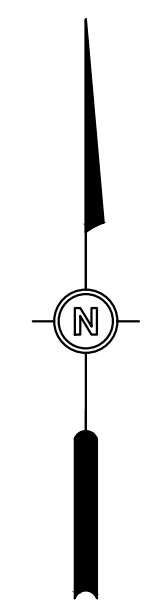
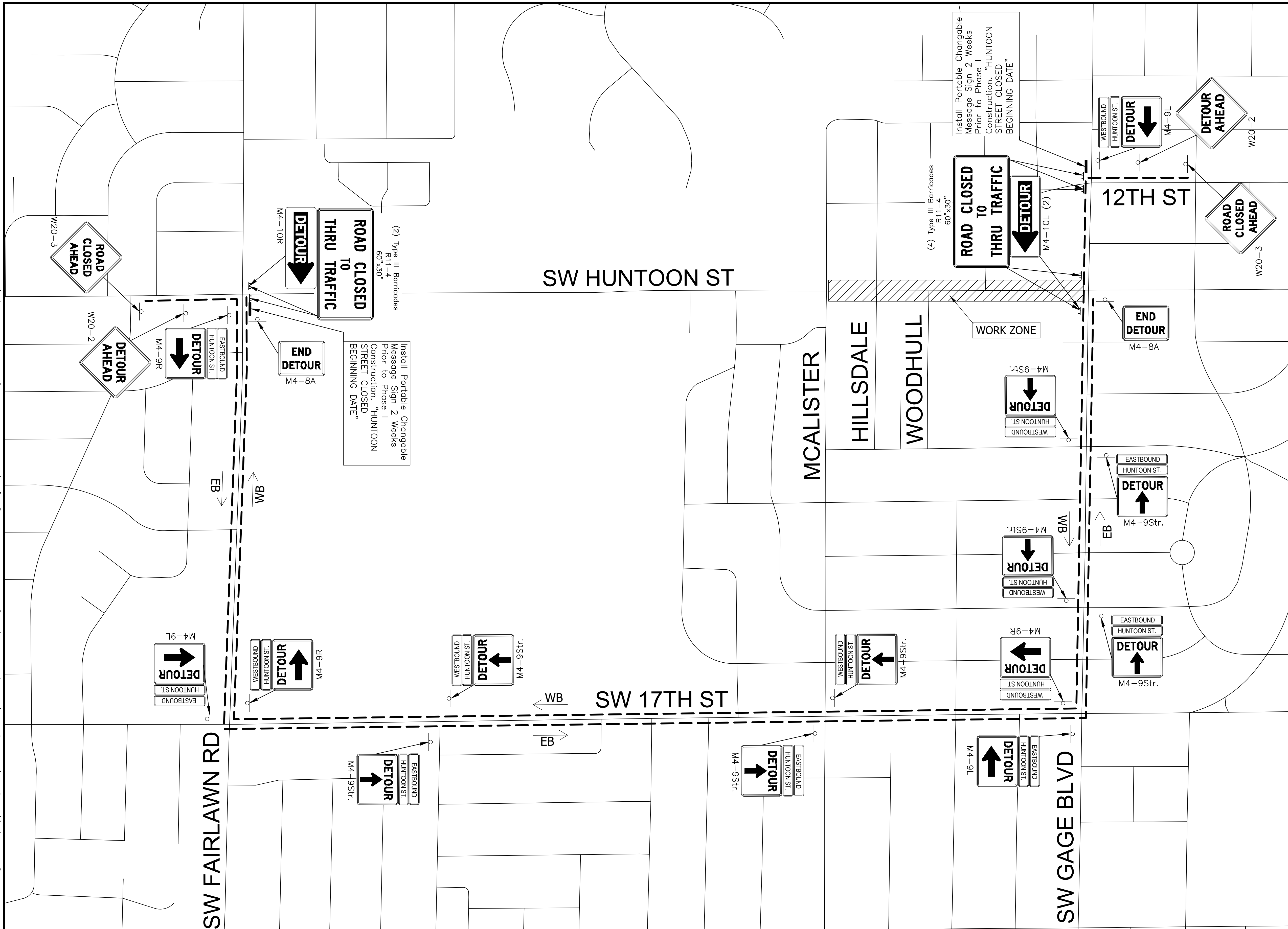


Drawing Name: w:\proj\20000\20222\20222.005\AutoCad\Plan Set\AutoCad\Plan Set\McAlister to Gage.dwg Layout Name: DETOUR Plotted By: JBB01710 Plotted on: 2/12/2026 11:27:15 AM

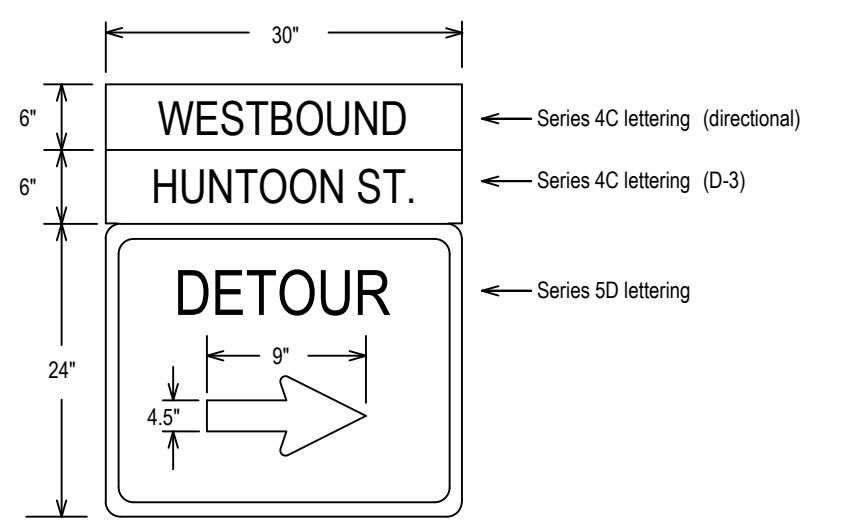


1" = 300'

DETOUR QUANTITIES

(FOR INFORMATION ONLY)

D-3	14 EACH
DIRECTIONAL	14 EACH
PORTABLE MESSAGE SIGN	2 EACH
TYPE III BARRICADE	6 EACH
M4-8A	2 EACH
M4-9L	3 EACH
M4-9R	3 EACH
M4-9STR	8 EACH
M4-10L	2 EACH
M4-10R	1 EACH
R11-4	4 EACH
W20-2	2 EACH
W20-3	2 EACH



M4-9 (Rt.) TYPICAL

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE M.U.T.C.D.

GENERAL NOTES:

- The contractor shall furnish and maintain all traffic control devices.
- All barricades shall be reflectorized.
- Type III barricade placement for road closures shall be one barricade per driving lane closed.
- All traffic control devices shall conform to the Manual on Uniform Traffic Control Devices (M.U.T.C.D.) or current revision thereof.
- Channelizing devices shall be used to separate work zone from traveled way.
- Type III barricades shall be at each end of construction on all Phases.

----- Detour Route

#	DATE	DESCRIPTION	BY

DESIGNED BY: JSL
 DRAWN BY: JBB
 CHECKED BY: JSL
 PROJECT ENGR: JSL

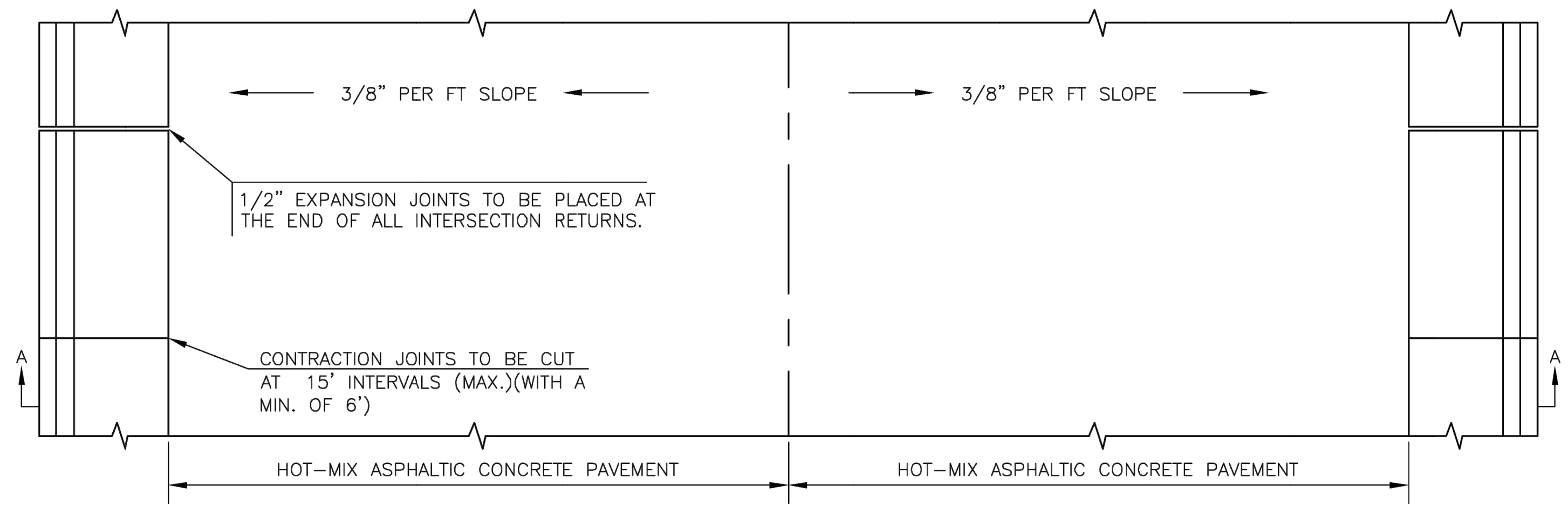
TOPEKA
 Public Works
ENGINEERING
 620 SE MADISON • TOPEKA, KS 66607-1118
 Phone: (785) 368-3842 • Fax: (785) 368-3806

Bartlett & West
 www.bartwest.com

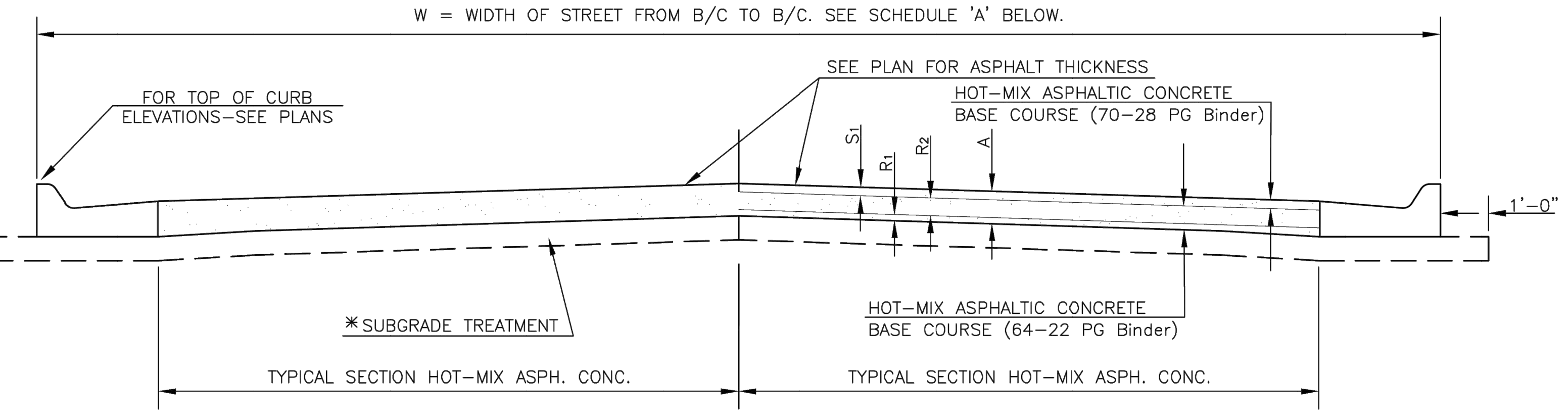
SW HUNTOON STREET - MCCALISTER TO GAGE
 STREET MAINTENANCE

DETOUR
 SW HUNTOON STREET
 ALL PHASES

PROJ NO: 20222.005	DRAWING NO: 14
CONST PROJ: T-841099.13	SHEET NO: 14 OF 26
SCALE: AS NOTED	DATE: FEB 2026



PLAN



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

PAVEMENT DETAILS

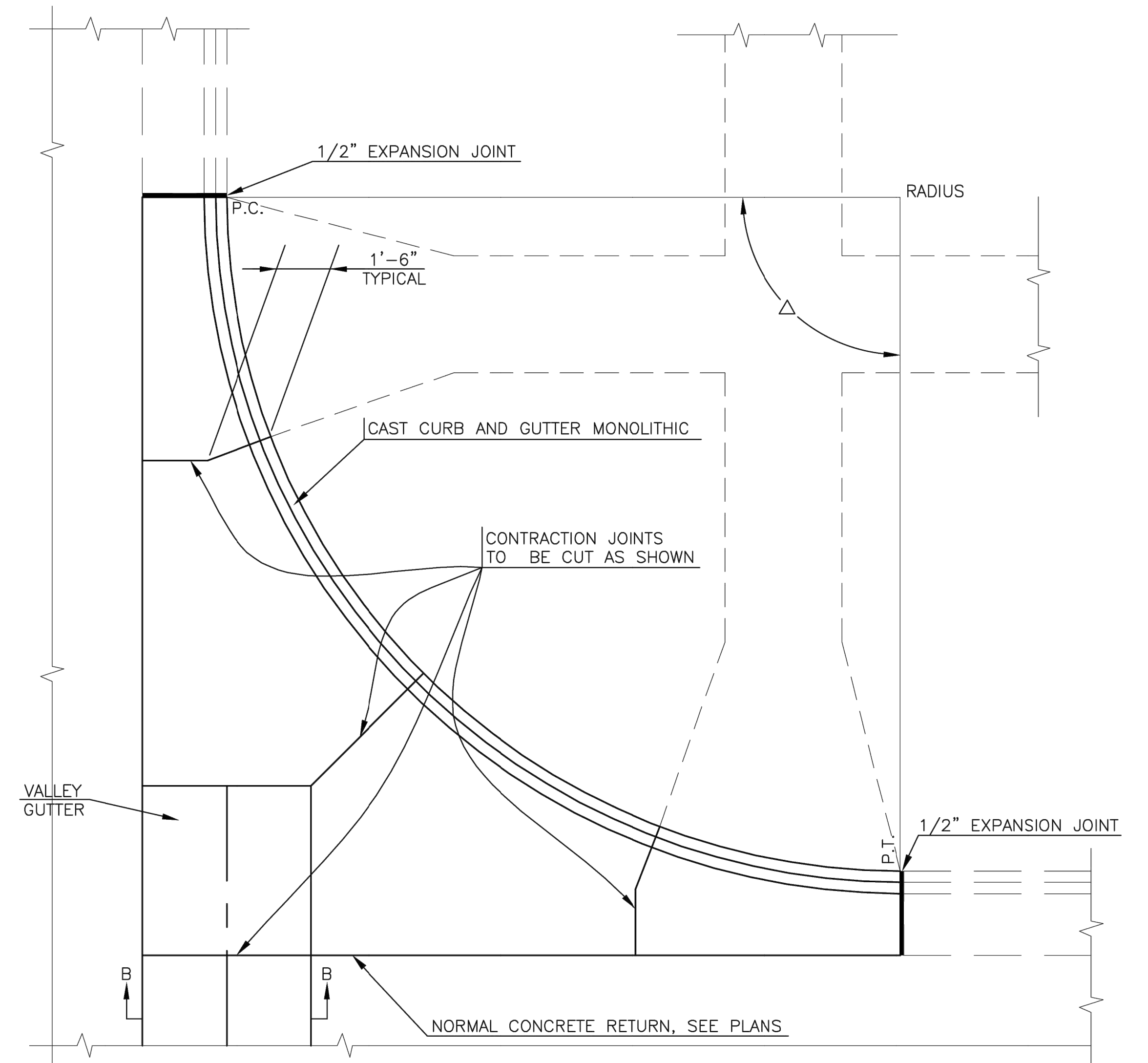
*SUBGRADE TREATMENT PER GEOTECHNICAL REPORT

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

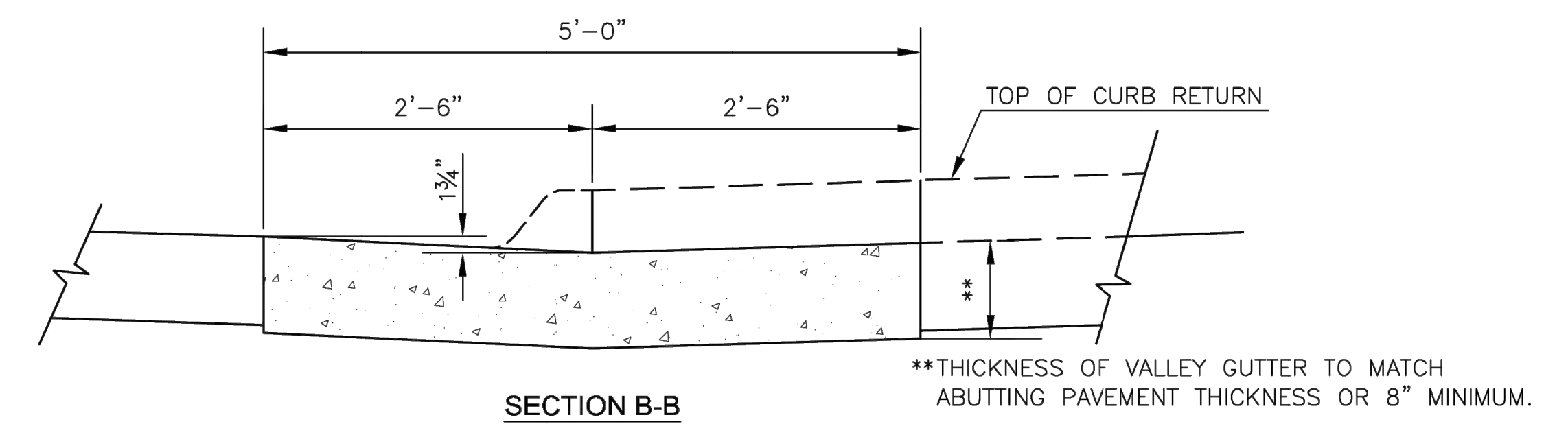
MINIMUM PAVEMENT THICKNESS					
STREET CLASSIFICATION	A	R ₁	R ₂	R ₃	S ₁
LOCAL	8"	3"	3"	N/A	2"
COLLECTOR	9"	4"	3"	N/A	2"
ARTERIAL	11 3/4"	3 3/4"	3"	3"	2"

NOTE: R denotes base courses, S denotes surface course

NOTE: THE CITY ENGINEER MAY REQUIRE FURTHER ANALYSIS TO DETERMINE PAVEMENT THICKNESS FOR SPECIFIC LOCATIONS.



TYPICAL JOINTING PLAN



SECTION B-B

VALLEY GUTTER DETAILS

- NOTES:
- PAY LENGTH OF VALLEY GUTTER IS FROM P.C. TO P.C. ACROSS STREET INTERSECTION.
 - PAY WIDTH OF VALLEY GUTTER IS 5'.
 - PAY AREA OF VALLEY GUTTER IS PAY LENGTH X PAY WIDTH (SQ. YD.)
 - PAY CURB AND GUTTER FROM P.C. TO P.T. AROUND RADIAL.
 - NO ADDITIONAL PAYMENT FOR OTHER WORK AND MATERIALS REQUIRED TO COMPLETE RETURN AS DETAILED. SEE PLANS FOR TYPE OF RETURN TO BE CONSTRUCTED.
 - SAND IS NOT AN APPROVED FILL OR SUBGRADE MATERIAL.
 - 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.
 - 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
4	July 2025	Added minimum pavement thicknesses	JAH	MS
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*



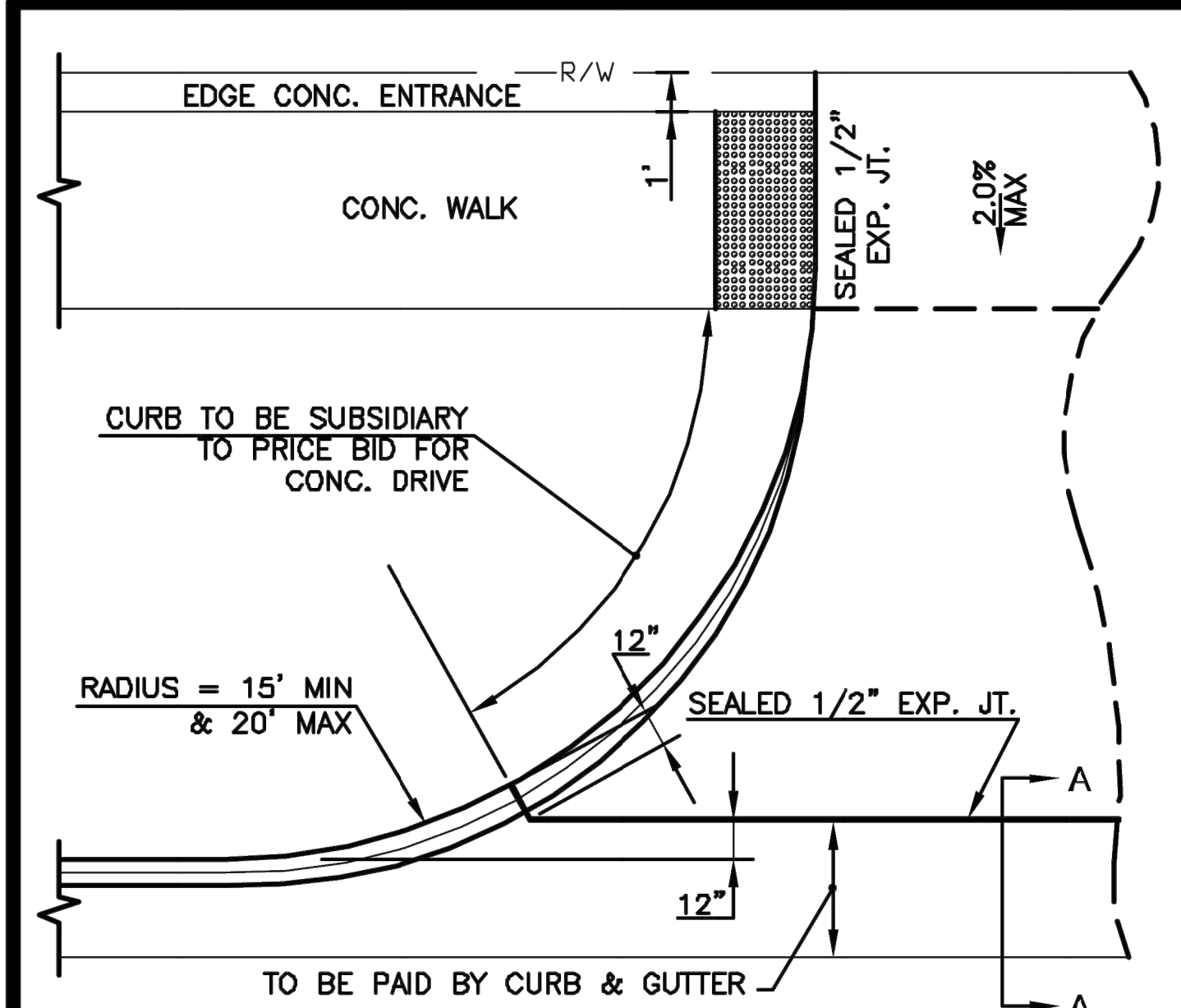
SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT
 1515 NW SALINE
 TOPEKA, KS 66618
 (785) 233-7702



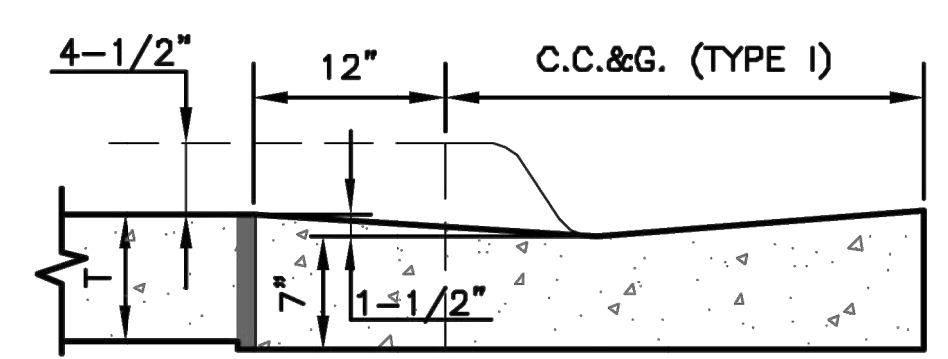
STANDARD DETAILS

ASPHALT CONCRETE PAVEMENT DETAILS
 (DT-001)

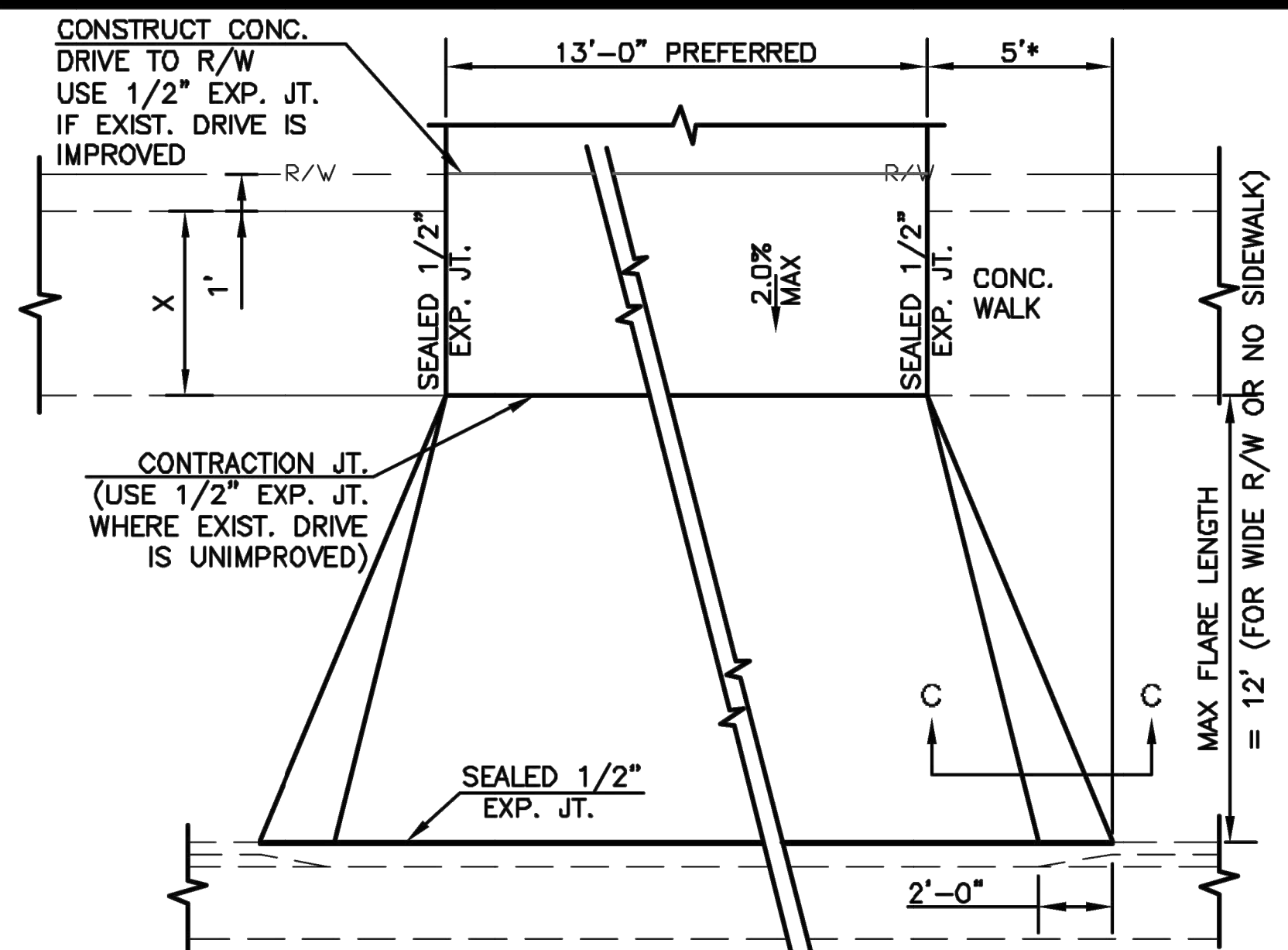
DATE: **FEB 2026**
 SHEET: **15 of 26**
 PROJ.: **T-841099.13**



COMMERCIAL DRIVE APPROACH

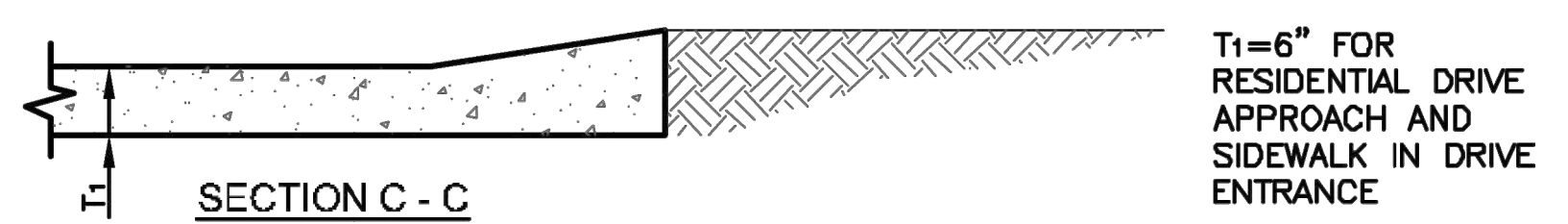


SECTION A - A
T=8" NON-REINFORCED FOR COMMERCIAL DRIVE, ALLEY APPROACH, AND SIDEWALK IN DRIVE ENTRANCE.

