SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS
TOPEKA, KANSAS
BID SET

CITY PROJECT NO. 291130.02
JANUARY 2026

SEE SHEET 3 FOR OVERALL LAYOUT OF SANITARY IMPROVEMENTS

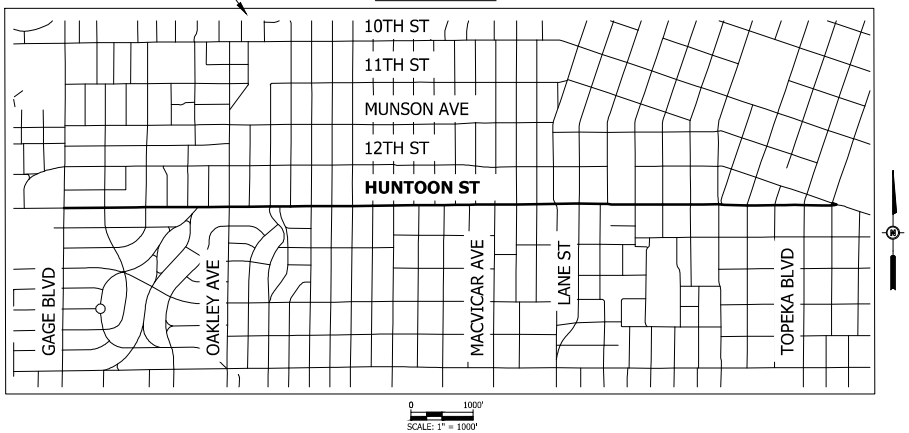
SYMBOL LEGEND

☐	MONUMENT FOUND	Ⓦ	WATER METER
●	HORIZONTAL CONTROL POINT	⊠	WATER VALVE
◎	CALCULATED POINT		FIRE HYDRANT
BM	BENCHMARK		WATERSPRINKLER
⊠	R/W MARKER		WATER HYDRANT
	TARGET - AERIAL/MOBILE	WELL	WATER WELL
	SIGN (ONE POLE)		WATER MANHOLE
	SIGN (TWO POLE)		TRAFFIC SIGNAL BOX
	BILLBOARD		TRAFFIC MANHOLE
S	STOP SIGN		TRAFFIC SIGNAL
	MAILBOX	LPT	PROPANE TANK
	POST	G	GAS VALVE
	SATELLITE DISH	G	GAS METER
TS	TEST STATION	GT	GAS TEST STATION
	FLAG POLE	GP	GAS PUMP
	PARKING METER	G	GAS RISER
	MANHOLE LID	MW	MONITORING WELL
	BORE HOLE	T	TELEPHONE PEDESTAL
	FLOOD LIGHT		TELEPHONE MANHOLE
	LIGHT POLE WITH ARM	H	HANDHOLE
	LIGHT POLE	SAN CO	SANITARY MANHOLE
	GUY POLE	CO	SANITARY CLEAN OUT
	GUYANCHOR	SEP	SEPTIC TANK
	UTILITY POLE	C	TELEVISION (CABLE) PEDESTAL
E	ELECTRIC PEDESTAL		AREA INLET
	ELECTRIC MANHOLE		STORM MANHOLE
E	ELECTRIC METER		STORM SEWER CURB INLET
	LIGHT TOWER		ROOF DRAIN
	DECIDUOUS TREE	VENT	VENT PIPE
	EVERGREEN TREE		MIN OPENING ELEVATION
	SHRUB		FINISH FLOOR ELEVATION
	EVERGREEN SHRUB		TREE STUMP
			LANDSCAPE BOULDER
		M	MISCELLANEOUS TOPO ITEM

LINE TYPE LEGEND

- LOT LINES / RIGHT-OF-WAY
- EASEMENT LINE
- SECTION LINE
- CENTER LINE OF ROAD
- CURB & GUTTER
- SANITARY SEWER
- SANITARY SEWER FORCE MAIN
- STORM SEWER SYSTEM
- UNDER GROUND CABLE TV
- UNDER GROUND ELECTRIC
- OVERHEAD ELECTRIC
- UNDER GROUND TELEPHONE
- FIBER OPTICS
- WATER LINE
- GAS LINE
- WOODEN FENCE
- CHAINLINK FENCE
- BARBED WIRE FENCE
- RETAINING WALL
- CONTOUR MAJOR
- CONTOUR MINOR
- LANDSCAPE EDGE
- SHRUB LINE

LOCATION MAP



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BID SET

ETHAN P. MEYER, NO. 29115 — P.E.

CITY OF TOPEKA, KANSAS
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION
DEPARTMENT OF UTILITIES

RELEASED FOR CONSTRUCTION

CITY ENGINEER: Mark Schreiner — 3/9/2026 DATE

REVIEWED BY: UTILITIES ENGINEER MICHELLE A. NEISWENDER, P.E. — 3/2/2026 DATE

ATTEST: Brenda Younger, CITY CLERK — DATE: 3/10/2026

KANSAS ONE-CALL:
1-800-DIG-SAFE
(1-800-344-7233)

Protect yourselves and your property against underground utility damage and liability.

Find out where the underground utility lines might be buried before you dig.

Anyone digging in Kansas must call before digging. The person who is doing the work is responsible for calling KOC. If the owner contracts with a professional excavator to do the excavation then the professional excavator is responsible for calling KOC.

You (the digger) will need to provide information about the work site when you call. This is a FREE service.

CALL BEFORE YOU DIG
IT'S THE LAW.
[Chapter 66.--PUBLIC UTILITIES
Article 18.--UTILITY DAMAGE PREVENTION]

UTILITIES

1-800-344-7233	DIG SAFE (ONE CALL)		
1-785-368-3913	CITY OF TOPEKA TRAFFIC OPERATIONS SECTION	CLINT COLLIER	ccollier@topeka.org
1-785-368-0152	CITY OF TOPEKA WATER DIVISION	DUNCAN THEURI	dtheuri@topeka.org
1-785-368-2467	CITY OF TOPEKA WATER POLLUTION CONTROL	DARRIN COFFLAND	dcoffland@topeka.org
1-785-338-2633	CITY OF TOPEKA INFORMATION TECHNOLOGY	WESLEY WHITE	wlwhite@topeka.org
1-785-431-4276	KANSAS GAS SERVICE CO. (GAS)	ANNA FRIZELL	anna.frizell@onegas.com
1-888-482-4950	KANSAS GAS SERVICE (EMERGENCY OR GAS LEAKS)		
1-785-575-1227	WESTAR ENERGY (ELECTRIC)	MATT SMITH	matt.smith@evergy.com
1-785-596-9905	AT&T (TELEPHONE)	EZRA BROWN	eb409q@att.com
1-316-285-5370	COX COMMUNICATION (CABLE TV)	NATHAN BUNTON	nathan.bunton@cox.com
1-785-438-4750	USD 501 (FIBER OPTIC)	JOERGEN LAIGAARD	jlaigaard@tps501.org
1-316-708-4210	KANSAS FIBER (FIBER OPTIC)	STEVE LINDNER	slindner@ksfiber.net
1-816-518-2804	LUMEN (FIBER OPTIC)	RICHARD REDEL	richard.redel@lumen.com

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

Bartlett & West — www.bartwest.com

SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

TITLE SHEET
LEGENDS, LOCATION MAP, UTILITIES, & SHEET INDEX

Nicole Mabott

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: G-000
SHEET NO: 1 OF 35

Drawing Name: G:\Users\RJD01471\OCV\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006C_COVR-GEN-NOTES.dwg Layout Name: COVER Plotted By: RJD01471 Plotted on: 1/23/2026 10:26:11 AM
Last edit on: ######

GENERAL NOTES

1. THE CONTRACTOR SHALL THOROUGHLY REVIEW AND BECOME FAMILIAR WITH THE SPECIFICATIONS AND SPECIAL CONDITIONS OF THE CONTRACT DOCUMENTS PRIOR TO BEGINNING CONSTRUCTION OF THIS PROJECT.
2. THE CONTRACTOR MUST BE FAMILIAR WITH THE PROPOSED PROJECTS EXISTING CONDITIONS. THIS INCLUDES, BUT IS NOT LIMITED TO DIFFICULT CONSTRUCTION AROUND EXISTING TREES AND UTILITIES, CONNECTING TO EXISTING FACILITIES AND SMALL VERTICAL GRADE ADJUSTMENTS NECESSARY TO AVOID CONSTRUCTION CONFLICTS. THE CONTRACTOR MUST ADJUST PRICING TO ACCOUNT FOR THESE DIFFICULT CONSTRUCTION SITUATIONS. NO COMPENSATION SHALL BE GIVEN FOR EXISTING SURFACE CONDITIONS THAT MAY CAUSE DIFFICULT FIELD CONSTRUCTION MODIFICATIONS. SOILS ARE EXPANSIVE. CONTRACTOR SHALL EXPECT EXCAVATION TO INCLUDE INDIVIDUAL ROCKS OF VARYING SIZE. CONTRACTOR SHALL ALSO EXPECT GROUNDWATER IN THE EXCAVATION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING:
   A) ALL LICENSES AND PERMITS REQUIRED FOR CONSTRUCTION.
   B) THE NOTIFICATION OF THE PROPER AUTHORITIES PRIOR TO CONSTRUCTION.
   C) THE WEEKLY PICKUP AND REMOVAL OF RESIDENTIAL TRASH AND RECYCLING ALONG THE PROJECT FOR THE DURATION OF CONSTRUCTION.
4. THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE PLANS (APPROVED BY THE CITY) AND ONE (1) COPY OF THE PROJECT MANUAL ON-SITE AT ALL TIMES DURING CONSTRUCTION.
5. THE CONTRACTOR SHALL COMPLY WITH O.S.H.A. REGULATIONS THAT APPLY TO ALL WORK ON THE PROJECT.
6. CONTRACTOR SHALL NOT BE ALLOWED TO WORK SUNDAYS, HOLIDAY OR SATURDAY WORK SHALL BE AS APPROVED BY THE ENGINEER.
7. ALL WORK SHALL BE ACCOMPLISHED DURING NORMAL DAYTIME WORKING HOURS ONLY (7 A.M. TO 7 P.M.) OR AS APPROVED BY THE ENGINEER.
8. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OR PROPERTY DIRECTLY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF 5 DAYS ADVANCE NOTICE PRIOR TO THE START OF CONSTRUCTION. INDIVIDUAL DETAILED NOTICES OF ACCESS RESTRICTIONS SHALL BE HAND DELIVERED 48 HOURS PRIOR TO CONSTRUCTION. 48 HOUR NOTICE SHALL BE GIVEN TO ANY WATER CUSTOMER PRIOR TO INTERRUPTION OF SERVICE TO MAKE CONNECTIONS.
9. CONTRACTOR SHALL MAINTAIN CONSTRUCTION LIMITS WITHIN THE EXISTING AND/OR PROPOSED RIGHT-OF-WAY AND EASEMENTS.
10. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WILL REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WILL REQUIRE ADDITIONAL ARCHEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
11. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER, FOR APPROVAL, A DETAILED WORK SCHEDULE OUTLINING ESTIMATED TIME PERIODS FOR CONSTRUCTION OF MAJOR BID ITEMS. THE CONTRACTOR SHALL UPDATE AND RESUBMIT TO THE ENGINEER THE ORIGINAL SCHEDULE IF DEVIATIONS OCCUR DURING THE CONSTRUCTION OF THE PROJECT.
12. THE CONTRACTOR SHALL SUBMIT ALL TESTING AND TIE-IN PLANS.
13. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ASSURE THAT ACCESS TO ALL PROPERTIES BE PROVIDED DURING CONSTRUCTION OF THE PROJECT.
14. CONSTRUCTION STAKING IS TO BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS AND RIGHT-OF-WAY MONUMENTS. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS OR RIGHT-OF-WAY MONUMENTS WHICH ARE DAMAGED OR DESTROYED BY CONSTRUCTION OPERATIONS. SUCH IRONS OR MONUMENTS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAW.
15. CONTACT AFFECTED OWNER(S) A MINIMUM OF 48 HOURS PRIOR TO HALTING OF UTILITY SERVICES. UNDER NO CIRCUMSTANCE SHALL ANY UTILITY SERVICE BE DISCONTINUED FOR MORE THAN ONE (1) 12-HOUR PERIOD.
16. THE CONTRACTOR IS RESPONSIBLE FOR THE PROVISION OF ALL MATERIAL, TOOLS, EQUIPMENT AND LABOR NECESSARY TO CONTROL EROSION, SILTATION, AND SEDIMENT DISCHARGES INTO PAVED AREAS, ADJACENT PROPERTIES, DOWNSTREAM SYSTEMS, OR RECEIVING CHANNELS. THIS SHALL BE REQUIRED DURING ALL PHASES OF CONSTRUCTION AND UNTIL SUITABLE GROUND COVER IS ESTABLISHED FOR ALL DISTURBED AREAS. IF ANY METHOD OF CONTROL FAILS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY DEBRIS, SILT, OR MUD AND RESTORING THE AREA TO ORIGINAL OR BETTER CONDITION. THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY, SO THAT THE OWNER CAN REVIEW THE CONTRACTOR'S PROPOSED METHOD OF REPAIR.
17. ALL TRAFFIC CONTROL SHALL BE IN CONFORMANCE WITH THE CURRENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
18. THE INFORMATION SHOWN IN THESE PLANS CONCERNING THE TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES FOR FIELD LOCATION OF ALL UNDERGROUND UTILITY LINES PRIOR TO ANY EXCAVATION AND FOR MAKING HIS OWN VERIFICATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL POTHOLE AND SURVEY ALL UTILITY CROSSINGS PRIOR TO CONSTRUCTION OF ANY SUBSURFACE ELEMENT OF THE PROJECT. THIS SURVEY INFORMATION SHALL BE FORWARDED TO THE PROJECT ENGINEER FOR REVIEW. THE CONTRACTOR SHALL NOT BEGIN CONSTRUCTION ON ANY SUBSURFACE ELEMENT ON THE PROJECT WITHOUT THE APPROVAL OF THE PROJECT ENGINEER. DAMAGE TO ANY UTILITIES OR STRUCTURES DURING EXCAVATION AND CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR MUST NOTIFY ALL UTILITIES 48 HOURS PRIOR TO ANY EXCAVATION. UTILITY COORDINATION, POTHOLING/SURVEYING SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

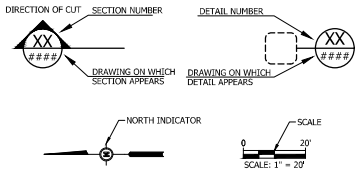
PROJECT NOTES

1. ALL CONSTRUCTION METHODS AND MATERIALS USED IN THE CONSTRUCTION OF THESE IMPROVEMENTS SHALL BE IN ACCORDANCE WITH THE STANDARD TECHNICAL SPECIFICATIONS AND CURRENT REVISIONS ON FILE IN THE OFFICE OF THE CITY ENGINEER, EXCEPT AS MODIFIED OR SUPPLEMENTED IN THE PROJECT MANUAL.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES TO FIELD LOCATE AND/OR ADJUST THE LOCATION OF THEIR UTILITY AS REQUIRED FOR CONSTRUCTION. ALL UTILITY LINE LOCATIONS SHOWN ARE APPROXIMATE AND THE ENGINEER ASSUMES NO LIABILITY FOR THE SAME. (1-800-344-7233/1-800-DIG-SAFE).
3. THE CONTRACTOR SHALL DISPOSE OF ANY ROCK EXCAVATED FROM TRENCHES AND STRUCTURES OFFSITE.
4. ALL DISTURBED AREAS SHALL BE FINISHED IN A CONDITION TO DRAIN WITH 4" MINIMUM TOPSOIL, SEEDED, FERTILIZED AND MULCHED.
5. ACCESS TO PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.
6. REMOVAL OF ALL TREES, BRUSH AND OTHER CLEARING SHALL BE PAID FOR AS "CLEARING AND GRUBBING". DISTURBANCE OF THE EXISTING SITE SHALL BE RESTRICTED TO A MINIMUM.
7. ALL AREAS DISTURBED SHALL BE SEEDED, FERTILIZED AND MULCHED IN ACCORDANCE WITH THE STANDARD TECHNICAL SPECIFICATIONS.
8. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED WASTE DISPOSAL SITES OR BORROW SITES AS APPROVED BY THE ENGINEER. THIS WORK IS CONSIDERED AS A SUBSIDIARY OBLIGATION OF THE CONTRACTOR.
9. CONTRACTOR SHALL PROVIDE PEDESTRIAN TRAFFIC CONTROL ACCORDING TO CITY OF TOPEKA STANDARD SPECIFICATIONS AND DETAILS WHENEVER A SIDEWALK REQUIRES CLOSING.
10. EXCAVATIONS ENCROACHING UPON STONE CURBS OR STREETS, ALLEYS, OR SIDEWALKS IN THE PUBLIC RIGHT-OF-WAY THAT HAVE AN EXPOSED BRICK SURFACE OR ONE OR MORE UNDERLYING LAYERS OF BRICK, THE REQUIREMENTS OR SUBSECTION 4.05 OF THE CITY'S STANDARD TECHNICAL SPECIFICATIONS AND THE CITY OF TOPEKA BRICK STREET, ALLEY, AND SIDEWALK POLICY SHALL APPLY. UPON ENCOUNTERING STONE CURB OR PAVEMENT CONTAINING BRICKS, THE CONTRACTOR SHALL CONTACT THE CITY STREET MAINTENANCE SECTION AND REQUEST INSTRUCTION RELATIVE TO PRESERVATION OF THE BRICK. THE CONTRACTOR SHALL NOT PROCEED WITH ANY EXCAVATION OR PAVEMENT CONTAINING BRICK UNTIL AUTHORIZATION FROM THE STREET MAINTENANCE SECTION IS RECEIVED.

SANITARY/STORM NOTES

1. AFTER INSTALLATION OF PROPOSED SEWER LINE, CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE FOR ALL TRENCHES AND CONSTRUCT FILL SLOPES AT 4:1 OR FLATTER AROUND MANHOLES.
2. FERNCO'S OR APPROVED EQUAL SHALL BE CONSTRUCTED AT ALL CONNECTIONS WITH EXISTING STORM AND SANITARY SEWERS, SEE DETAIL SHEET CJ502. ALL CONNECTIONS OF NEW STORM SEWER PIPE TO EXISTING STORM SEWER PIPE SHALL BE CONSTRUCTED SUBSIDIARY TO STORM SEWER CONSTRUCTION. ALL CONNECTIONS OF NEW SANITARY SEWER PIPE TO EXISTING SANITARY SEWER PIPE SHALL BE CONSTRUCTED SUBSIDIARY TO SANITARY SEWER CONSTRUCTION.
3. ANY TAPS FOR NEW HOUSE SERVICE TO EXISTING SANITARY SEWER SHALL BE MADE BY THE TOPEKA WPC.
4. MANHOLES AND STRUCTURES SHALL BE REHABILITATED AFTER ANY CIPP REHABILITATION ON ALL INFLUENT AND EFFLUENT PIPES HAS BEEN COMPLETED.
5. CONTRACTOR TO MINIMIZE DISTURBANCE RESULTING FROM BYPASS PUMPING. THIS MAY BE DONE BY THE USE OF RAMPS OR OTHER MINIMAL DISTURBANCE BYPASS PUMPING PRACTICES.
6. THE REMOVAL OF ANY PART OF A MANHOLE OR STRUCTURE IN ORDER TO INSTALL A CIPP LINER SHALL BE SUBSIDIARY TO THE "INSTALL CURED-IN-PLACE PIPE LINER" BID ITEMS.
7. DO NOT CUT HOLES IN THE TOP SLABS OF STRUCTURES IN ORDER TO INSTALL CIPP LINERS. IF REMOVING THE COVER AND CONE SECTION OF THE STRUCTURE DOES NOT PROVIDE ADEQUATE ACCESS, THE TOP SLAB MUST BE REMOVED AND REPLACED WHICH WORK SHALL BE SUBSIDIARY TO THE "INSTALL CURED-IN-PLACE PIPE LINER" BID ITEMS.
8. ALL SURFACE RESTORATION INCLUDING PAVEMENT REMOVAL AND REPLACEMENT DUE TO THE REMOVAL OF ANY PART OF A MANHOLE FOR CIPP LINER INSTALLATION SHALL BE SUBSIDIARY TO THE "INSTALL CURED-IN-PLACE PIPE LINER" BID ITEMS AS WELL.
9. FOLLOWING BACKFILL AND COMPACTION OF A NEW STORM OR WASTEWATER PIPE, THE CONTRACTOR SHALL PERFORM CCTV INSPECTION OF THE PIPE (STRUCTURE TO STRUCTURE). CCTV INSPECTION WILL BE PERFORMED USING A ROBOTIC CAMERA WITH HIGH-RESOLUTION VIDEO, AND PAN/TILT CAPABILITIES TO RECORD OBSERVATIONS OF THE PIPE INTERIOR. INSPECTION WILL INCLUDE BOTH UPSTREAM AND DOWNSTREAM STRUCTURES; PIPES WILL BE INSPECTED FOR CONDITION AND WORKMANSHIP. OBSERVATIONS OF THE PIPE WILL INCLUDE JOINTS, WYES, SAGS, ETC. OBSERVATIONS OF THE STRUCTURES WILL INCLUDE PIPE CONNECTION(S), INVERTS, BENCHES AND DROPS. INSPECTION DATA WILL BE GENERATED DIGITALLY WITH SOFTWARE THAT IS NASSCO 7 CERTIFIED. INSPECTION DATA WILL BE EXPORTED IN A STANDARD PACP EXCHANGE FILE, AND INCLUDE A .MDB FILE. ONCE THE CONTRACTOR HAS SUBMITTED INSPECTIONS FOR REVIEW, THE OWNER WILL HAVE 5 BUSINESS DAYS TO REVIEW AND RESPOND. THE CONTRACTOR SHALL WAIT FOR A NOTICE TO PROCEED BEFORE CONSTRUCTING ANY IMPROVEMENTS ABOVE NEW STORM OR WASTEWATER PIPES. CONTRACTOR TO PROVIDE AN ELECTRONIC FILE OF EACH INSPECTION. EACH FILE AND INSPECTION WILL BE LABELED ACCORDINGLY. "STATION TO STATION", E.G. STA. 1+05 TO STA. 3+78. IF EXISTING FACILITY IDS ARE AVAILABLE, THEY MAY BE REFERENCED IN LIEU OF STATIONING. FILES WILL BE DELIVERED VIA USB FLASH DRIVE OR A FILE SHARE LINK.
10. ALL PIPE SIZES SHALL BE VERIFIED PRIOR TO MANUFACTURE OF ANY MANHOLES. CONNECTIONS FOR EXISTING PIPES UP TO AND INCLUDING 12" DIAMETER CAN BE CORE DRILLED IN THE FIELD AND AN A-LOK G3 BOOT OR APPROVED EQUAL BE USED TO CONNECT PIPE TO MANHOLE.

