

PAVEMENT DETAILS

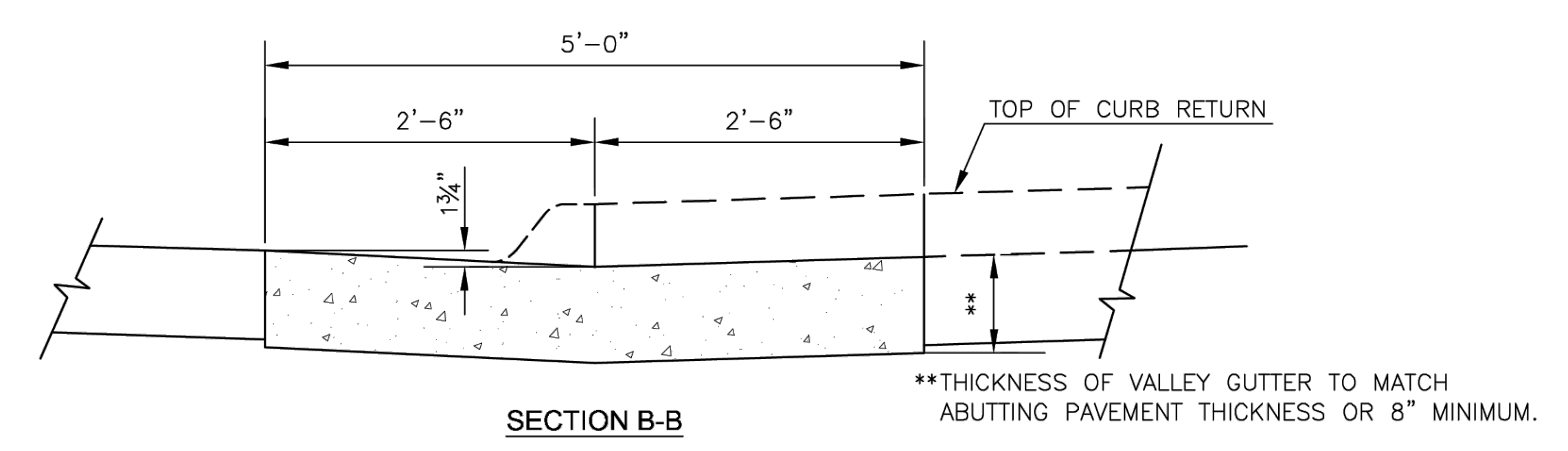
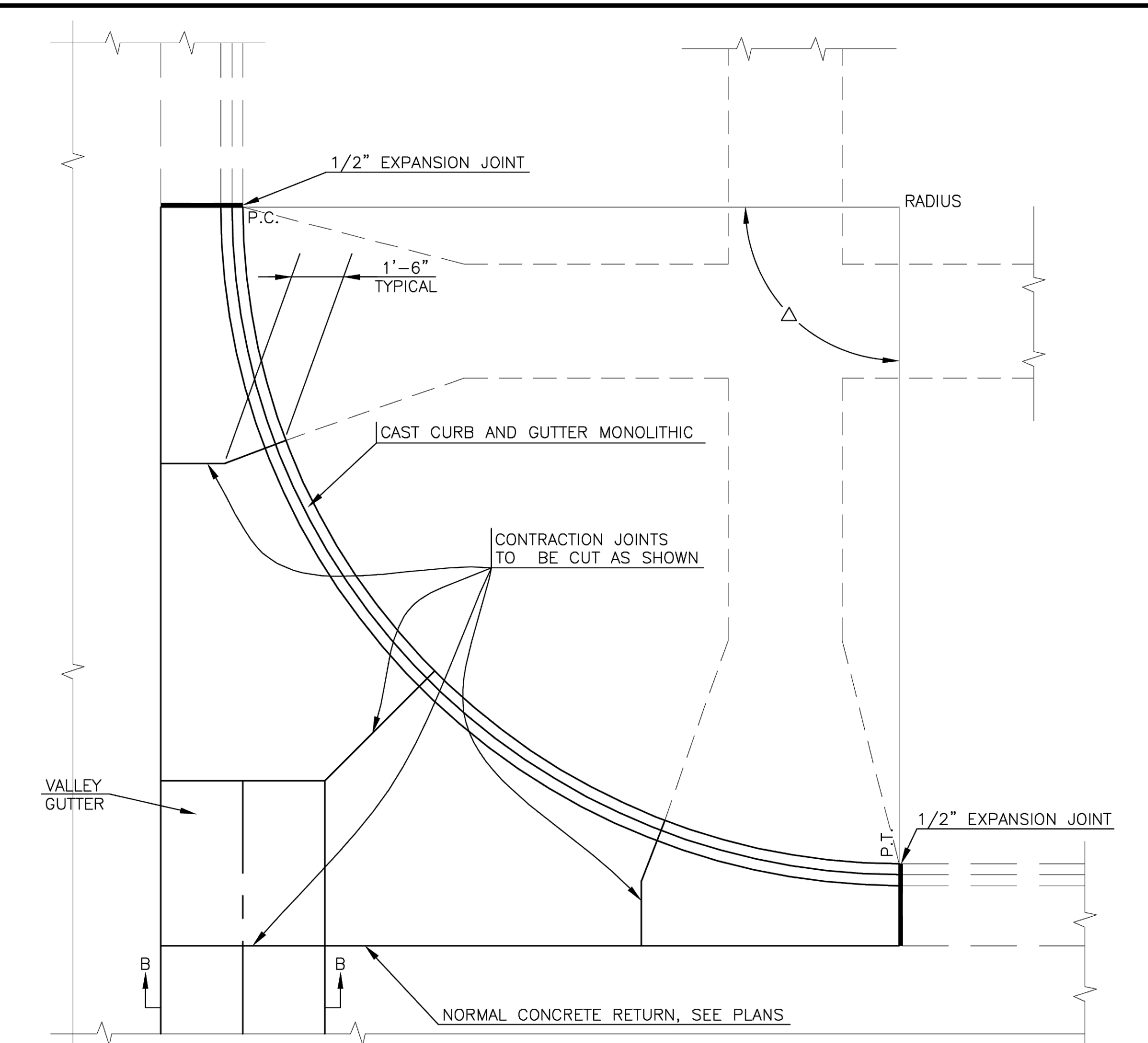
*SUBGRADE TREATMENT PER GEOTECHNICAL REPORT