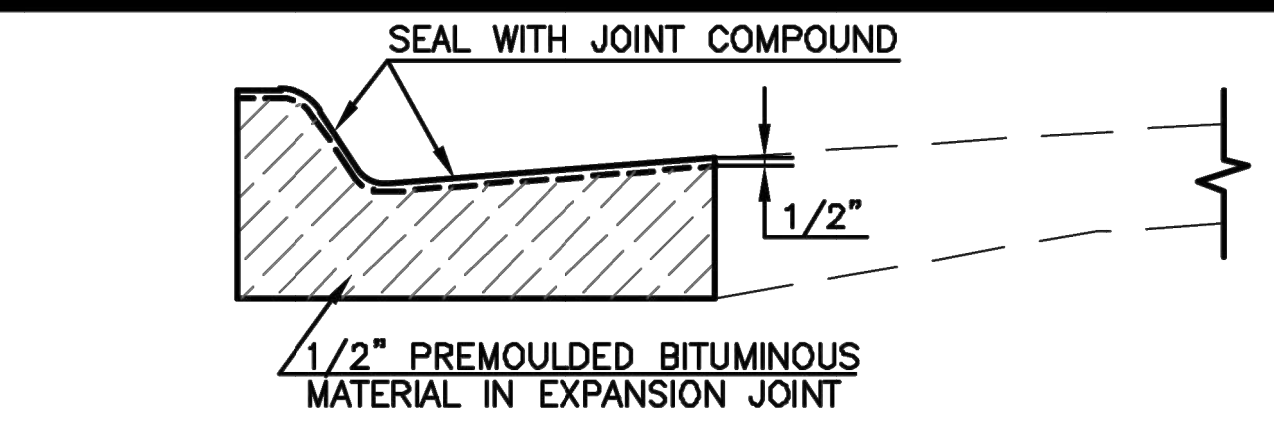


TYPICAL PRIVATE DRIVE APPROACH

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 ℓ 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. WHEN DRIVEWAY IS ADJACENT TO PROPERTY LINE, REDUCE FLARE LENGTH TO KEEP FLARE AT BACK OF CURB WITHIN THE PROPERTY LINE.

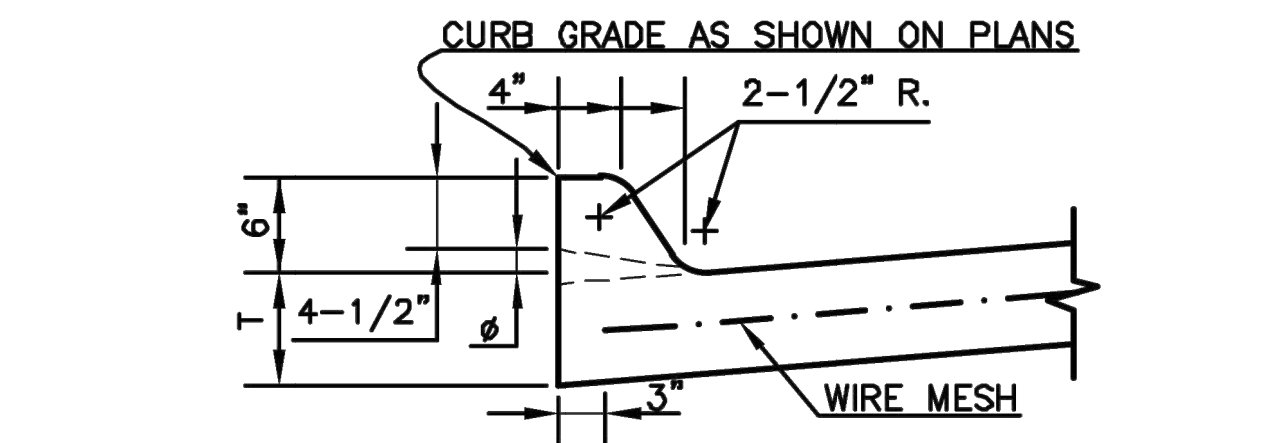


SECTION C - C
T₁=6" FOR RESIDENTIAL DRIVE APPROACH AND SIDEWALK IN DRIVE ENTRANCE

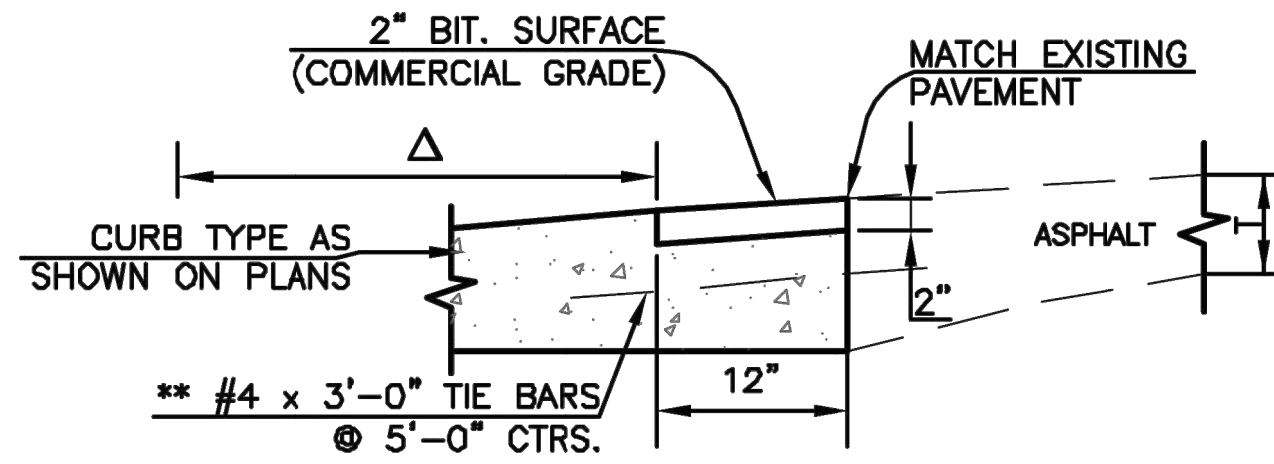


CURB AND GUTTER EXPANSION JOINT DETAILS

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.

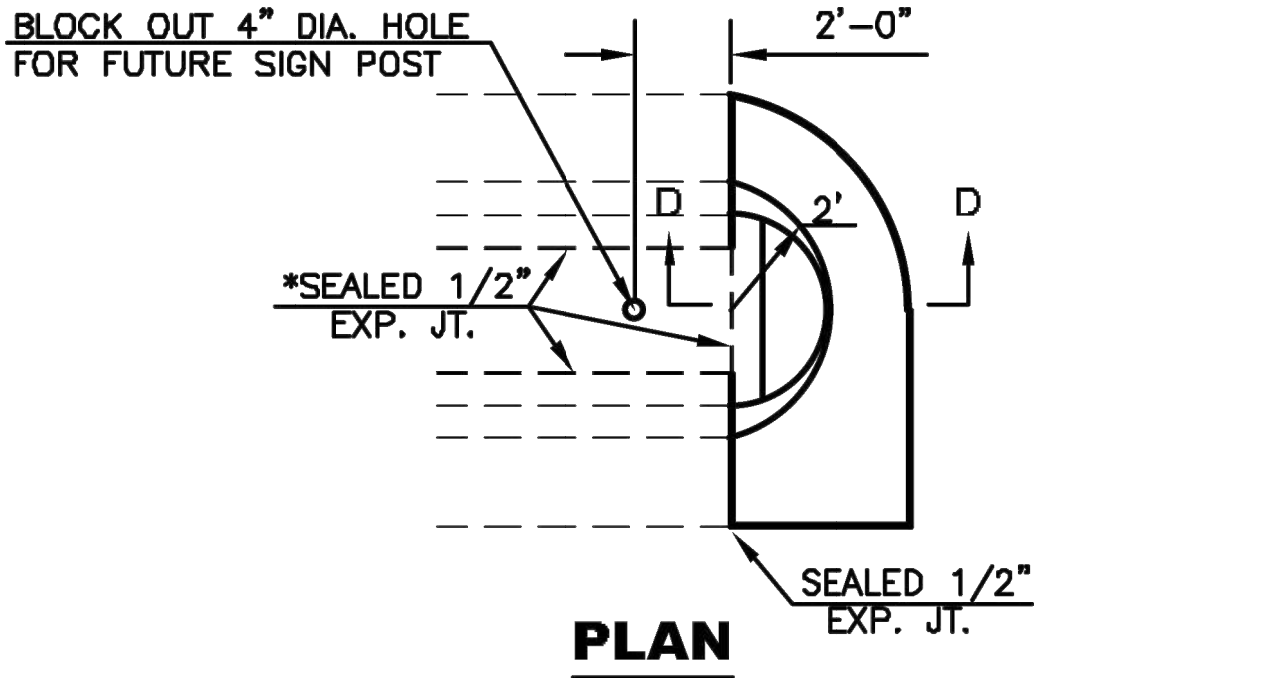


6" INTEGRAL CURB

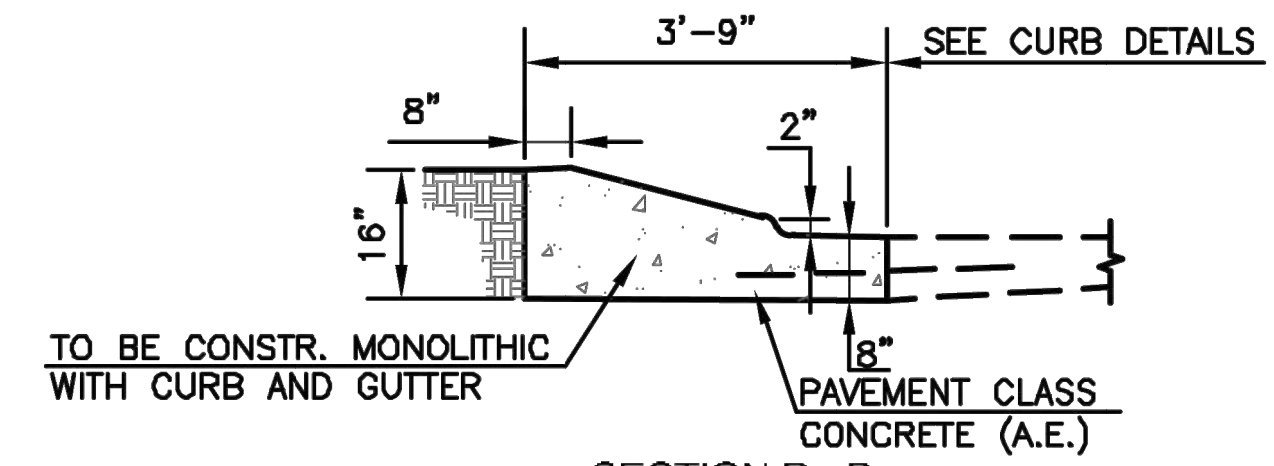


CC&G (MODIFIED)

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

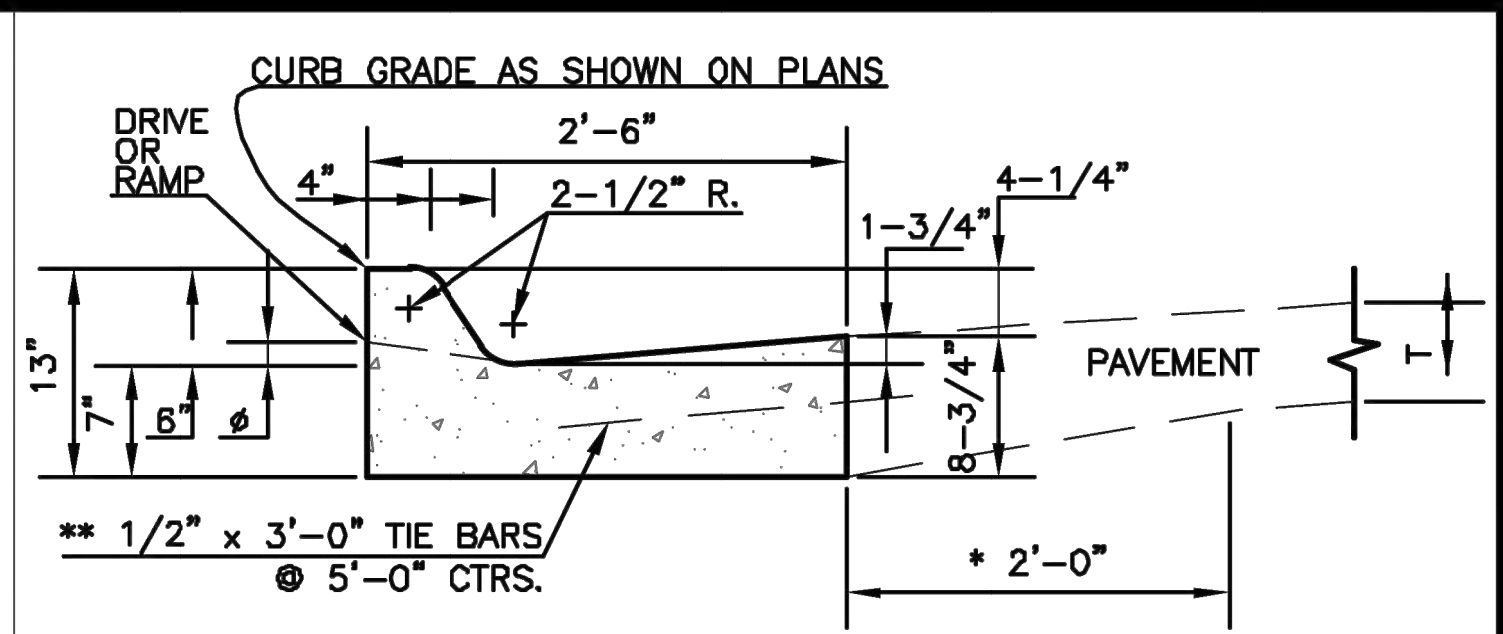


PLAN

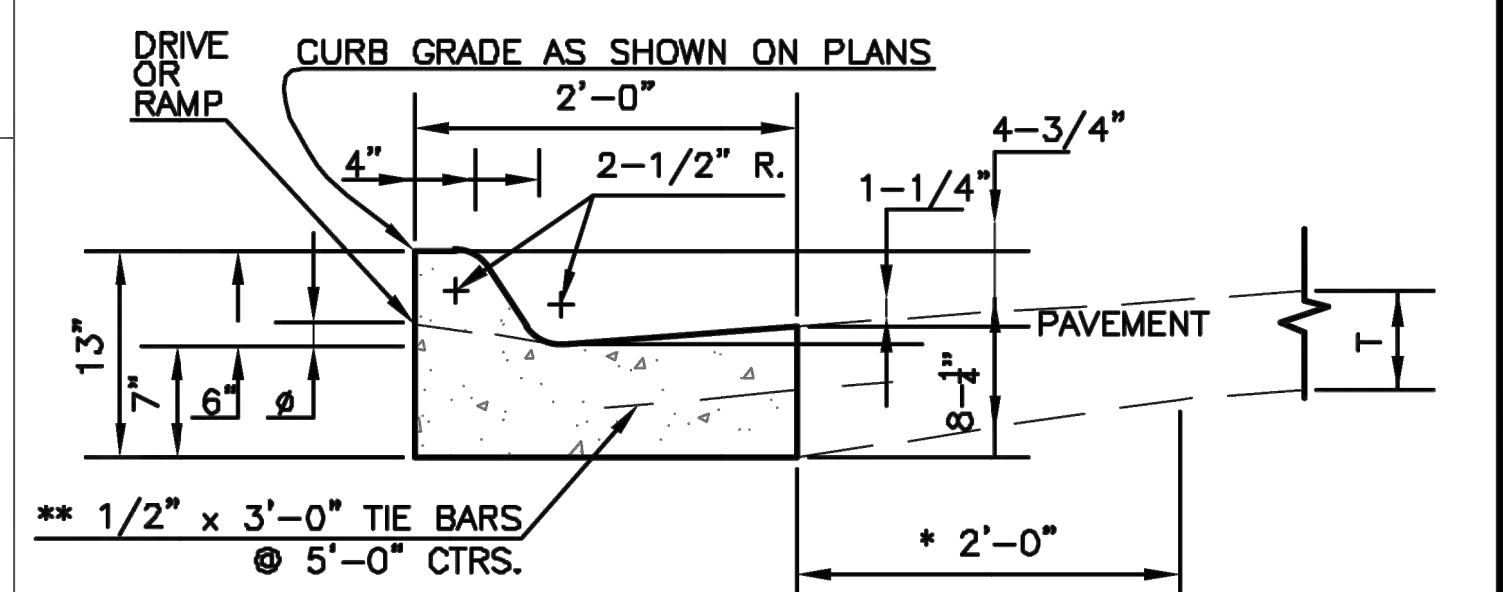


SOLID NOSE DETAILS

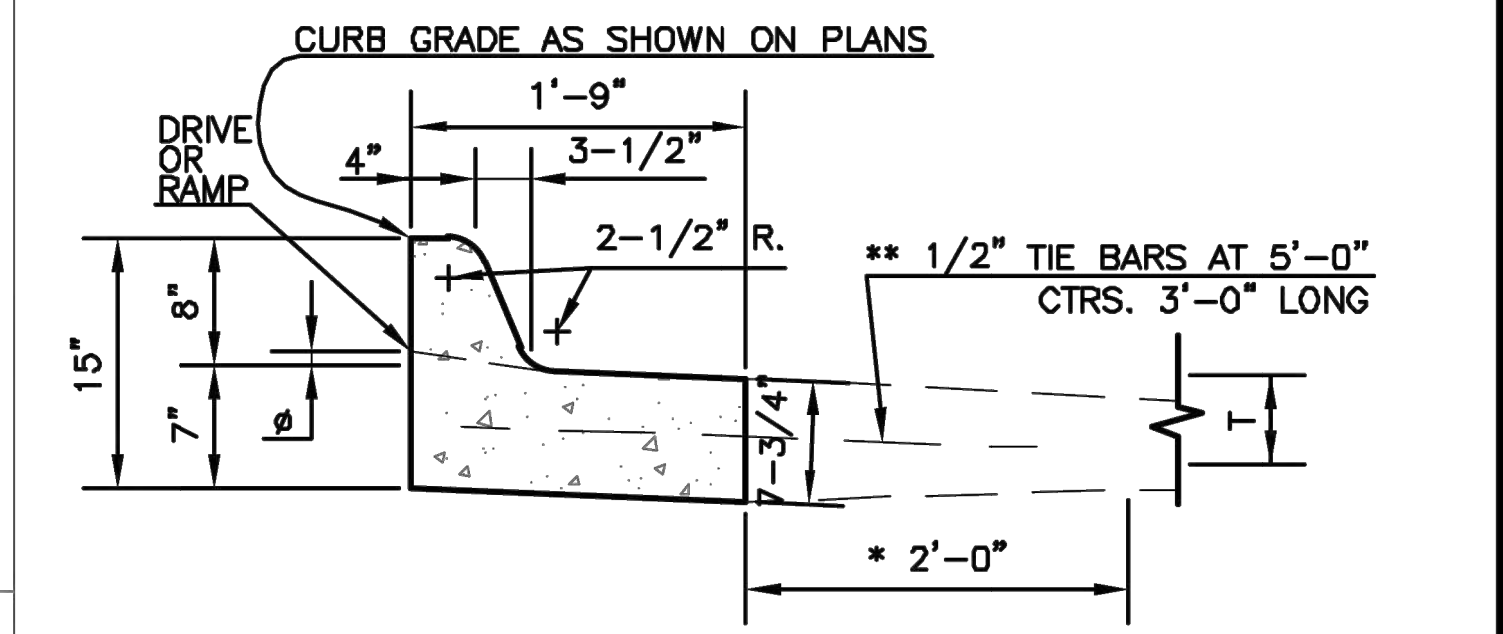
NOTE:
PAVEMENT CLASS CONCRETE (AE) NEEDED TO COMPLETE THE MEDIAN NOSE SHALL BE SUBSIDIARY TO THE BID ITEM FOR COMBINED CURB AND GUTTER TYPE III.
* OMIT SEALED 1/2" EXPANSION JOINT WHEN SURFACE MATERIAL USED IN MEDIAN IS OTHER THAN CONCRETE.