PLAN, SECTION & DETAIL REFERENCE SYSTEM



A SECTION TITLE
NOT TO SCALE

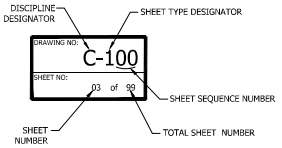
1 DETAIL TITLE
NOT TO SCALE

NOTES:
1. DRAWING NUMBERS APPEARING IN DETAIL OR SECTION TITLES INDICATE THE DRAWING ON WHICH THE DETAIL OR SECTION IS CALLED OUT.
2. A DASH "-" IN PLACE OF A DRAWING NUMBER INDICATES THE DETAIL OR SECTION APPEARS ON THE SAME PAGE IN WHICH IT IS CALLED OUT.

MISCELLANEOUS ABBREVIATIONS

AVE	AVENUE	LF	LINEAR FOOT
BRNG	BEARING	MH	MANHOLE
CI	CAST IRON	NC	NORMALLY CLOSED (VALVE)
CJ	CONTROL JOINT	NO	NORMALLY OPEN (VALVE)
CMU	CONCRETE MASONRY UNIT	NTS	NOT TO SCALE
CONC	CONCRETE	O.C.	ON CENTER
CONT	CONTINUOUS	OHE	OVERHEAD ELECTRIC
COT	CITY OF TOPEKA	PFD	PROCESS FLOW DIAGRAM
CTRL	CONTROL	PS	PUMP STATION
CW	CIVIL WORKS	PVC	POLYVINYL CHLORIDE
DI	DUCTILE IRON	P&ID	PROCESS & INSTRUMENTATION DIAGRAM
DIA	DIAMETER	P&P	PLAN & PROFILE
DWG	DRAWING	RCP	REINFORCED CONCRETE PIPE
E.F.	EACH FACE	SS, SAN	SANITARY SEWER
ELEV	ELEVATION	STA	STATION
EX	EXISTING	ST	STREET
EXT	EXTERIOR	RED	REDUCER
FL	FLOW LINE	REF	REFERENCE
FM	FORCE MAIN	REINF	REINFORCING
FO	FIBER OPTIC	RNG	RENEWABLE NATURAL GAS
FTG	FOOTING	TP	TIE POINT
GA	GAUGE	TYP	TYPICAL
GALV	GALVANIZED	UNO	UNLESS NOTED OTHERWISE
HORIZ	HORIZONTAL	VERT	VERTICAL
ISO	ISOMETRIC	WWF	WELDED WIRE FABRIC
JT	JOINT		

DRAWING NUMBER STANDARD



CONTROL GEOMETRY

Project Name	**Huntoon**			
Project Number	21556.000 (REF. 19394.014)			
Date	24-11-27			
Location (State)	Topeka, Kansas			
Survey Crew	WLB			
CONTROL GEOMETRY:				
State Plane Zone	Kansas North 1501			
Geoid:	18			
Elevation Datum	NGVD 29			
Coordinates (SP, GND)	SP			
Units (SF, IF, M)	SF			
Scale Factor	1.000000000 field Office Boundary - 0.999922951			
Project Base Point				
Point Number	**Description**	**Static GPS File #**	**Northing (SP-SF/IF)**	**Easting (SP-SF/IF)**	**Elevation**
101	MS .1/2"IB W/ CP CAP		267385.921	1957829.462	933.875
102	MS .1/2"IB W/ CP CAP		267729.366	1966659.218	953.652
103	MS .1/2"IB W/ CP CAP		267223.74	1971474.323	935.087
104	MS .1/2"IB W/ CP CAP		269872.43	1958095.79	975.725
105	MS .1/2"IB W/ CP CAP		268582.606	1961169.641	914.342
123	MS .1/2"IB W/ CP CAP		266973.694	1961160.031	943.694
130	MS .1/2"IB W/ CP CAP		266980.767	1958421.183	938.032
131	MS .1/2"IB W/ CP CAP		267124.095	1962772.383	949.2
132	MS .1/2"IB W/ CP CAP		267222.246	1965404.794	949.378
133	MS .1/2"IB W/ CP CAP		267188.627	1967608.409	956.588
134	MS .1/2"IB W/ CP CAP		267366.958	1969307.026	952.968
Project Benchmarks					
					GPS ELEVATION
145	CTBM 202		266995.639	1961164.227	943.235
146	BM .X-CUT		266571.472	1958453.741	953.339
147	CTBM 199		267090.436	1963811.504	943.823
148	CTBM 189.1		267220.067	1966330.995	957.431
149	CTBM 193		267307.68	1968954.757	956.839
150	CTBM 33.1		267372.431	1970435.316	950.17
151	BM .X CUT IN INLET		266939.512	1959165.618	941.932
152	BM .SQUARE CUT IN INLET		267014.378	1960344.052	926.649
153	BM .SQUARE CUT IN INLET		267023.312	1961988.081	926.128
154	BM .SQUARE CUT IN TRMR PAD		267105.79	1962979.9	950.745
155	BM .SQUARE CUT IN INLET		267131.269	1964784.862	943.63
156	BM .SQUARE CUT IN INLET		267243.525	1967247.293	953.764
157	BM .SQUARE CUT IN BUS STOP SWC		267228.185	1968178.661	956.611

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

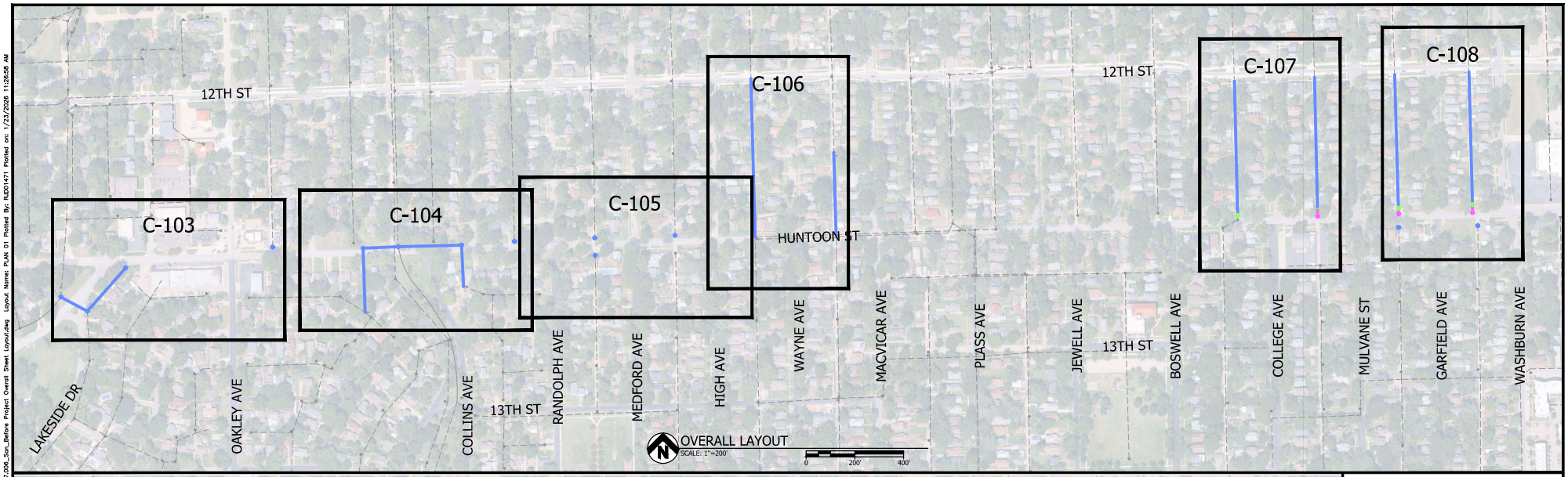
Bartlett & West
www.bartwest.com

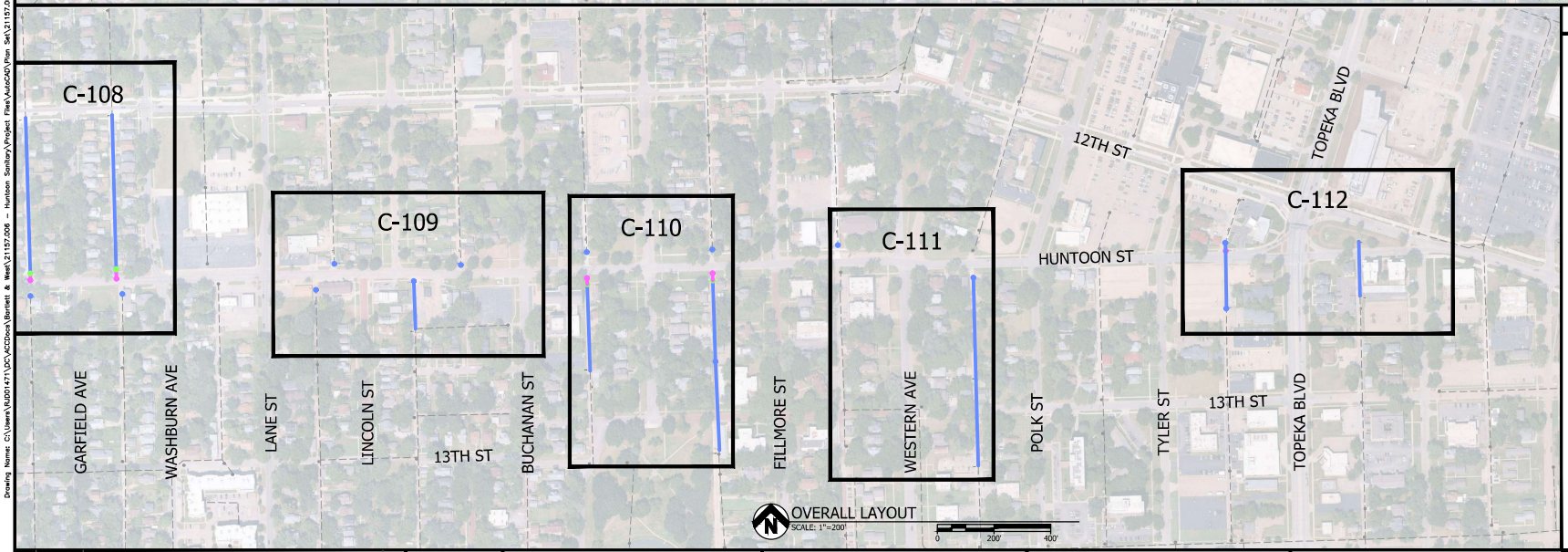
SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

GENERAL NOTES, REMOVAL NOTES, & EARTHWORK AND COMPACTION NOTES

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: G-001
SHEET NO: 2 OF 35





LEGEND:

- CIPP
- REPLACE
- ABANDON
- NEW INSTALL
- EXISTING SANITARY
- W EXISTING WATER

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

Bartlett & West
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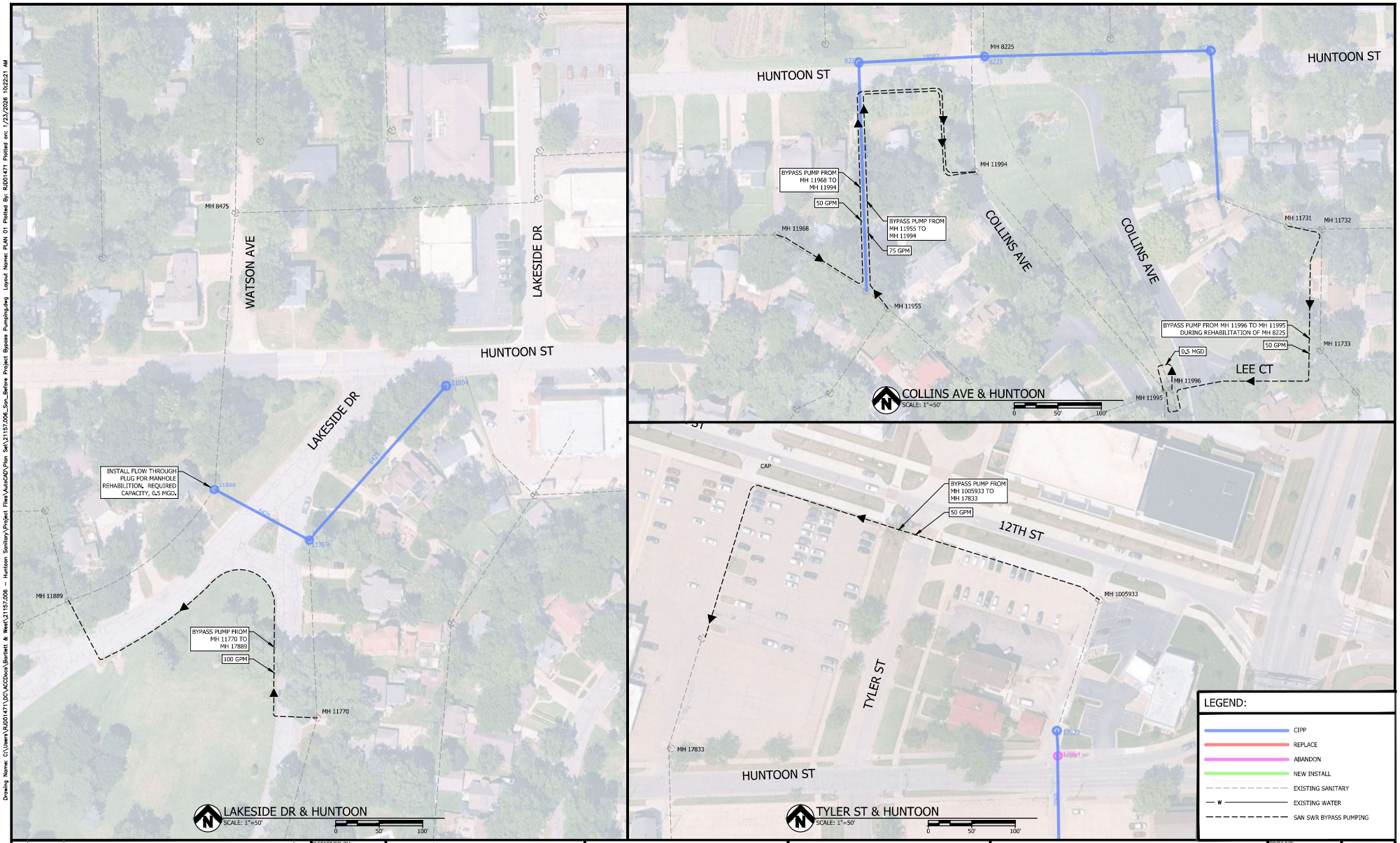
SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS OVERALL LAYOUT

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: G-100
SHEET NO: 3 OF 35



#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS BYPASS PUMPING SHEET 1 OF 2

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-101
SHEET NO: 4 OF 35

Drawing Name: C:\Users\RJD01471\DC\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Sim_Before Project Bypass Pumping.dwg Layout Name: PLAN 01 Plotted By: RJD01471 Plotted on: 1/23/2026 10:22:21 AM

Last edit on: mmmm

LEGEND:

- CIPP
- REPLACE
- ABANDON
- NEW INSTALL
- EXISTING SANITARY
- W EXISTING WATER
- SAN SWR BYPASS PUMPING

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

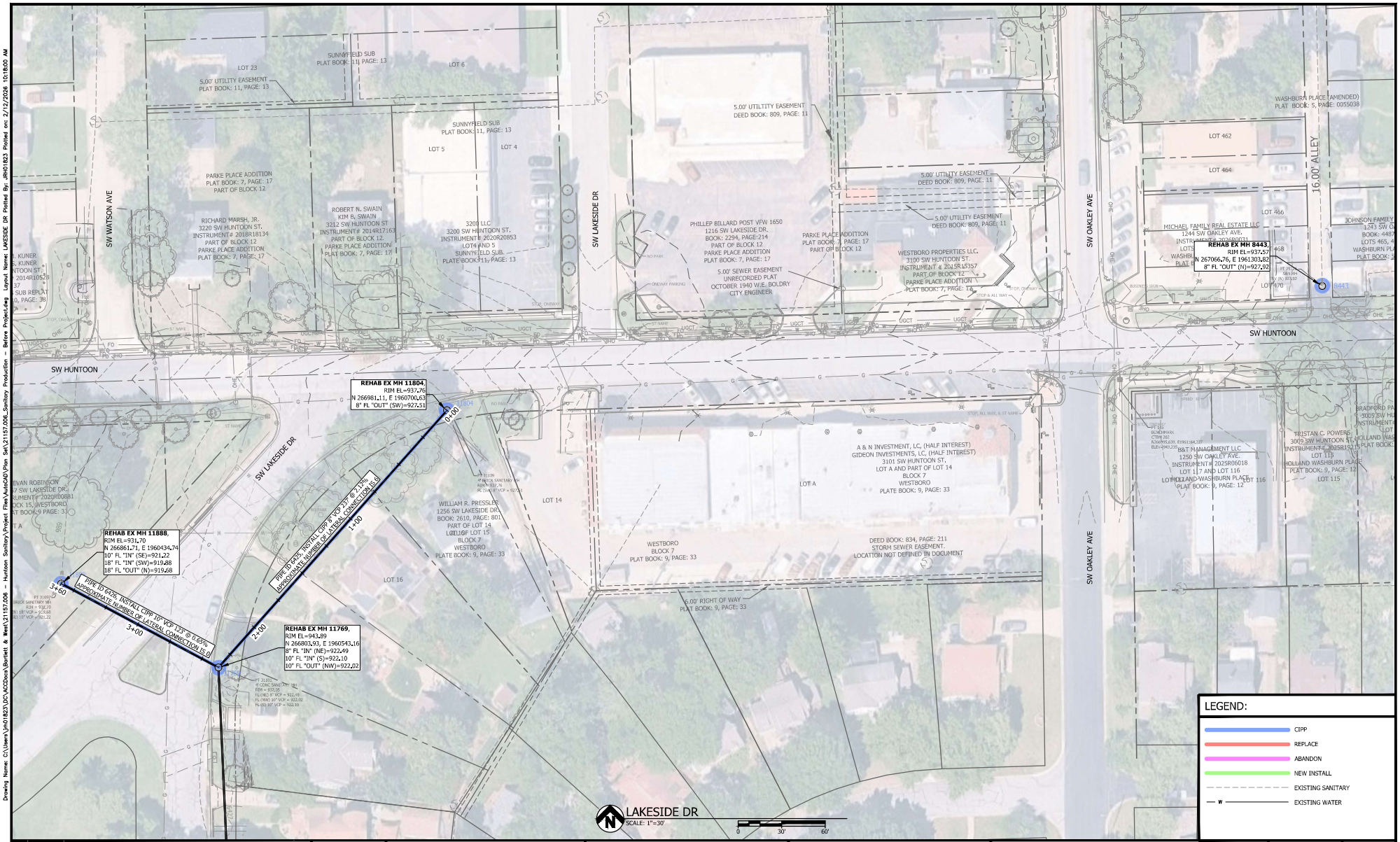
SANITARY IMPROVEMENTS BYPASS PUMPING SHEET 2 OF 2

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-102
SHEET NO: 5 OF 35

Drawing Name: C:\Users\RJD01471\OCVKCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_San_Before Project Bypass Pumping.dwg Layout Name: PLAN 02 Plotted By: RJD01471 Plotted on: 1/23/2026 10:22:55 AM