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

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

NOTE: R denotes base courses, S denotes surface course

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



VALLEY GUTTER DETAILS

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

NO.	DATE	REVISION	BY	APP'D
4	July 2025	Added minimum pavement thicknesses	JAH	MS
3	March 2013	Added min jt. spacing & made bar size"	DHS	SB
2	Dec. 2009	Added to Valley Gutter Details	DHS	SB
1	Feb. 2008	Mod. Typ. Jt. Plan & Pvrnt. Det.	DHS	SB

DRAWN BY: rm/mc

APP'D BY: *R. J. Smith*



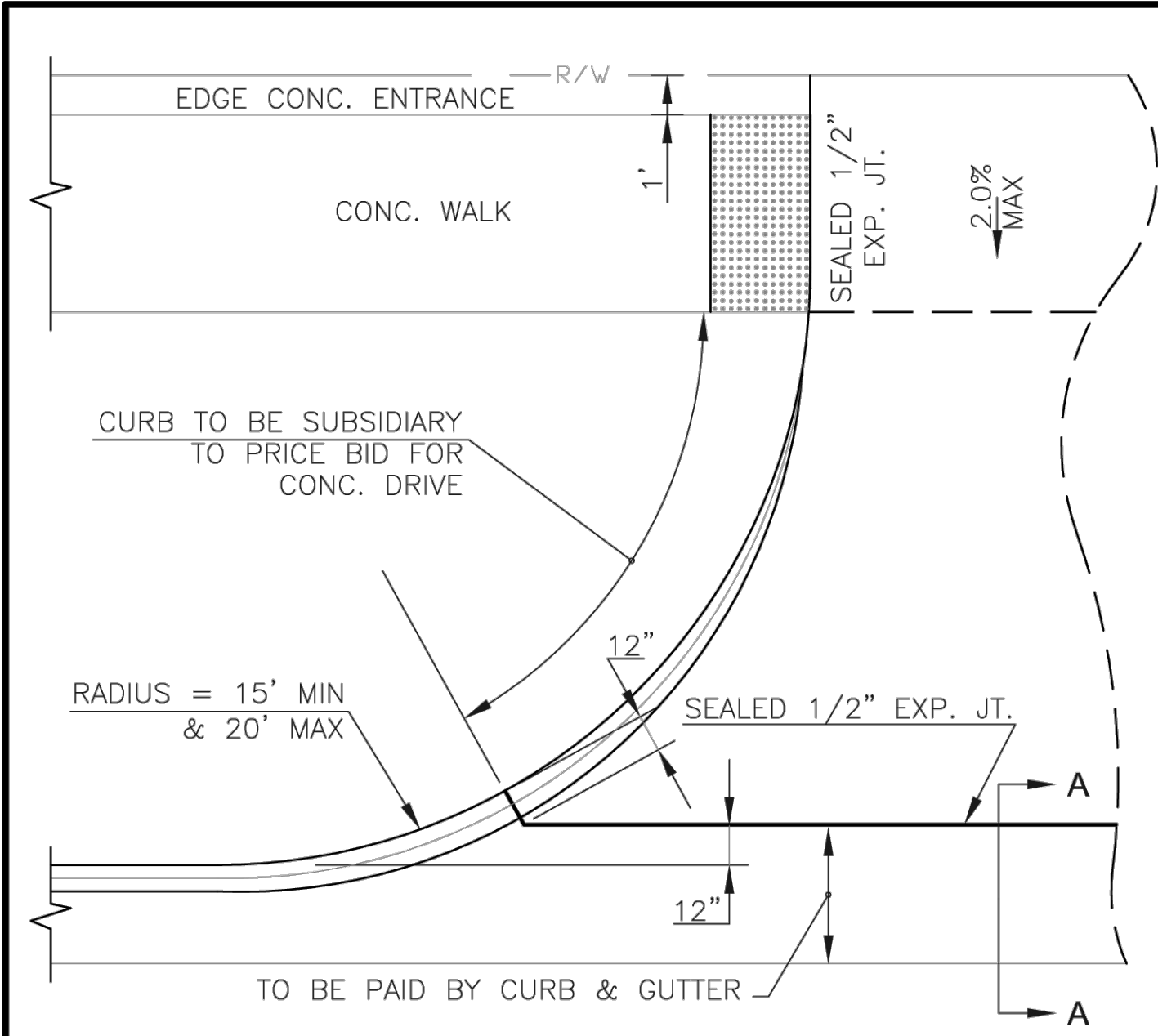
SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT
 1515 NW SALINE
 TOPEKA, KS 66618
 (785) 233-7702