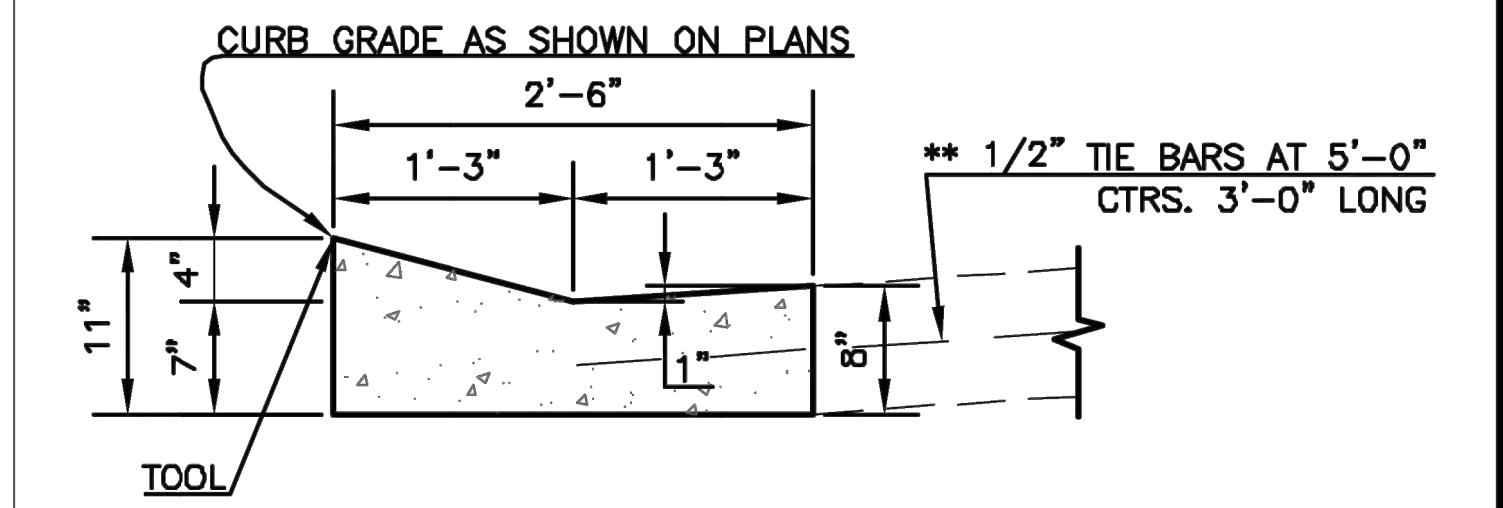
COMBINED CURB & GUTTER-TYPE I



COMBINED CURB & GUTTER-TYPE II



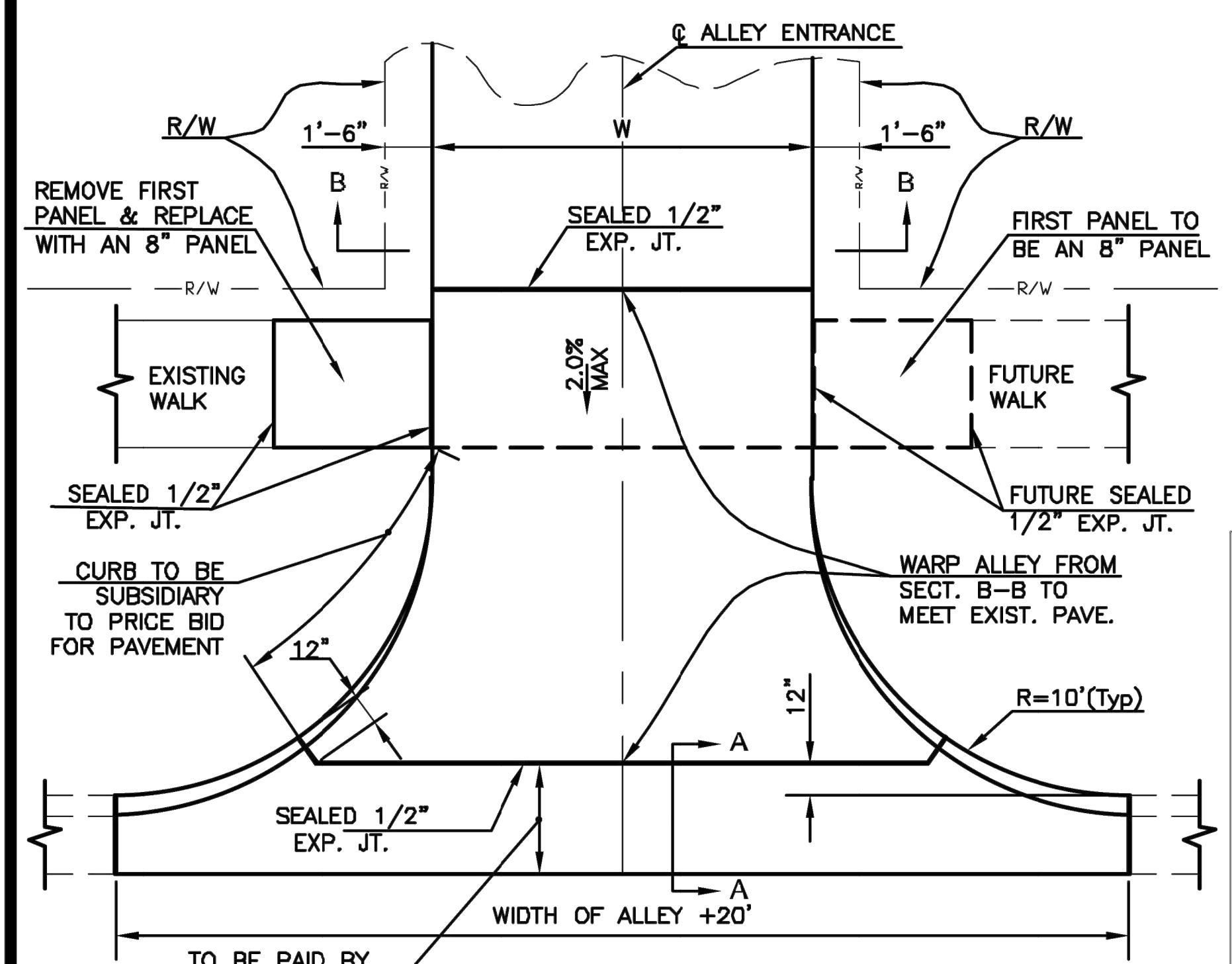
COMBINED CURB & GUTTER-TYPE III



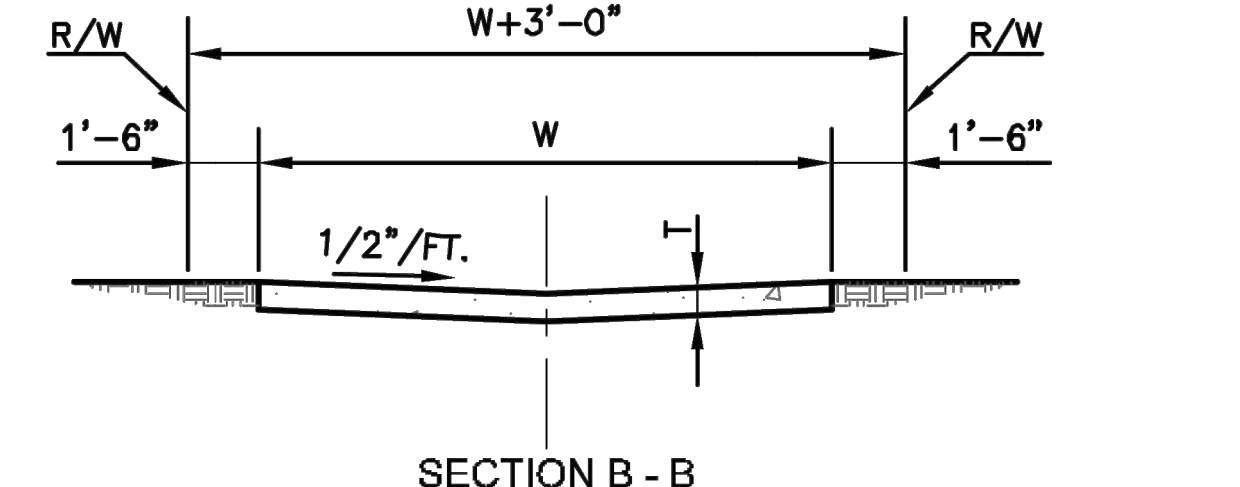
LAYBACK CURB & GUTTER-TYPE IV

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

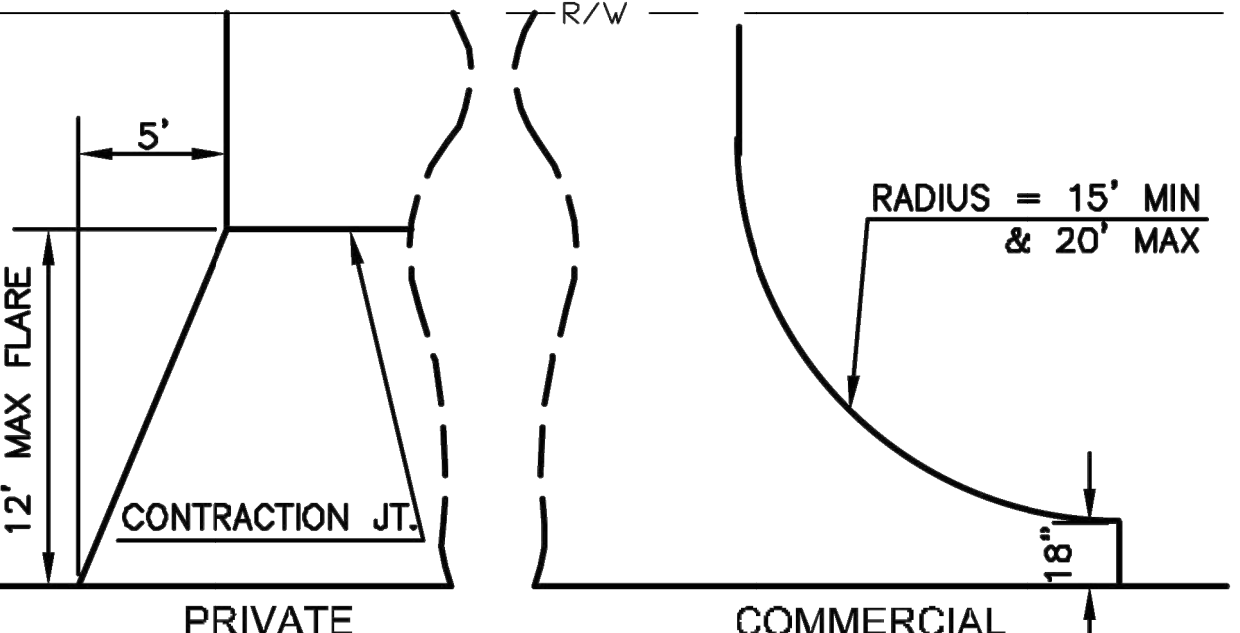


ALLEY APPROACH



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.
5. PREFERRED TO NOT HAVE A LONGITUDINAL JOINT.



DRIVE APPROACHES ON AN UNIMPROVED ROADWAY

NO.	DATE	REVISION	BY	APP'D
6	Dec. 2025	Added driveway flare/property line note	JAH	MS
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	DHS	SB
1	Feb. 2008	Mod. Corn. Dr. & Alley Appr.	DHS	SB

DRAWN BY: *rm/mc*
APP'D BY: *[Signature]*



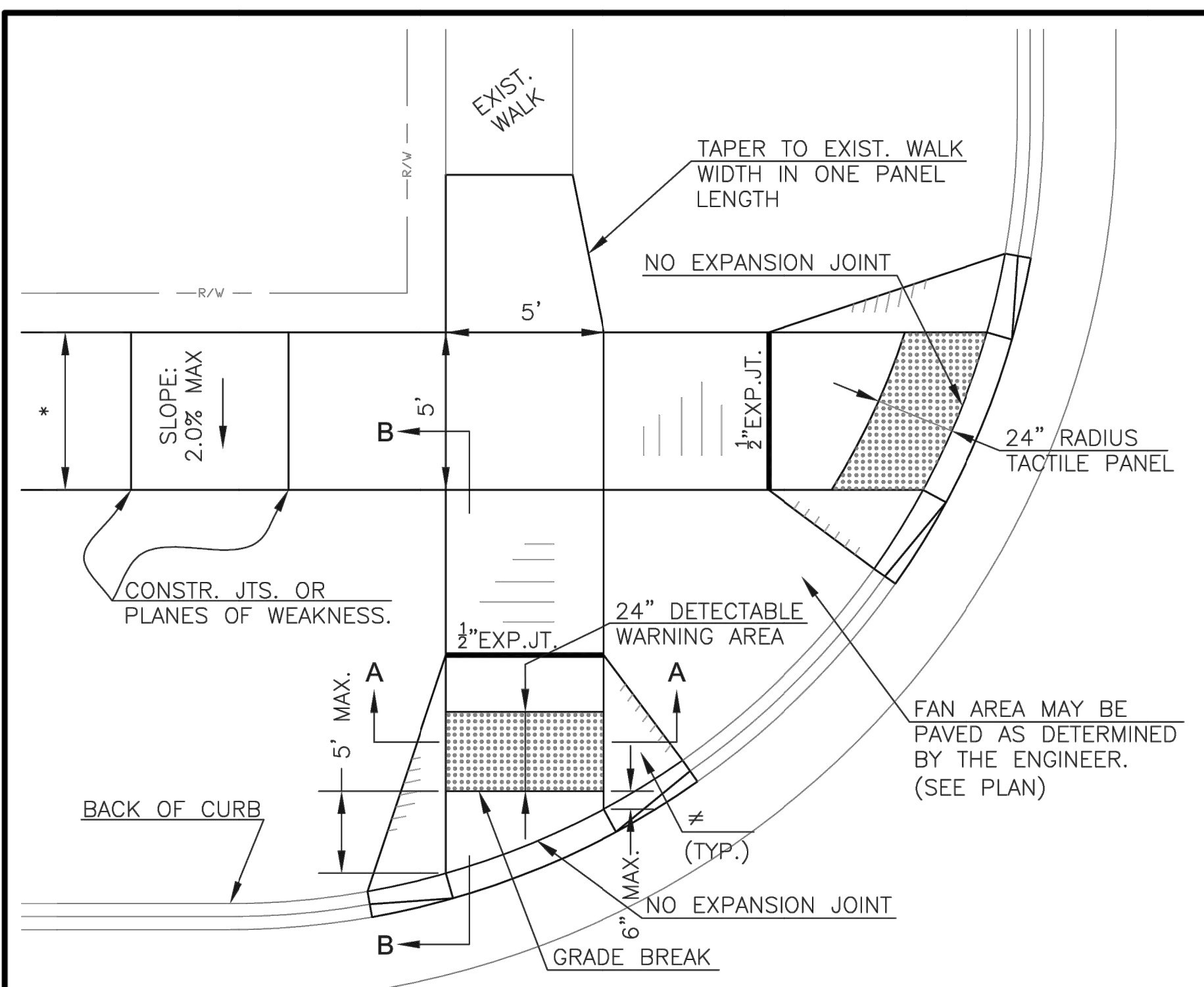
SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT
1515 NW SALINE
TOPEKA, KS 66618
(785) 233-7702



STANDARD DETAILS

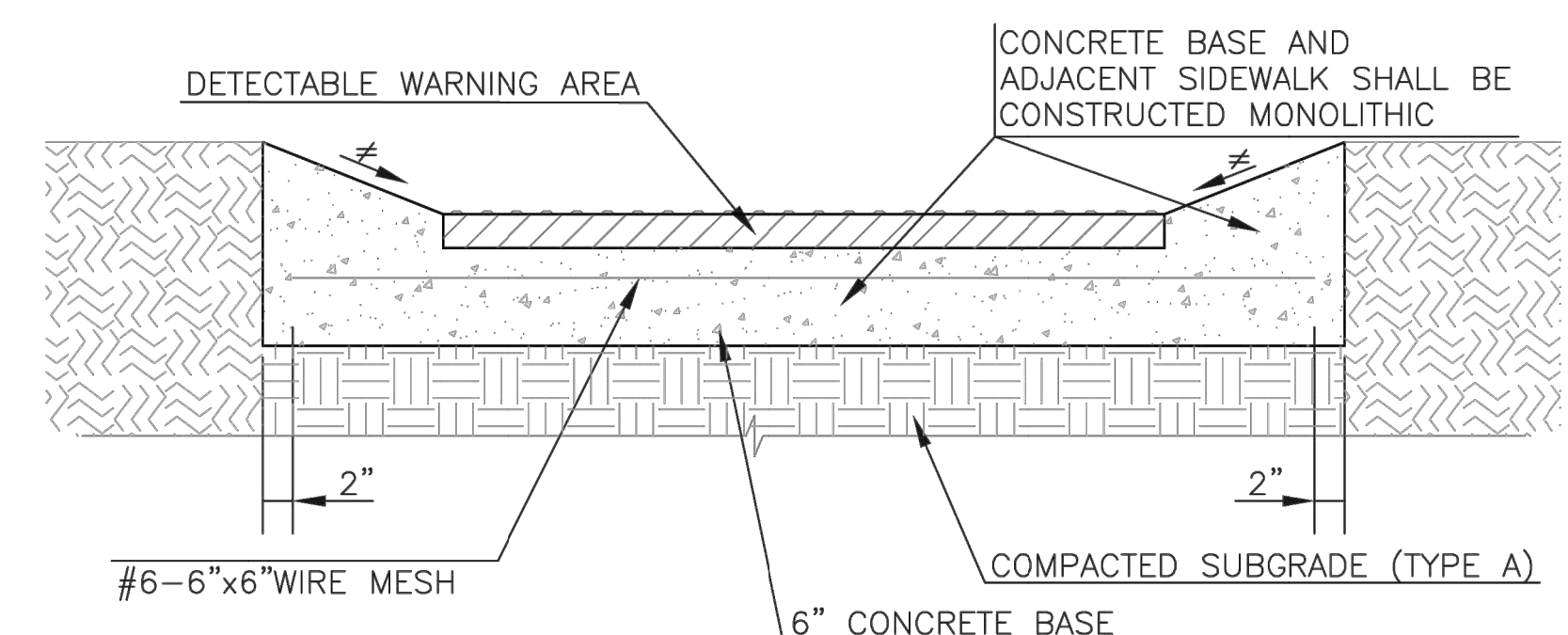
CURB & GUTTER AND APPROACH DETAILS
(DT-003)

DATE: FEB 2026
SHEET: 17 of 26
PROJ.: T-841099.13



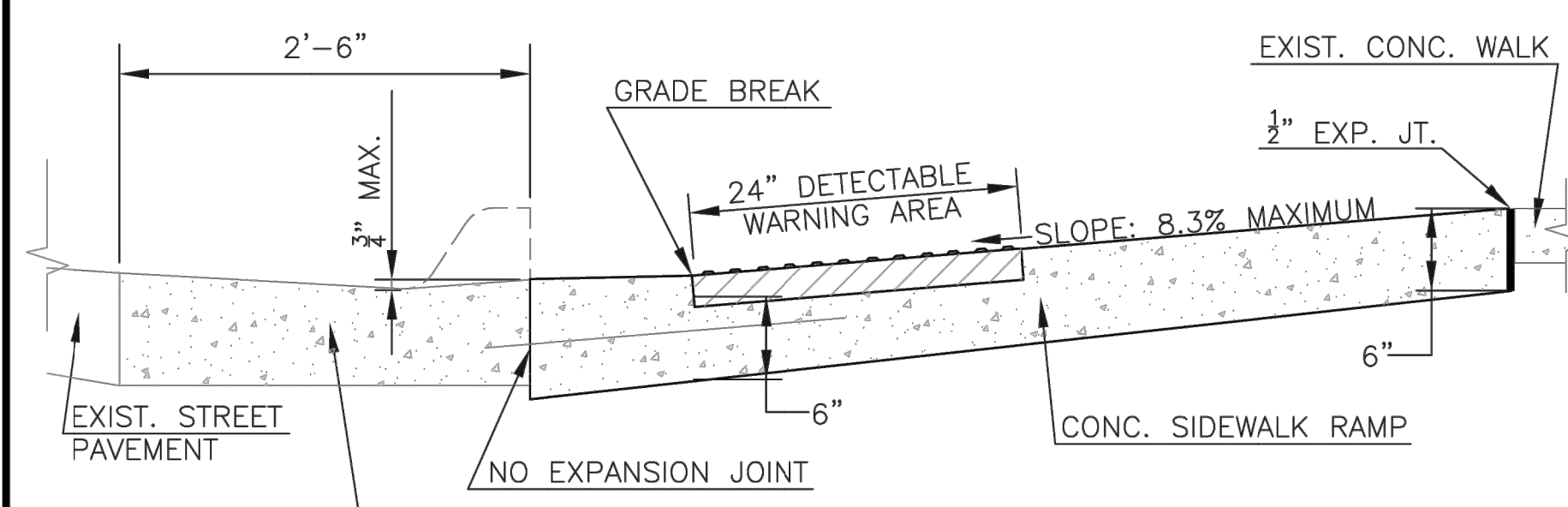
SIDEWALK DETAILS

- 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



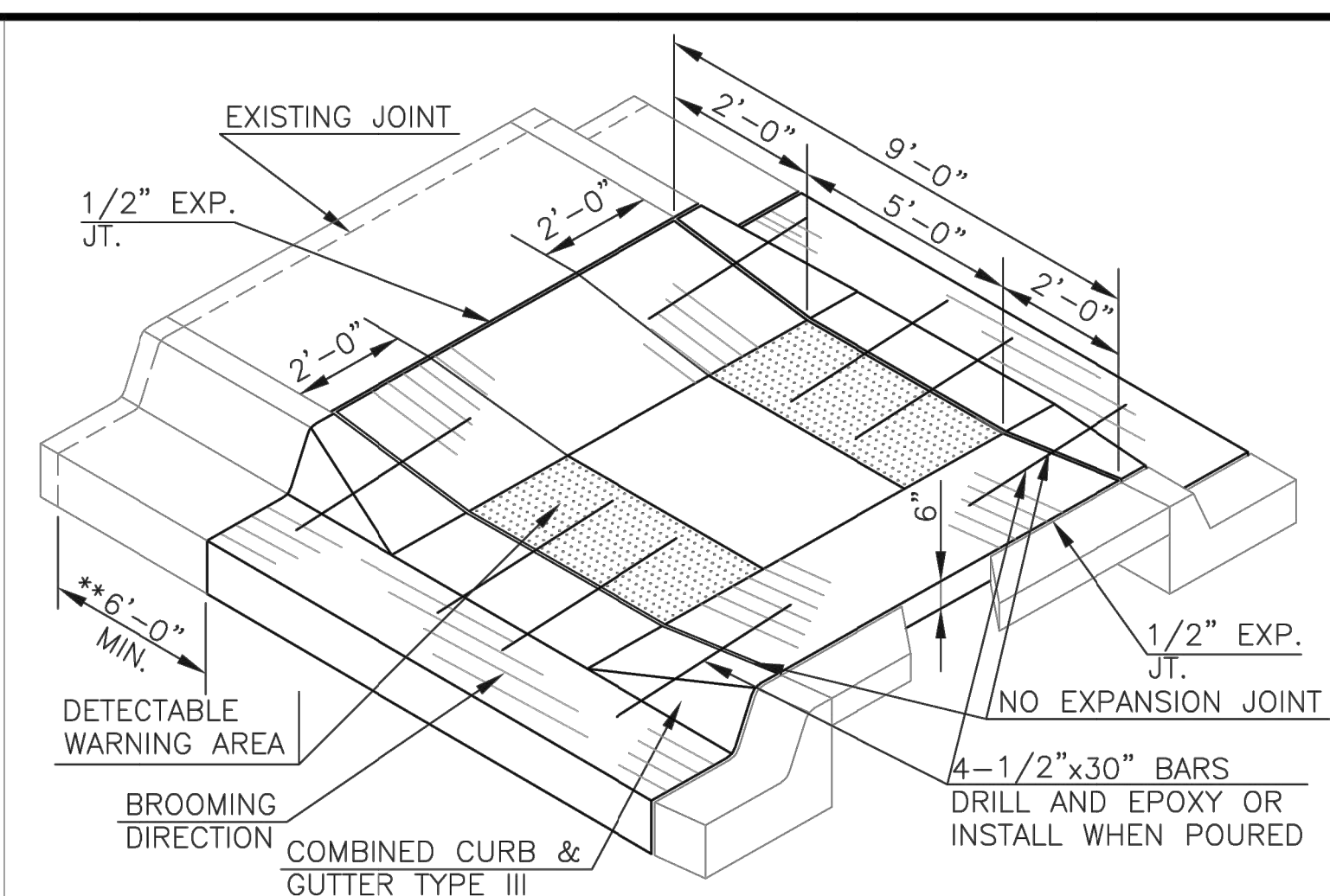
**SECTION A-A
TYPICAL SECTION OF DETECTABLE WARNING SYSTEM**

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



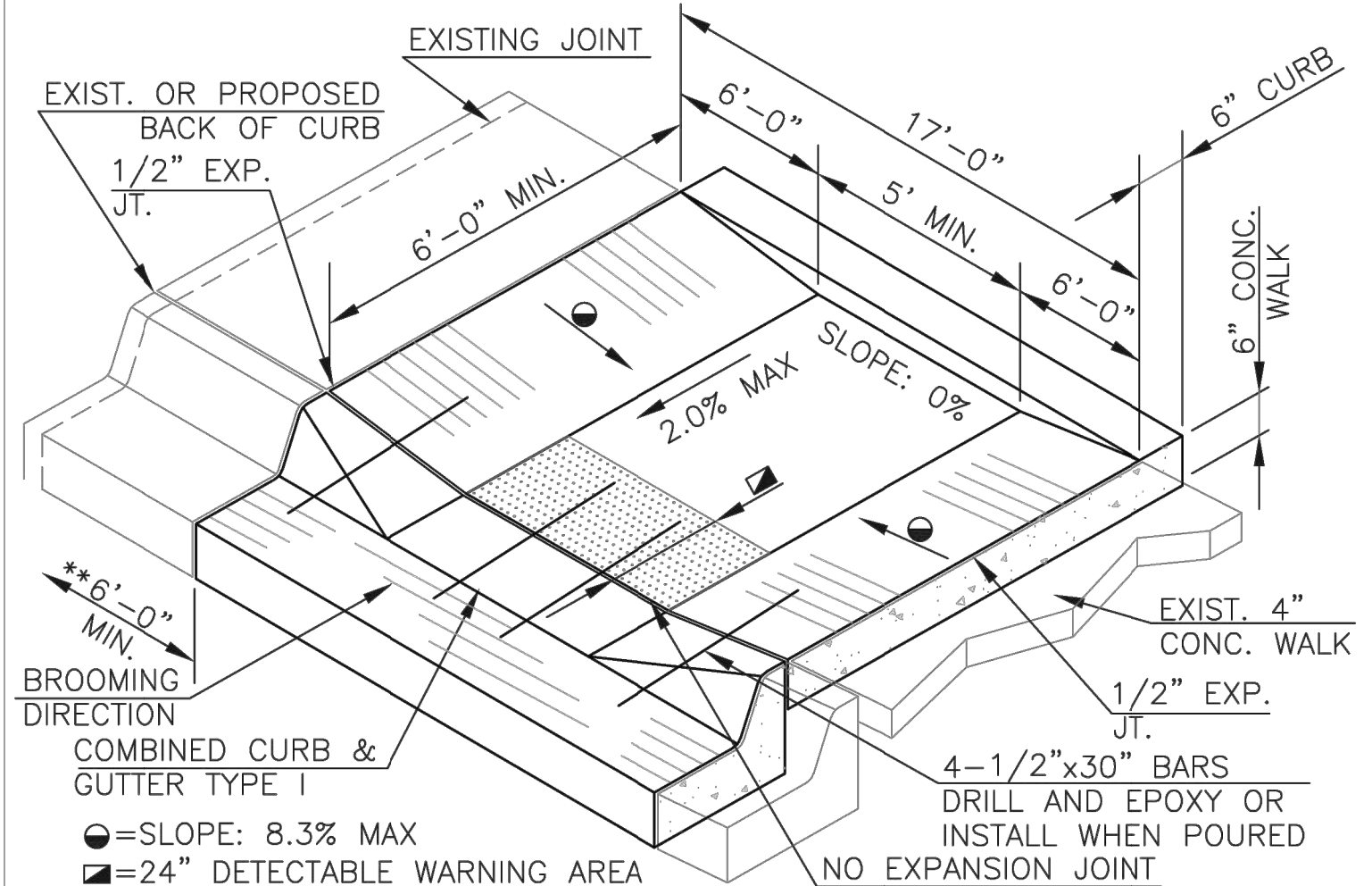
**SECTION B-B
SIDEWALK RAMP DETAILS**

- 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 $\bar{\ell}$ FOR NEW SIDEWALK CONSTRUCTION.