Last edit on: mmmm



#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

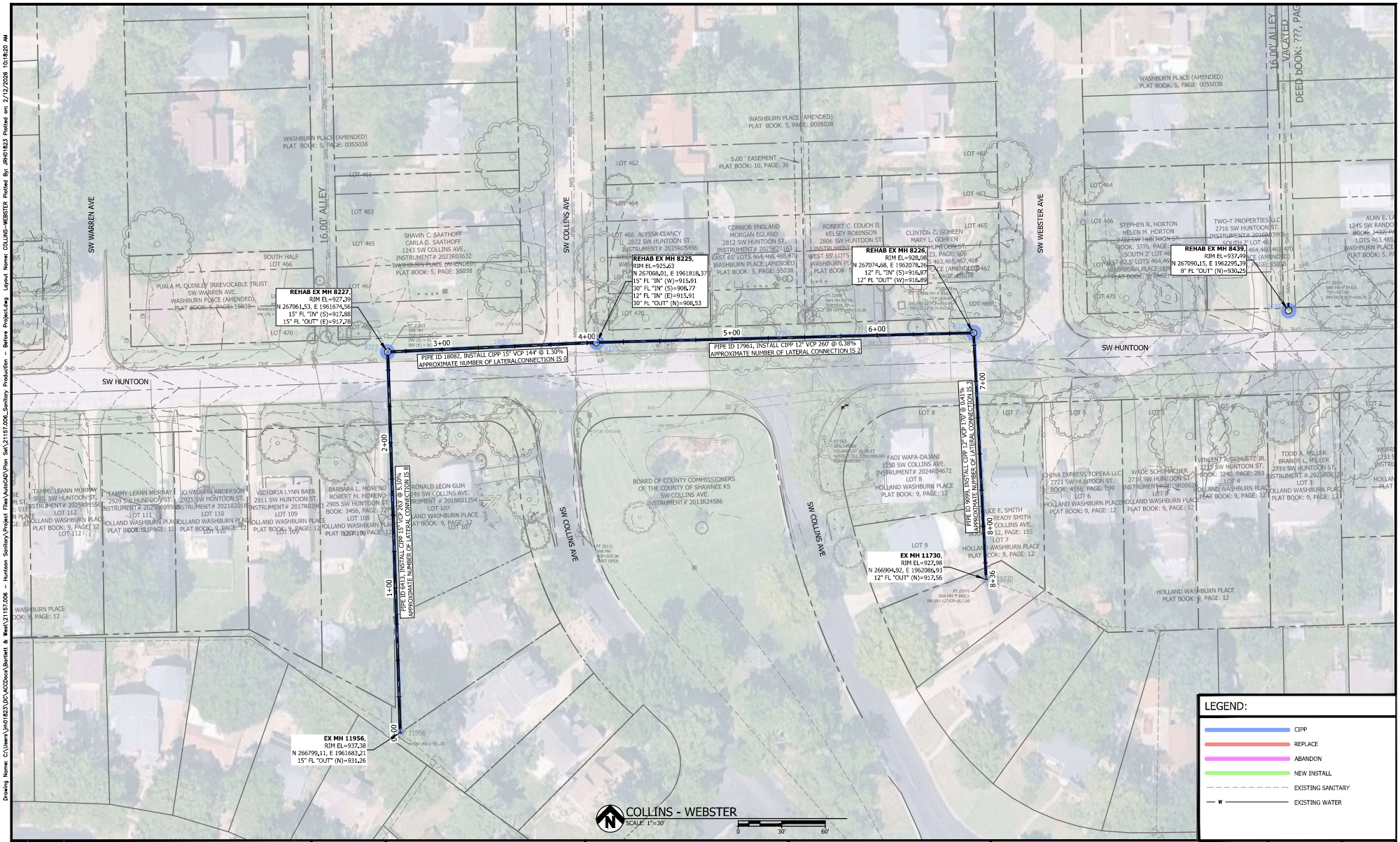
SANITARY IMPROVEMENTS LAKESIDE DR

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-103
SHEET NO: 6 OF 35

Drawing Name: C:\Users\jm01823\DCV\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Sanitary Production - Before Project.dwg Layout Name: LAKESIDE DR Plotted By: JM01823 Plotted on: 2/12/2026 10:16:00 AM

Last edit on: ######



#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RDJ
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

Bartlett & West
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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS COLLINS - WEBSTER

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-104
SHEET NO: 7 OF 35

Drawing Name: G:\Users\jm01823\DCX\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Sanitary Production - Before Project.dwg Layout Name: COLLINS-WEBSTER Plotted By: JM01823 Plotted on: 2/12/2026 10:18:20 AM

Last edit on: ######

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS
RANDOLPH - HIGH

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-105
SHEET NO: 8 OF 35

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS
HIGH - WAYNE

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-106
SHEET NO: 9 OF 35

Drawing Name: G:\Users\jln01823\DCVACDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Sanitary Production - Before Project.dwg Layout Name: HIGH-WAYNE Plotted By: JRH01823 Plotted on: 2/12/2026 10:18:59 AM

Last edit on: mmmm

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS
COLLEGE - MULVANE

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-107
SHEET NO: 10 OF 35

Drawing Name: G:\Users\jln01823\DCX\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Sanitary Production - Before Project.dwg Layout Name: COLLEGE AVE Plotted By: JRH01823 Plotted on: 2/12/2026 10:19:21 AM

Last edit on: ######

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

Bartlett & West
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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS GARFIELD - WASHBURN

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-108
SHEET NO: 11 OF 35

Drawing Name: C:\Users\jln01823\DCV\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Sanitary Production - Before Project.dwg Layout Name: GARFIELD Plotted By: JRH01823 Plotted on: 2/12/2026 10:19:41 AM

Last edit on: Unknown

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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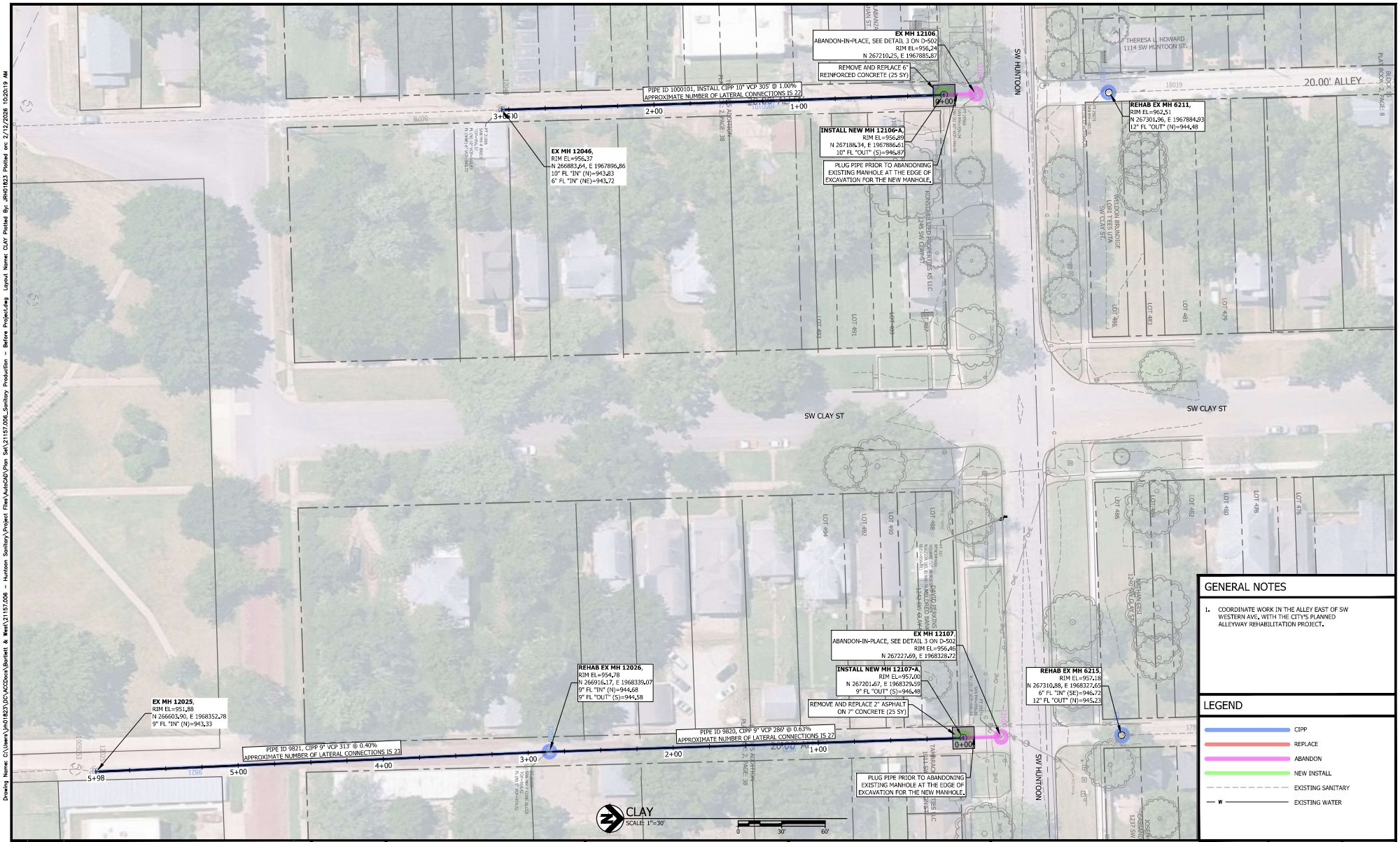
SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS
LINCOLN

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-109
SHEET NO: 12 OF 35



GENERAL NOTES

1. COORDINATE WORK IN THE ALLEY EAST OF SW WESTERN AVE. WITH THE CITY'S PLANNED ALLEYWAY REHABILITATION PROJECT.

LEGEND

- CIPP
- REPLACE
- ABANDON
- NEW INSTALL
- EXISTING SANITARY
- W EXISTING WATER

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS CLAY

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-110
SHEET NO: 13 OF 35

GENERAL NOTES

1. COORDINATE WORK IN THE ALLEY EAST OF SW WESTERN AVE. WITH THE CITY'S PLANNED ALLEYWAY REHABILITATION PROJECT.

LEGEND

- CIPP
- REPLACE
- ABANDON
- NEW INSTALL
- EXISTING SANITARY
- W EXISTING WATER

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

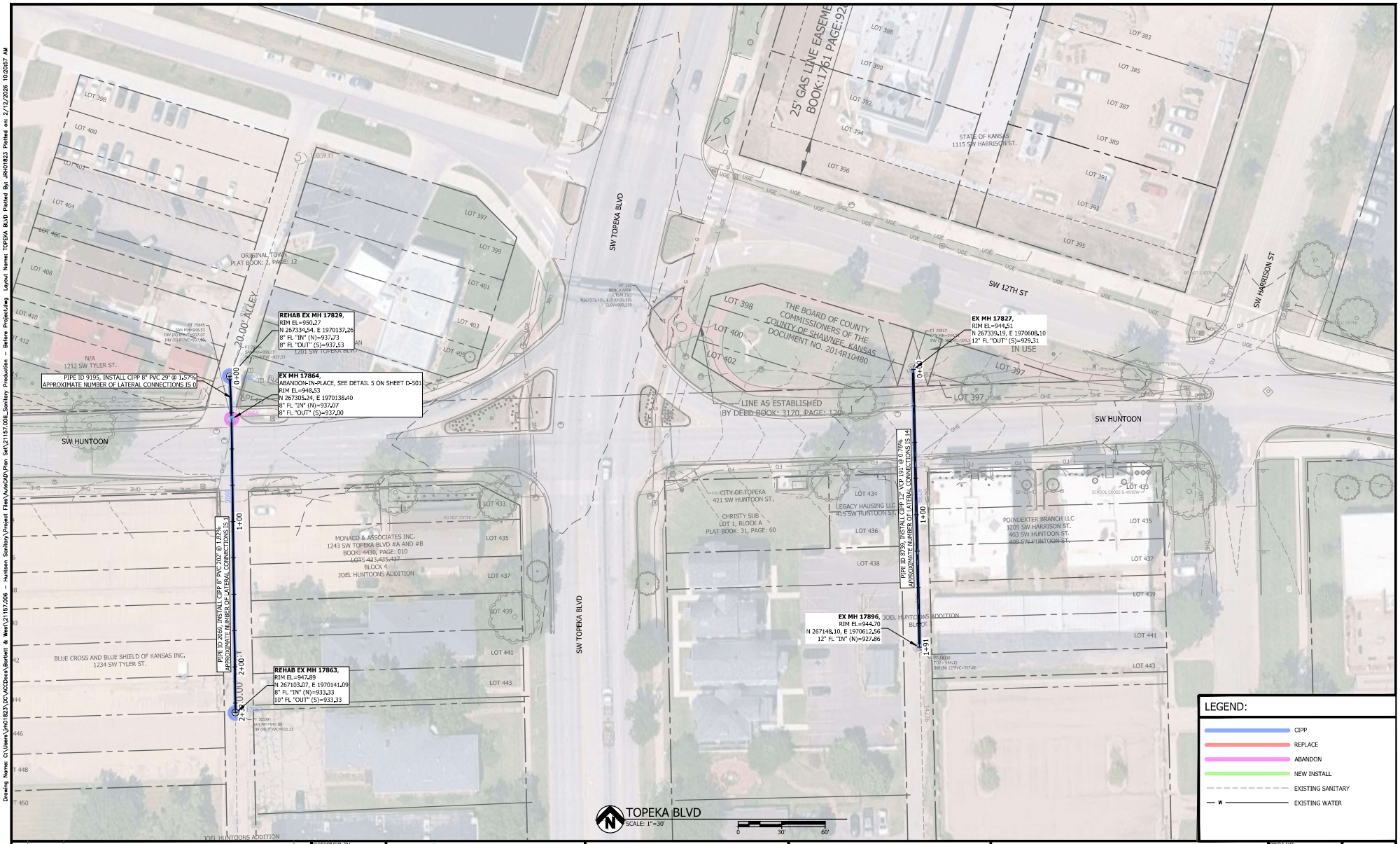
SANITARY IMPROVEMENTS WESTERN-POLK

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-111
SHEET NO: 14 OF 35

Drawing Name: G:\Users\jh01823\DCX\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Sanitary Production - Before Project.dwg Layout Name: WESTERN-POLK Plotted By: JH01823 Plotted on: 2/12/2026 10:20:38 AM

Last edit on: mmmm



#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

Bartlett & West
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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

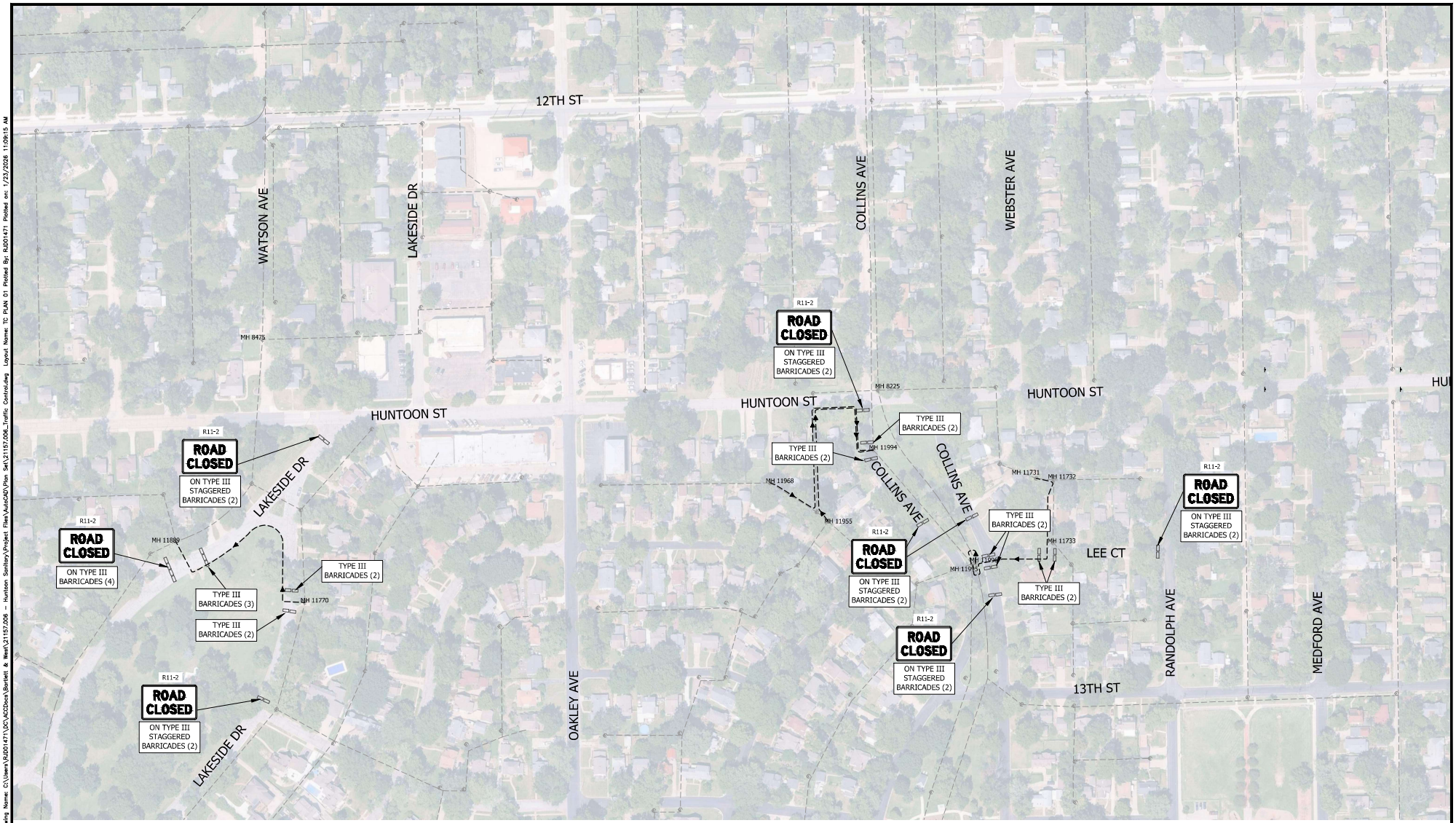
SANITARY IMPROVEMENTS TOPEKA BLVD

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-112
SHEET NO: 15 OF 35

Drawing Name: C:\Users\jln01823\DCS\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Sanitary Production - Before Project.dwg Layout Name: TOPEKA BLVD Plotted By: JRN01823 Plotted on: 2/12/2026 10:20:57 AM

Last edit on: mmmm



TRAFFIC CONTROL PLAN
SCALE: 1"=100'
0 100' 200'

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: JRH
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS TRAFFIC CONTROL PLAN

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-113
SHEET NO: 16 OF 35

TRAFFIC CONTROL PLAN
SCALE: 1"=50'
0 50' 100'

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: JRH
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

Bartlett & West
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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS TRAFFIC CONTROL PLAN

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-114
SHEET NO: 17 OF 35

Drawing Name: C:\Users\RJ001471\DCV\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Traffic Control.dwg Layout Name: TC PLAN 02 Plotted By: RJ001471 Plotted on: 1/23/2026 11:10:22 AM

Last edit on: mmmm

Drawing Name: C:\Users\RJD01471\DC\ACCDocs\Bartlett & West\21157.006 – Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Traffic Control.dwg Layout Name: TC PLAN 03 Plotted By: RJD01471 Plotted on: 1/23/2026 11:11:35 AM

TRAFFIC CONTROL PLAN

SCALE: 1"=50'

0 50' 100'

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: JRH
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

