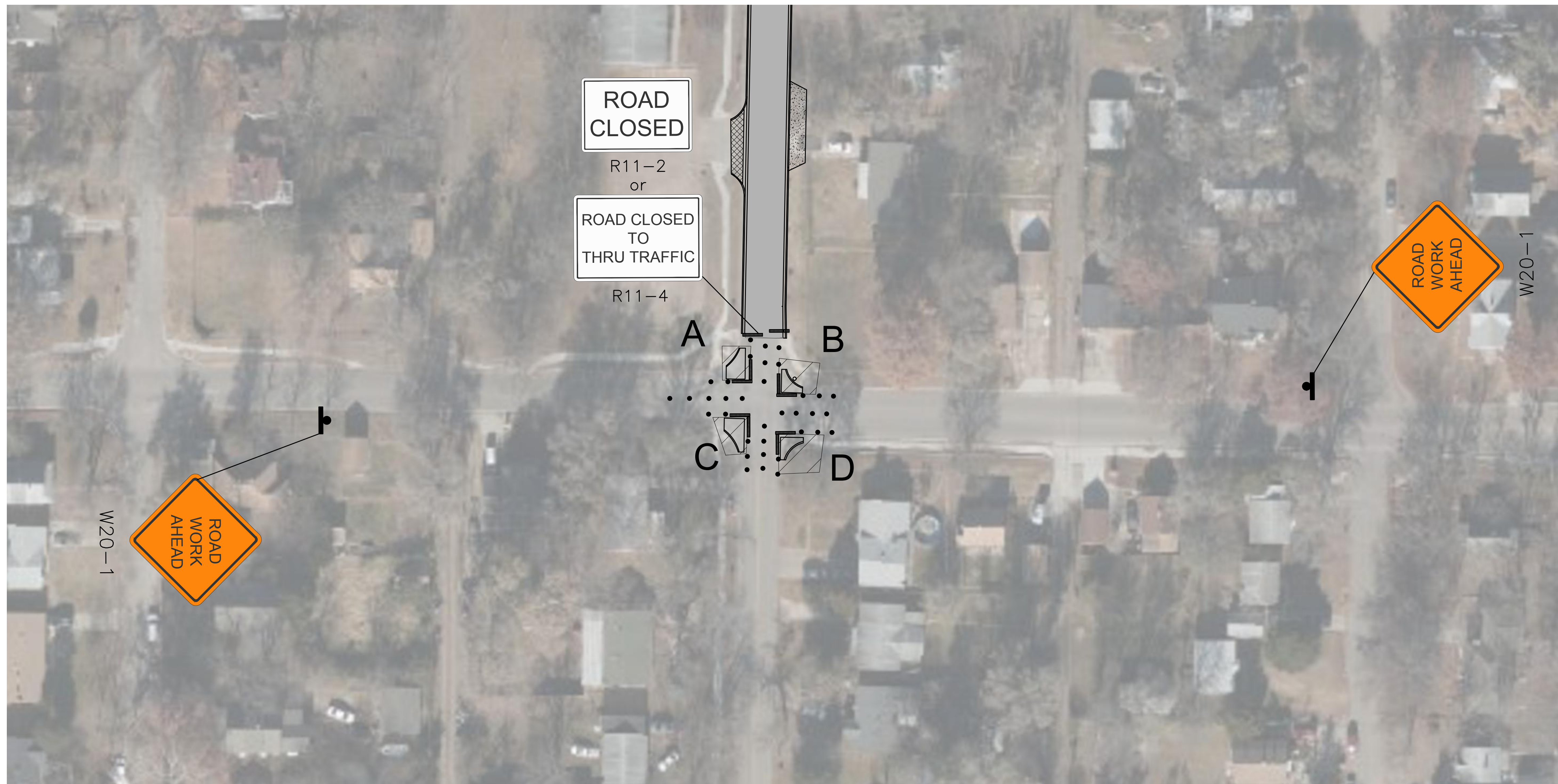
DRAWN BY: ATP  
 APP'D BY: MJM



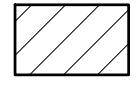




STREET IMPROVEMENT  
 CITY OF TOPEKA  
 SE INDIANA STREET

TRAFFIC CONTROL  
 DETOUR - PHASE 1

DATE: Feb. 2026  
 SHEET: 30 of 66  
 PROJ.: 841099.09  
 501107.10



Construction at intersection of 25th St. and Indiana Ave. shall be limited to one quadrant (A-B-C-D) at a time. Contractor shall complete work at each quadrant simultaneously to other Phases on the Project. Contractor shall use barricades and channelizers as necessary to allow through traffic in all directions with a minimum of two 10' lane widths.