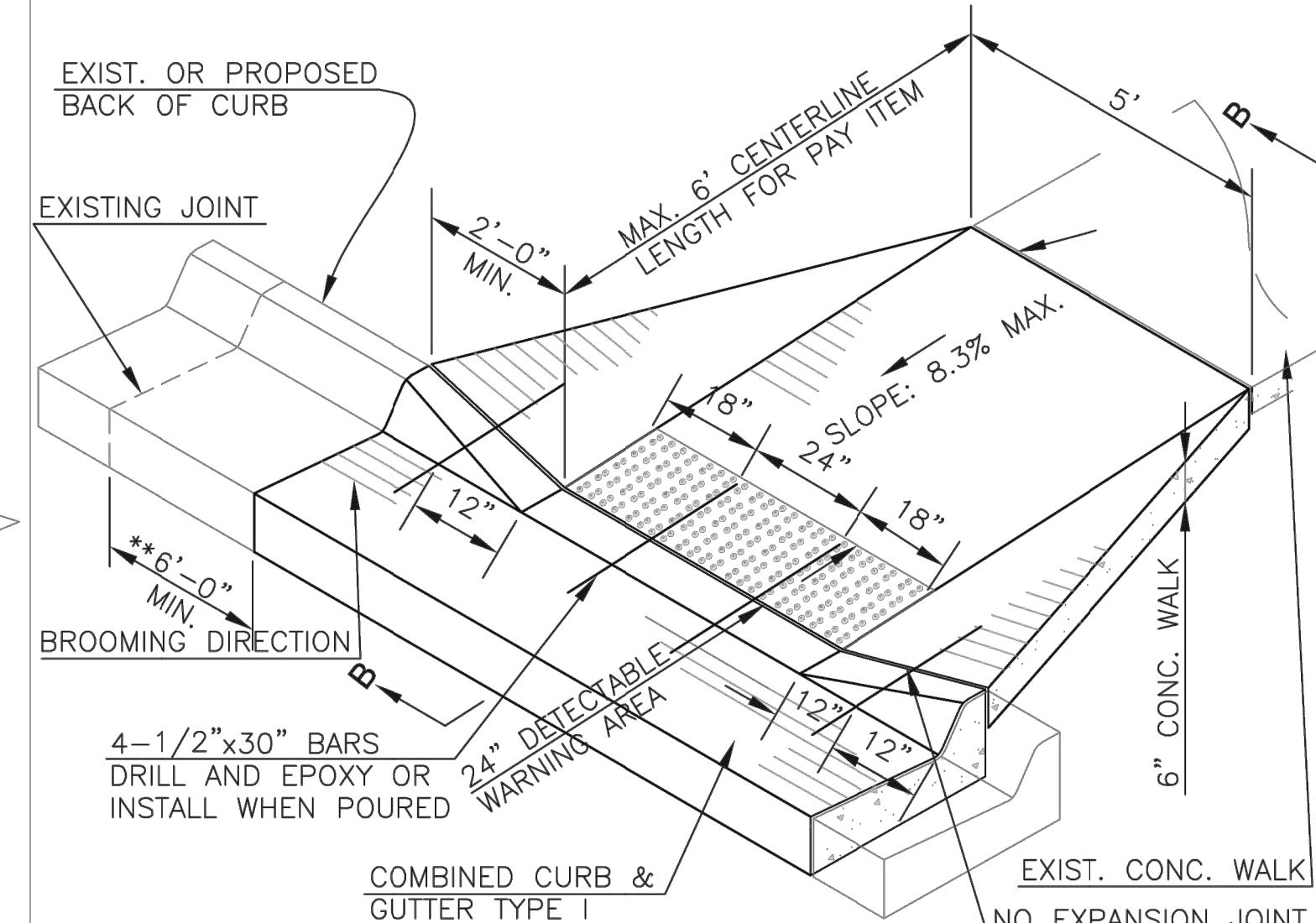
ISOMETRIC OF MEDIAN RAMP CROSSING

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

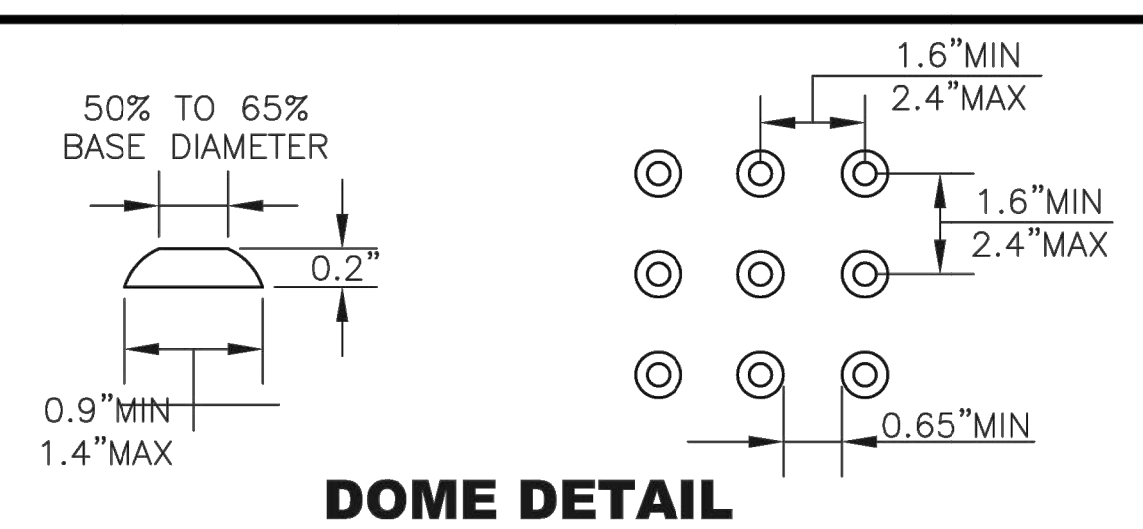


ISOMETRIC OF RAMP WITH ADJACENT WALK SHOWN

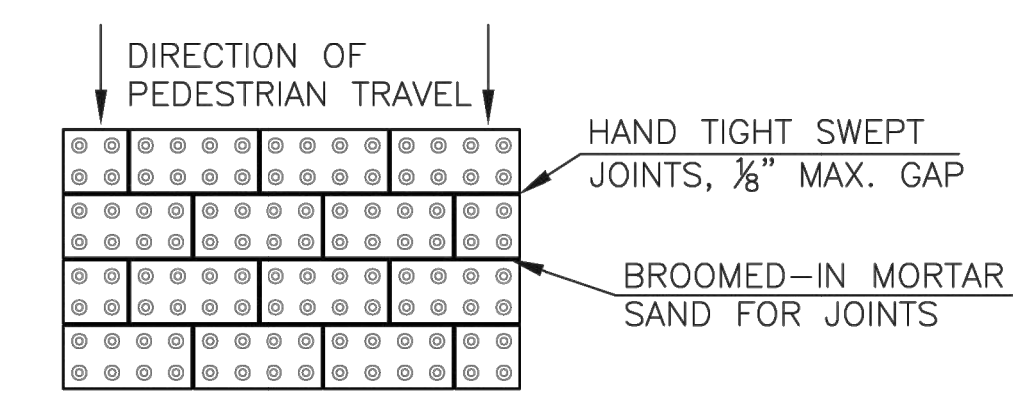
** IF CURB AND GUTTER AND/OR SIDEWALK TO BE REMOVED IS WITHIN 6'-0" OF AN EXISTING JOINT, REMOVE CURB AND GUTTER AND/OR SIDEWALK BACK TO EXISTING JOINT. JOINTS ARE TO BE PLACED AS PER SECTION 5, SUBSECTION 8 OF CITY/COUNTY STANDARD TECHNICAL SPECIFICATIONS.



ISOMETRIC OF RAMP WITH PERPENDICULAR WALK SHOWN

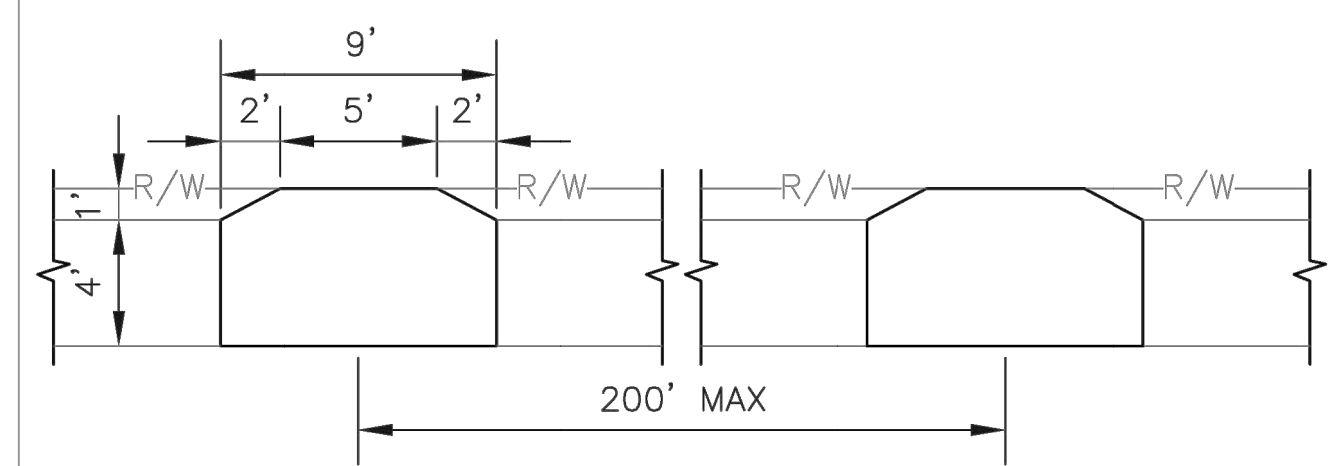


DOMES DETAIL

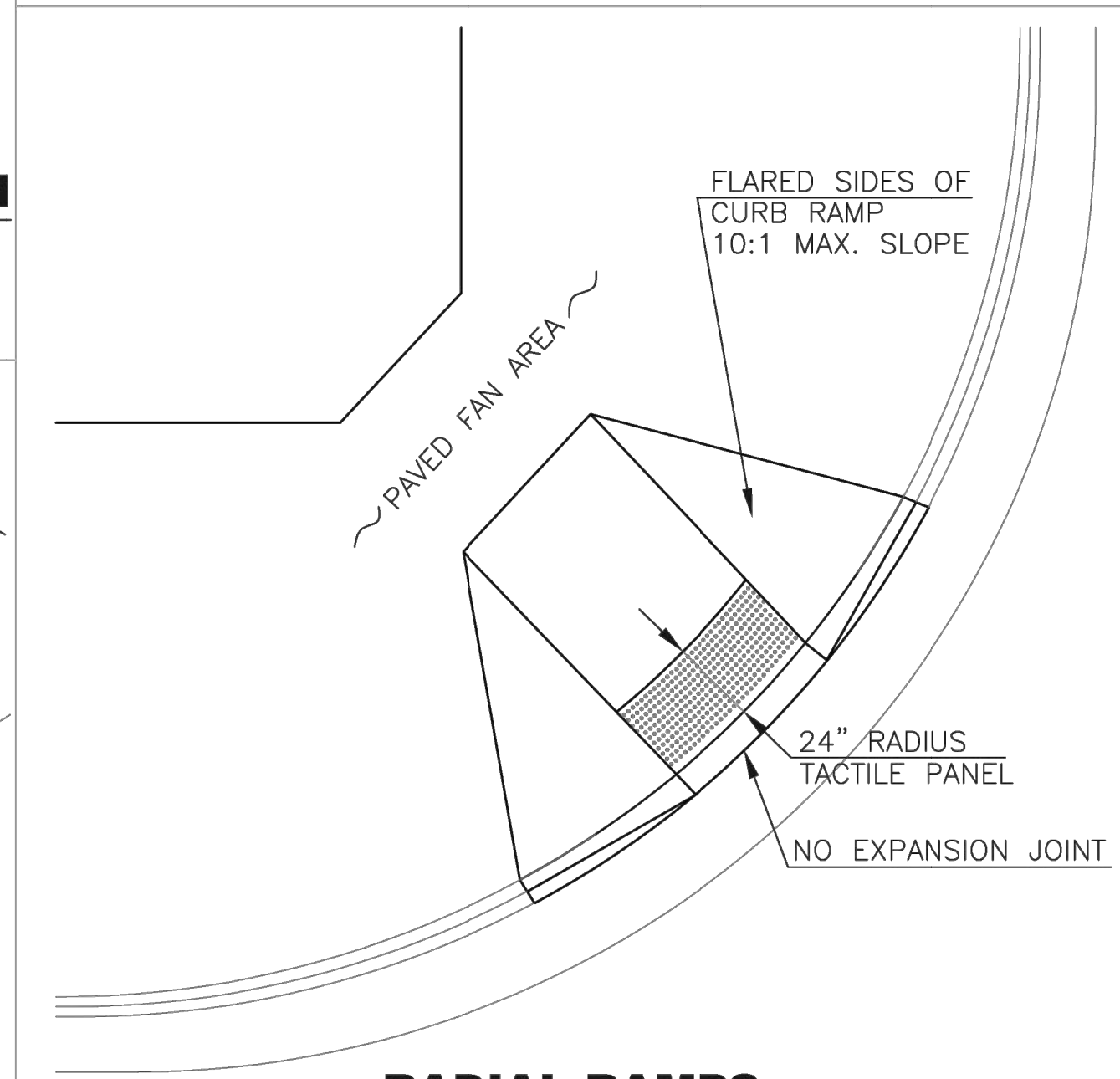


RUNNING BOND/PARALLEL ALIGNMENT AND JOINT DETAIL

Installation pattern for detectable warning paving bricks

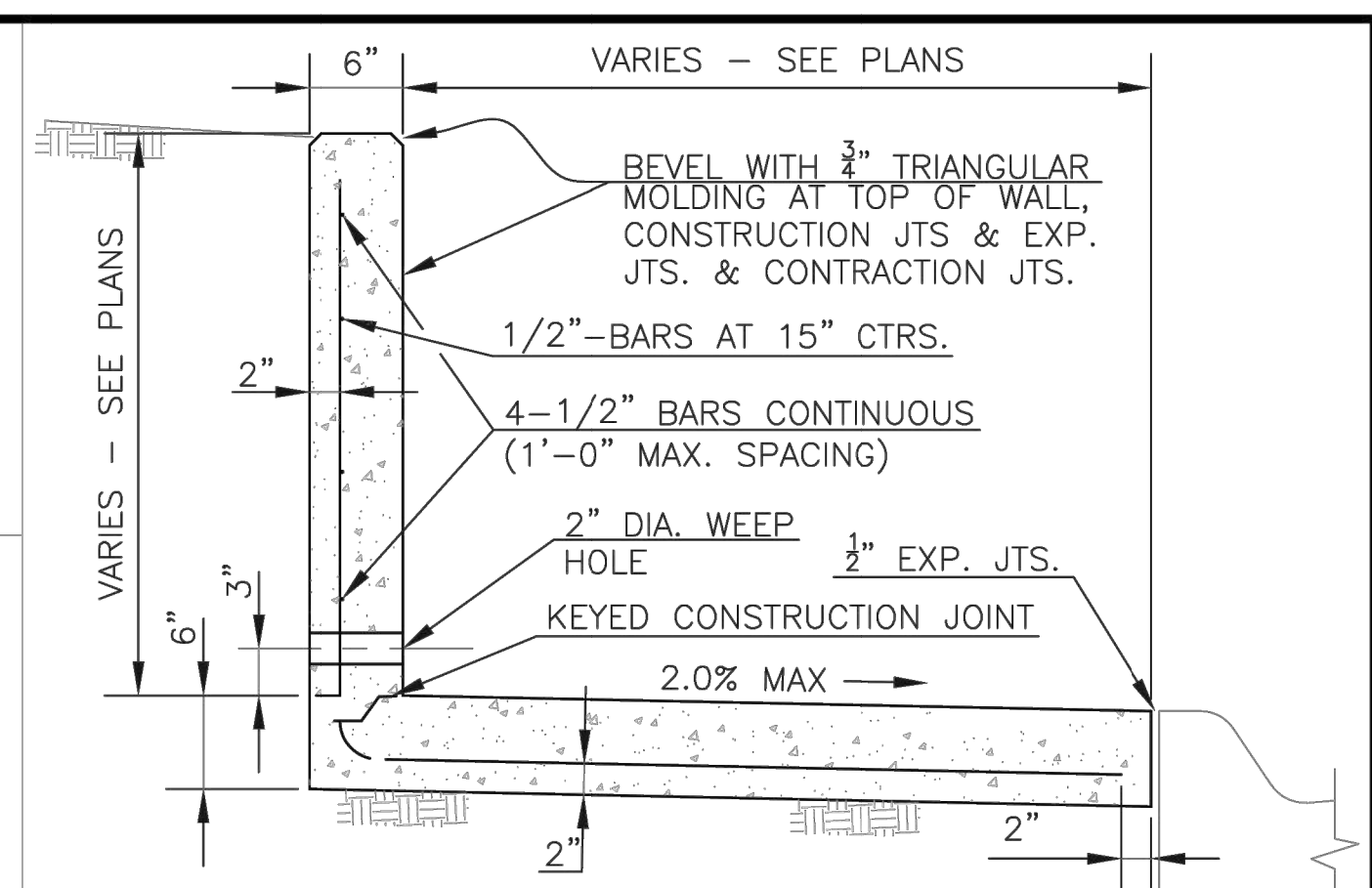


TYPICAL WHEELCHAIR PASSING ZONE FOR SUB-COLLECTOR AND LOCAL STREETS



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.



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".

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
NO.	DATE:	REVISION	BY:	APP'D

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



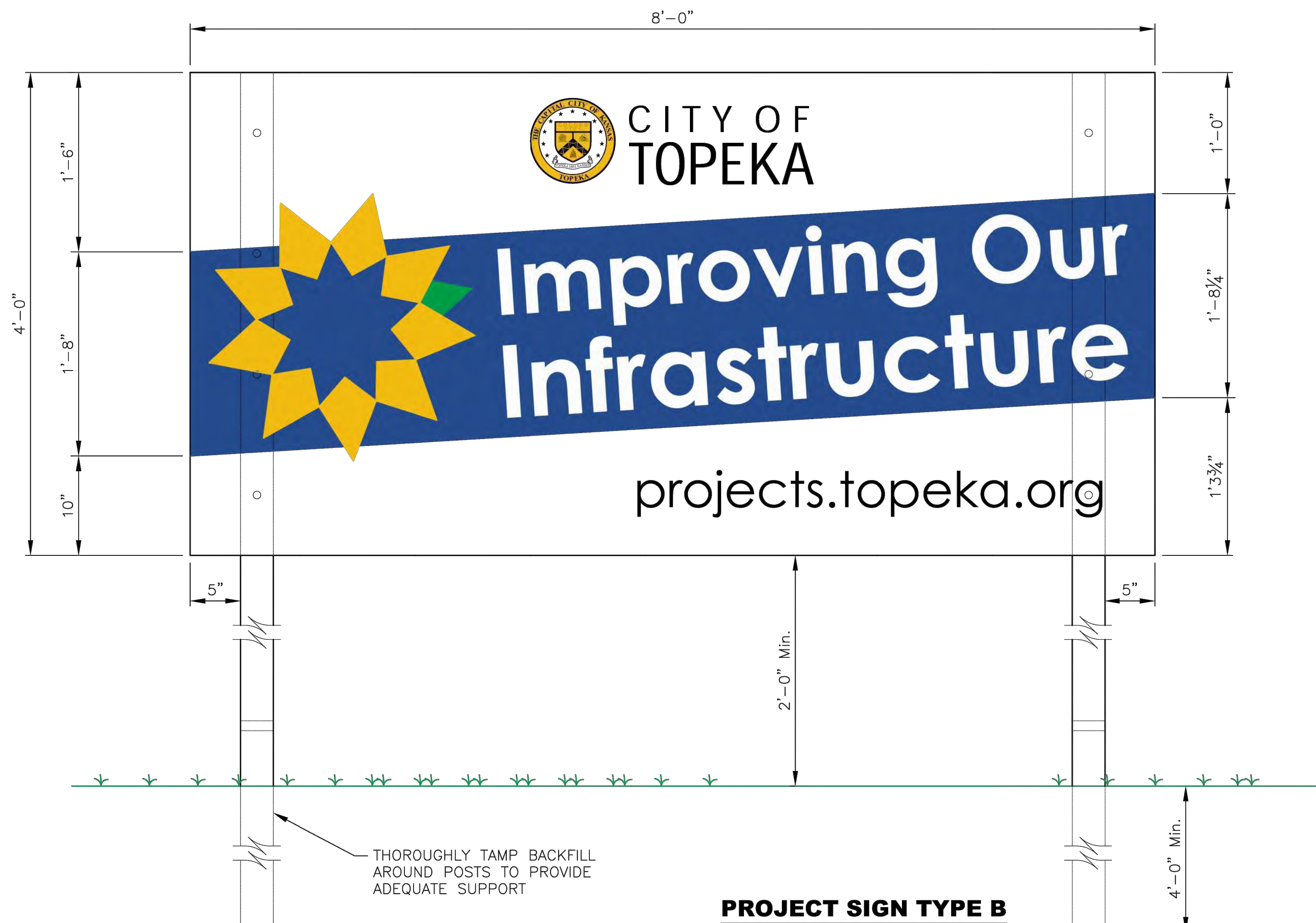
**SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT**
 1515 NW SALINE
 TOPEKA, KS 66618
 (785) 233-7702

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

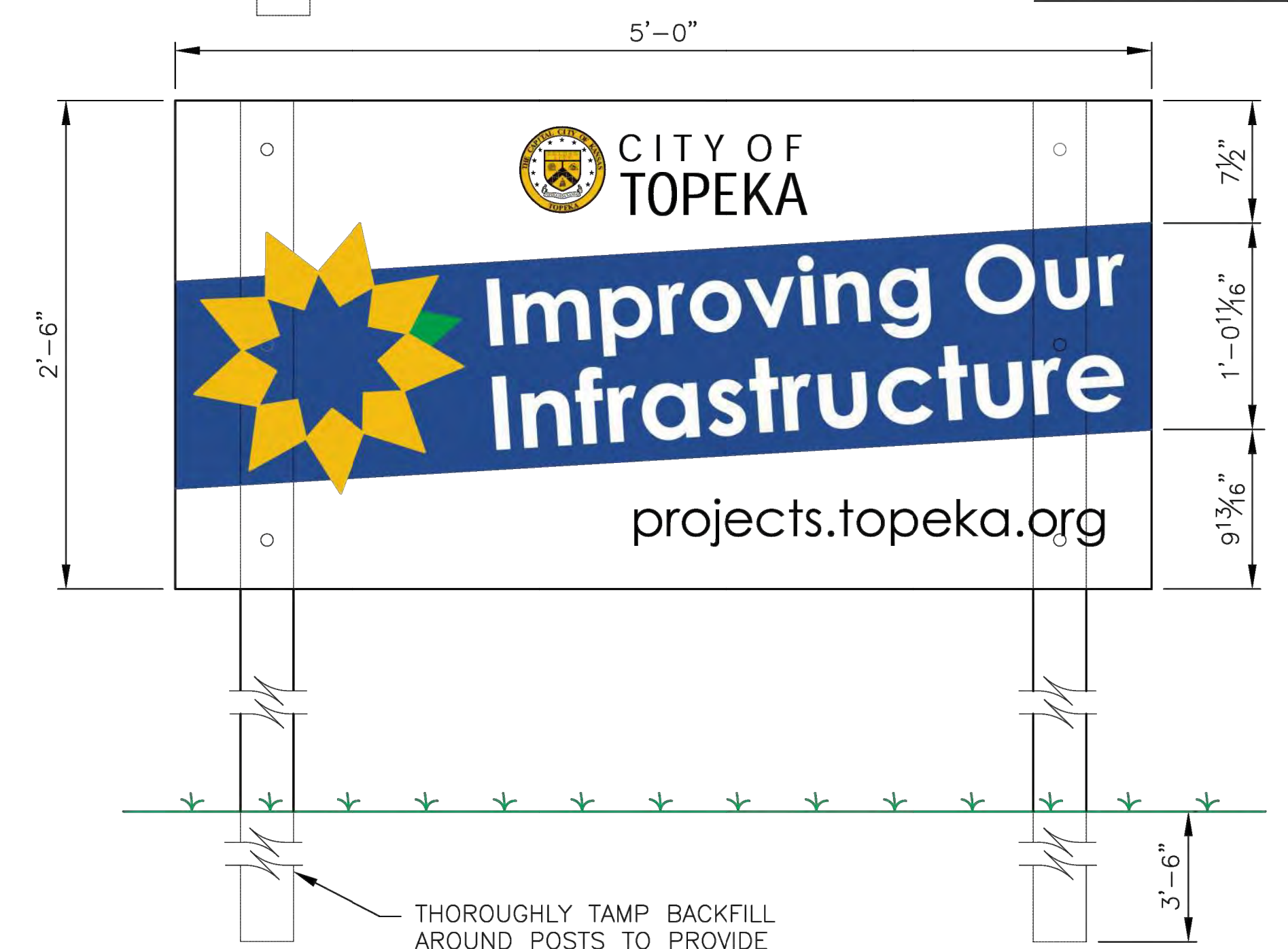
STANDARD DETAILS

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

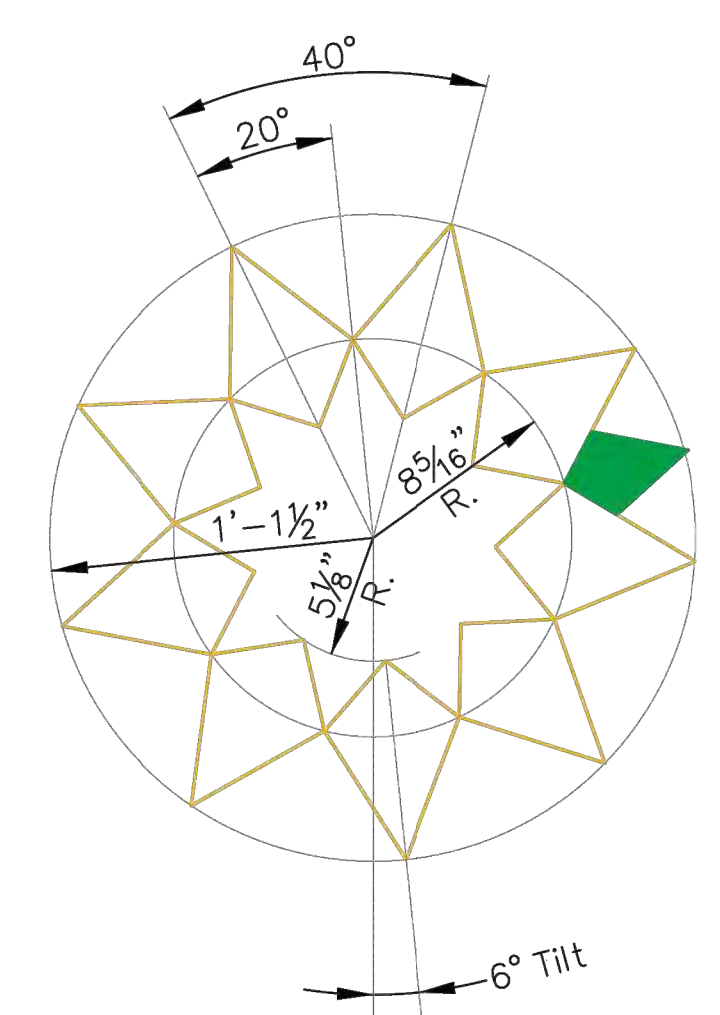
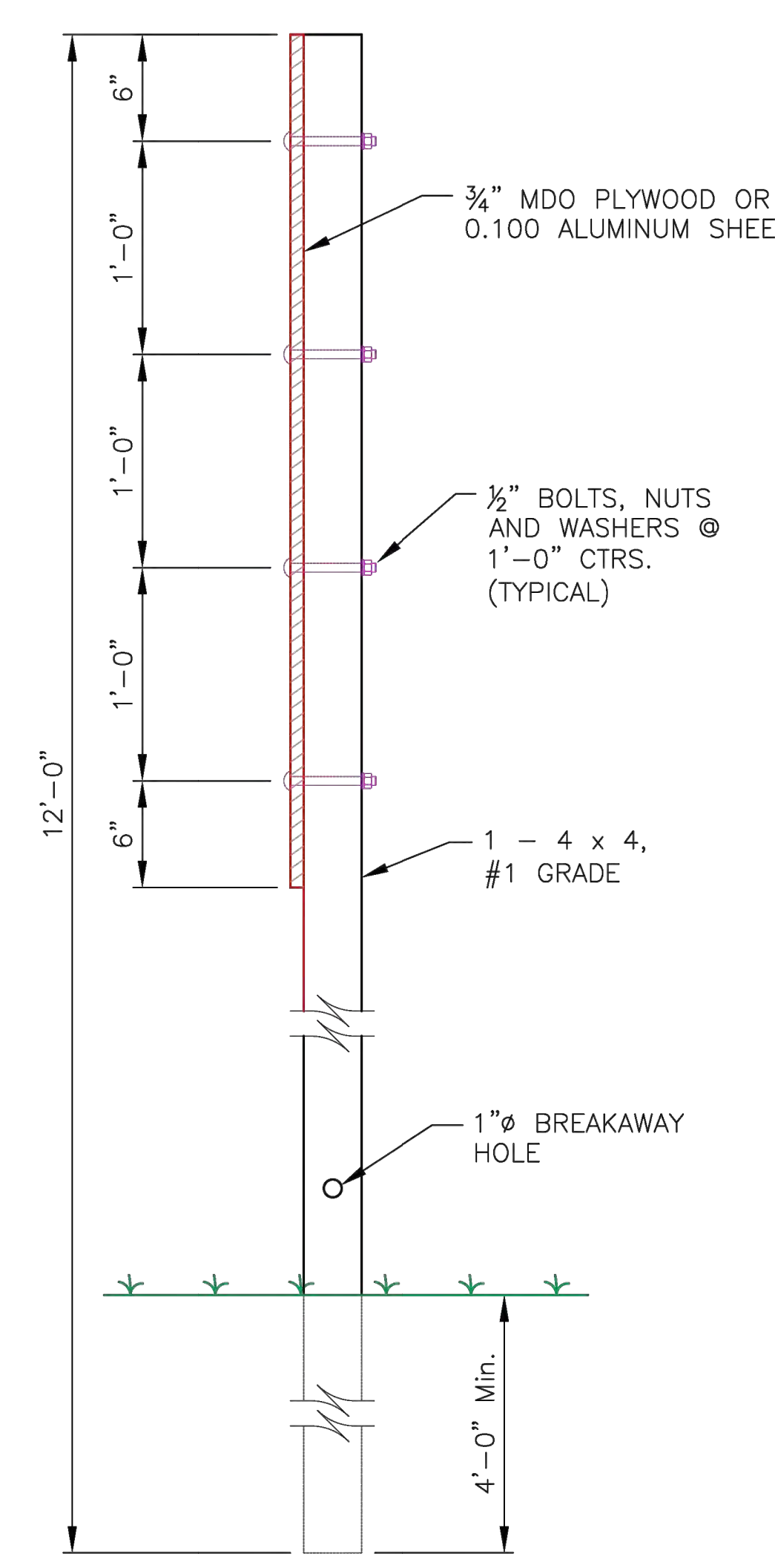
DATE: **FEB 2026**
 SHEET: **18 of 26**
 PROJ.: **T-841099.13**