Bartlett & West
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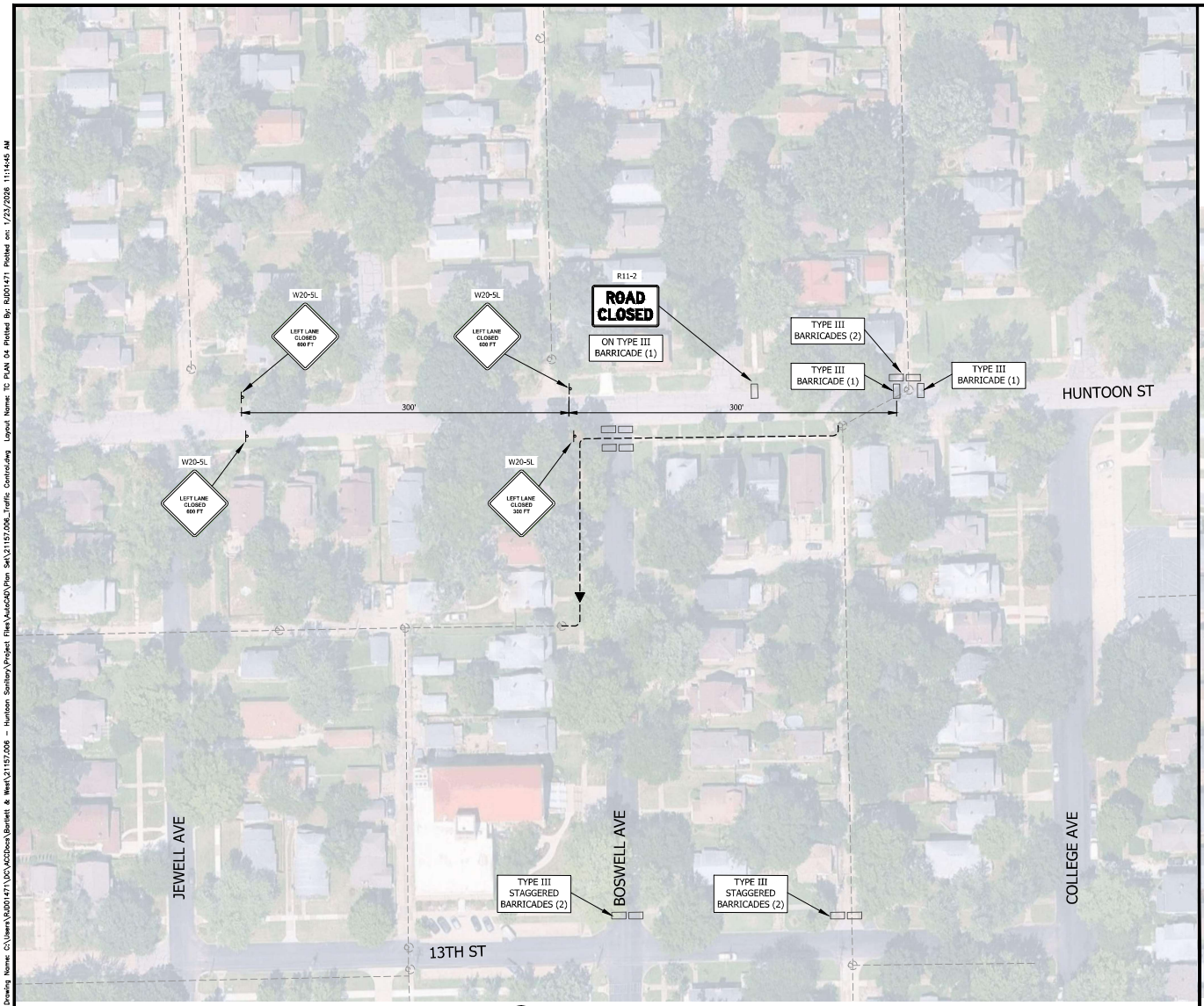
SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

SANITARY IMPROVEMENTS
TRAFFIC CONTROL PLAN

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-115
SHEET NO: 18 OF 35

Last edit on: 00/00/00



TRAFFIC CONTROL PLAN
SCALE: 1"=50'
0 50' 100'

TRAFFIC CONTROL PLAN
SCALE: 1"=50'
0 50' 100'

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: JRH
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

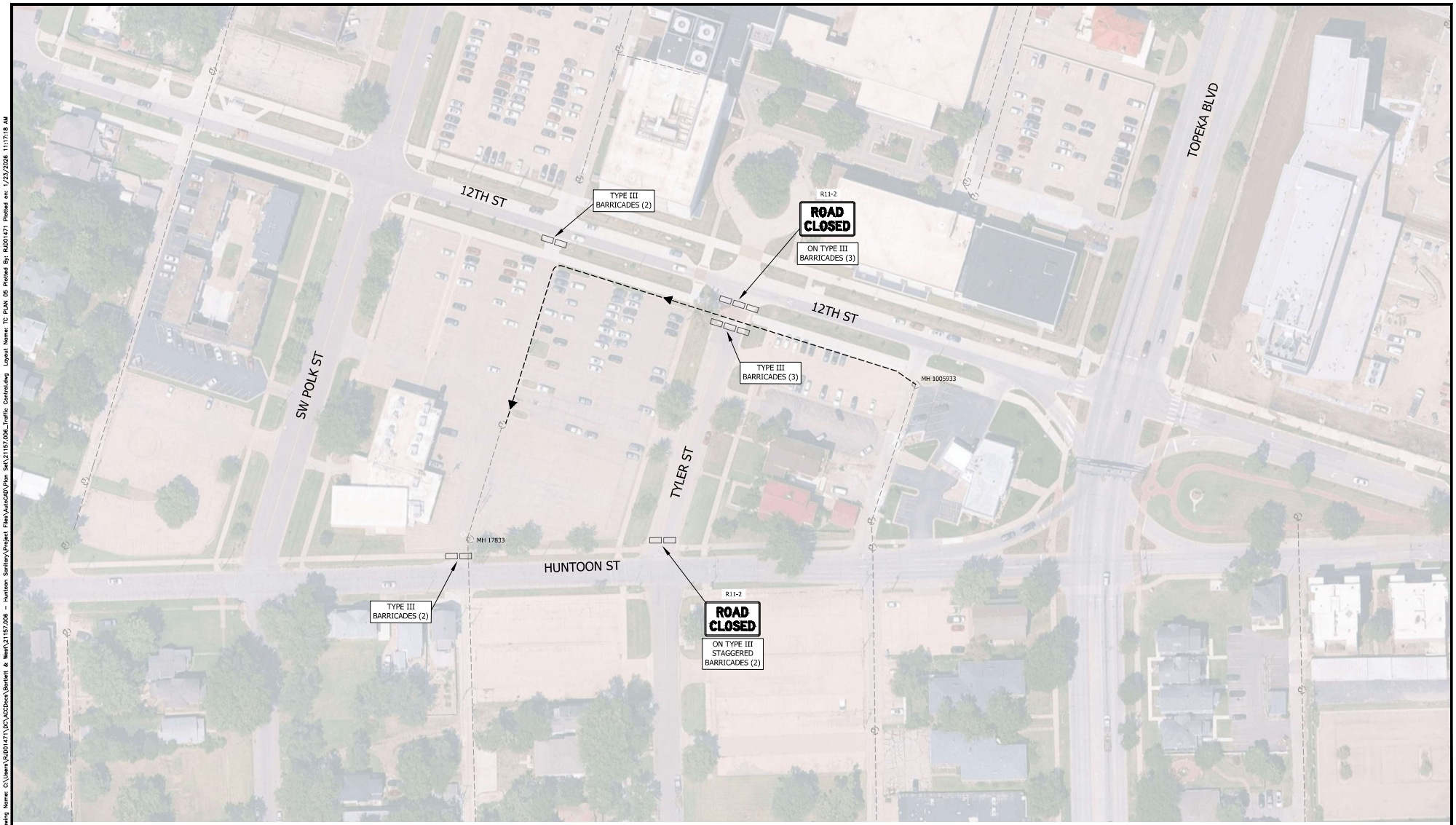
SANITARY IMPROVEMENTS
TRAFFIC CONTROL PLAN

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-116
SHEET NO: 19 OF 35

Drawing Name: C:\Users\RJ001471\DCV\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Traffic Control.dwg Layout Name: TC PLAN 04 Plotted By: RJ001471 Plotted on: 1/23/2026 11:14:45 AM

Last edit on: mmmm



TRAFFIC CONTROL PLAN
SCALE: 1"=50'
0 50' 100'

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: JRH
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

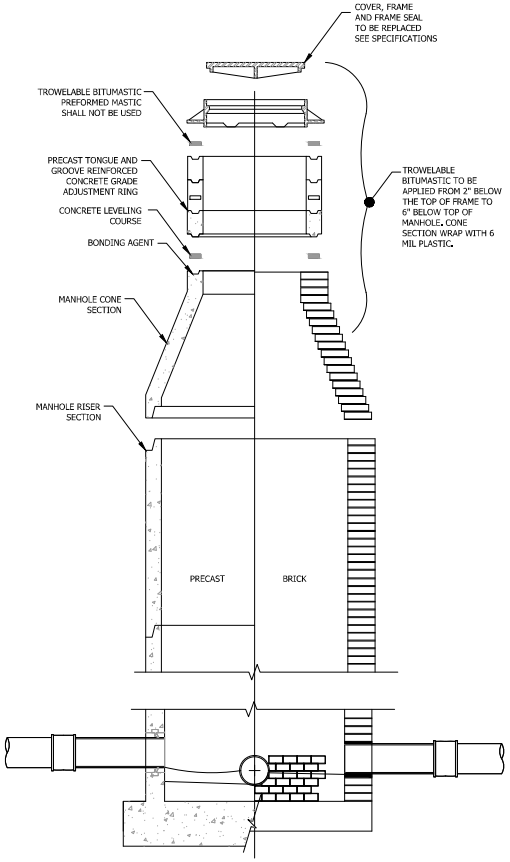
SANITARY IMPROVEMENTS
TRAFFIC CONTROL PLAN

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

DRAWING NO: C-117
SHEET NO: 20 OF 35

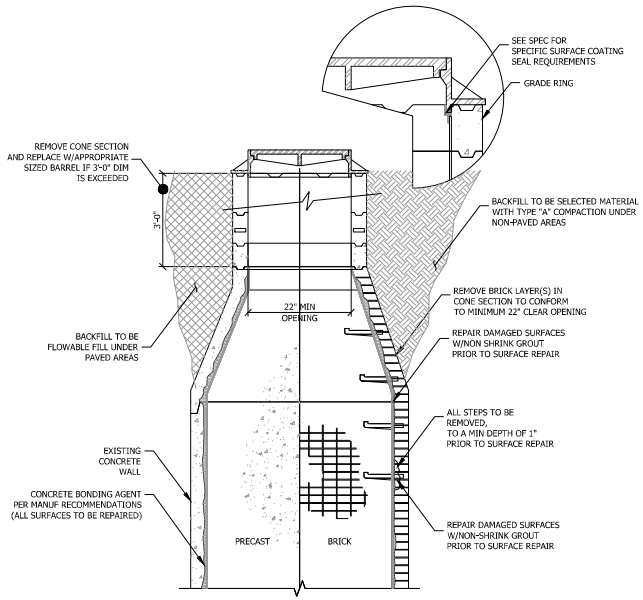
Drawing Name: C:\Users\RJD01471\DCV\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006_Traffic Control.dwg Layout Name: TC PLAN 05 Plotted By: RJD01471 Plotted on: 1/23/2026 11:17:18 AM

Last edit on: mmmm

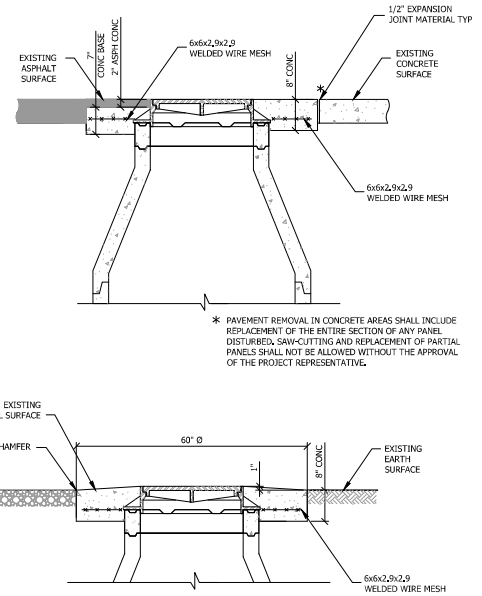


1 GENERAL MANHOLE DETAILS
SCALE: 3/4"=1'-0"

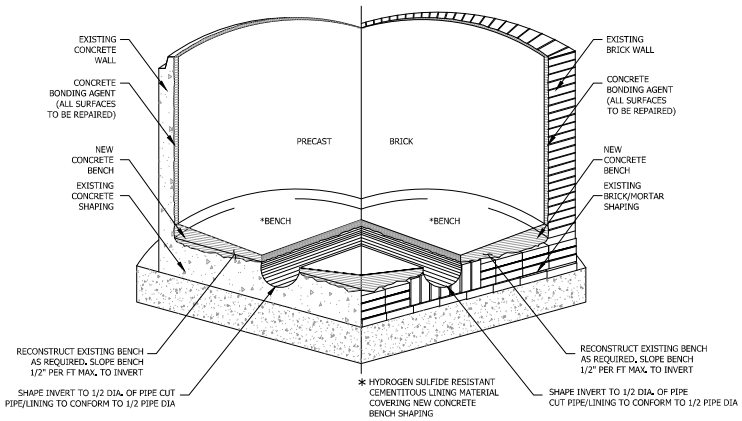
NOTES:
1. SEE SPECS FOR TROWELABLE BITUMASTIC APPLICATIONS
2. IF MULTIPLE RINGS ARE USED, BITUMASTIC SEALER SHALL BE USED BETWEEN RINGS.
3. ALL LEVELING FOR SLOPED STREETS OR GRADES SHALL BE ACCOMPLISHED WITH THE CONCRETE LEVELING COURSE. BITUMASTIC SHALL NOT BE USED TO ACCOMPLISH LEVELING.
4. SEE SPECS FOR CONCRETE BONDING AGENT APPLICATIONS
5. FOR COLD OR WET WEATHER CONDITIONS, USE TNEMEC 465 BLACK, SERIES 46, H.B. TNEMECOL.



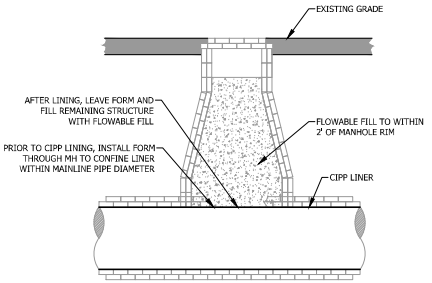
2 MANHOLE RISER/ CONE REHABILITATION DETAILS
SCALE: 3/4"=1'-0"



3 SURFACE REPAIR DETAILS AT MANHOLES
SCALE: 3/4"=1'-0"



4 MANHOLE BASE RISER REHABILITATION DETAILS
NOT TO SCALE



5 LINE THROUGH & ABANDON EX MH DETAIL
NOT TO SCALE

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

Bartlett&West
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SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

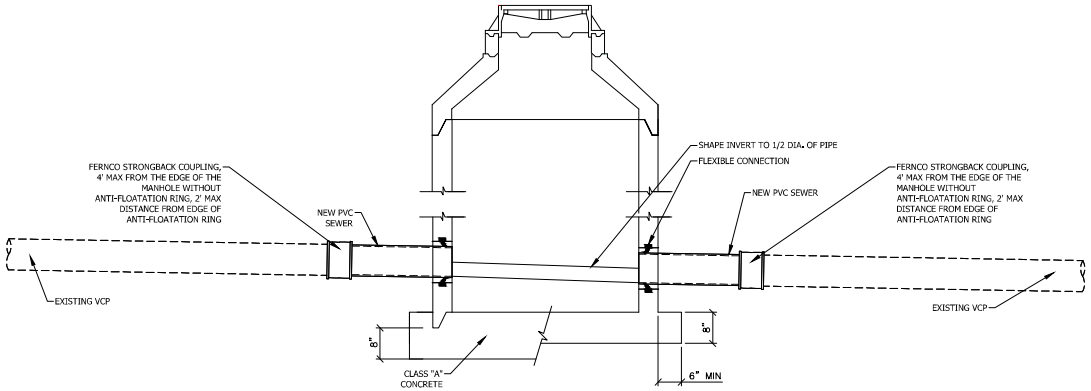
MANHOLE
REHAB DETAILS

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

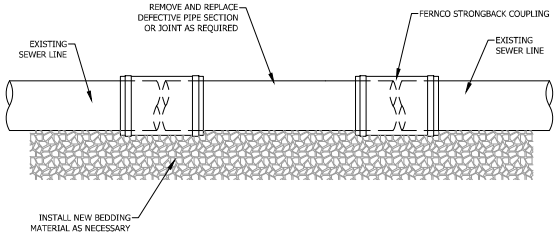
DRAWING NO: D-501
SHEET NO: 21 OF 35

Drawing Name: C:\Users\RJD0147\OCV\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006C_ CIPP_Rehab Manhole Details.dwg Layout Name: MH REHAB DTLS Plotted By: RJD0147I Plotted on: 1/23/2026 11:18:05 AM

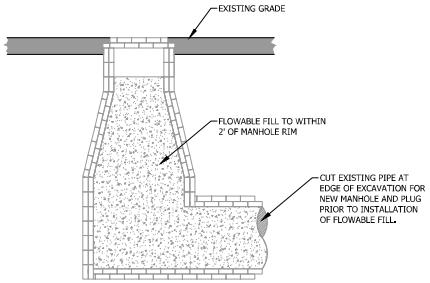
Last edit on: mmmm



1 CONNECTION TO EX SEWER LINE
NOT TO SCALE



2 SEWER LINE POINT REPAIR DETAIL
NOT TO SCALE



3 ABANDON EX MH DETAIL
NOT TO SCALE

#	DATE	DESCRIPTION	BY

DESIGNED BY: EPM
DRAWN BY: RJD
CHECKED BY: EPM
PROJECT ENGR: ####

CITY OF TOPEKA UTILITIES

Bartlett & West
www.bartwest.com

SW HUNTOON STREET
BEFORE PROJECT SANITARY IMPROVEMENTS

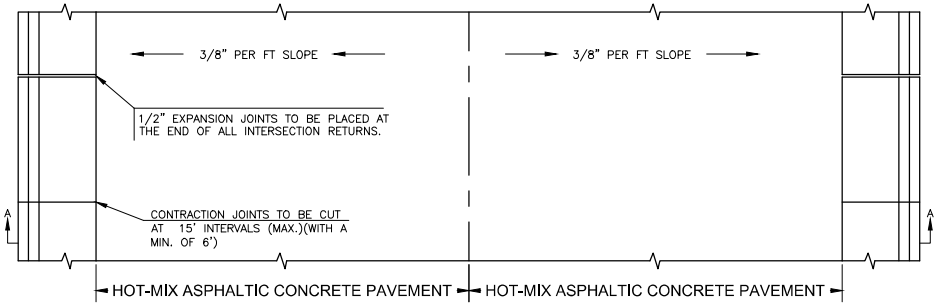
SEWER CONNECTION & WATER XING DETAILS

PROJ NO: 21157.006
CONST PROJ: 21157.006
SCALE: AS NOTED
DATE: JANUARY 2026

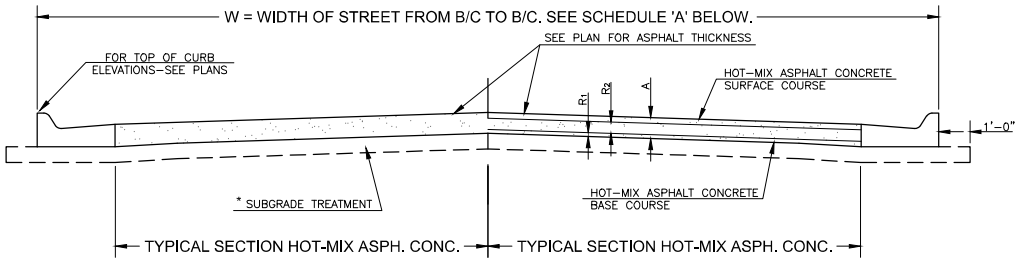
DRAWING NO: D-502
SHEET NO: 22 OF 35

Drawing Name: C:\Users\RJD01471\DCV\ACCDocs\Bartlett & West\21157.006 - Huntoon Sanitary\Project Files\AutoCAD\Plan Set\21157.006C_ CIP_Rehab Manhole Details.dwg Layout Name: CONNECTION DTL Plotted By: RJD01471 Plotted on: 1/23/2026 11:18:13 AM

Last edit on: mmmm



PLAN

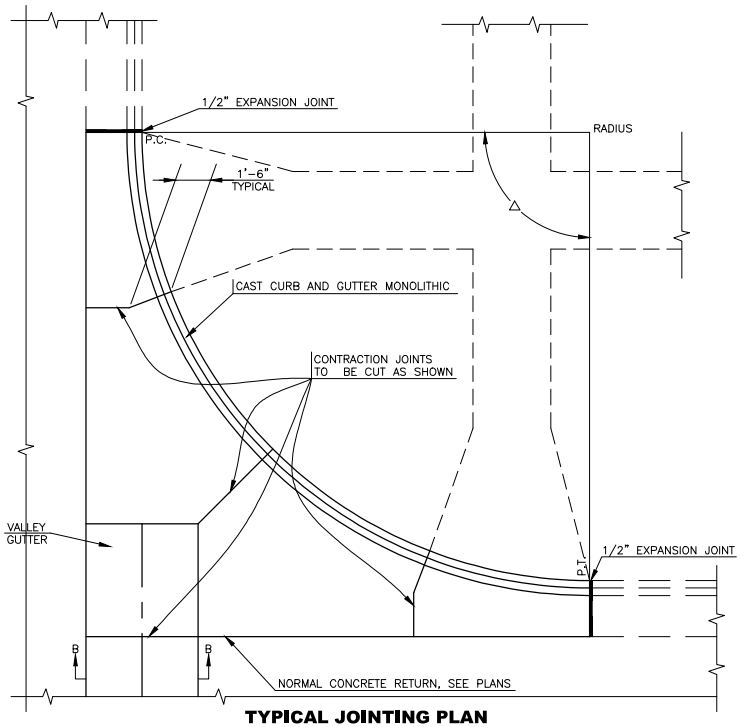


TYPICAL SECTION HOT-MIX ASPH. CONC. PAVE
SECTION A-A

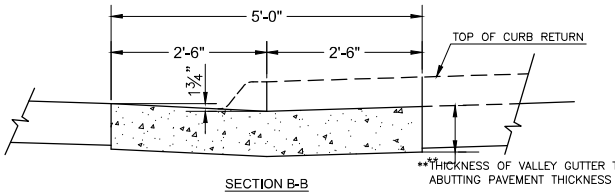
PAVEMENT DETAILS

* SUBGRADE TREATMENT PER GEOTECHNICAL REPORT

SCHEDULE 'A'						
STREET	FROM	TO	W	R_1	R_2	A



TYPICAL JOINTING PLAN



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 lt. spacing & made bar size"	DHS	SB
2	Dec. 2009	Added to Valley Gutter Details	DHS	SB
1	Feb. 2008	Mod. Typ. Jt. Plan & Pvmt. Det.	DHS	SB

DRAWN BY: rm/mc
APP'D BY:

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ENGINEERING
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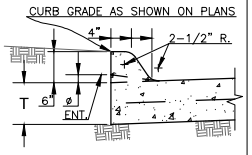
STANDARD DETAILS

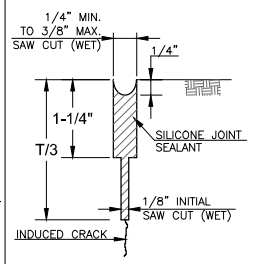
ASPHALT CONCRETE PAVEMENT DETAILS
(DT-001)

DATE: JANUARY 2026
SHEET NO. 23 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-001

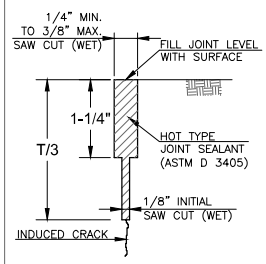


DETAIL A

6" INTEGRAL CURB
ø 1-1/2" FOR DRIVE ENTRANCES AND 3/4" FOR SIDEWALK RAMPS.