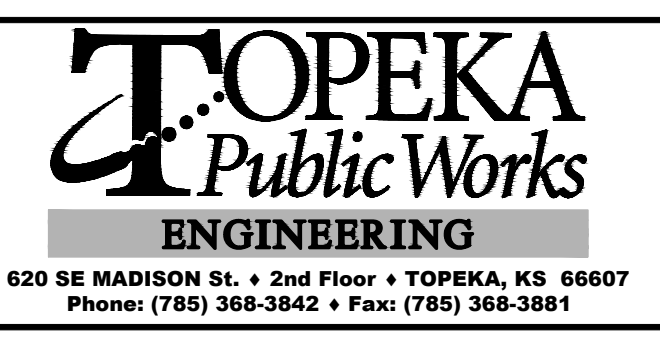
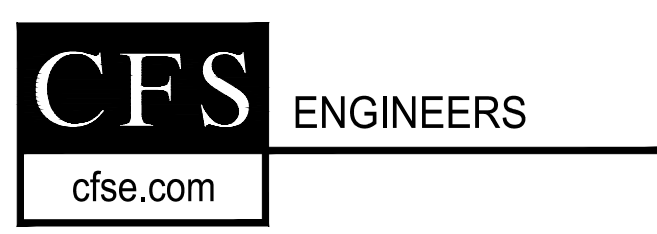
- LEGEND**
-  Construction Zone
  -  Sign - 1 Post
  -  Type II Barricade
  -  Type III Barricade
  -  Channelizer



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NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: ATP  
 APP'D BY: MJM



STREET IMPROVEMENT  
 CITY OF TOPEKA  
 SE INDIANA STREET

TRAFFIC CONTROL  
 PHASE 1  
 25th St. and Indiana Ave. Intersection

DATE: Feb. 2026  
 SHEET: 31 of 76  
 PROJ.: 841099.09  
501107.10

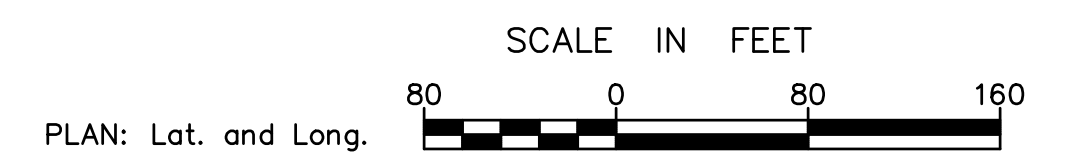
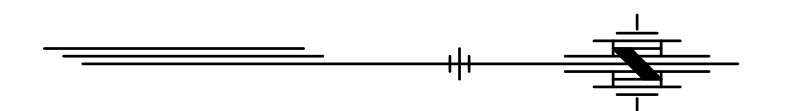


Contractor shall coordinate special daily access provisions for the homeowners at the indicated properties. Methods may include rocking back daily access aisles from SE Sage Street and SE 22nd Street. Special Daily Access shall not be paid for directly, but shall be considered subsidiary to the bid item "Driveway Entrance Access Provisions - Lump Sum". Addresses included in the Lump Sum Price are indicated on the map with circles and are specifically listed as follows:

- 2425 SE INDIANA AVE - M-F shutdown allowed without time limits. Weekends must remain accessible.
- 1225 SE 22ND ST - Daily shutdown limitations 8:30am to 4:30pm.
- 2201 SE INDIANA AVE - Daily shutdown limitations 8:30am to 4:30pm.
- 2225 SE INDIANA AVE - Daily shutdown limitations 8:30am to 4:30pm.

NOTE: The church at 2425 SE INDIANA AVE is included as needed for weekend use only and does not require daily access. All other properties have alley access and shall not receive special driveway access without advance approval by the City of Topeka.

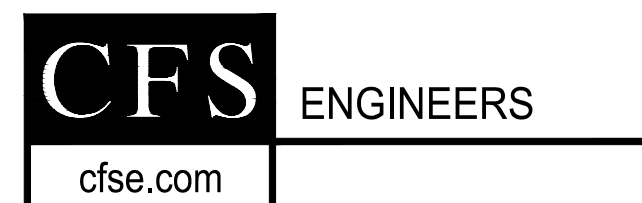
- LEGEND**
- Construction Zone
  - Sign - 1 Post
  - Type II Barricade
  - Type III Barricade
  - Channelizer



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NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: ATP  
APP'D BY: MJM



STREET IMPROVEMENT  
CITY OF TOPEKA  
SE INDIANA STREET

TRAFFIC CONTROL  
PHASE 1-A

DATE: Feb. 2026  
SHEET: 32 of 66  
PROJ.: 841099.09  
501107.10