PROJECT SIGN TYPE B



PROJECT SIGN TYPE A



CITY FLAG ROSETTE
(SHOWN FOR 8'-0" SIGN)

- NOTES:
- LETTERING FOR 8'-0" WIDE SIGN SHALL USE THE FOLLOWING FONTS:
 CITY OF - BASIC SANS SF - BLACK (2⁵/₈"")
 TOPEKA - BASIC SANS HEAVY SF - BLACK (4³/₁₆"")
 Improving Our - CENTURY GOTHIC BOLD - WHITE (6⁵/₁₆"")
 Infrastructure - CENTURY GOTHIC BOLD - WHITE (7³/₁₆"")
 projects.topeka.org - CENTURY GOTHIC - BLACK (3¹/₂"")
 - LETTERING FOR 5'-0" WIDE SIGN SHALL USE THE FOLLOWING FONTS:
 CITY OF - BASIC SANS SF - BLACK (1⁵/₈"")
 TOPEKA - BASIC SANS HEAVY SF - BLACK (2⁵/₈"")
 Improving Our - CENTURY GOTHIC BOLD - WHITE (4⁵/₈"")
 Infrastructure - CENTURY GOTHIC BOLD - WHITE (4¹/₂"")
 projects.topeka.org - CENTURY GOTHIC - BLACK (2³/₁₆"")
 - LETTERING SHALL BE VINYL COMPUTER CUT SCOTCHCAL OR APPROVED EQUAL IN THE COLORS LISTED ABOVE. CITY LOGO SYMBOL SHALL BE BLACK ON GOLD (RGB 240,189,18). BACKGROUND STRIPE SHALL BE NAVY BLUE (RGB 38,76,142). CITY FLAG ROSETTE SHALL BE GOLD (RGB 240,189,18) MATCHING THE GOLD USED IN THE CITY OF TOPEKA LOGO, AND GREEN (RGB 0,158,75)
 - RGB VALUES ARE APPROXIMATE. VARIATIONS FROM THE LISTED RGB VALUES MUST BE REQUESTED FOR APPROVAL.
 - ONE SIDE OF SIGN ONLY.
 - WOOD SIGN AND POSTS SHALL BE PAINTED WITH TWO (2) COAT EXTERIOR WHITE PRIMER AND ONE (1) COAT EXTERIOR WHITE SEMI-GLOSS FINISH.
 - ALTERNATIVE TO WOOD PANEL, CONTRACTOR MAY USE 3MM MIN. ALUMINUM COMPOSITE MATERIAL (ACM), REINFORCED ON THE BACK SIDE WITH 2X4 PRESSURE TREATED AND PAINTED STRINGERS TO PREVENT SAG OR BOW. FOR ACM PANELS, DIGITALLY PRINTED GRAPHICS ARE ALLOWED, AND SHALL REQUIRE A UV OVER-LAMINATE.
 - LOCATION OF PROJECT SIGN TO BE DETERMINED BY THE CITY ENGINEER.
 - SIGN SHALL BE ERECTED PRIOR TO ANY CONSTRUCTION ACTIVITY, AND MAINTAINED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. SIGN SHALL BE REMOVED UPON PROJECT COMPLETION.
 - PROJECT SIGNAGE NOT REQUIRED ON PROJECTS TO BE CONSTRUCTED OUTSIDE THE CITY LIMITS UNLESS SPECIFIED BY THE COUNTY ENGINEER.
 - IF METAL POSTS ARE USED INSTEAD OF WOOD POSTS, THEY MUST BE BREAKAWAY POSTS AS SHOWN ON CoT TRAFFIC ENGINEERING'S DT-112.
 - NOTE FOR AUTOCAD: SET MERGE CONTROL TO "LINES OVERWRITE", PLOT IN TRUE COLOR PEN TABLES.
 - PDF and AUTOCAD files can be found at:
<https://www.topeka.org/engineering/design-right-of-way/>

NO.	DATE:	REVISION	BY:	APP'D
4	March 2022	ALL NEW SIGN TEXT - 2022	MJM	LH
3	March 2013	Added breakaway metal post, sign & ht.	DHS	SB
2	Dec. 2009	All new sign text	DHS	SB
1	Jan. 2007	Changed Logo	DHS	SB

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

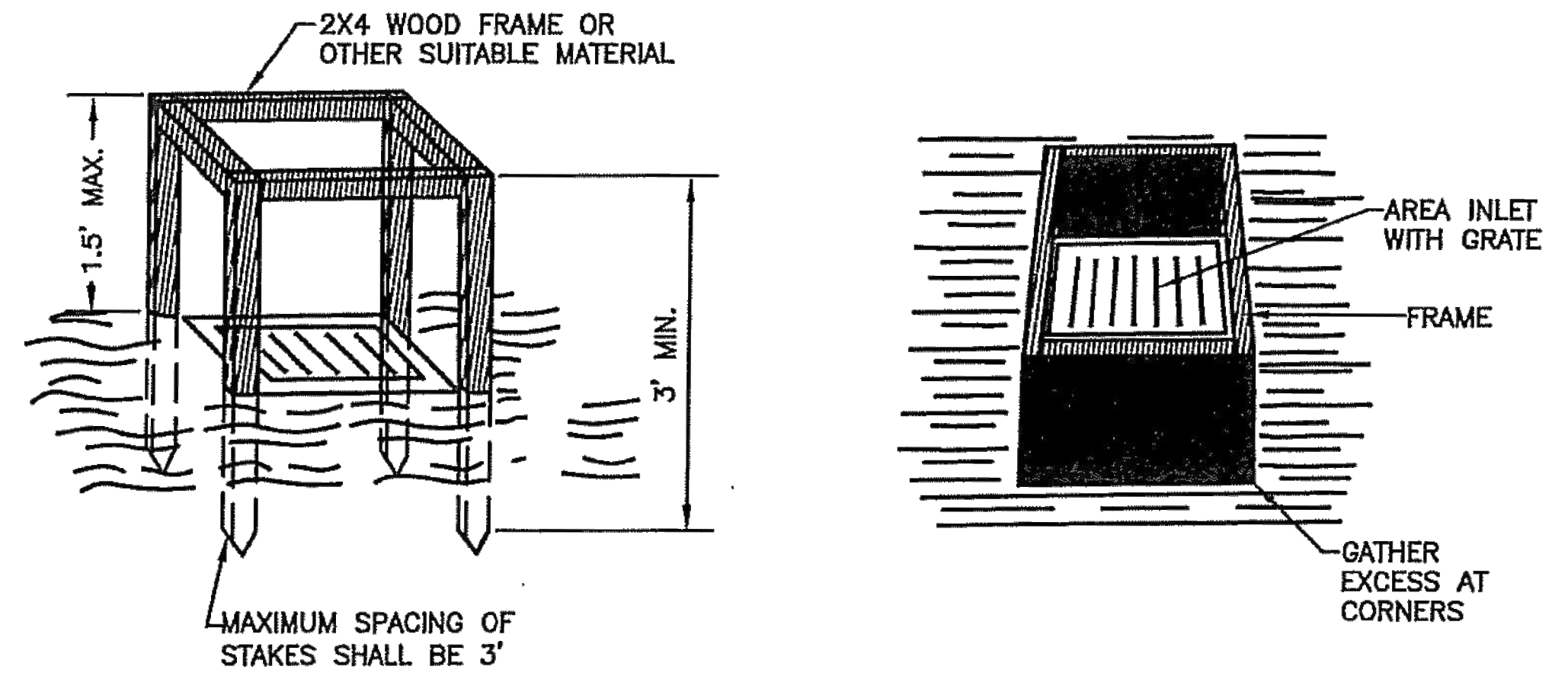
SHAWNEE COUNTY, KANSAS
 PUBLIC WORKS DEPARTMENT
COUNTY ENGINEER
 1515 NW SALINE
 TOPEKA, KS 66618
 (785) 233-7702

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

STANDARD DETAILS

TYPICAL PROJECT SIGNING THROUGH CONSTRUCTION AREAS
 (DT-019)

DATE: **FEB 2026**
 SHEET: **19 of 26**
 PROJ.: **T-841099.13**



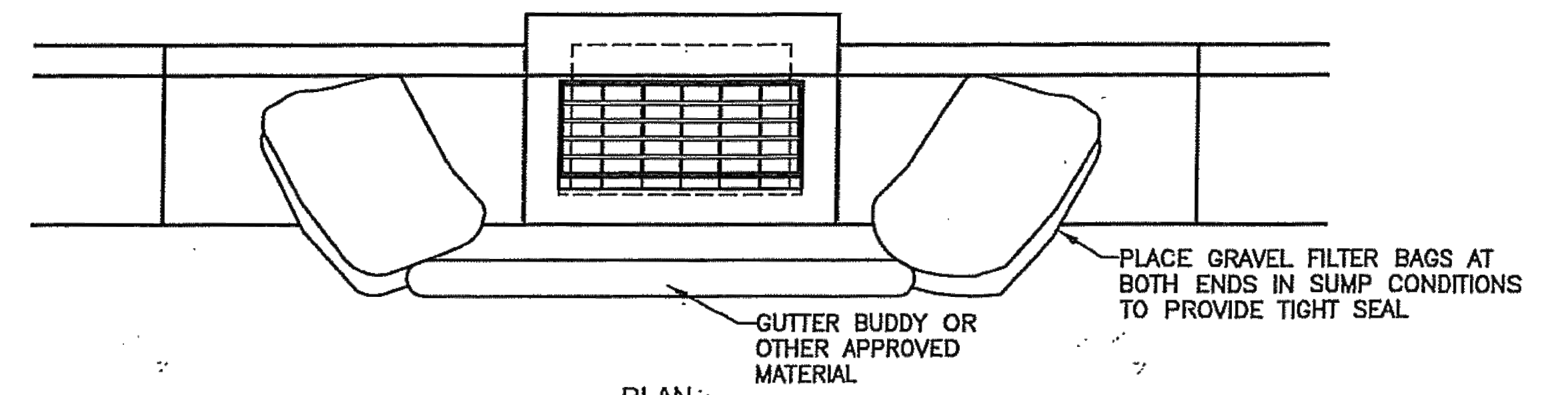
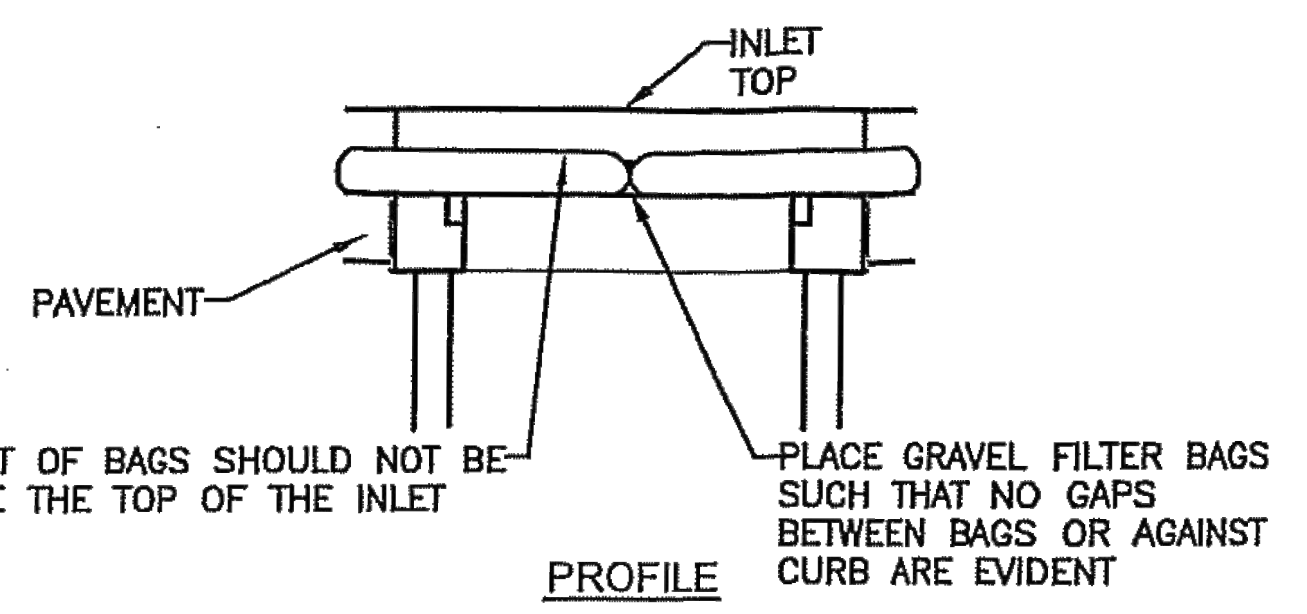
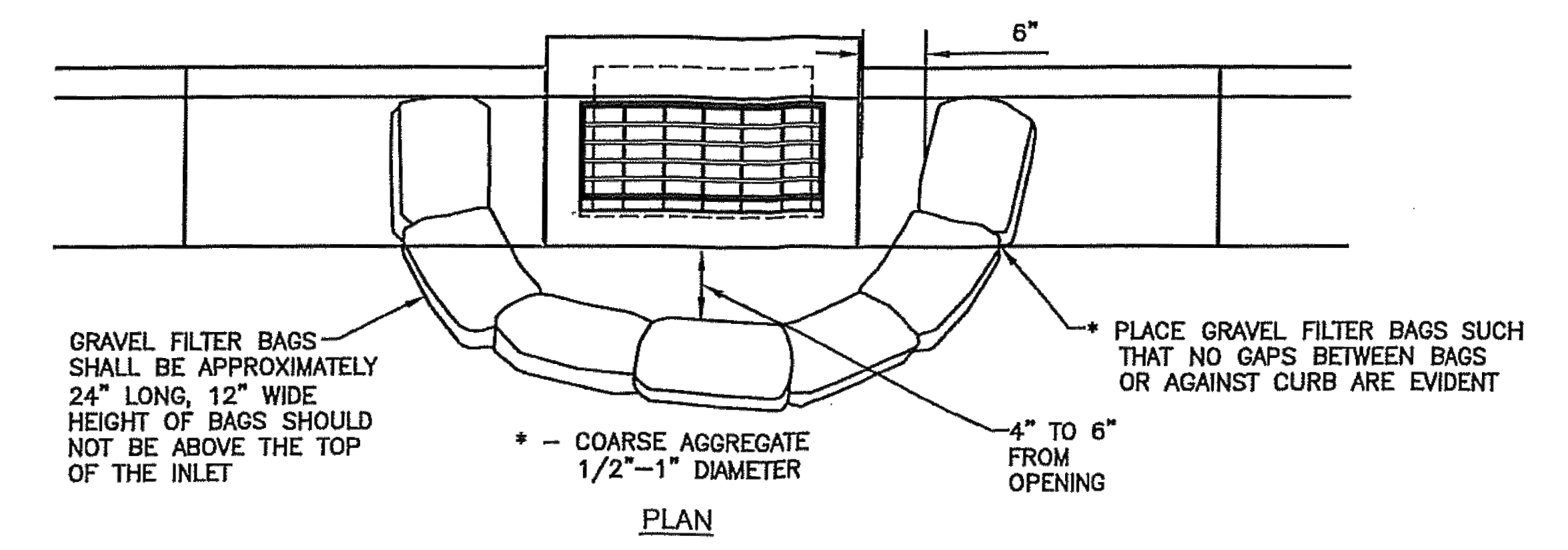
- NOTES:**
1. BASE OF FABRIC SHALL BE BURIED AT LEAST 1' BELOW GROUND SURFACE AND BACKFILLED WITH CRUSHED STONE OR COMPACTED MATERIAL.
 2. WIRE MESH FENCE MAY BE USED TO SUPPORT FABRIC. TOP OF FENCE SHOULD BE LEVEL WITH FRAME AND BOTTOM BURIED 6" BELOW GROUND.
 3. MAY BE NECESSARY TO BUILD A TEMPORARY 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

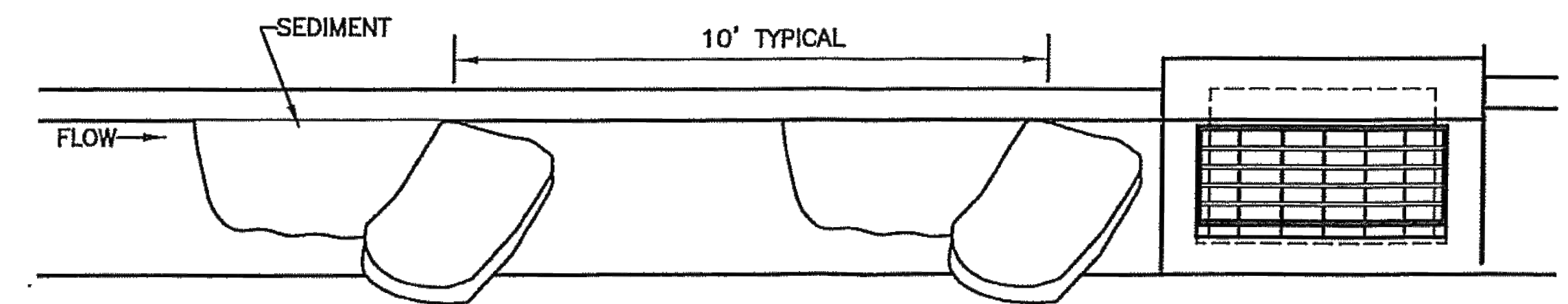
- GENERAL NOTES:**
1. ANY EROSION AND SEDIMENT CONTROL MEASURES INTENDED TO CONTROL EROSION OF AN EARTH DISTURBANCE OPERATION SHALL BE INSTALLED BEFORE ANY EARTH DISTURBANCE OPERATIONS TAKE PLACE.
 2. THE CONTRACTOR SHALL INSPECT THE LAND DISTURBANCE SITE AFTER EACH SIGNIFICANT RAINFALL EVENT WITHIN 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
2	May 2015	Added & Updated Notes	DHS	JDH
1	March 2013	Revised Notes	DHS	JDH

DRAWN BY: DHS
APP'D BY: JDH

SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT
COUNTY ENGINEER
1515 NW SALINE
TOPEKA, KS 66616
(785) 233-7702

TOPEKA
Public Works
ENGINEERING
620 SE MADISON SL + 2nd Floor + TOPEKA, KS 66607
Phone: (785) 368-3842 + Fax: (785) 368-3841

STANDARD DETAILS

EROSION & POLLUTION CONTROL
INLET PROTECTION AND GENERAL NOTES
(DT-020)

DATE: FEB 2026
SHEET: 20 of 26
PROJ.: T-841099.13

SUMMARY OF PAVEMENT MARKINGS															
LOCATION	4 inch Solid WHITE Edge Line	4 inch Broken WHITE Lane Line	4 inch Dotted WHITE Extension Line (2' gap)	8 inch Dotted WHITE Lane Line (3' Line, 9' gap)	4 inch Solid WHITE Lane Line	8 inch Solid WHITE Line	12 inch Solid WHITE Diagonal Line	12 inch Solid WHITE Chevron Line	24 inch Solid WHITE Crosswalk Block	24 inch Solid WHITE Stop Line	6 inch Solid WHITE Bike Lane	4 inch Solid Double YELLOW Centerline	4 inch Solid YELLOW Line	4 inch Broken YELLOW Line	12 inch Solid YELLOW Diagonal Line
STA. 101+00 TO 106+75		280		84		230						468			
STA. 106+75 TO 112+75		360				561		161	48	13		503			
STA. 112+75 TO 117+00		360							56	20		350			
TOTALS		250		21		791		161	104	33		2642			

RECAPITULATION OF QUANTITIES		
ITEMS	TOTAL	UNITS
Pavement Marking (Patterned cold plastic)(White)(4 inch)		LF
Pavement Marking (Patterned cold plastic)(White)(12 inch)		LF
Pavement Marking (Patterned cold plastic)(White)(24 inch)		LF
Pavement Marking (Patterened cold plastic)(Yellow)(4 inch)		LF
Pavement Marking Symbol (Patterned cold plastic)(white){ }		Each
Pavement Marking (Thermoplastic)(White)(4 inch)*	250	LF
Pavement Marking (Thermoplastic)(White){ 8 inch}*	812	LF
Pavement Marking (Preformed Thermoplastic) (White) (12 Inch)	161	LF
Pavement Marking (Preformed Thermoplastic) (White) (24 Inch)	137	LF
Pavement Marking (Thermoplastic) (Yellow) (4 Inch)*	2642	LF
Pavement Marking Symbol (Preformed Thermoplastic) (White) (LEFT ARROW)	2	Each
Pavement Marking Symbol (Preformed Thermoplastic) (White) (ONLY)	1	Each
Pavement Marking (High Durability)(Multicomponent)(white)(12 inch)		LF
Pavement Marking (High Durability)(Multicomponent)(white)(24 inch)		LF
Pavement Marking Symbol (High Durability)(Multicomponent)(white){ }		Each
Pavement Marking Removal	86	LF

NOTE: All Totals reflect actual quantity of Pavement Marking Materials required.