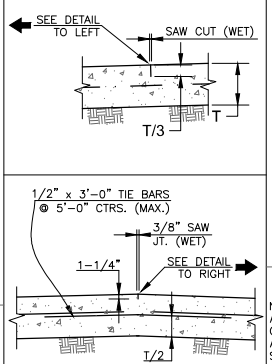
SILICONE JOINT
OPTION 1

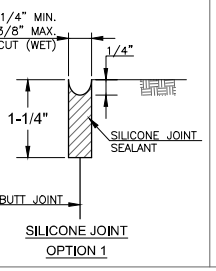


HOT TYPE JOINT
OPTION 2

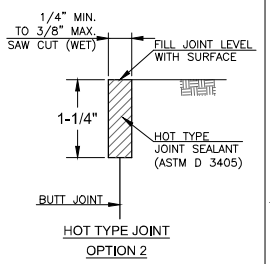
DETAIL B

TRANSVERSE AND LONGITUDINAL CONTRACTION JOINTS





SILICONE JOINT
OPTION 1

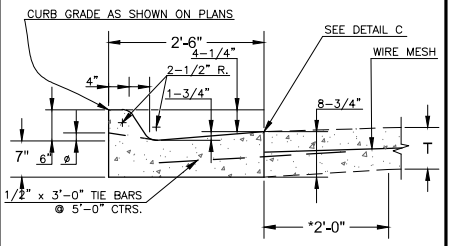


HOT TYPE JOINT
OPTION 2

DETAIL C

TRANSVERSE AND LONGITUDINAL BUTT JOINTS

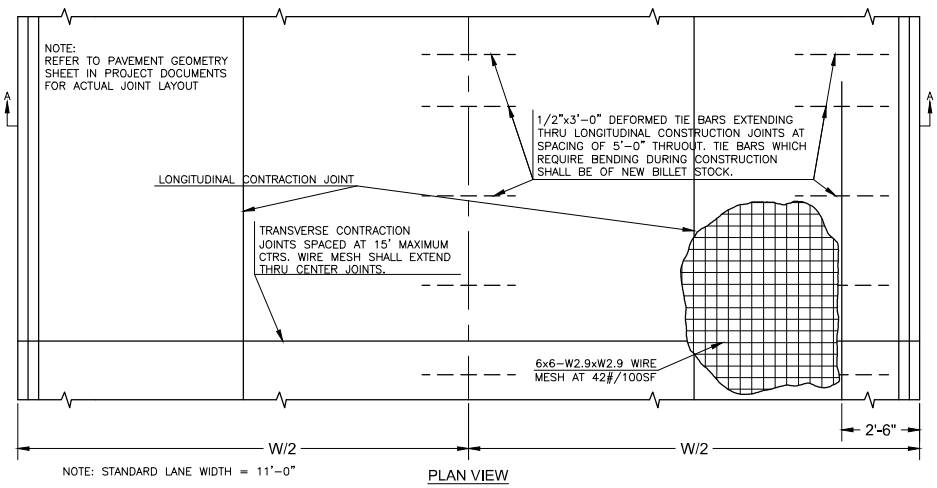
NOTE:
AT THE BEGINNING AND END OF THE PAVEMENT ON ANY GIVEN PROJECT A CONSTRUCTION JOINT AS OUTLINED IN THE STANDARD SPECIFICATIONS AND SHOWN ABOVE SHALL BE USED UNLESS THE PAVEMENT ABUTS A RIGID SURFACE. THE HEADER SHALL BE REMOVED AND THE TIE BARS BENT INTO THE GROOVE AT RIGHT ANGLES TO THE CENTERLINE OF THE PAVEMENT.



DETAIL D

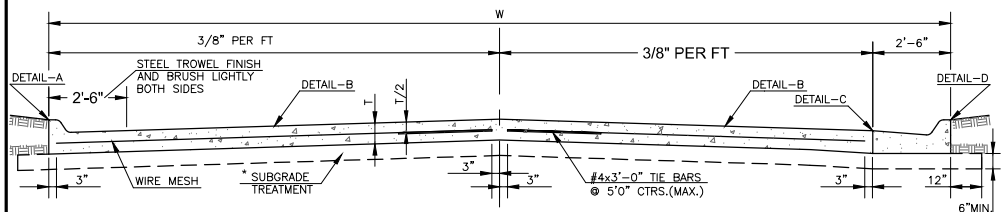
* THE CONTRACTOR HAS THE OPTION OF MAINTAINING T OR TRANSITIONING AS SHOWN AT NO ADDITIONAL COST TO OWNER.

ø 1-1/2" FOR DRIVE ENTRANCES AND 3/4" FOR SIDEWALK RAMPS.



NOTE: STANDARD LANE WIDTH = 11'-0"

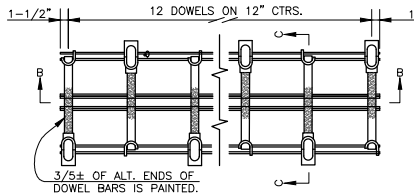
PLAN VIEW



TYPICAL PAVEMENT
SECTION A-A

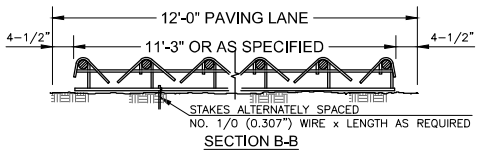
* SUBGRADE TREATMENT PER GEOTECHNICAL REPORT.

NOTE:
COMBINED CURB AND GUTTER OR INTEGRAL CURB MAY BE USED WITH CONCRETE PAVEMENT CONSTRUCTION AS DETERMINED BY THE CITY/COUNTY ENGINEER. SEE TYPICAL PAVEMENT SECTION ABOVE.

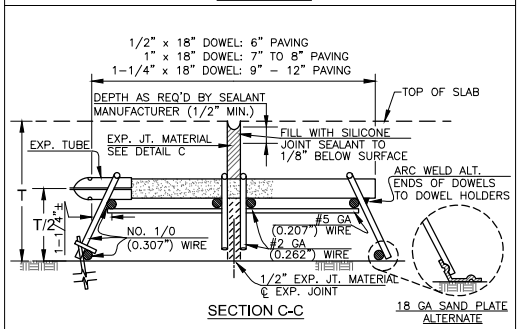


PLAN VIEW OF WELDED
EXPANSION JOINT ASSEMBLY

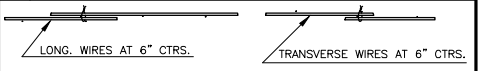
NOTES:
1. DOWELS, PLAIN ROUND PER A.S.T.M. A-615, GRADE 40 OR AS SPECIFIED.
2. UNIT-WIRED TOGETHER FOR QUICK DISASSEMBLE AND PLACEMENT OF EXPANSION AND FILLER IN FIELD.
3. ALL WIRE SIZES SHOWN ARE MINIMUM. DOWELS, PLAIN ROUND PER A.S.T.M. A-615,GRADE



SECTION B-B

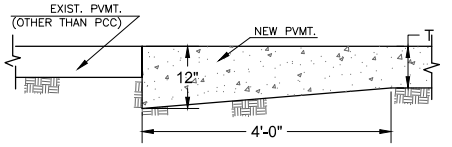


SECTION C-C



DETAIL OF LAP
WIRE MESH

NOTE:
THE LAP WIRE SHALL EXTEND BEYOND THE FIRST TRANSVERSE WIRE OF EACH SHEET. THE SHEET SHALL BE WIRED SECURELY AT THE EDGES AND AT INTERVALS NOT TO EXCEED 2'-6" FOR THE FULL WIDTH OF THE SHEET. APPROXIMATE WEIGHT OF WIRE MESH = 42 LBS./100 SQ. FT. OTHER METHODS FOR FASTENING THE SHEETS OF WIRE MESH AT THE LAPS MAY BE USED WITH THE APPROVAL OF THE ENGINEER.



DETAIL OF JOINT AT
EXISTING PAVEMENT

NOTES:
1. SAND IS NOT AN APPROVED FILL OR SUBGRADE MATERIAL.
2. WHERE NEW PAVEMENT ABUTS EXISTING PCC PAVEMENT, THICKENED SECTION SHALL BE ELIMINATED AND 1" DIA. SMOOTH DOWELS SHALL BE PLACED @ 12" CENTERS. THE DOWELS SHALL BE ARRANGED SIMILAR TO THE DETAIL FOR "FULL PANEL REPAIR & UTILITY CUTS" SHOWN ON MISCELLANEOUS DETAILS I (DT-017).

NO.	DATE:	REVISION	BY:	APP'D
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

DRAWN BY: rm/mc

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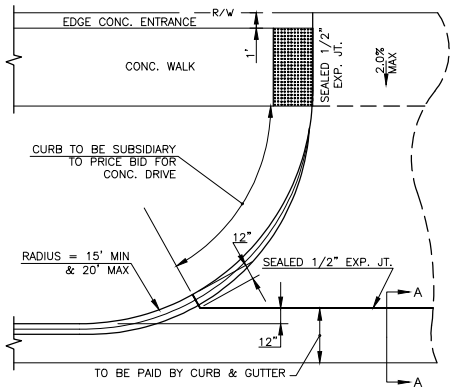
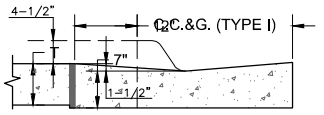
STANDARD DETAILS

CONCRETE PAVEMENT DETAILS
(DT-002)

DATE: JANUARY 2026
SHEET NO: 24 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-002

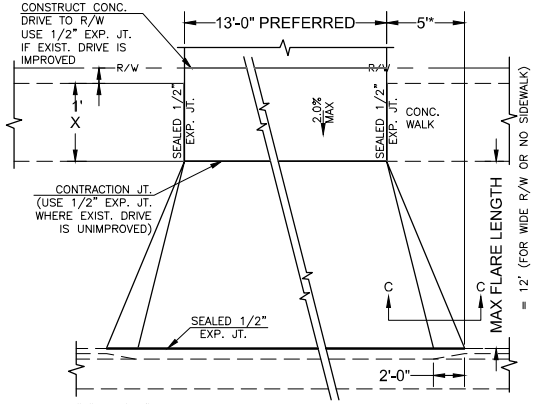


COMMERCIAL DRIVE APPROACH



SECTION A - A

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

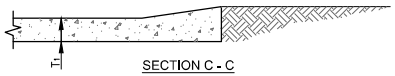


"X" = 5'-0" ON PRINCIPAL ARTERIAL, MINOR ARTERIALS AND COLLECTORS
"X" = 4'-0" ON SUB-COLLECTORS AND LOCALS

TYPICAL PRIVATE DRIVE APPROACH

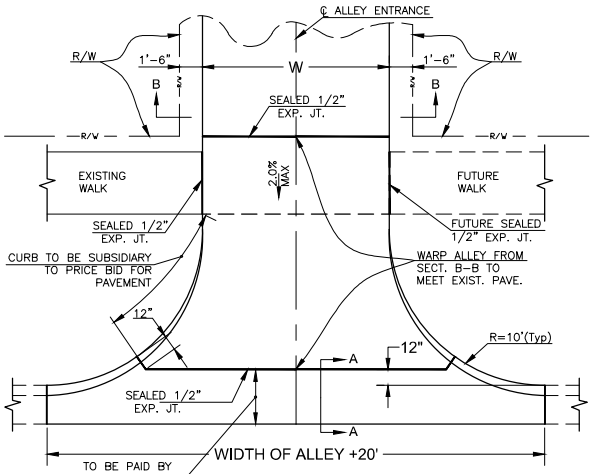
NOTES:
1. A SPECIAL DETAIL WILL BE PROVIDED WHEN SIDEWALK IS CLOSER THAN 6'-0" FROM BACK OF CURB.
2. THEORETICAL CURB HEIGHT OF 6" ABOVE E SHALL BE OBTAINED IN ENTRANCE PAVEMENT.

* 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.

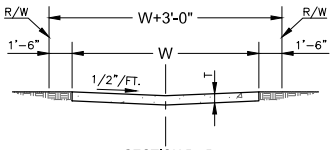


SECTION C - C

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

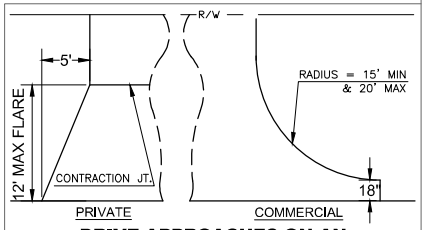


ALLEY APPROACH

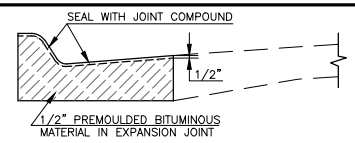


SECTION B - B

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.

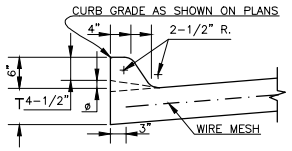


DRIVE APPROACHES ON AN UNIMPROVED ROADWAY

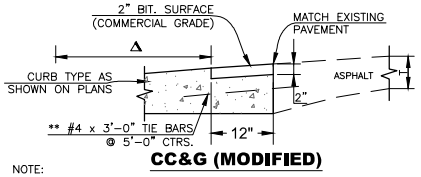


CURB AND GUTTER EXPANSION JOINT DETAILS

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.



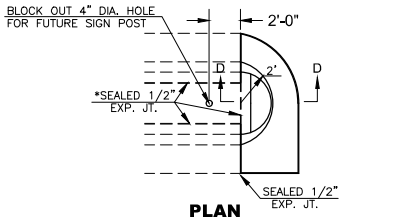
6" INTEGRAL CURB



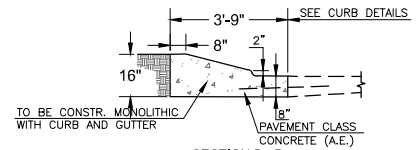
CC&G (MODIFIED)

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



PLAN

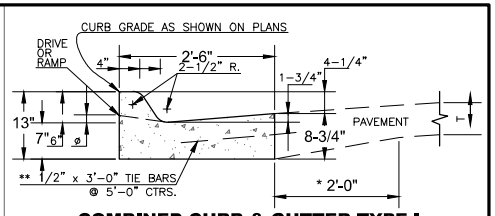


SECTION D - D

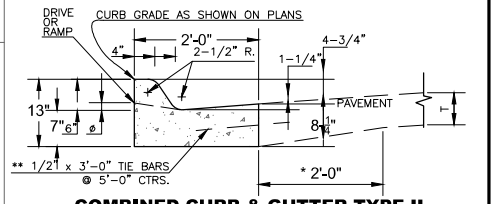
SOLID NOSE DETAILS

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.

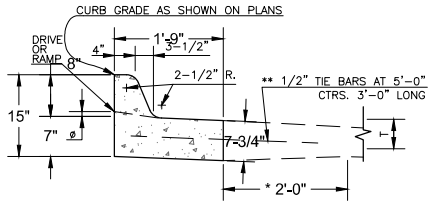
* OMIT SEALED 1/2" EXPANSION JOINT WHEN SURFACE MATERIAL USED IN MEDIAN IS OTHER THAN CONCRETE.



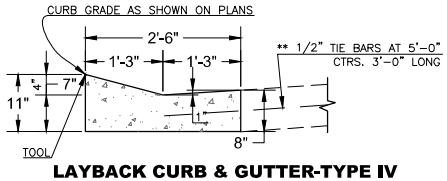
COMBINED CURB & GUTTER-TYPE I



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.

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

NO.	DATE:	REVISION	BY:	APP'D
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

DRAWN BY: rm/mc

APP'D BY:

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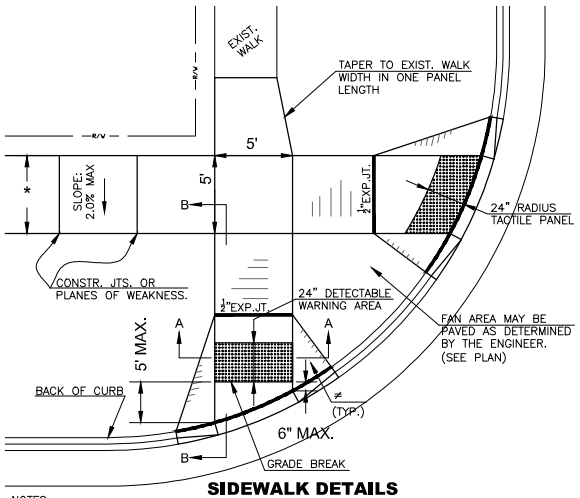
STANDARD DETAILS

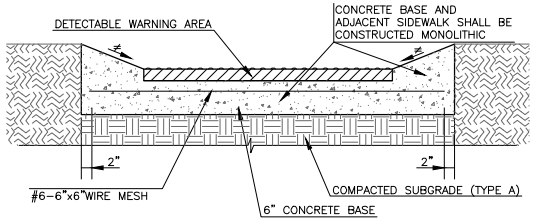
CURB & GUTTER AND APPROACH DETAILS
(DT-003)

DATE: JANUARY 2026
SHEET NO: 25 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-003



SIDEWALK DETAILS

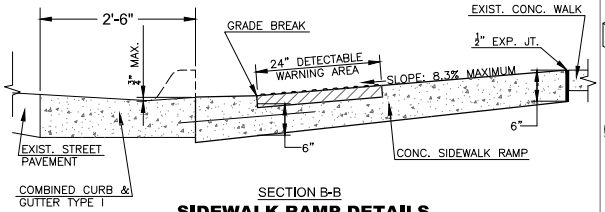
NOTES:
1. FAN AREA PAVEMENT TO BE PAID FOR AS 6" CONCRETE.
2. EXPANSION JOINTS SHALL BE THE CONSTRUCTION LIMITS OF 6" CONCRETE IN RAMP.
* 5' – PRINCIPAL ARTERIALS, MINOR ARTERIALS, COLLECTORS
4' – SUB–COLLECTORS, LOCALS
≠ 10:1 MAXIMUM AT PAVED FAN AREA, 4:1 AT STANDARD RAMP



SECTION A-A

TYPICAL SECTION OF DETECTABLE WARNING SYSTEM

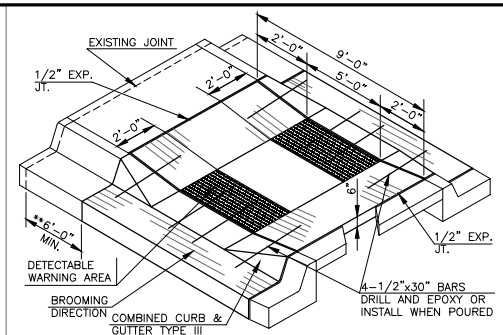
≠ 10:1 MAXIMUM AT PAVED FAN AREA, 4:1 AT STANDARD RAMP



SECTION B-B

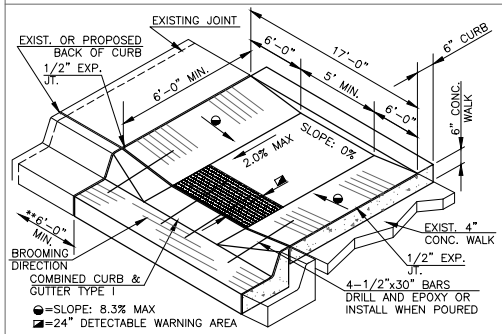
SIDEWALK RAMP DETAILS

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 E FOR NEW SIDEWALK CONSTRUCTION.