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

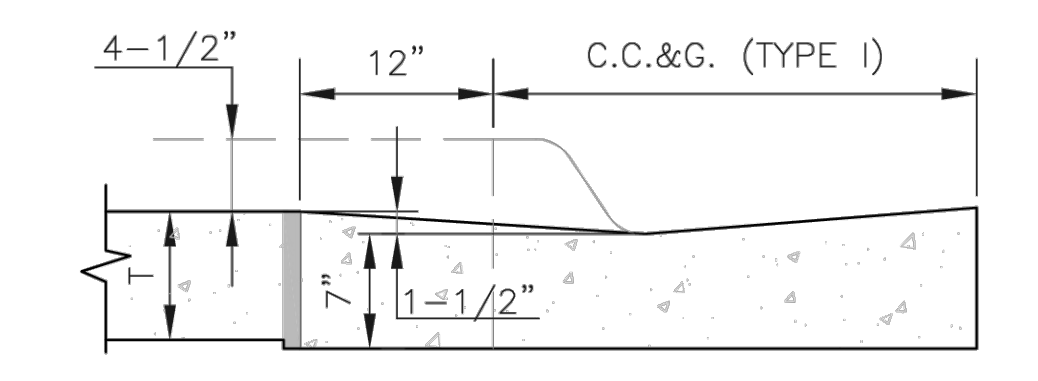
STANDARD DETAILS

ASPHALT CONCRETE PAVEMENT DETAILS
 (DT-001)