* Denotes Pavement Marking to be Thermoplastic (Extruded)

SUMMARY OF WORD & SYMBOL MARKINGS																
LOCATION	↶	↷	↑	↖	↗	♿	⚓	♿	⚓	↙	STOP	ONLY	X-ING	SCHOOL	OTHER	
STA. 101+00 TO 106+75	2											1				
TOTALS	2											1				

1	3/17/2021	Major Revision	SU	KRE
NO.	DATE:	REVISION	BY:	APP'D

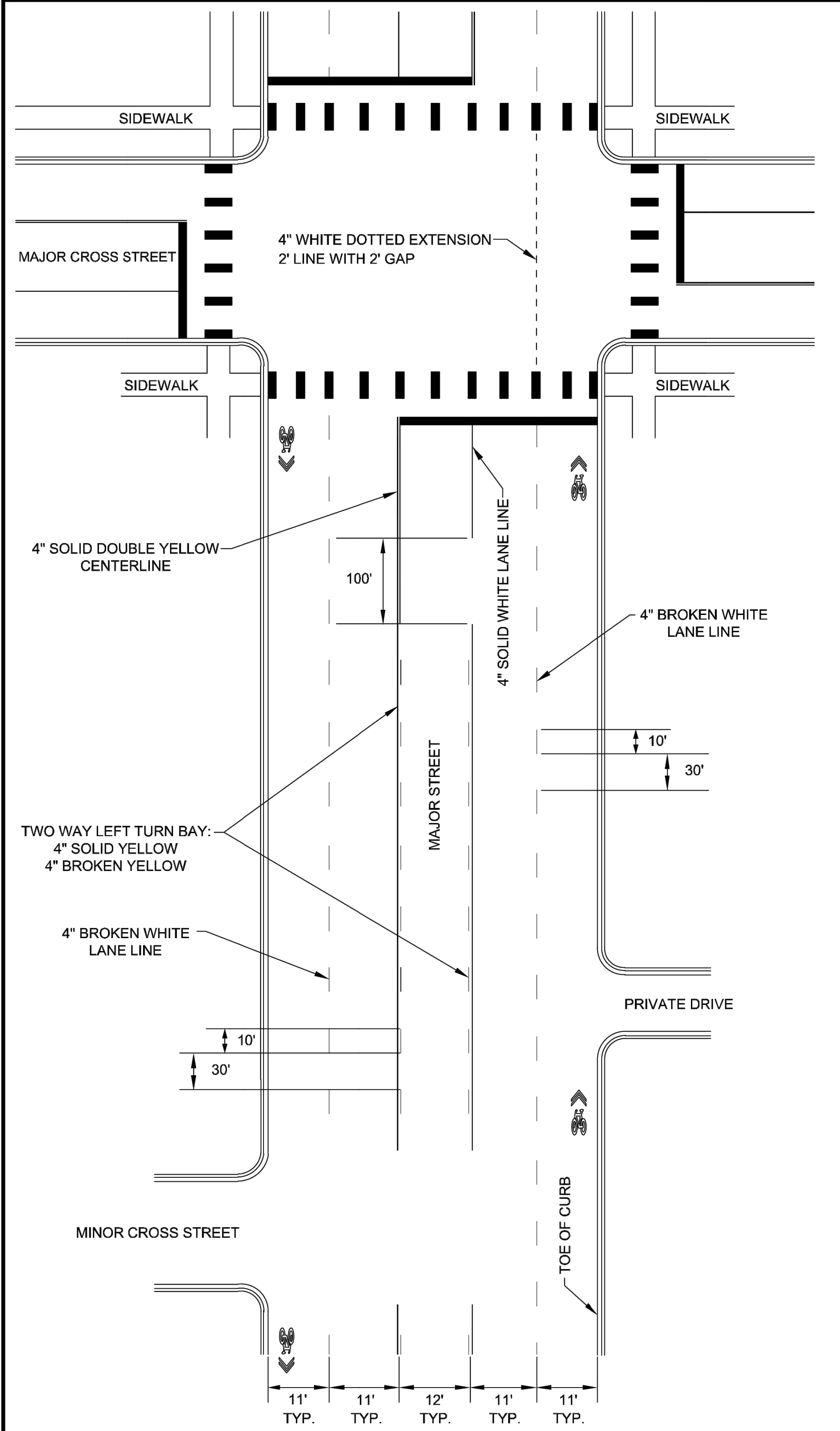
DRAWN BY: Shoeb Uddin
 APP'D BY: Kristi Ericksen



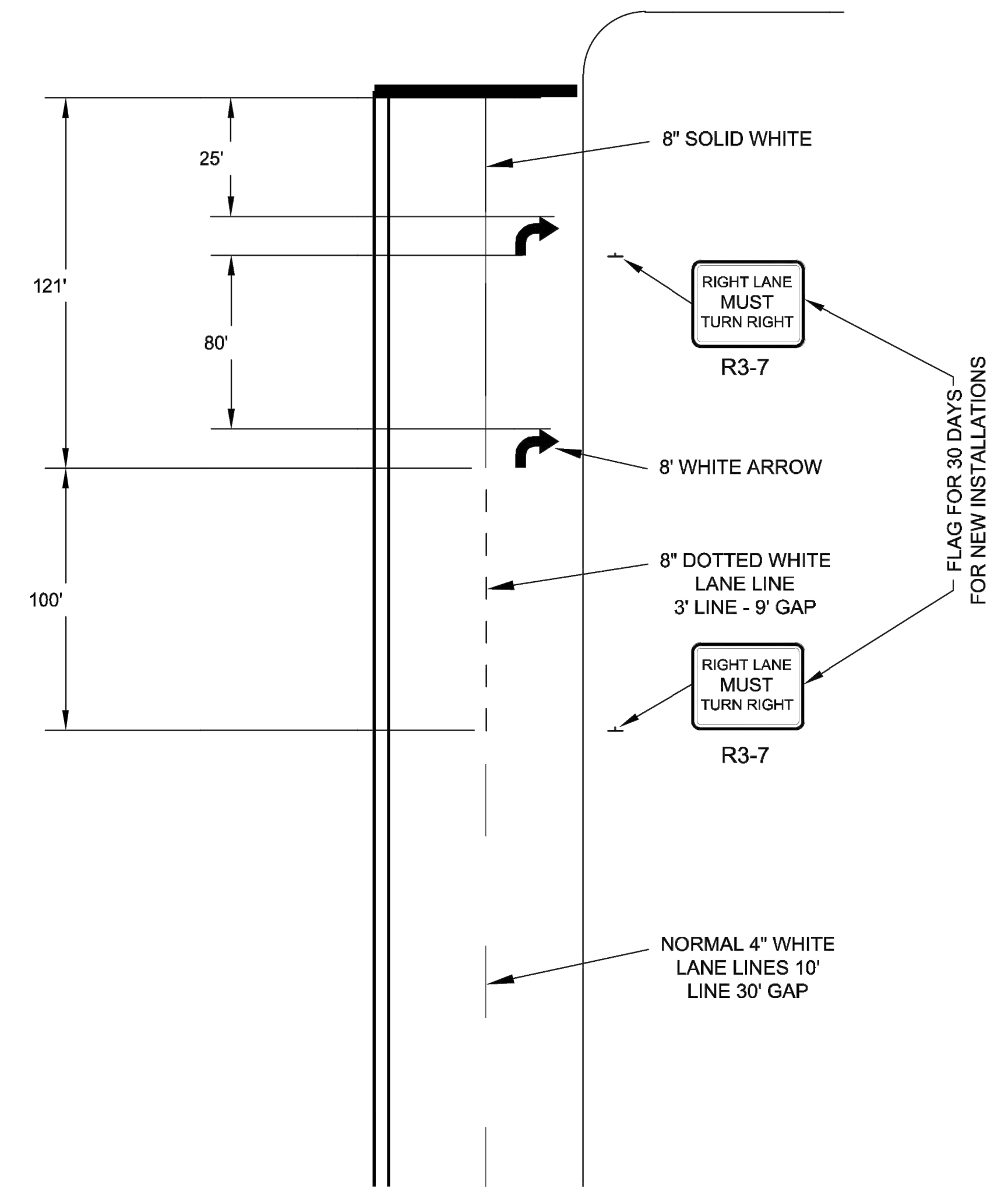
STANDARD DETAILS
DT - 115

RECAP
PAVEMENT MARKING QUANTITIES

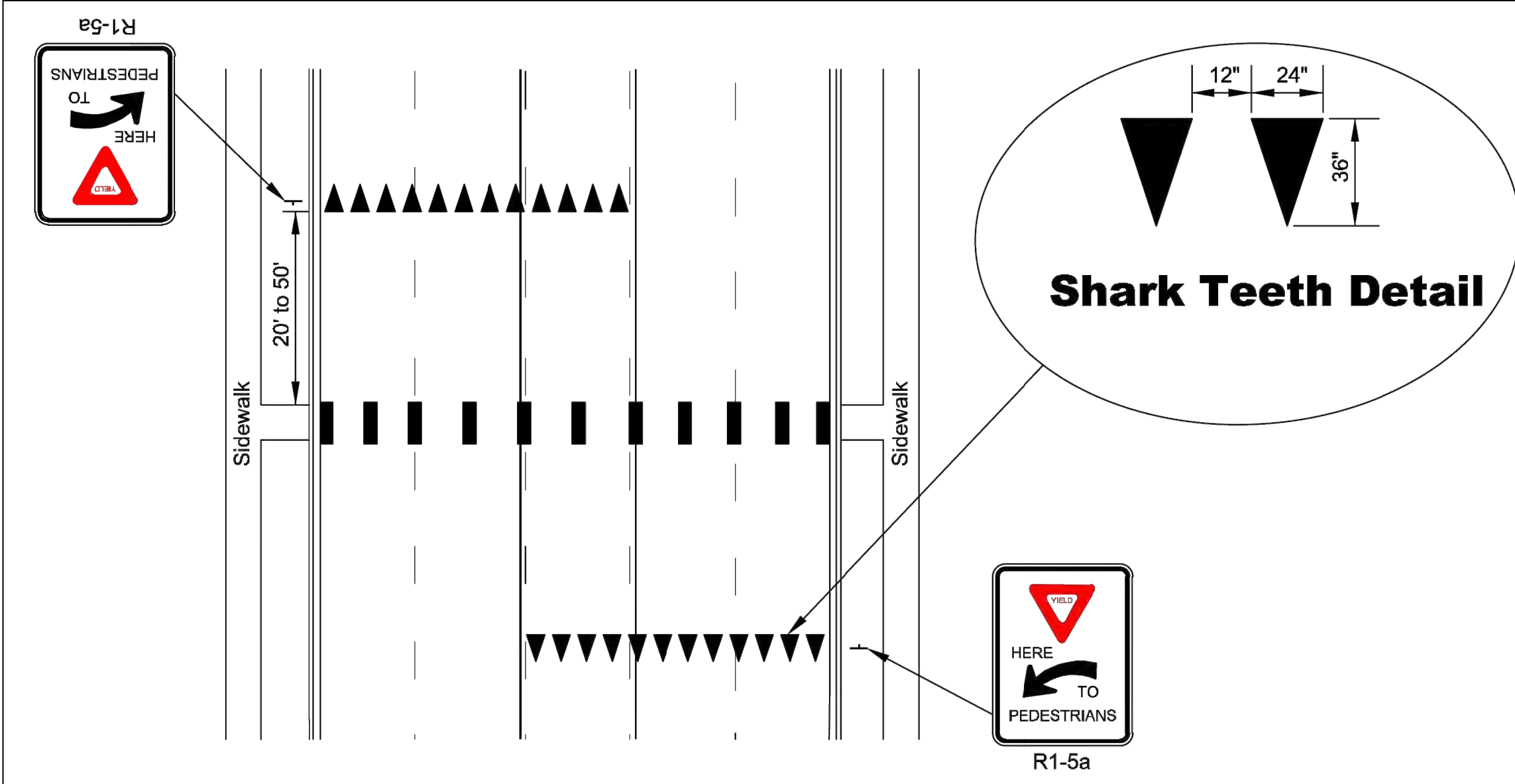
DATE: **FEB 2026**
 PAGE: **21 OF 26**
 PROJECT: **T-841099.13**



TYPICAL PAVEMENT MARKING DETAIL



TRAP LANE - WHEN THRU LANE BECOMES MANDATORY TURN LANE



MID BLOCK CROSSWALK DETAIL

NOTES

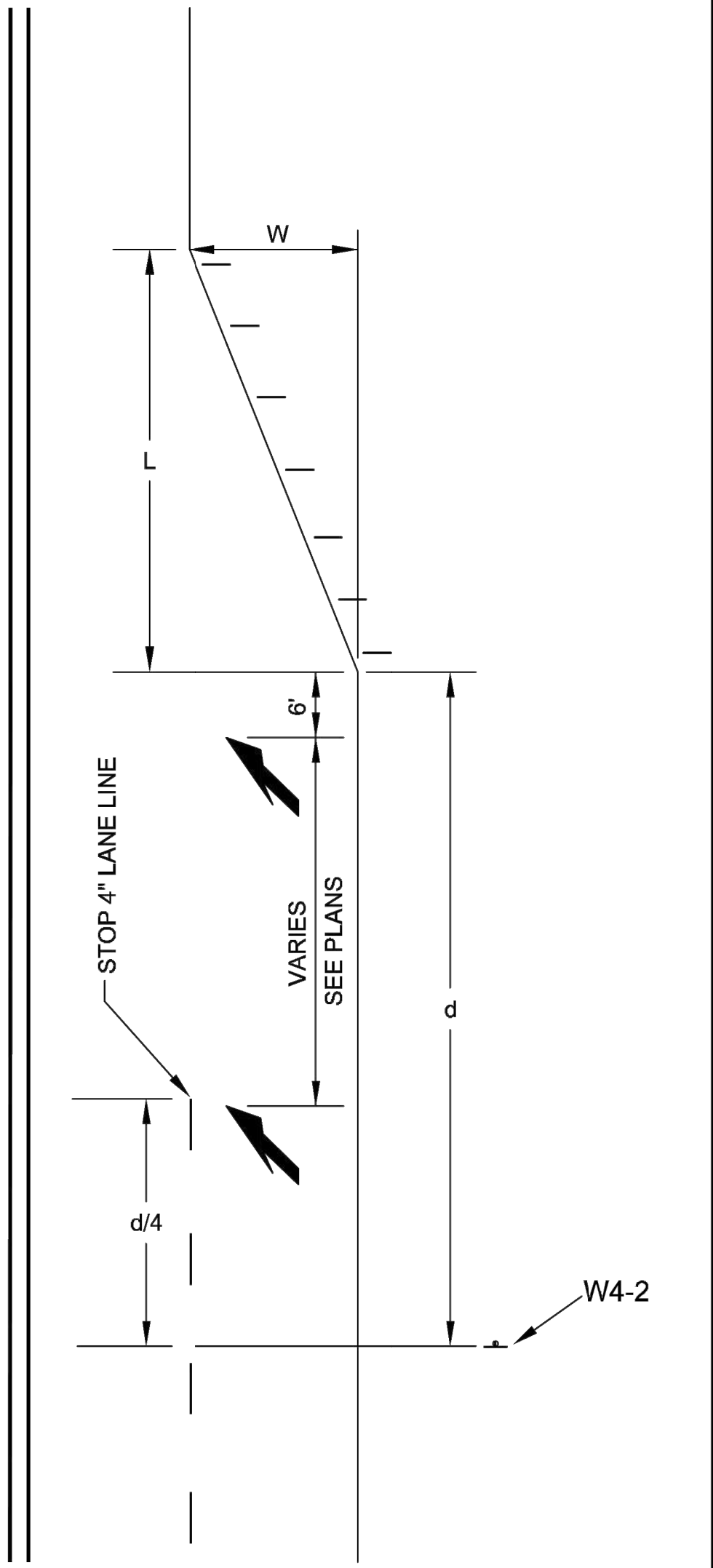
- Where there is no curb, Delineators are needed.
- Delineators are not needed in areas where speed is less than 45 mph and there is curb.

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

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

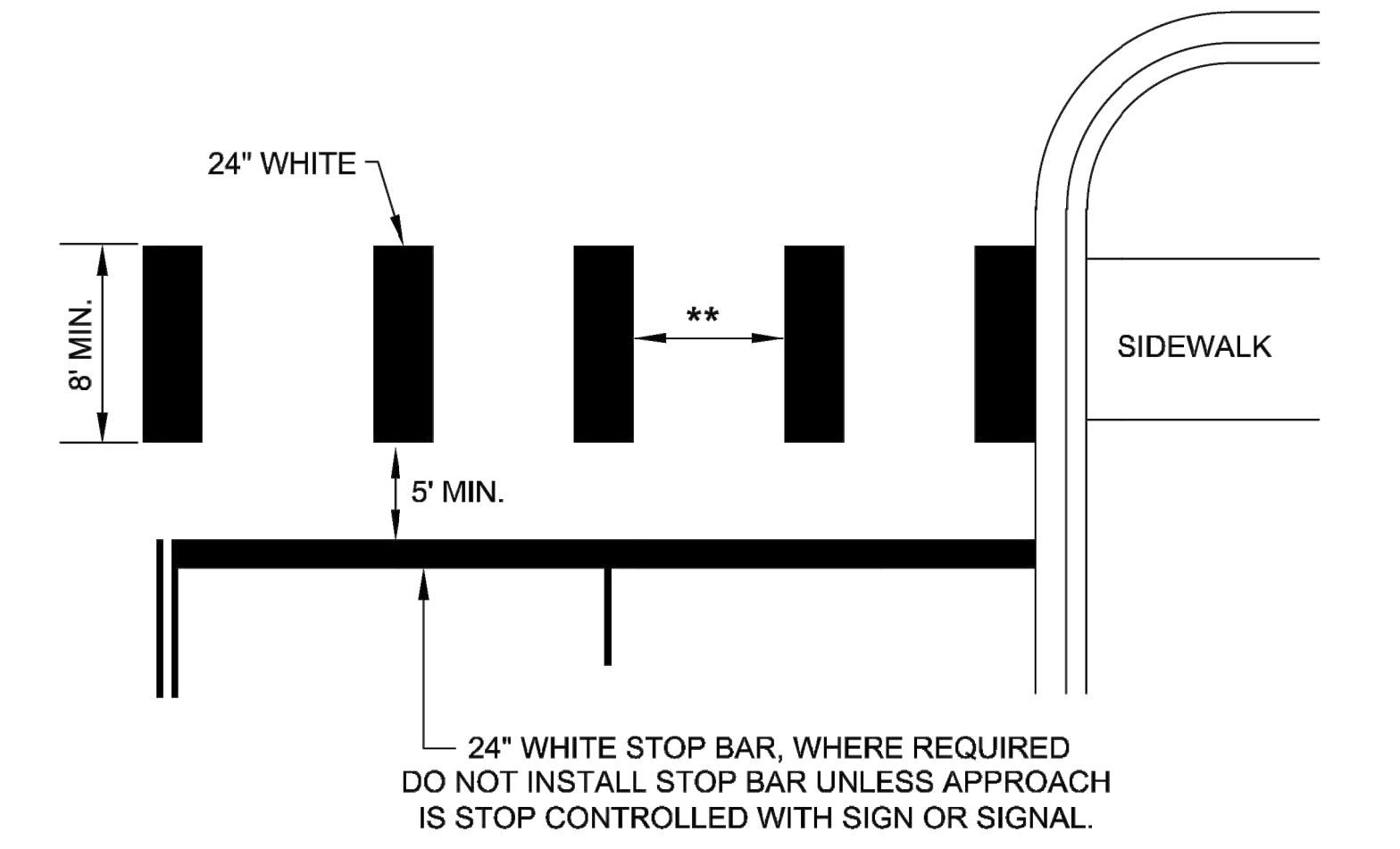
d = 460' FOR 30mph
 = 565' FOR 35mph
 = 670' FOR 40mph

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	

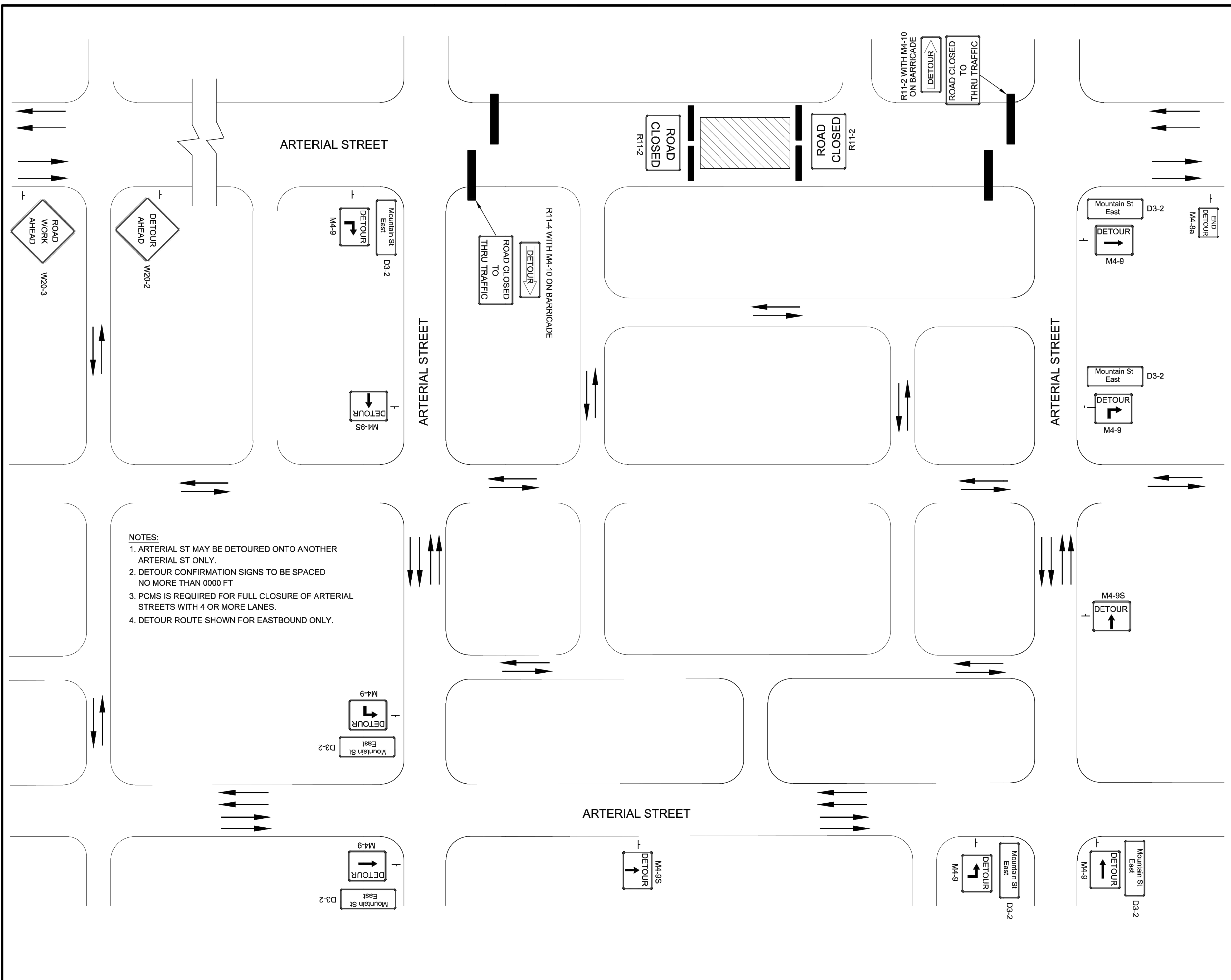
DRAWN BY: Shoeb Uddin
 APP'D BY: Kristi Ericksen

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

STANDARD DETAILS
 DT - 116

PAVEMENT MARKINGS

DATE: FEB 2026
 PAGE: 22 OF 26
 PROJECT: T-841099.13



GENERAL NOTES:

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.

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

ALL WORKERS SHALL WEAR HIGH VISIBILITY APPAREL MEETING ANSI 107-2015 CLASS 2 OR 3.

FOR OPERATIONS OF LESS THAN 60 MINUTES, ALL SIGNS AND CHANNELIZING DEVICES MAY BE ELIMINATED IF A VEHICLE WITH HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS IS USED. VEHICLE WARNING FLASHERS SHALL NOT BE USED IN LIEU OF ROTATING FLASHING BEACONS LONGER THAN 15 MINUTES.

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 LANE OR OFFSET IN FEET
 S = POSTED SPEED LIMIT PRIOR TO WORK STARTING

SPEED LIMIT	TAPER (L) 12' LANE	SIGN SPACING (X)	BUFFER SPACE
20mph	80'	100'	115'
25mph	125'	100'	155'
30mph	180'	100'	200'
35mph	245'	100'	250'
40mph	320'	100'	305'
45mph	540'	350'	360'

TABLE 118 A (1)