ISOMETRIC OF MEDIAN RAMP CROSSING

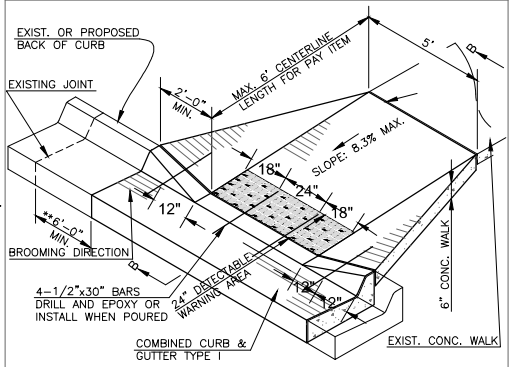
NOTE:
MEDIAN RAMP CROSSING SHALL BE BUILT AT LOCATIONS SHOWN ON THE PLANS. CONCRETE MEDIAN CROSSINGS TO BE PAID FOR AS SIDEWALK RAMP.



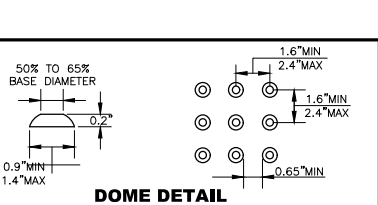
◒=SLOPE: 8.3% MAX
◪=24" DETECTABLE WARNING AREA

ISOMETRIC OF RAMP WITH ADJACENT WALK SHOWN

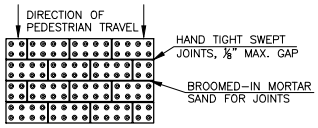
** IF CURB AND GUTTER AND/OR SIDEWALK TO BE REMOVED IS WITHIN 6'–0" OF AN EXISTING JOINT, REMOVE CURB AND GUTTER AND/OR SIDEWALK BACK TO EXISTING JOINT. JOINTS ARE TO BE PLACED AS PER SECTION 5, SUBSECTION 8 OF CITY/COUNTY STANDARD TECHNICAL SPECIFICATIONS.



ISOMETRIC OF RAMP WITH PERPENDICULAR WALK SHOWN

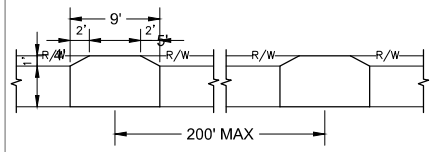


DOME DETAIL

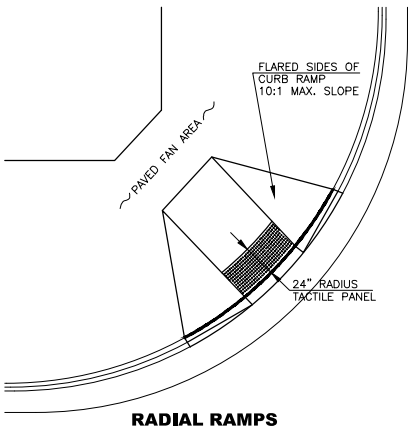


RUNNING BOND/PARALLEL ALIGNMENT AND JOINT DETAIL

Installation pattern for detectable warning paving bricks

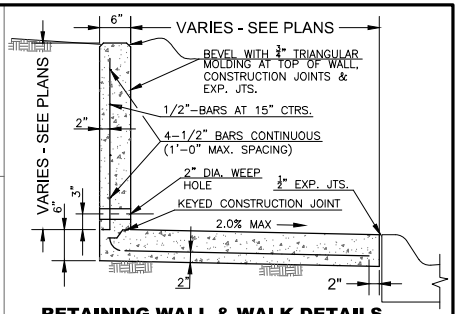


TYPICAL WHEELCHAIR PASSING ZONE FOR SUB-COLLECTOR AND LOCAL STREETS



RADIAL RAMPS

NOTE:
RADIAL RAMPS 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 RAMPS 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".

NO.	DATE:	REVISION	BY:	APP'D
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:

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ENGINEERING
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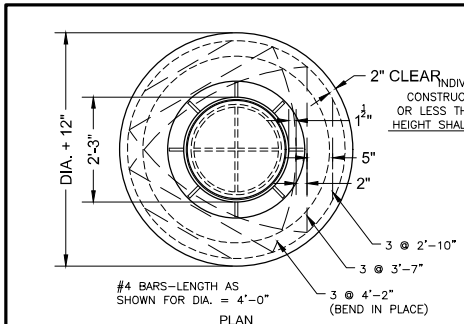
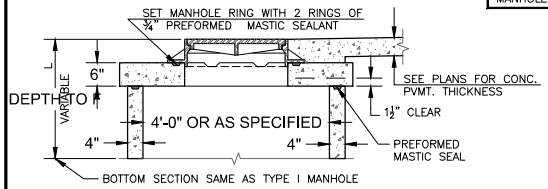
STANDARD DETAILS

RAMP & WALK DETAILS
(DT-004)

DATE: JANUARY 2026
SHEET NO: 26 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-004

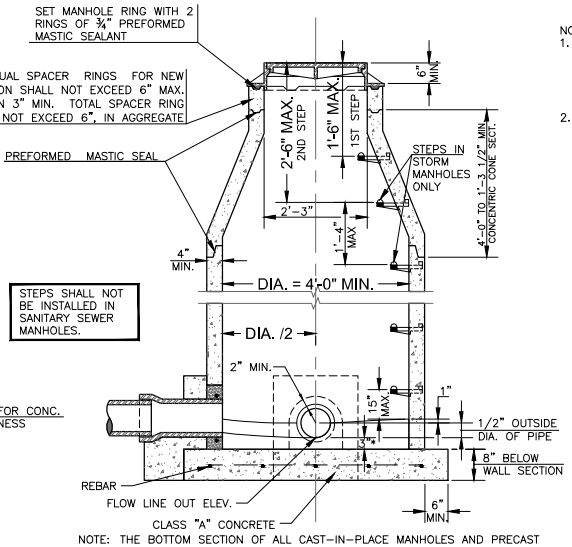


PLAN



TOP SECTION

STANDARD MANHOLE TYPE II

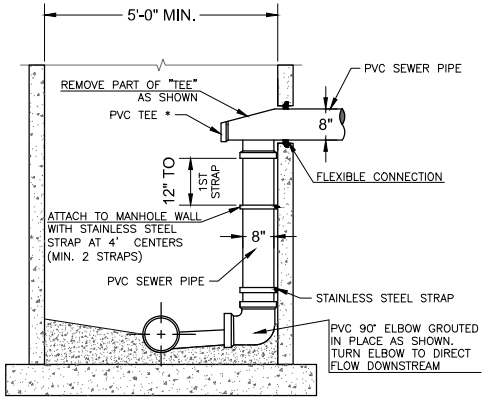


STEPS SHALL NOT BE INSTALLED IN SANITARY SEWER MANHOLES.

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 TO 12 INCHES.

PRE-CAST STANDARD MANHOLE TYPE I

NOTES:
1. STAINLESS STEEL STRAPS (11 GAUGE – .1196") THICK x 1 1/2" WIDE SHALL BE COMPLETELY AROUND THE PIPE AND ATTACHED TO MANHOLE WALL WITH STAINLESS STEEL BOLTS AND ANCHORS. BOLTS SHALL BE 3/8" DIA. x 2" MIN. LENGTH AND ANCHORS SHALL BE 3/8" INSIDE DIA. x 2 1/4" LENGTH. HOLE SHALL BE DRILLED INTO MANHOLE WALL TO A DEPTH OF 2–1/2" AND LARGE ENOUGH IN DIA. TO ACCEPT ANCHORS.
2. THIS DETAIL IS VALID ONLY FOR A SINGLE 8" INSIDE DROP IN A 5' DIA. MANHOLE, RECEIVING AN 8" DIA. SEWER. A SPECIAL DETAIL IS REQUIRED FOR ANY OTHER CONDITIONS.



INSIDE DROP-TYPE A

NOTE: INSIDE DROP–TYPE A IS REQUIRED WHEN FLOWLINE IN AND FLOWLINE OUT ELEVATIONS DIFFER BY 1.0' OR MORE.
* A BOWL SYSTEM BY RELINER/DURAN INC. MAY ALSO BE USED.

DETAIL OF MANHOLE CASTINGS

CASTINGS SHALL CONFORM TO THE REQUIREMENTS OF "SPECIFICATIONS FOR GRAY IRON CASTINGS" IN ACCORDANCE WITH A.S.T.M. A 48, CLASS 35B.

MINIMUM TENSILE STRENGTH OF EACH CASTING SHALL BE AT LEAST 30,000 PSI.

AVERAGE WT. COVER 185 LBS., RING 220 LBS. VARIATION IN WEIGHT WILL NOT EXCEED THE SPECIFIED WEIGHTS BY MORE THAN 4%.

CASTINGS ARE TO BE MANUFACTURED TRUE TO PATTERN AND WITH SATISFACTORY FIT OF COMPONENT PARTS. CASTINGS SHALL BE FREE OF DEFECTS. DIMENSIONS AS DETAILED ON PLAN SHALL NOT DEVIATE BY MORE THAN 1/16" PER FOOT.

SEATING SURFACES OF CASTINGS SHALL BE MACHINED AS REQUIRED TO PREVENT ROCKING.

ALL CASTINGS SHALL BE FURNISHED IN BARE METAL AND SHALL HAVE MANUFACTURER'S NAME CAST INTO CASTING.

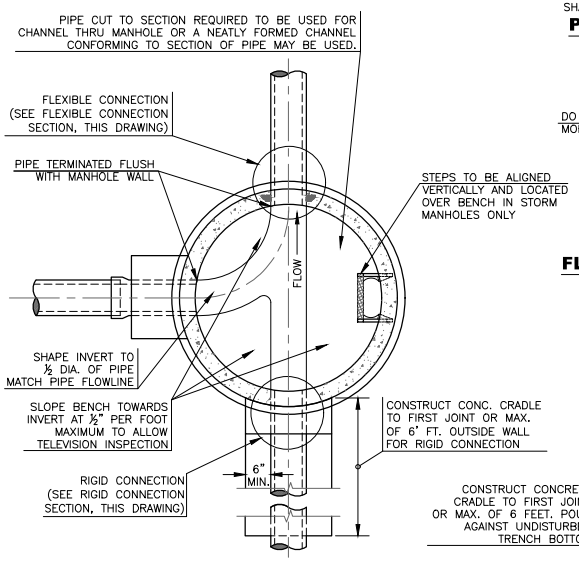
CASTINGS SHALL CONFORM TO THE PROVISIONS OF UNITED STATES CUSTOMS REGULATIONS. CASTING MANUFACTURER SHALL CARRY AT LEAST $3,000,000 PRODUCT LIABILITY INSURANCE.

TO INSURE CONFORMANCE TO TENSILE STRENGTH REQUIREMENTS, THE FOLLOWING PROCEDURE WILL BE FOLLOWED FOR EACH LOT OF CASTINGS USED ON CITY OF TOPEKA PROJECTS.

A. ALL CASTINGS SHALL BE JULIAN HEAT DATED.

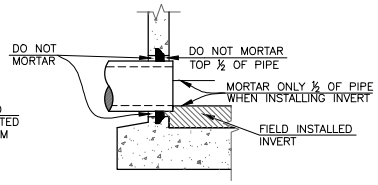
B. TWO TEST BAR SPECIMENS MUST BE POURED WHEN PRODUCING CITY OF TOPEKA CASTINGS. TEST BAR SPECIMENS SHALL BE DELIVERED TO PURCHASER.

C. TEST REPORT FROM A CITY APPROVED INDEPENDENT LABORATORY VERIFYING TENSILE STRENGTH CHEMISTRY OR BRINELL HARDNESS SHALL ACCOMPANY EACH SHIPMENT OF CASTINGS. IF REQUESTED TEST REPORT SHALL BE PAID FOR BY THE SUPPLIER. THE HEAT DATE(S) ON CASTINGS SHALL CORRESPOND TO THE TENSILE STRENGTH REPORT(S).



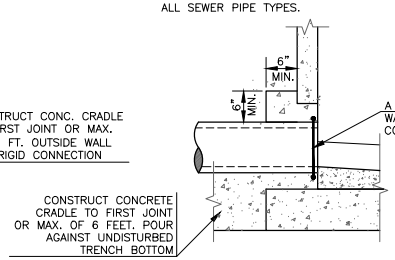
MANHOLE BOTTOM PLAN

NOTE: DEADEND MANHOLES SHALL HAVE A POURED INVERT. MUST USE BOND BREAKER BETWEEN INVERT AND FLOOR.



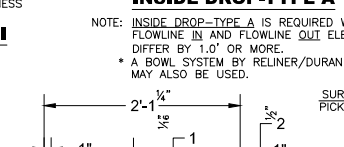
FLEXIBLE CONNECTION SECTION

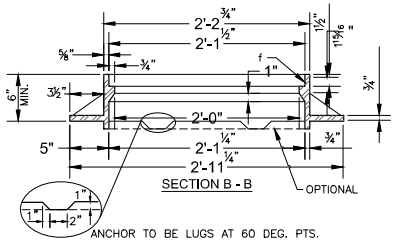
FLEXIBLE CONNECTIONS SHALL BE USED FOR ALL SEWER PIPE TYPES.



RIGID CONNECTION SECTION

RIGID CONNECTIONS SHALL BE USED FOR CERTAIN EXISTNG MANHOLE CONNECTIONS AT ENGINEER'S DISCRETION.



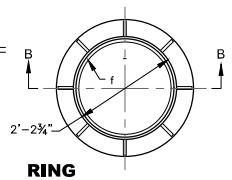


MANHOLE CONSTRUCTION NOTES

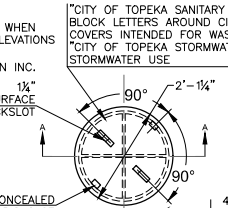
ALL MANHOLE CONSTRUCTION SHALL BE WATER TIGHT.

TOP OF 8" FLOOR SLAB TO BE 3" MIN. BELOW FLOW LINE ELEV. OF THE OUTLET PIPE TO INSURE SUFFICIENT MIN. THICKNESS OF SHAPED INVERT.

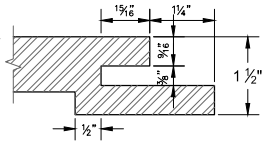
ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO A.S.T.M. DESIGNATION C478



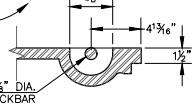
RING



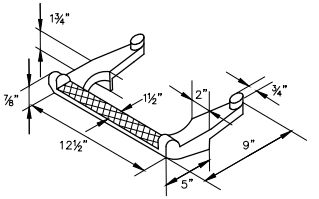
COVER



CONCEALED PICKSLOT DETAIL



SURFACE PICKSLOT



DETAIL OF CAST IRON MANHOLE STEP

(FOR PRECAST MANHOLE TO BE USED IN STORM SEWER SYSTEMS ONLY)

VESTAL MANUFACTURING NO. 918–P, CLAY AND BAILEY NO. 2115, NEENAH NO. R–1981–I OR EQUAL AS FURNISHED BY MANUFACTURER OF PRECAST MANHOLE.

COPOLYMER POLYPROPYLENE PLASTIC STEP, PS1–PF or PS2–PF, MANUFACTURED BY M.A. IND. INC. OR APPROVED EQUAL MAY BE USED AS AN ALTERNATE TO DETAILED CASTING. THIS STEP MAY BE CAST IN PLACE OR INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDED INSTALLATION PROCEDURE.

NO.	DATE:	REVISION	BY:	APP'D
4	March 2014	Added rebar to cast–in–place base dwg	DHS	JH
3	March 2013	Cleaned up text at Pre–Cast MH detail	DHS	SB
2	Dec. 2009	Mod. drop notes & added Storm. to MH	DHS	SB
1	Feb. 2008	Mod. MH Bot. Plan, Rigid Sect.& Inside Dr	DHS	SB

DRAWN BY: rm/mc

APP'D BY:

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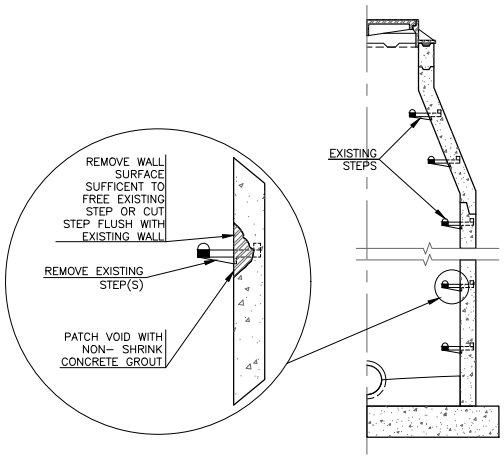
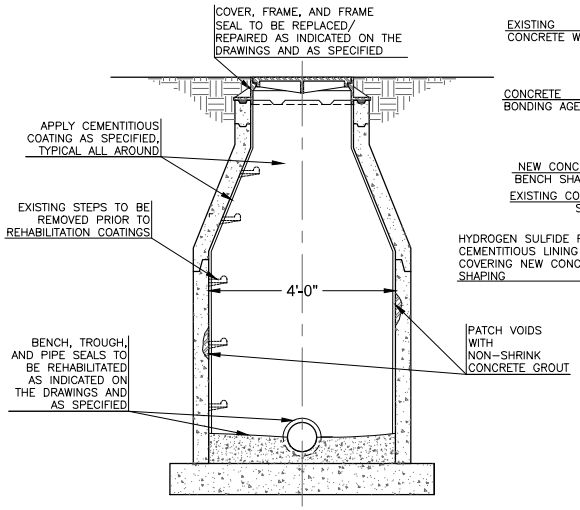
STANDARD DETAILS

STANDARD MANHOLE DETAILS
(DT-005)

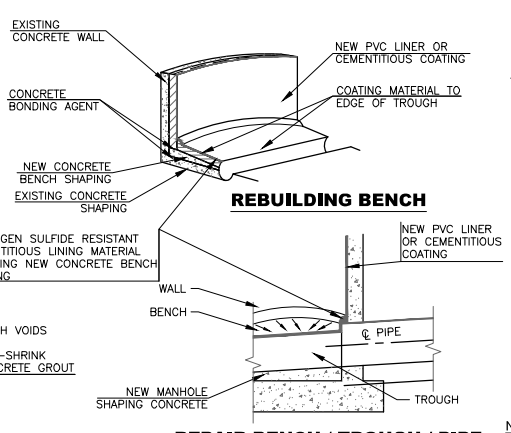
DATE: JANUARY 2026
SHEET NO: 27 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-005



STEP REMOVAL DETAILS

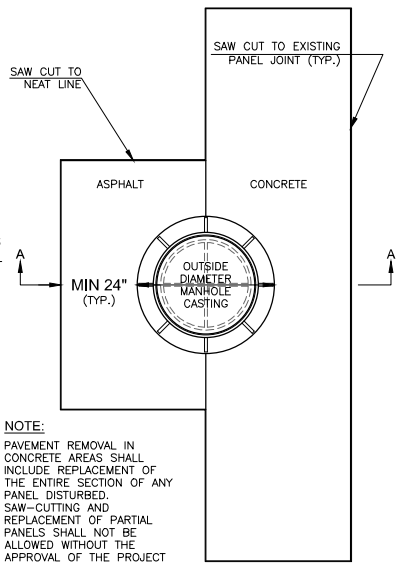


DETAIL OF REHABILITATION WITH CEMENTITIOUS COATING ON 4' DIAMETER EXISTING MANHOLES



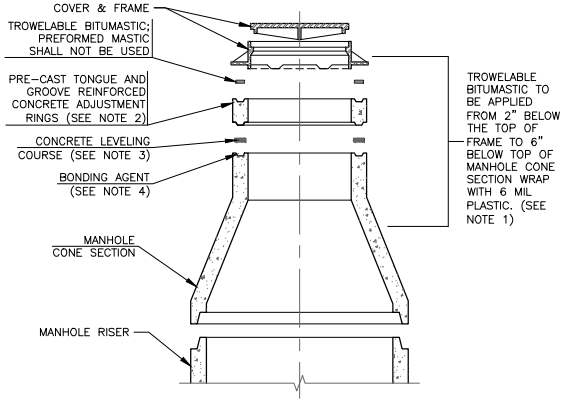
REBUILDING BENCH

REPAIR BENCH / TROUGH / PIPE SEAL DETAILS



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

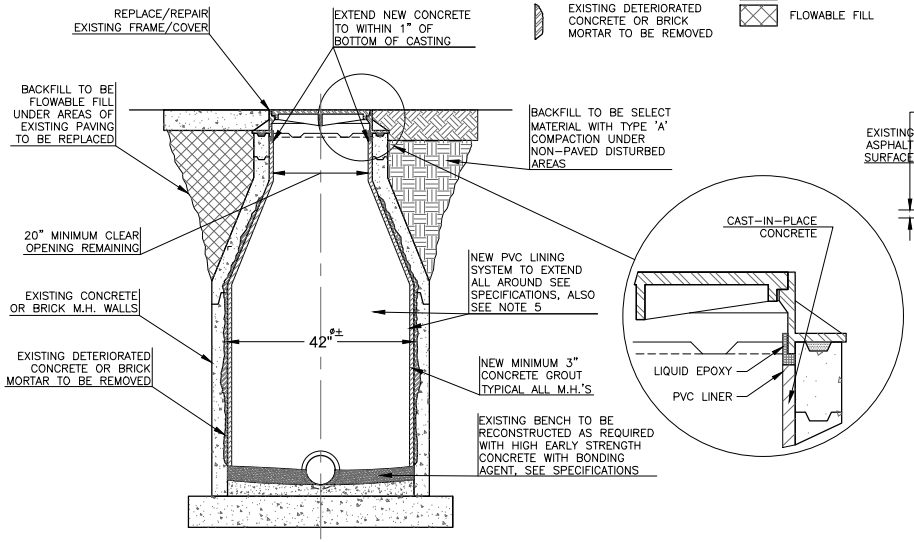
PLAN VIEW



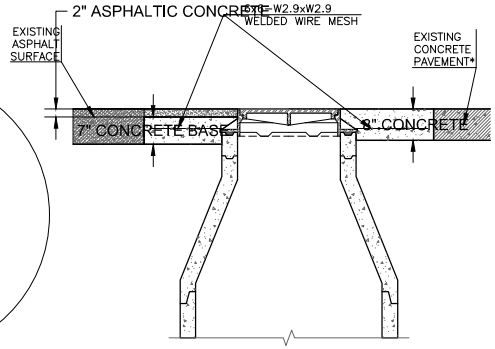
COVER, FRAME, FRAME SEAL, GRADE ADUSTMENT DETAILS

LEGEND

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



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



SECTION A-A

PAVEMENT REMOVAL AND REPLACEMENT DETAILS

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

NOTES:

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

NO.	DATE:	REVISION	BY:	APP'D
1	Feb. 2008	Update	DHS	SB

DRAWN BY: rm/mc
APP'D BY:

TOPEKA Public Works
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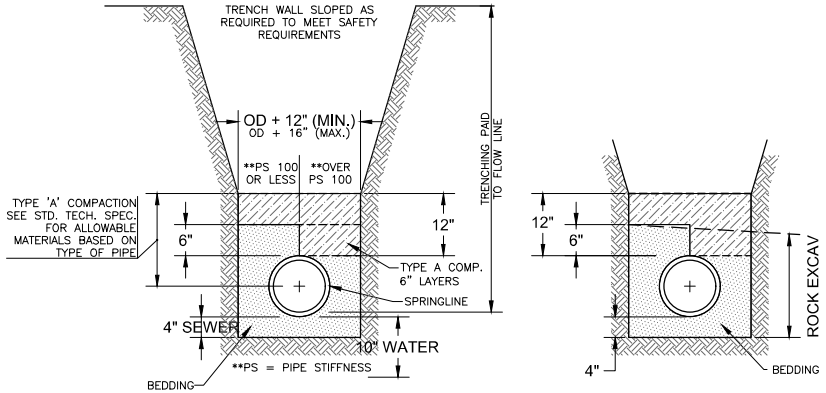
STANDARD DETAILS

MANHOLE REHABILITATION DETAILS
(DT-006)

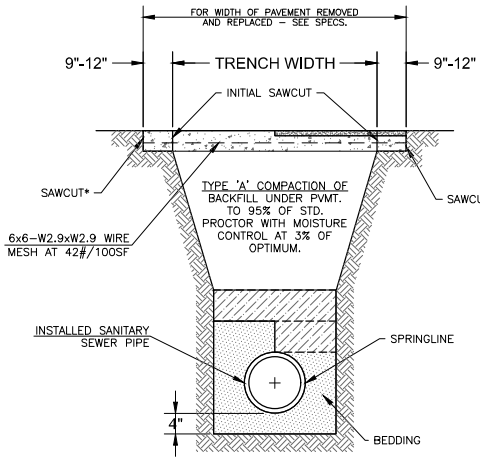
DATE: JANUARY 2026
SHEET NO: 28 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-006



TRENCHING DETAILS

STANDARDS FOR SETTING LINE AND GRADE FOR SEWER & WATER 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 FOR THE FINISHED TRENCH GRADE AND SEWER INVERT, WHILE SEWER LAYING PROGRESSES.



INSTALLATION OF SEWER UNDER EXISTING PAVEMENT

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'.

PAVEMENT PLACEMENT SCHEDULE

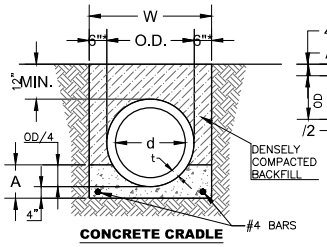
SCHEDULE TO BE USED UNLESS OTHERWISE NOTED ON PLANS.

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.

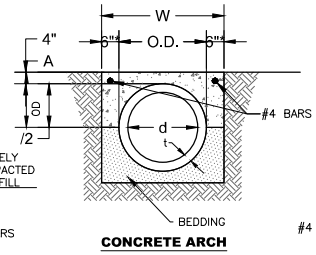
* SECOND PAVEMENT CUT TO BE MADE AND PAVEMENT REMOVED AFTER TRENCH IS PROPERLY BACKFILLED.

** 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).

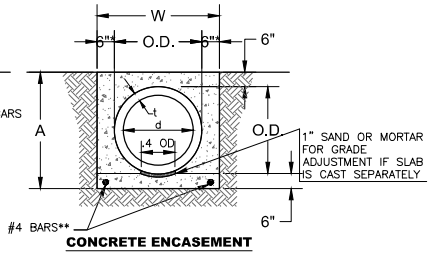
NOTES:
1. THE TRENCH SHALL BE EXCAVATED TO 4" BELOW BOTTOM OF THE PIPE BARREL & BACKFILLED AS SHOWN ABOVE WITH AN APPROVED BEDDING MATERIAL.
2. WHEN THE SEWER IS TO BE INSTALLED IN ROCK, THE TRENCH IS TO BE EXCAVATED TO A MINIMUM DEPTH OF 4" BELOW THE BOTTOM OF THE PIPE AND BACKFILLED IN 6" COMPACTED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



CONCRETE CRADLE

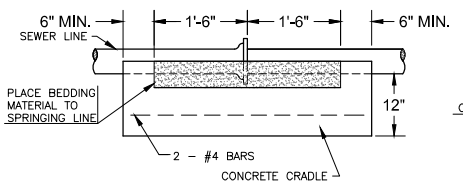


CONCRETE ARCH
*MINIMUM WIDTH

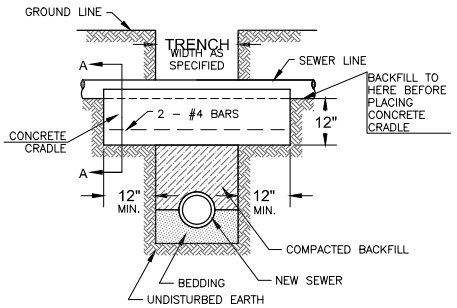


CONCRETE ENCASEMENT

**REINFORCING SHALL BE TWO #4 BARS FOR PIPE UP TO 8" DIA; FOUR #4 BARS FOR 10" THROUGH 24" DIA; AND AS APPROVED BY THE ENGINEER FOR LARGER THAN 24" DIA.



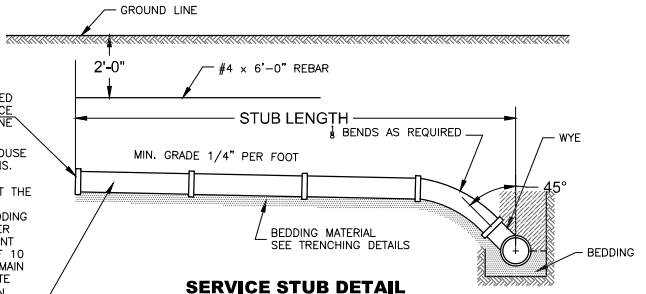
JOINT CRADLE DETAIL



d	O.D.	t	W	CRADLE A		ARCH A		ENCASE. A	
IN.	IN.	IN.	IN.	IN.	CY/FT	IN.	CY/FT	IN.	CY/FT
8	9.50	.750	24	6.4	.036	8.8	.039	21.5	.102
10	11.75	.875	24	6.9	.038	9.9	.047	23.8	.117
12	14	1.00	26	7.5	.043	11.0	.054	26.0	.134
15	17.5	1.25	29.5	8.4	.051	12.8	.066	29.5	.162
18	21	1.50	33	9.3	.061	14.5	.078	33.0	.191
21	24.5	1.75	36.5	10.1	.071	16.3	.093	36.5	.222
24	28	2.00	40	11.0	.085	18.0	.106	40.0	.256
27	31.5	2.25	43.5	11.9	.095	19.8	.121	43.5	.286
30	35	2.50	47	12.8	.106	21.5	.136	47.0	.321
36	41.5	2.75	53.5	14.4	.129	24.8	.167	53.5	.388

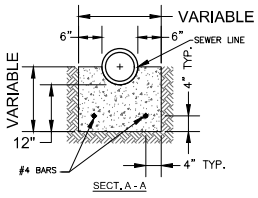
SCHEDULE FOR CONCRETE CRADLE, CONCRETE ARCH AND CONCRETE ENCASEMENT FOR SANITARY SEWERS

NOTE: MIN. 2500 PSI CONCRETE USED FOR CRADLING.



MAXIMUM DEPTH AT PLUG LOCATION SHALL BE 14' BELOW TOP OF HOUSE FOUNDATION. LENGTH AND ELEVATION SHALL BE AS SHOWN ON PLANS. LINES SHALL BE PLACED AT RIGHT ANGLES FROM MAIN. ALIGNMENT CHANGES MUST BE MADE BY THE USE OF 1/8 BENDS CONNECTED AT THE WYE. UNIT PRICE BID PER LINEAL FOOT FOR SERVICE STUBS SHALL INCLUDE – TRENCHING, LAYING, BACKFILLING, PIPE, FITTINGS AND BEDDING MATERIAL. AT POINTS WHERE SEWERS CROSS WATER MAINS, THE SEWER SHALL BE CONSTRUCTED OF DUCTILE IRON, PLASTIC PIPE WITH SOLVENT WELDED JOINTS, OR PIPE ENCASED IN CONCRETE FOR A DISTANCE OF 10 FEET IN EACH DIRECTION FROM THE CROSSING UNLESS THE WATER MAIN IS AT LEAST 2 FEET ABOVE THE SEWER. FOR SIZING DATA SEE NOTE ELSEWHERE, THIS SHEET. ALSO SEE "SANITARY SEWER CAP" DETAIL ON MISCELLANEOUS DETAILS II (DT–018).

SERVICE STUB DETAIL



CRADLE DETAILS

NO.	DATE:	REVISION	BY:	APP'D
3	March 2013	Mod. Pvmt. Place. Sch. & Bedding Amt.	DHS	SB
2	Feb. 2008	Mod. Cradle & Arch and Pvmt. Place Sch	DHS	SB
1	Dec. 2004	Mod. Serv. Note	DHS	JH

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APP'D BY:

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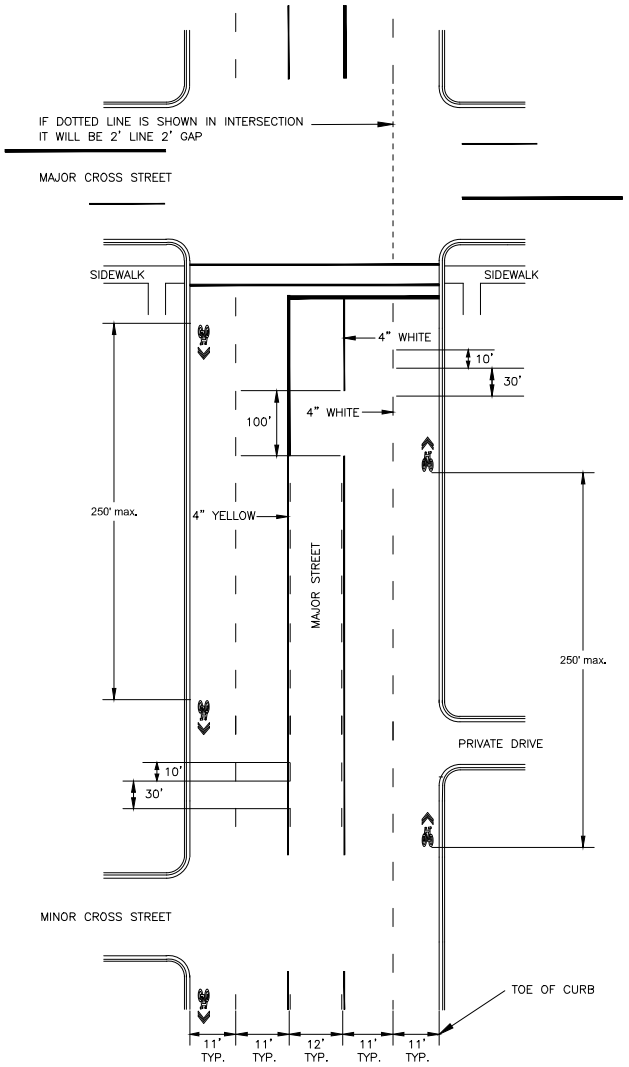
STANDARD DETAILS

SANITARY SEWER DETAILS
(DT-007)

DATE: JANUARY 2026
SHEET NO: 29 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-007



TYPICAL PAVEMENT MARKING DETAIL

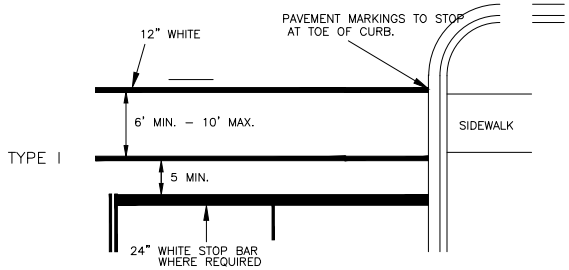
SHARROW – WHEN THERE IS NO PARKING, DISTANCE FROM FACE OF CURB TO CENTER OF SHARROW IS 5 FEET. WHEN PARKING IS PRESENT DISTANCE FROM FACE OF CURB TO CENTER OF SHARROW IS 11'.

NOTE: CROSSWALK PAVEMENT MARKINGS SHALL NOT BE INSTALLED AT LOCATIONS WHERE CROSSWALK PAVEMENT MARKINGS HAVE NOT ALREADY BEEN USED UNLESS SPECIFICALLY APPROVED BY THE TRAFFIC ENGINEER.

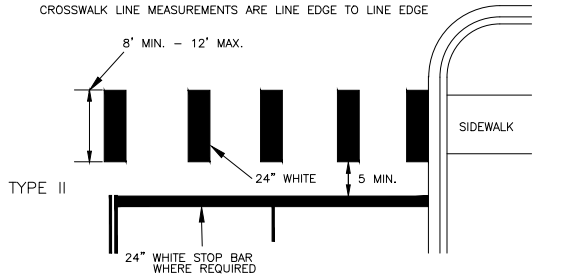
TYPE I CROSSWALK SHALL BE INSTALLED AT MARKED CROSSWALK LOCATIONS CONTROLLED BY A TRAFFIC SIGNAL OR STOP SIGN.

TYPE II CROSSWALKS SHALL BE INSTALLED AT MARKED CROSSWALK LOCATIONS THAT ARE NOT CONTROLLED BY A TRAFFIC SIGNAL OR STOP SIGN.

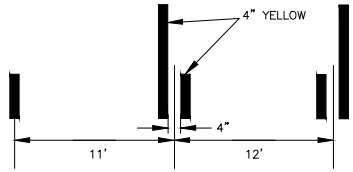
TYPE I – CROSSWALK LINES SHALL BE 12" SOLID WHITE LINES. THEY SHALL BE SPACED A MINIMUM OF 6' APART FROM INSIDE EDGE TO INSIDE EDGE.
WHEN REQUIRED, STOP LINES SHALL BE INSTALLED A MINIMUM OF 5' FROM CROSSWALKS.
CROSSWALK LINE MEASUREMENTS ARE LINE EDGE TO LINE EDGE



TYPE II – CROSSWALK LINES SHALL BE SOLID WHITE 24" WIDE PLACED PARALLEL TO THE DIRECTION OF TRAFFIC FLOW. THE LINE PLACEMENT IS DETERMINED BY LANE LINE, CENTER LINE, AND WHEEL PATH IN SUCH A MANNER AS TO MINIMIZE TRAFFIC WEAR. THE CROSSWALK WIDTH SHOULD BE NOT LESS THAN 8'. THE TRANSVERSE CROSSWALK LINES MAY BE ADDED.
WHEN REQUIRED, STOP LINES SHALL BE INSTALLED A MINIMUM OF 5' FROM CROSSWALKS.
CROSSWALK LINE MEASUREMENTS ARE LINE EDGE TO LINE EDGE



TYPICAL CROSSWALK MARKINGS



LANE LINE MEASUREMENT DETAIL

TYPICAL LANE WIDTH MEASUREMENTS ARE – CENTER OF SKIP LINE TO CENTER OF THE SOLID/SKIP LINES. TWO WAY CENTER TURN LANE LINES SHOULD BE CENTER OF SOLID/SKIP TO CENTER OF SOLID/SKIP LINES

GENERAL NOTES:

EXCEPT AS NOTED BELOW PAVEMENT MARKINGS ARE REQUIRED TO COMPLY WITH KDOT AND CITY SPECIFICATIONS.

EQUIPMENT – USE EQUIPMENT DESIGNED FOR THE PREPARATION OF THE APPROPRIATE TYPE OF PAVEMENT MARKING MATERIAL.

SURFACE PREPARATION – ON EXISTING PAVEMENTS, REMOVE THE EXISTING PAVEMENT MARKINGS ACCORDING TO RECOMMENDATIONS OF THE MANUFACTURER OF THE NEW MARKINGS.

ON AGED ASPHALT PAVEMENTS, THOROUGHLY REMOVE ALL DIRT, GRIT, GREASE, RESIDUE OF PRIOR PAVEMENT MARKINGS APPLICATION (INCLUDING ADHESIVES OR PRIMERS THAT MAY HAVE BEEN USED IN THEIR APPLICATION), AND ANY OTHER FOREIGN MATTER FROM THE ROADWAY SURFACE PRIOR TO THE APPLICATION OF THE NEW MARKINGS.

ON NEW PORTLAND CEMENT CONCRETE PAVEMENT AND NEW CONCRETE BRIDGE DECKS USE SHOT BLASTING TO REMOVE CURING COMPOUND AND LAITANCE FROM THE SURFACES TO WHICH THE PAVEMENT MARKINGS WILL BE APPLIED.

ALIGNMENT – LAYOUT THE PAVEMENT MARKINGS AS DETAILED IN THE PLANS. IF THE PLANS DO NOT PROVIDE DETAILS, SUBMIT TO THE ENGINEER FOR APPROVAL A LAYOUT PLAN FOR THE PAVEMENT MARKINGS THAT COMPLY WITH THE 2009 MUTCD.

PROVIDE ADEQUATE GUIDE MARKS – APPROXIMATELY 2" BY 12" AT APPROXIMATELY 30 TO 50 FOOT INTERVALS – FOR THE APPLICATION OF THE MARKINGS.

APPLY MARKINGS STRAIGHT AND CLOSE TO THE INTENDED ALIGNMENT WITHOUT ABRUPT CHANGES THAT RESULT IN AN UNACCEPTABLE APPEARANCE. LINES THAT DEVIATE LATERALLY FROM THE INTENDED ALIGNMENT MORE THAN 2' IN 200' MAY BE REJECTED.

APPLICATION – PROVIDE THE CITY INSPECTOR WITH A COPY OF THE MANUFACTURER'S APPLICATION INSTRUCTIONS. APPLY THE MARKINGS ACCORDING TO THE RECOMMENDATIONS. FOLLOW THE RECOMMENDATIONS REGARDING PAVEMENT AND AMBIENT TEMPERATURES. THE CITY INSPECTOR WILL VERIFY THE PAVEMENT AND AMBIENT TEMPERATURES BEFORE BEGINNING WORK AND WHEN DEEMED NECESSARY.

TAPES SHALL BE INLAID IN ASPHALT. OTHER PERMANENT MARKINGS SHALL BE INSTALLED IMMEDIATELY AFTER OVERLAYING UNLESS PRIOR APPROVAL IS RECEIVED BY THE ENGINEER OR THE CITY INSPECTOR. IF THE PAVEMENT MARKINGS CANNOT BE INSTALLED AND THUS THE ROADWAY WOULD BE UNMARKED OVERNIGHT, INTERIM REMOVABLE MARKINGS SHALL BE INSTALLED AND REMAIN UNTIL THE PERMANENT MARKINGS CAN BE INSTALLED. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO REMOVE THE INTERIM MARKINGS AND INSTALL THE PERMANENT MARKINGS WITHIN 48 HOURS. UNDER NO CIRCUMSTANCE SHALL THE INTERIM PAVEMENT MARKINGS BE IN PLACE FOR MORE THAN 14 DAYS. THE INTERIM REMOVABLE MARKINGS SHALL BE REMOVED PRIOR TO THE INSTALLATION OF THE PERMANENT PAVEMENT MARKINGS.