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

LEGEND

- T — = SIGN
- = TYPE III BARRICADE
- = CHANNELIZING DEVICES
- ◀◀◀◀ = ARROW PANEL BOARD
- ▨ = WORK SPACE
- ⏏ = FLAGGER

NO.	DATE	REVISION	SU	KRE
1	10/30/20	MAJOR REVISION	SU	KRE

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

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

STANDARD DETAILS
DT - 118 A

TRAFFIC CONTROL
Arterial Street Closure

DATE: FEB 2026
 PAGE: 23 OF 26
 PROJECT: T-841099.13

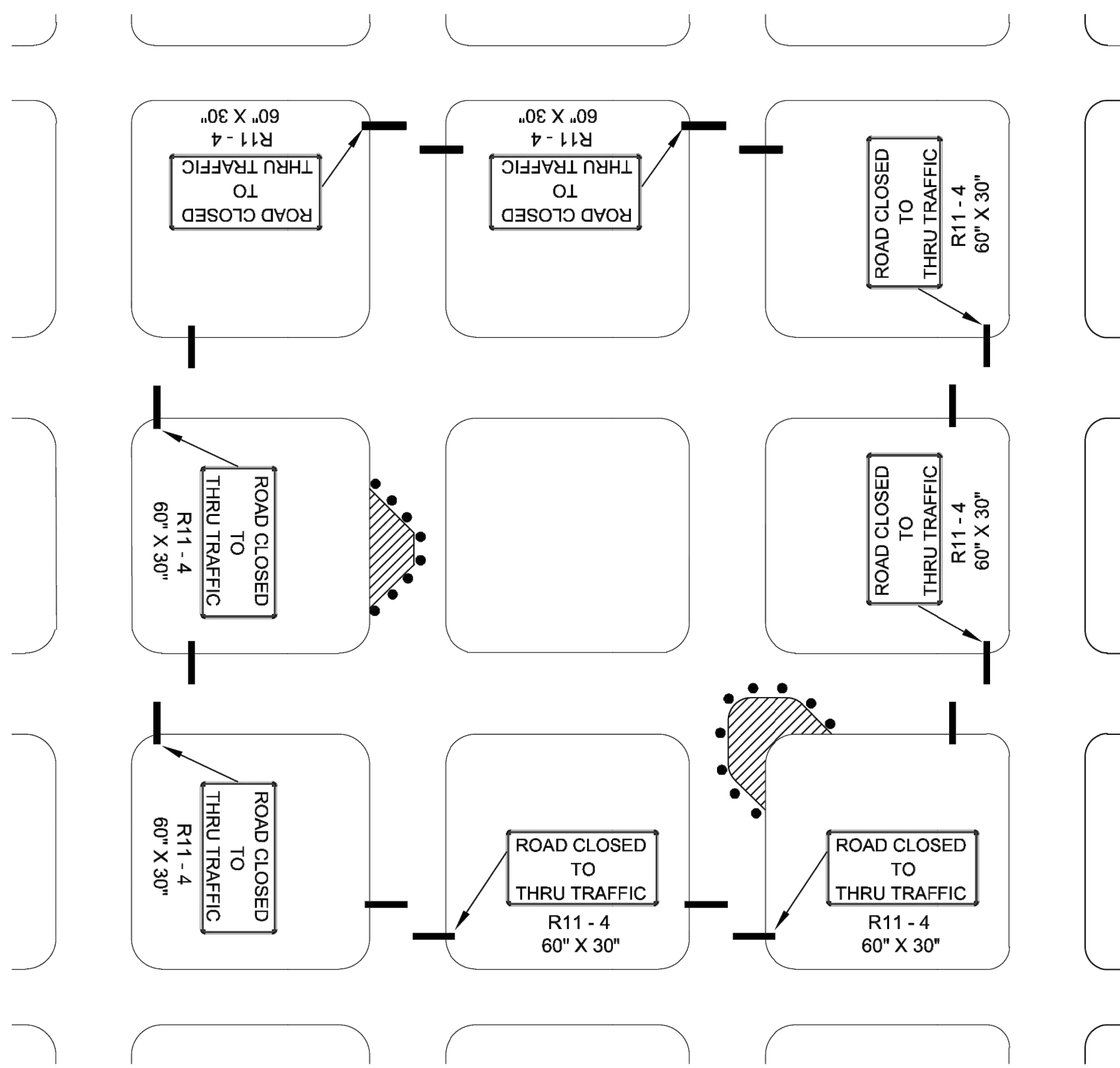
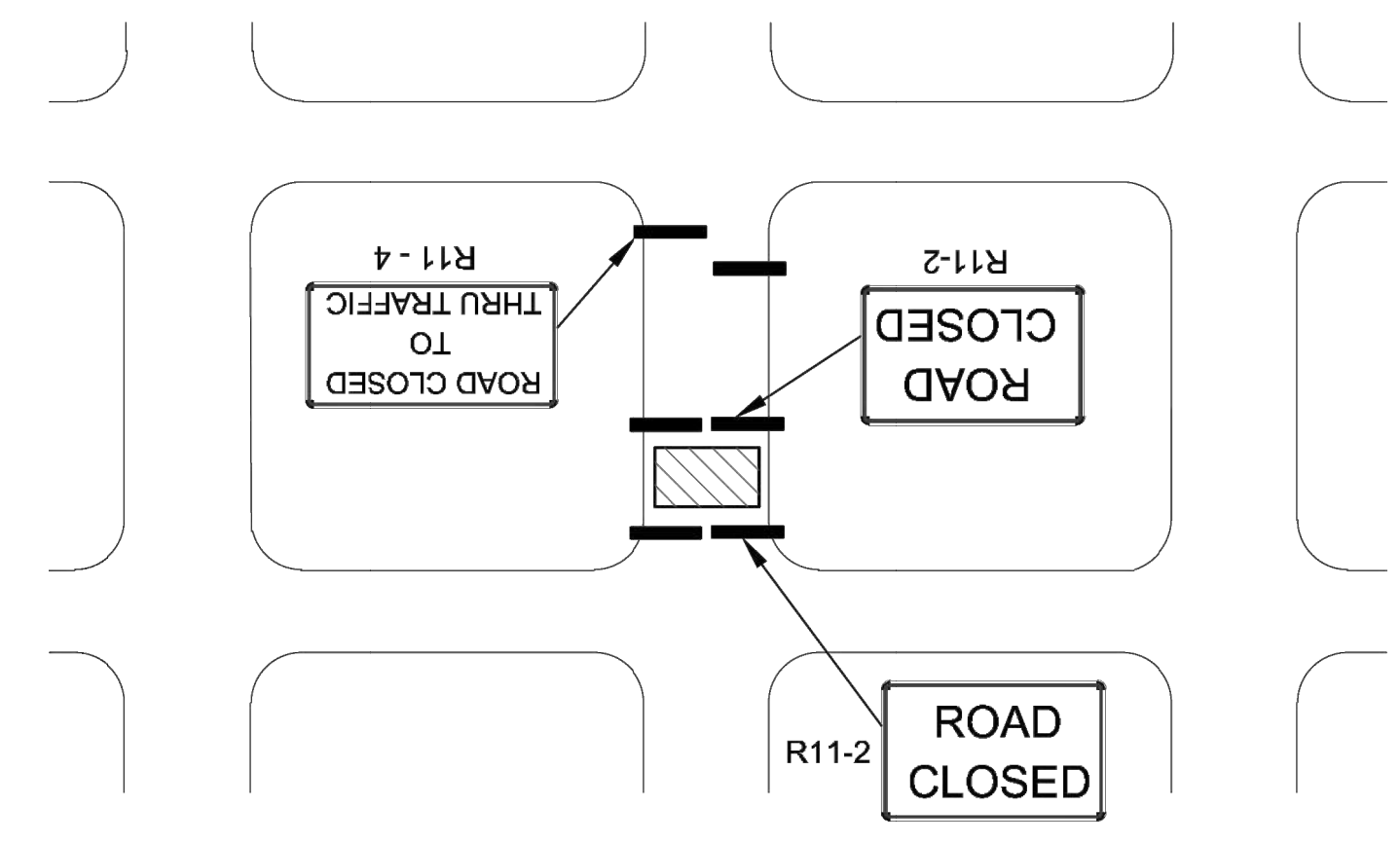


FIGURE - 118 B (1)
CONSTRUCTION WORK ON RESIDENTIAL / LOCAL STREETS



Need for Detour will be determined by the Engineer. Collector Streets cannot be detoured onto local or residential streets.

FIGURE - 118 B (2)
CLOSURE OF RESIDENTIAL / LOCAL STREETS

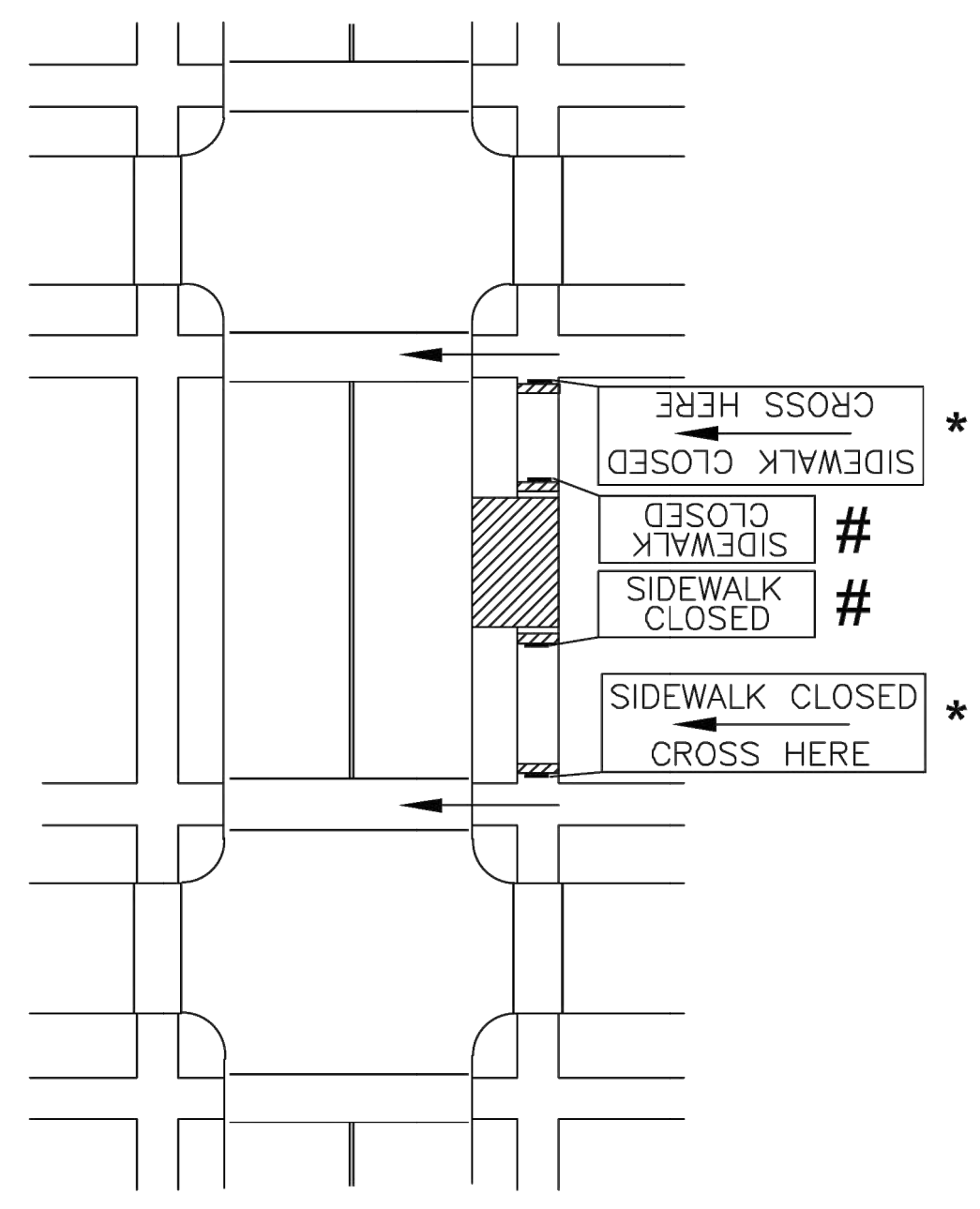


FIGURE - 118 B (3)
MID-BLOCK SIDEWALK CLOSURE WITH PEDESTRIAN DETOUR

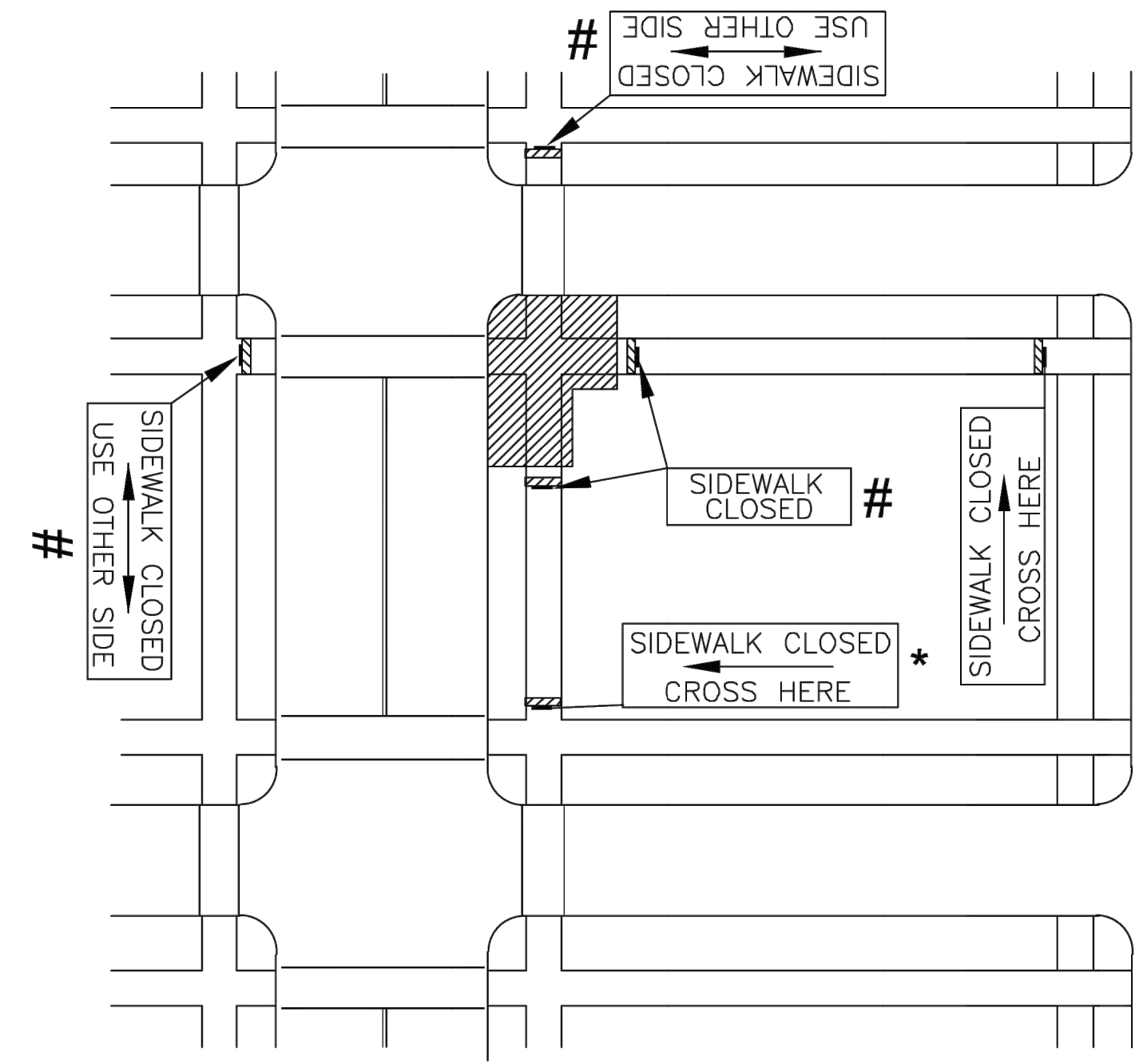


FIGURE - 118 B (4)
CORNER SIDEWALK CLOSURE WITH PEDESTRIAN DETOUR

* ADVANCE SIGNS TO BE PLACED ON TYPE I OR TYPE II BARRICADES OR POST MOUNTED. PLACEMENT SHALL BE SUCH THAT SO THAT AT LEAST 48" OF SIDEWALK IS AVAILABLE FOR PEDESTRIAN USE.
SIGNS TO BE PLACED ON CONTINUOUS DETECTABLE DEVICES.

LEGEND	
— = SIGN	◀◀◀◀ = ARROW PANEL BOARD
— = TYPE III BARRICADE	▨ = WORK SPACE
○ = CHANNELIZING DEVICES	⚠ = FLAGGER

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

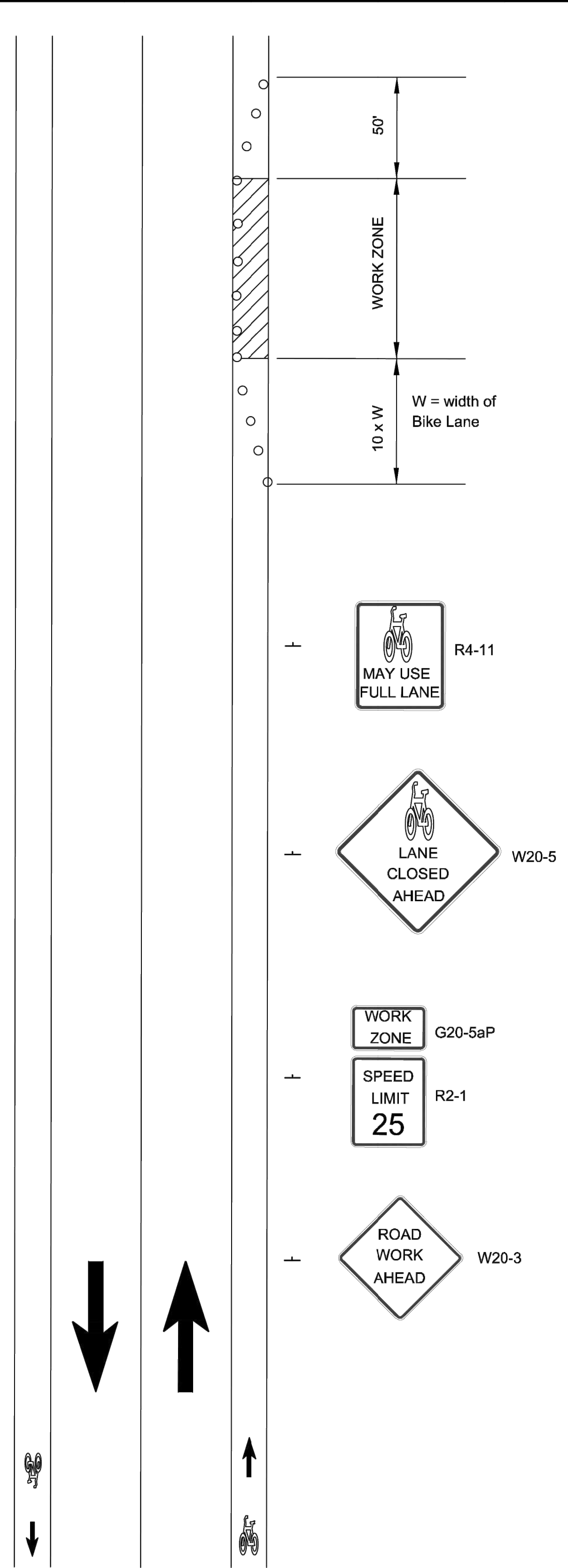
DRAWN BY: Shoeb Uddin
APP'D BY: Kristi Ericksen



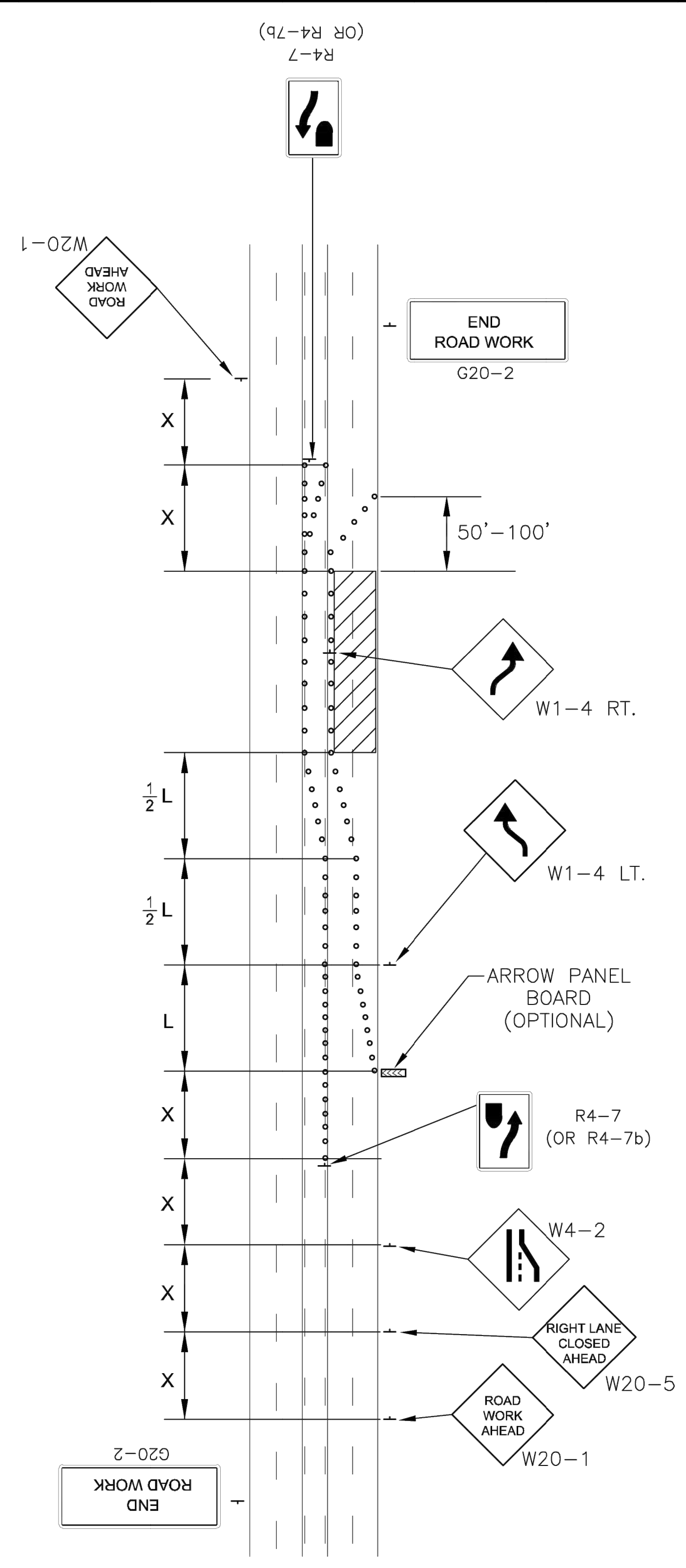
STANDARD DETAILS
DT - 118 B

TRAFFIC CONTROL
LOCAL STREET / SIDEWALK CLOSURES

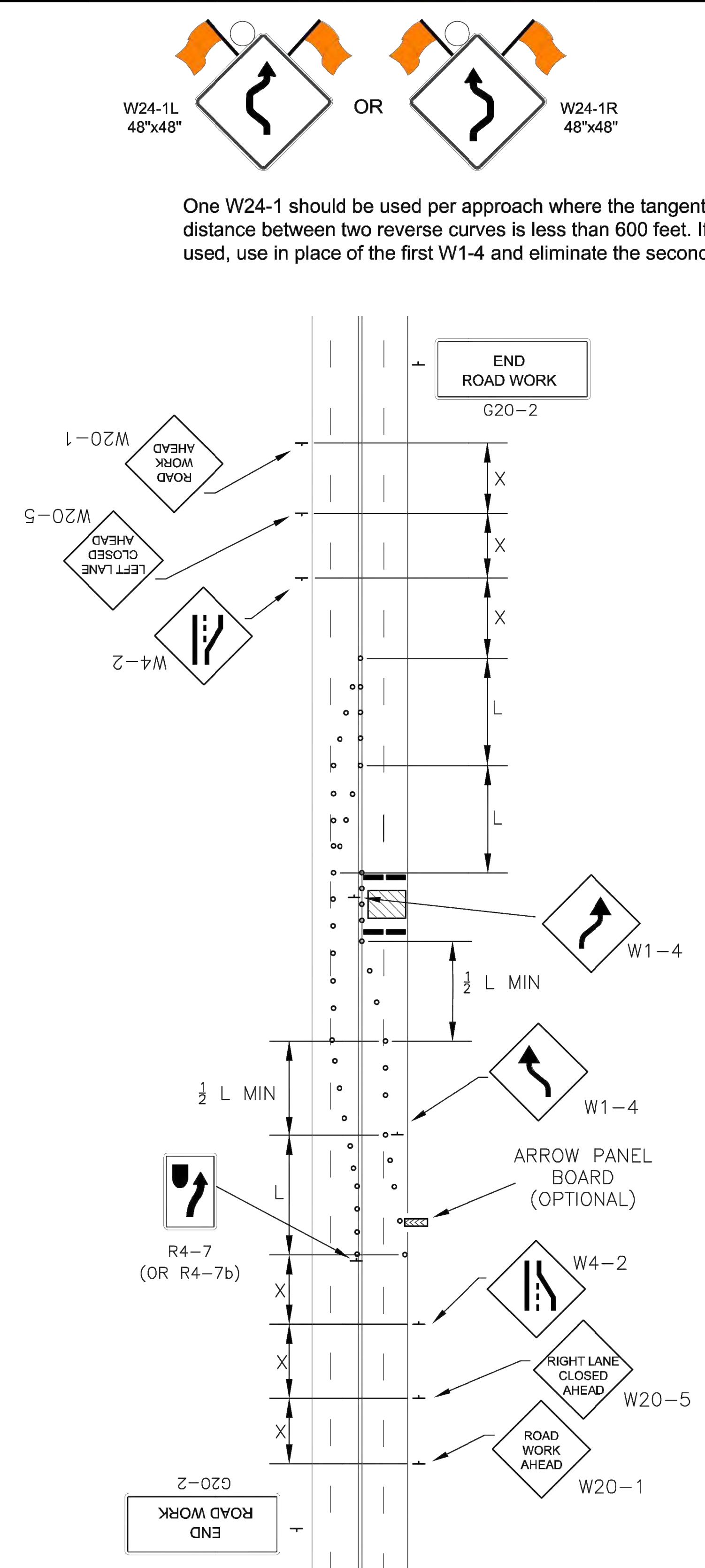
DATE: FEB 2026
PAGE: 24 OF 26
PROJECT: T-841099.13



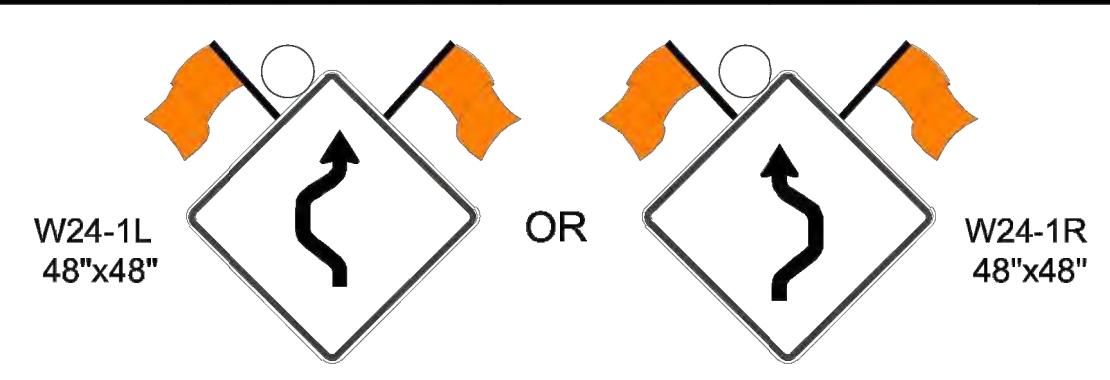
**FIGURE - 120 A (1)
BIKE LANE CLOSURE**



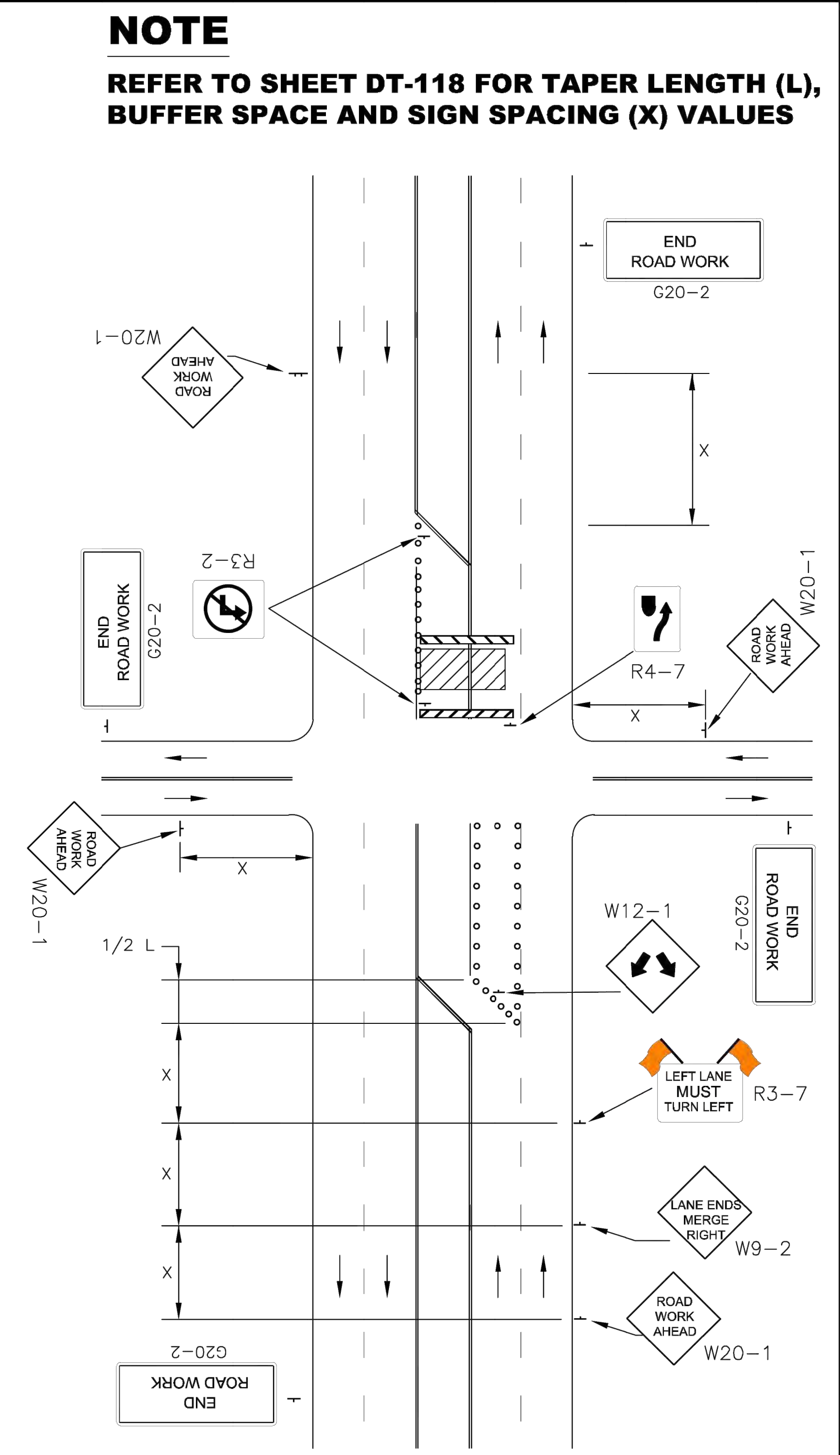
**FIGURE - 120 A (2)
FIVE LANE ROADWAY
w/ TWO LANES CLOSED**
(BASED ON SPEED LIMIT OF 40mph
AND LANE WIDTH OF 12')



**FIGURE - 120 A (3)
4-LANE UNDIVIDED ROADWAY-HALF
ROADWAY IS CLOSED**



One W24-1 should be used per approach where the tangent distance between two reverse curves is less than 600 feet. If used, use in place of the first W1-4 and eliminate the second.