REMOVE AND REPLACE NEWLY INSTALLED PAVEMENT MARKINGS THAT HAVE DRAG MARKS, GASHES, GOUGES, FOREIGN COVERING, DISCOLORED AREA OR AREAS THAT HAVE FAILED TO SOLIDIFY, HAVE IMPROPER ADHESION OR THICKNESS.

ON NEW PORTLAND CEMENT CONCRETE, LANES CANNOT BE OPEN UNTIL INTERIM OR PERMANENT MARKINGS ARE IN PLACE. INTERIM MARKINGS CANNOT BE LEFT IN PLACE MORE THAN 14 DAYS AND MUST BE REMOVED WHEN PERMANENT MARKINGS ARE INSTALLED.

PERFORMANCE MEASURES – LACK OF SPECIFIED LENGTH/CYCLE: LANE LINES ARE EXPECTED TO TO BE 10' LONG; GAPS ARE EXPECTED TO BE 30' IN LENGTH. PAYMENT SHALL BE MADE WITH PENALTY BEING EQUAL TO 25% OF THE UNIT PRICE BID PER FOOT FOR EACH 2" OF LENGTH LACKING OR EXCEEDING THE 10'/30' CRITERIA NOTED ABOVE. SHOULD LINE OR GAP BE LACKING OR EXCEEDING 12" THE CITY WILL EITHER NOT PAY FOR THE MARKINGS (100% PENALTY) OR REQUIRE THEY BE REMOVED AND REINSTALLED. TO CLARIFY, EXAMPLE, SHOULD A REQUIRED 10' LINE BE MEASURED AT 10'–3" THE CONTRACTOR WILL BE PAID FOR 75% FOR THE ENTIRE 10'. SHOULD A SPACE BE 30'–3", THE CONTRACTOR WILL BE PAID FOR 75% OF THE 10' LINE. PENALTIES WILL BE APPLIED UNTIL THE MARKINGS RESUME THE 10'/30' REQUIREMENT.

LACK OF SPECIFIED WIDTH: MARKINGS SHALL BE AT LEAST AS SPECIFIED ON THE PLANS. SHOULD MARKINGS BE 1/2" LESS THAN NOTED, THE CITY WILL DIRECT THE CONTRACTOR TO REDO OR 25% OF PAYMENT WILL BE WITHHELD.

WARRANTY – AT THE END OF ONE YEAR WARRANTY PERIOD, THE CONTRACTOR WILL BE REQUIRED TO REPLACE MISSING OR DEFECTIVE MARKINGS.

NO.	DATE:	REVISION	BY:	APP'D
2	07/08/16	UPDATE CROSSWALK SPECIFICATIONS	KAP	TC
1	01/30/12	UPDATE SPECIFICATIONS	KAP	LGV

DRAWN BY: K.PELTON
APP'D BY:

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PAVEMENT MARKINGS

DATE: JANUARY 2026
SHEET NO: 30 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-116

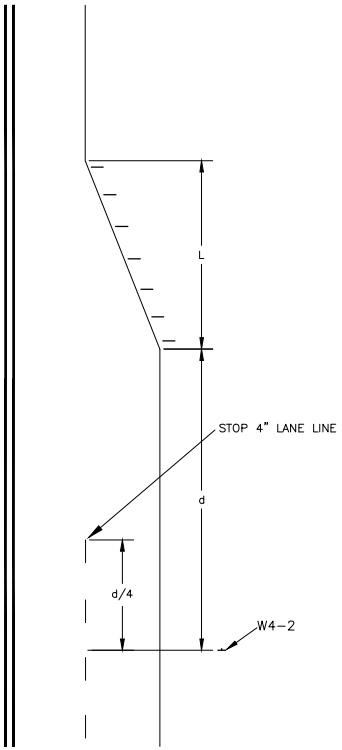
– DELINEATORS, IF LOW SPEED CURB DEFINES EDGE NOT NEEDED

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

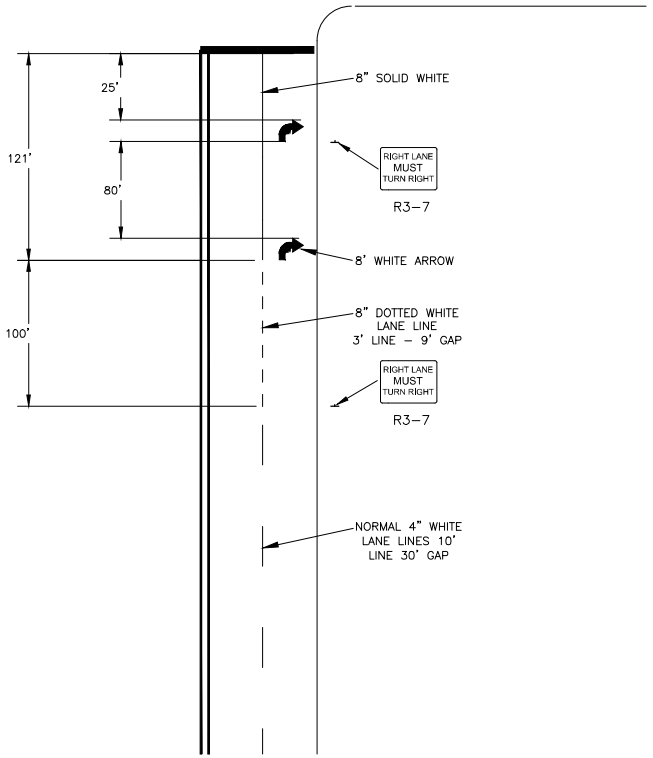
FOR 30mph, L=165
35mph, L=225
40mph, L=293

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



LANE DROP - WHEN THRU LANE BECOMES MANDATORY TURN LANE

NO.	DATE:	REVISION	BY:	APP'D
1	01/30/12	UPDATE SPECIFICATIONS	KAP	LGV

DRAWN BY: K.PELTON
APP'D BY:

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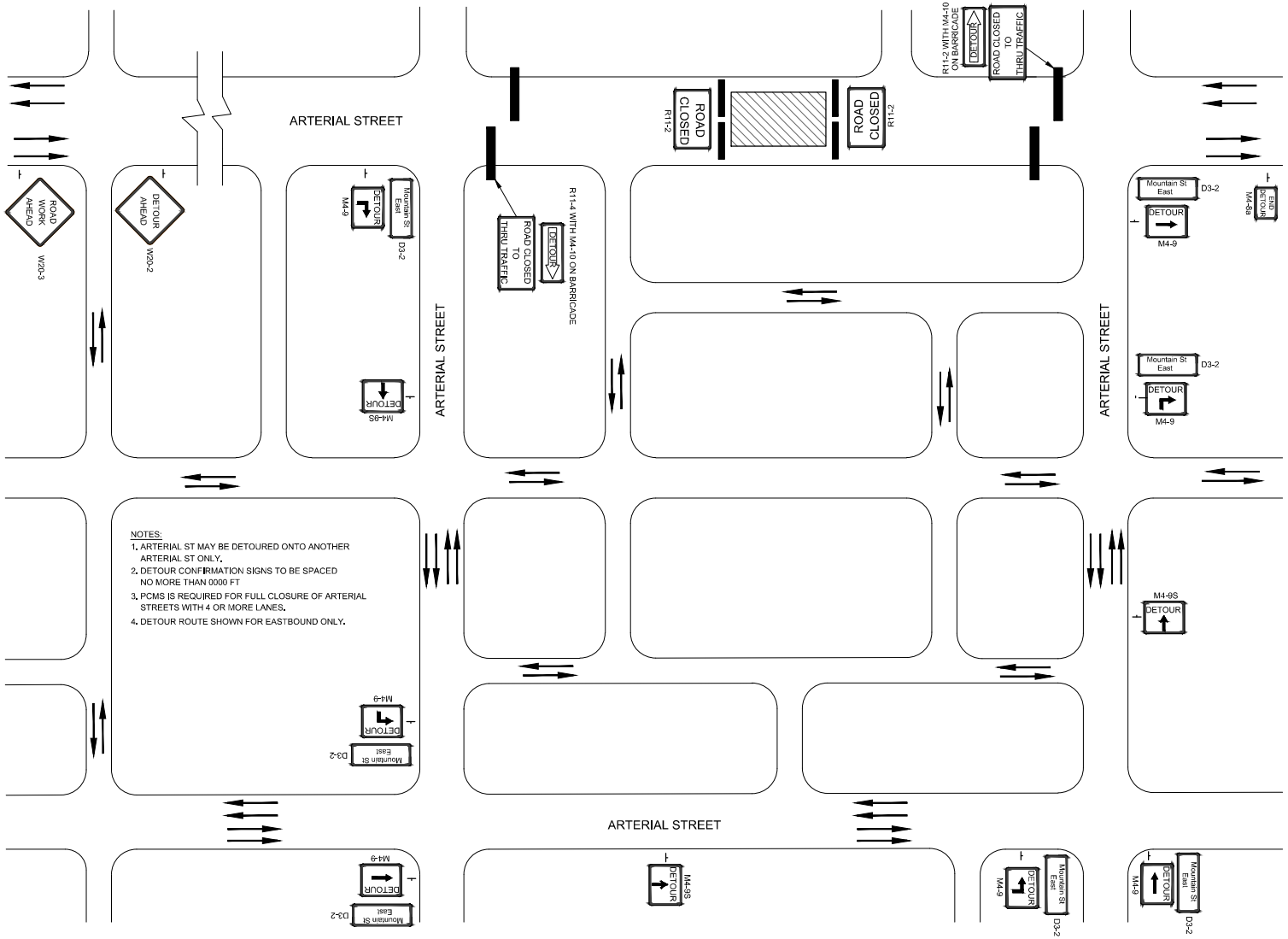
PAVEMENT MARKINGS

DATE: JANUARY 2026
SHEET NO: 31 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-117



NOTES:
1. ARTERIAL ST MAY BE DETOURED ONTO ANOTHER ARTERIAL ST ONLY.
2. DETOUR CONFIRMATION SIGNS TO BE SPACED NO MORE THAN 0000 FT
3. PCMS IS REQUIRED FOR FULL CLOSURE OF ARTERIAL STREETS WITH 4 OR MORE LANES.
4. DETOUR ROUTE SHOWN FOR EASTBOUND ONLY.

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

- = SIGN
- = ARROW PANEL BOARD
- = TYPE III BARRICADE
- = WORK SPACE
- O = CHANNELIZING DEVICES
- = FLAGGER

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

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

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STANDARD DETAILS
DT - 118 A

TRAFFIC CONTROL
Arterial Street Closure

DATE: JANUARY 2026
SHEET NO: 32 of 35
CONST PROJ: 21157.006
DRAWING NO: DT-118A

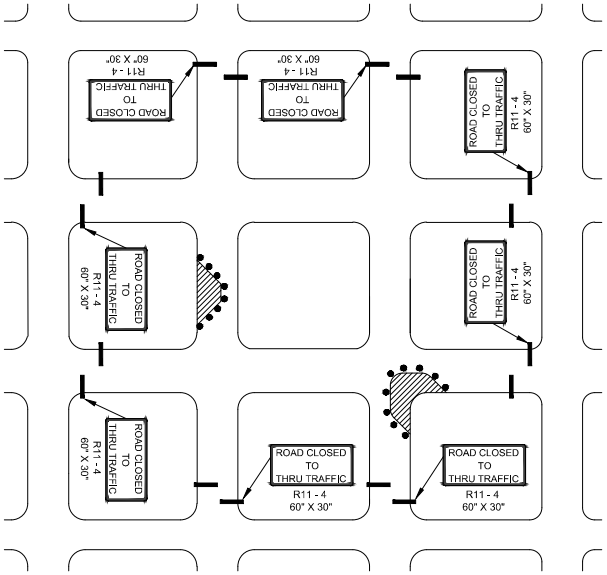
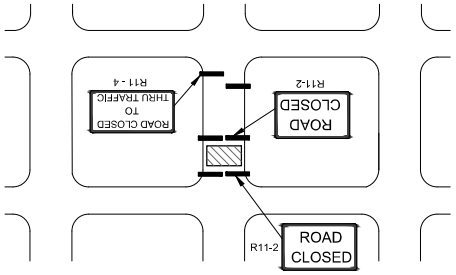


FIGURE - 118 B (1)
CONSTRUCTION WORK ON RESIDENTIAL / LOCAL STREETS



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

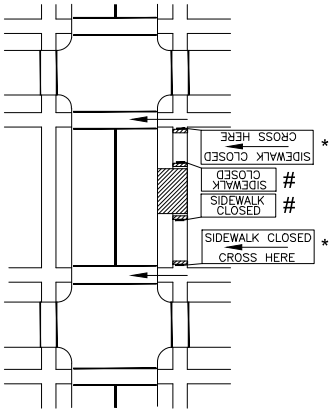


FIGURE - 118 B (3)
MID-BLOCK SIDEWALK CLOSURE
WITH PEDESTRIAN DETOUR

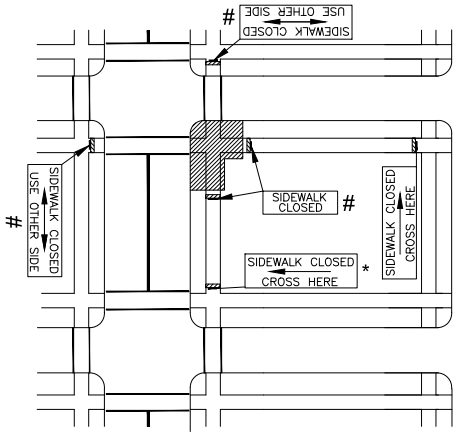


FIGURE - 118 B (4)
CORNER SIDEWALK CLOSURE
WITH PEDESTRIAN DETOUR

* 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
O = CHANNELIZING DEVICES	= FLAGGER

NO.	DATE:	REVISION	BY:	APP'D
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STANDARD DETAILS
DT - 118 B

TRAFFIC CONTROL
LOCAL STREET / SIDEWALK CLOSURES

DATE: JANUARY 2026
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CONST PROJ: 21157.006
DRAWING NO: DT-118B

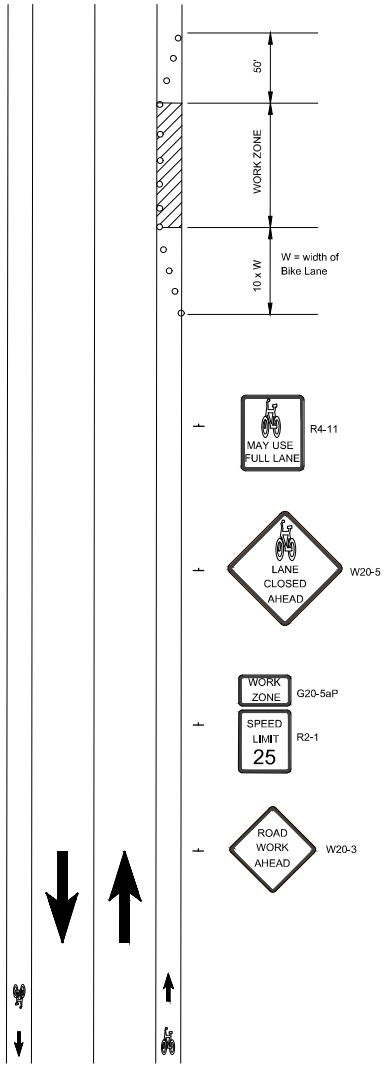


FIGURE - 120 A (1)
BIKE LANE CLOSURE

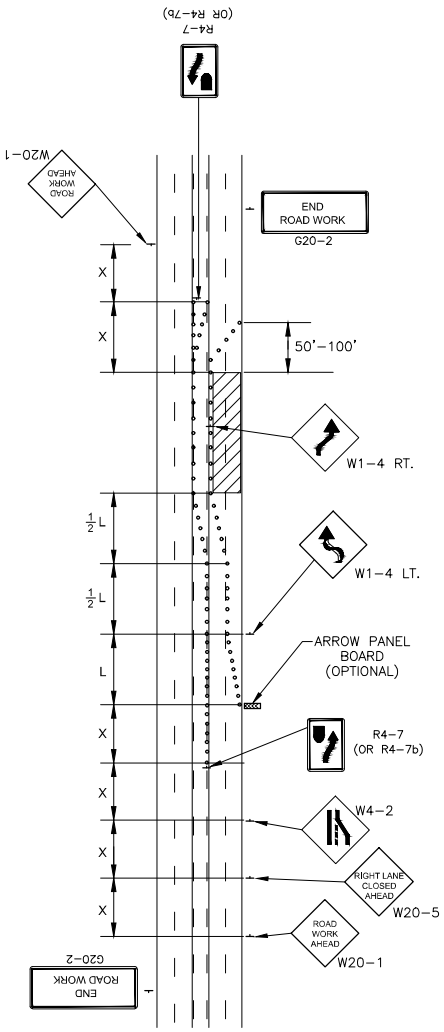
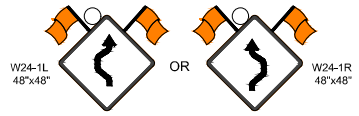


FIGURE - 120 A (2)
FIVE LANE ROADWAY
w/ TWO LANES CLOSED

(BASED ON SPEED LIMIT OF 40mph AND LANE WIDTH OF 12')



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.

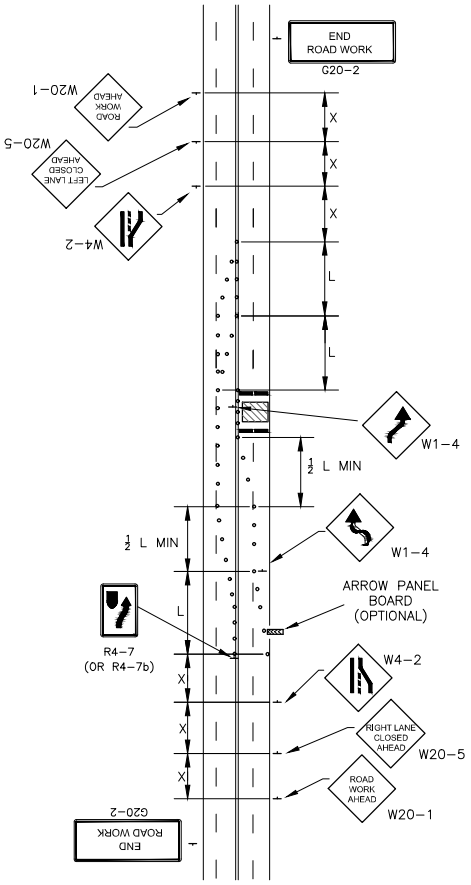


FIGURE - 120 A (3)
4-LANE UNDIVIDED ROADWAY-HALF ROADWAY IS CLOSED

NOTE

REFER TO SHEET DT-118 FOR TAPER LENGTH (L), BUFFER SPACE AND SIGN SPACING (X) VALUES

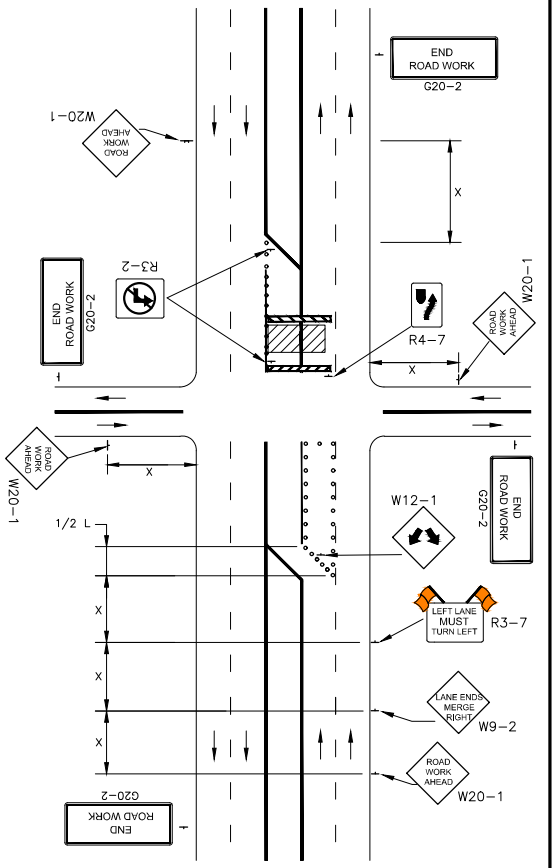


FIGURE - 120 A (4)
MULTIPLE LANE CLOSURE AT AN INTERSECTION

LEGEND

- = SIGN
- = TYPE III BARRICADE
- = CHANNELIZING DEVICES
- = ARROW PANEL BOARD
- = WORK SPACE
- = FLAGGER

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STANDARD DETAILS
DT - 120 A

TRAFFIC CONTROL
MULTI LANE CLOSURE
BIKE LANE CLOSURE

DATE: JANUARY 2026
SHEET NO: 34 of 35
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