**FIGURE - 120 A (4)
MULTIPLE LANE CLOSURE AT AN INTERSECTION**

LEGEND	
—+— = SIGN	◀◀◀ = ARROW PANEL BOARD
— = TYPE III BARRICADE	▨ = WORK SPACE
○ = CHANNELIZING DEVICES	⏏ = FLAGGER

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

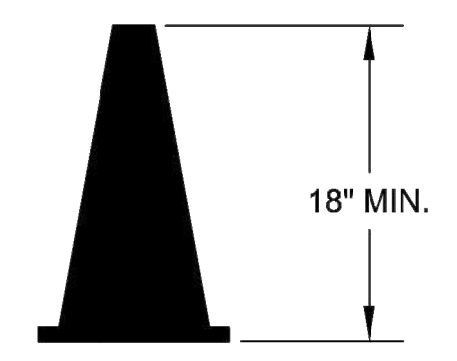
DRAWN BY: Shoeb Uddin
 APP'D BY: Kristi Ericksen

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

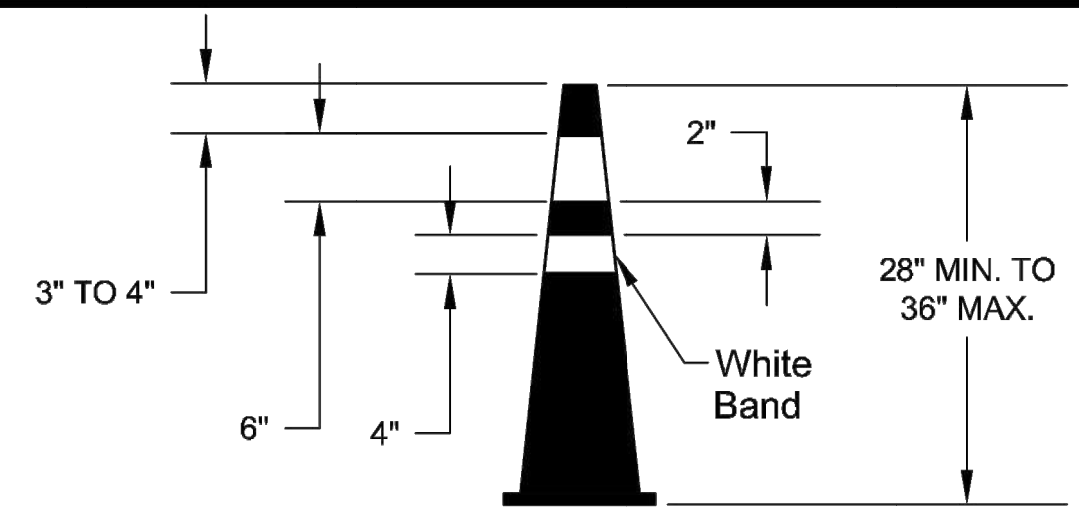
STANDARD DETAILS
 DT - 120 A

TRAFFIC CONTROL
 MULTI LANE CLOSURE
 BIKE LANE CLOSURE

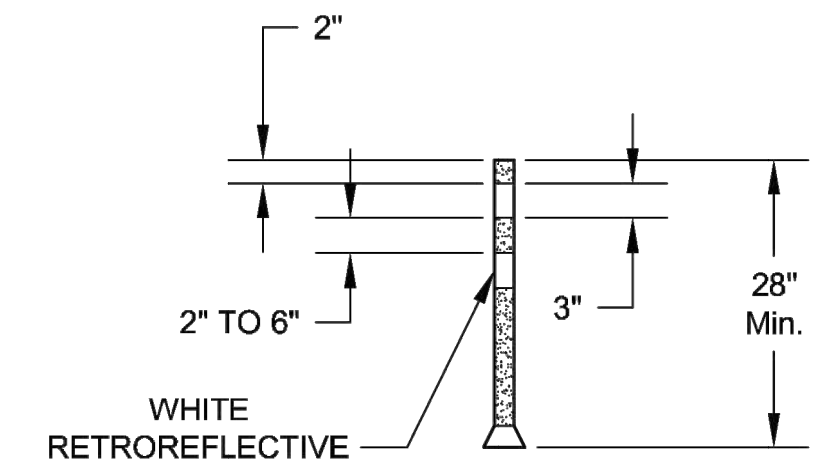
DATE: FEB 2026
 PAGE: 25 OF 26
 PROJECT: T-841099.13



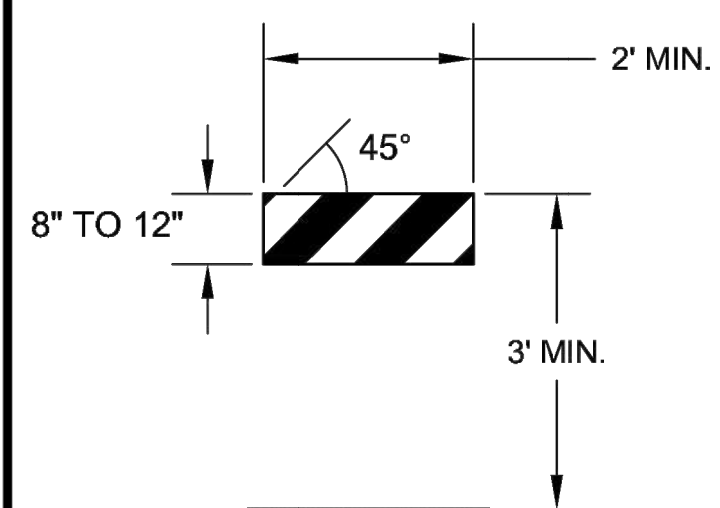
CONES
DAY TIME USE ONLY
(≤ 40 MPH)



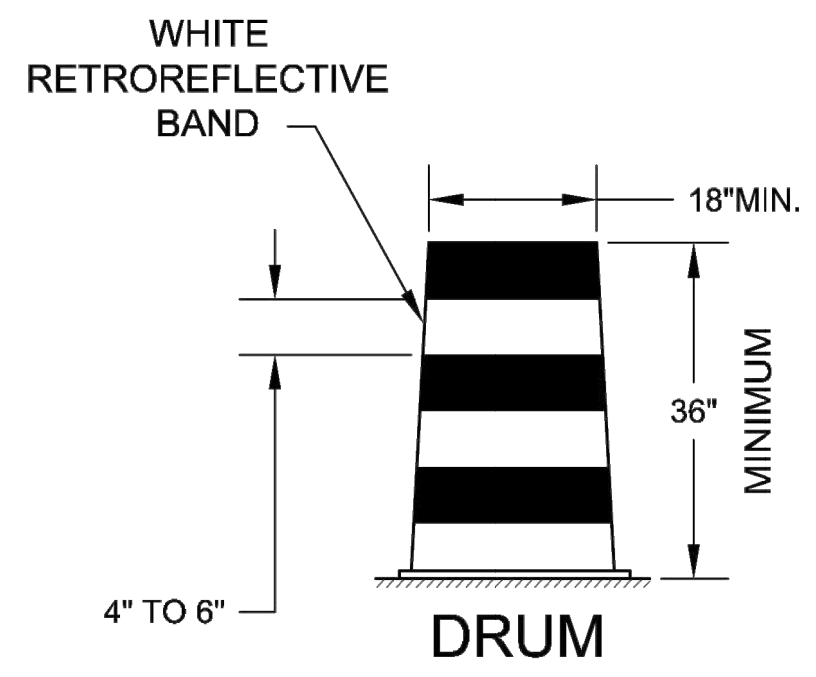
CONES
FLUORESCENT ORANGE CONE
w/ WHITE RETROREFLECTIVE BANDS



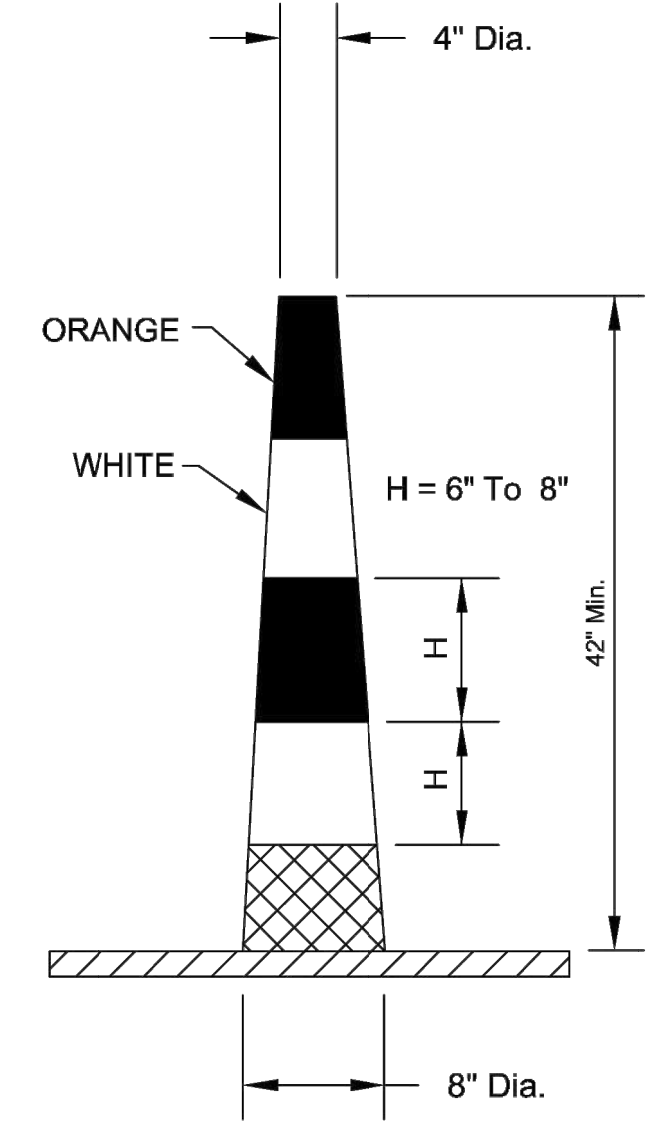
TUBULAR MARKERS



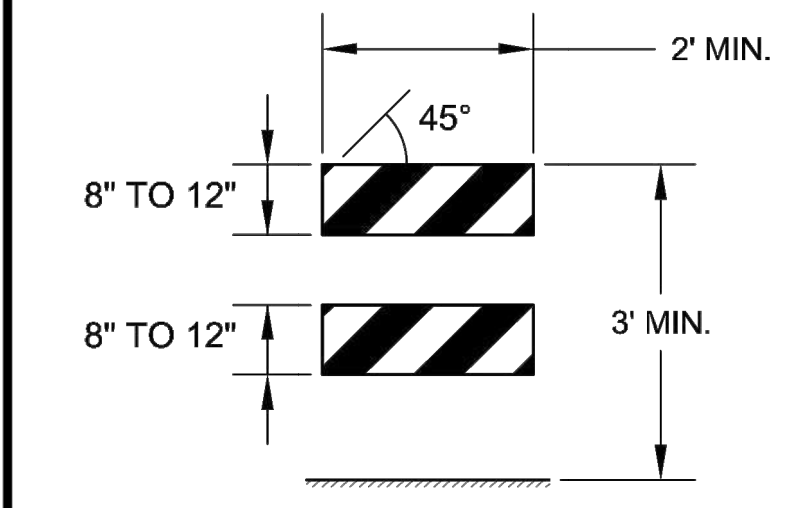
TYPE I BARRICADE



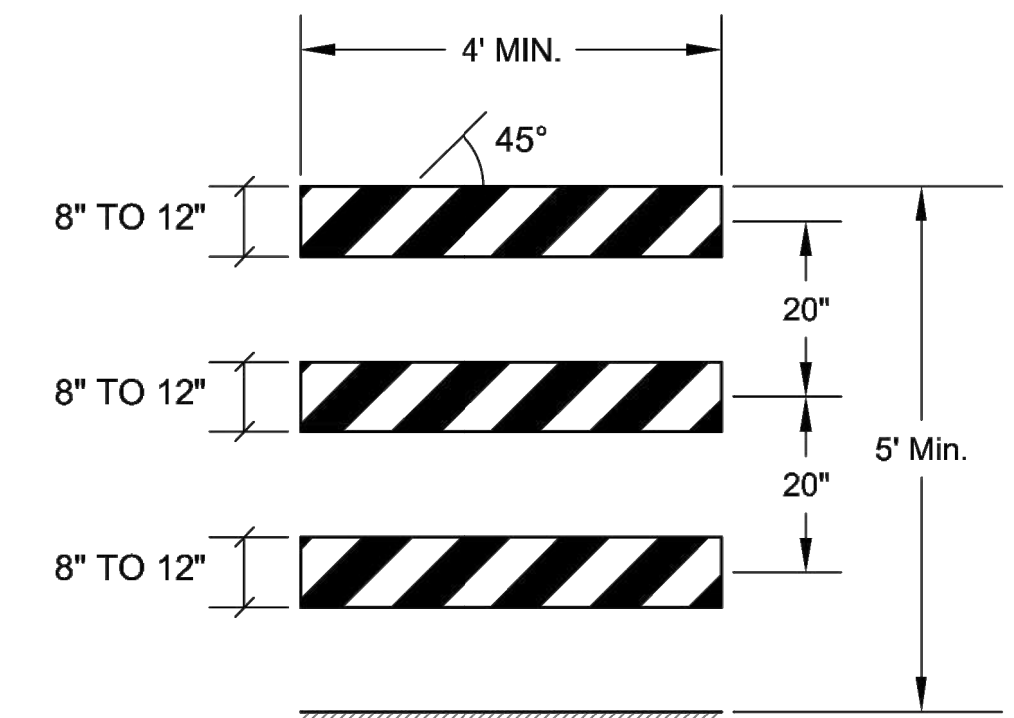
DRUM



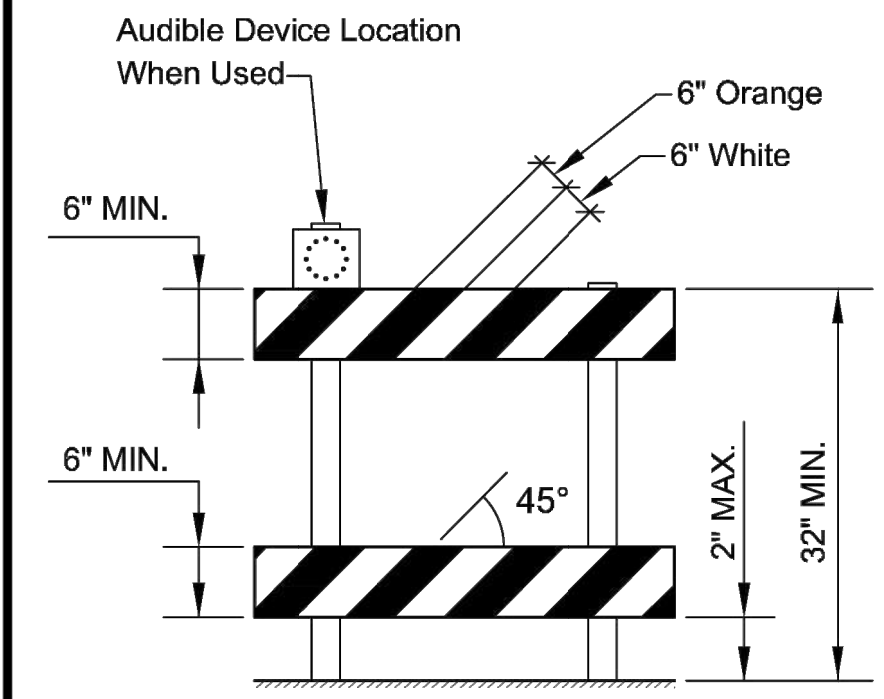
CONICAL DELENEATOR



TYPE II BARRICADE



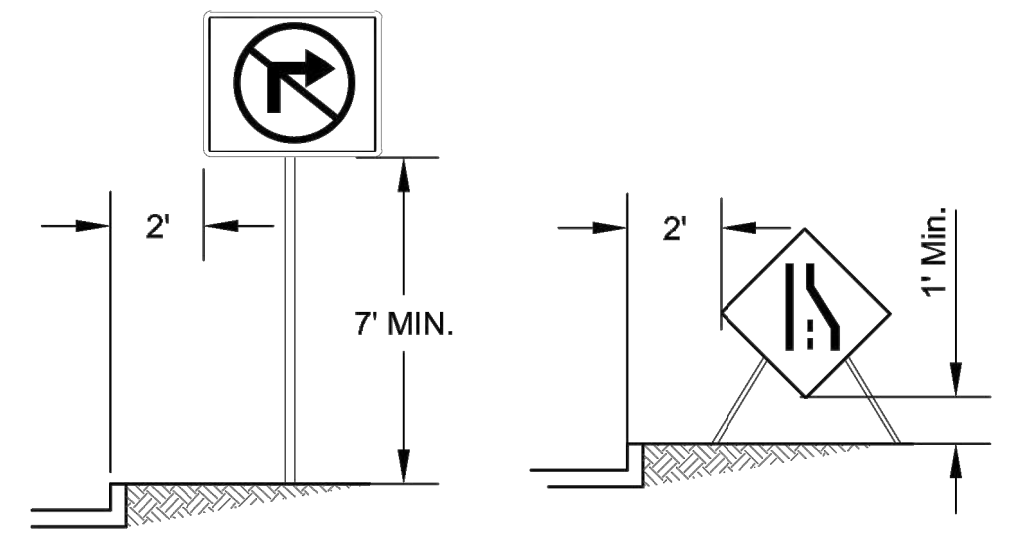
TYPE III BARRICADE



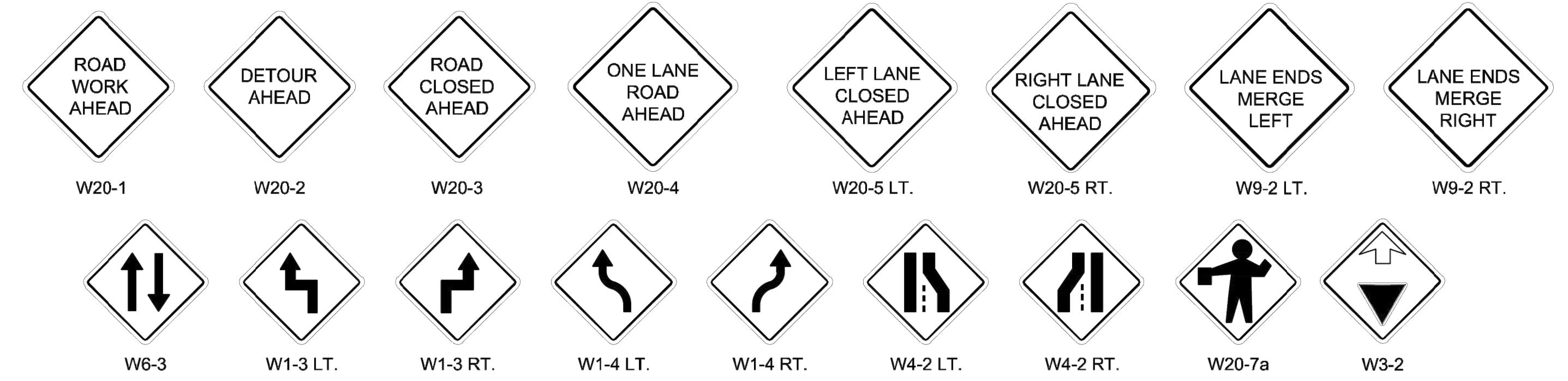
DETECTABLE PEDESTRIAN BARRICADE/CHANNELIZER

NOTES:

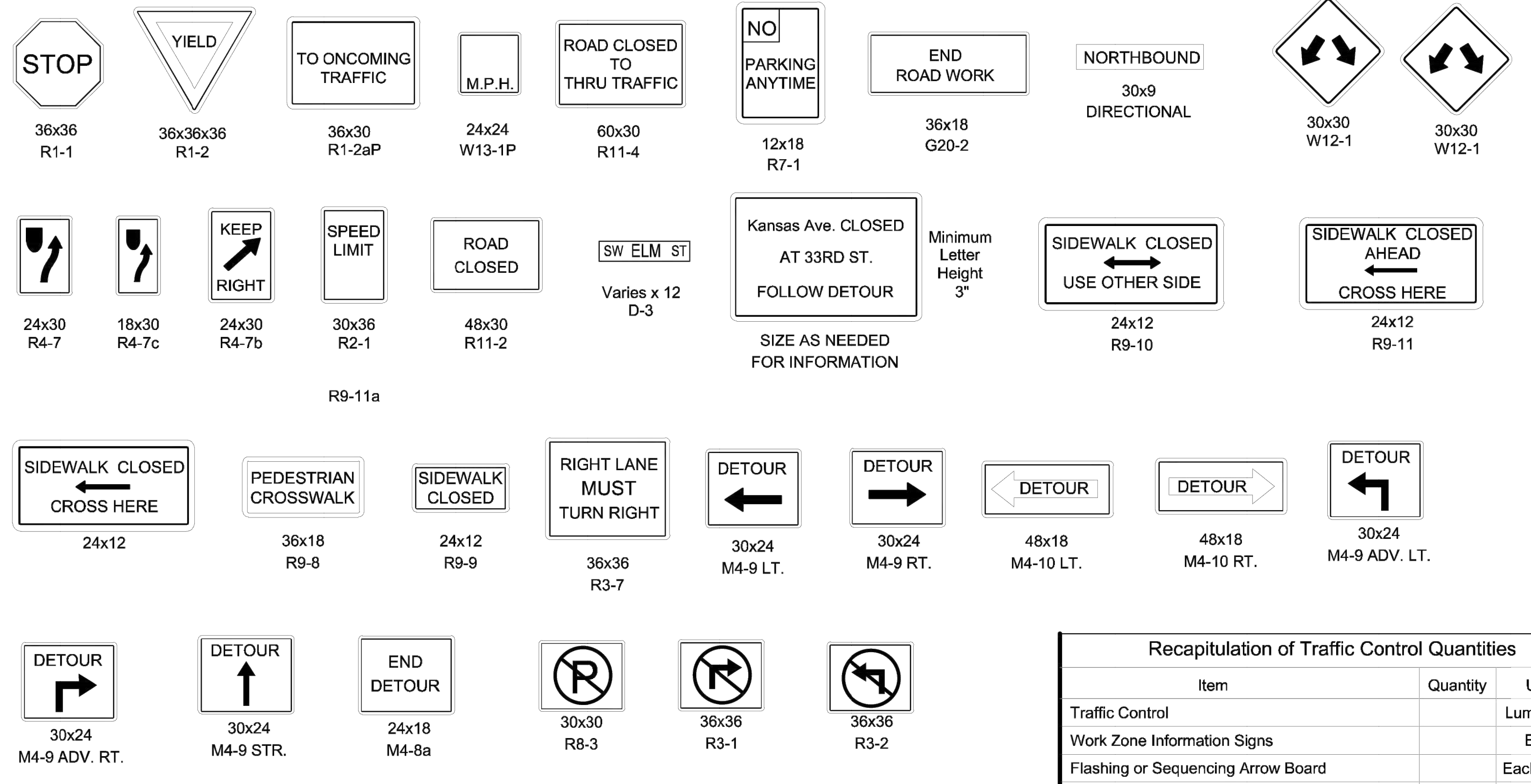
1. Barricades (Type 2 or 3) shall be used to close the entire width of the pathway.
2. Do not use warning lights on pedestrian barricades or on audible devices.
3. Upper rail shall be continuously smooth.
4. Adjacent sections of barricades shall be interlocked together, and shall have the same base color (orange or yellow).
5. Stripes are optional. As an alternate, the top rail may be orange and the bottom rail may be white.



HEIGHT AND LOCATION OF SIGNS



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



Minimum Size:

Refer to Table 6F-1 of the most recent edition of MUTCD for minimum sizes of all Traffic Control Signs.

TYPICAL TRAFFIC CONTROL SIGNS USED IN CITY PROJECTS

Recapitulation of Traffic Control Quantities			
Item	Quantity	Unit	
Traffic Control		Lump Sum	
Work Zone Information Signs		Each	
Flashing or Sequencing Arrow Board		Each Week	
Portable Changeable Message Sign		Each Week	
Temporary Traffic Signal		Lump Sum	
Temporary Pavement Marking (*) (**) (***)		LF	
Surface Drop off Treatment		LF	

(*) Type Pavement Marking: Type I, Type II, Masking
(**) Color
(***) Width

NO.	DATE:	REVISION	SU	KRE
1	10/30/20	MAJOR REVISION		

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



STANDARD DETAILS
DT - 121A

TRAFFIC CONTROL DEVICES AND RECAP OF QUANTITIES

DATE: FEB 2026
PAGE: 26 OF 26
PROJECT: T-841099.13