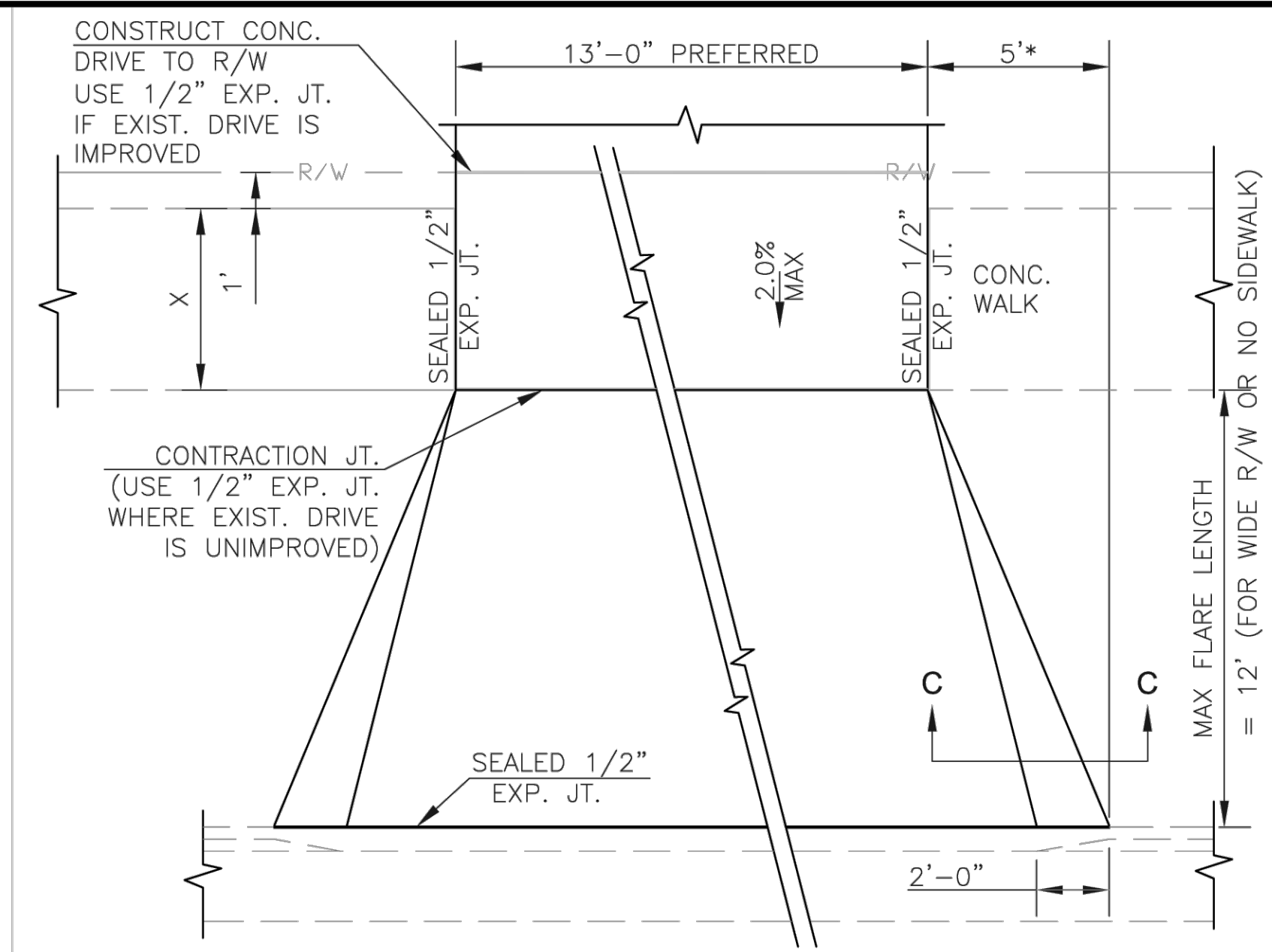
DATE: 3/17/2026
 SHEET: 23 OF 34
 PROJ.: 841098.05, 501125.03



COMMERCIAL DRIVE APPROACH



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



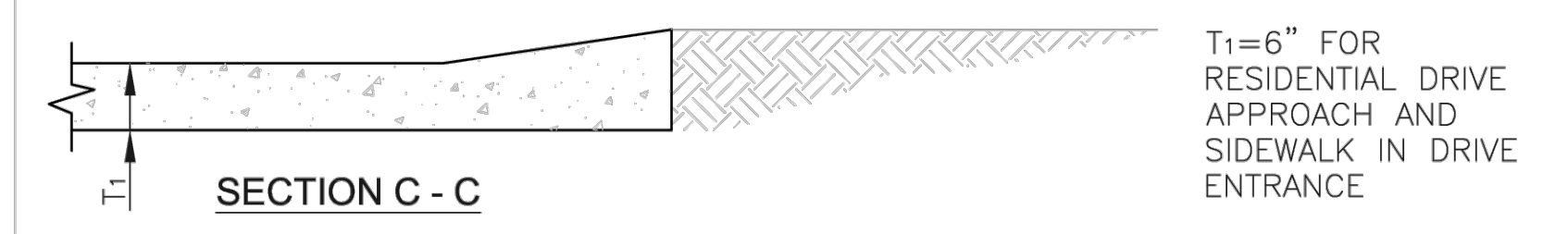
TYPICAL PRIVATE DRIVE APPROACH

CONSTRUCT CONC. DRIVE TO R/W USE 1/2" EXP. JT. IF EXIST. DRIVE IS IMPROVED

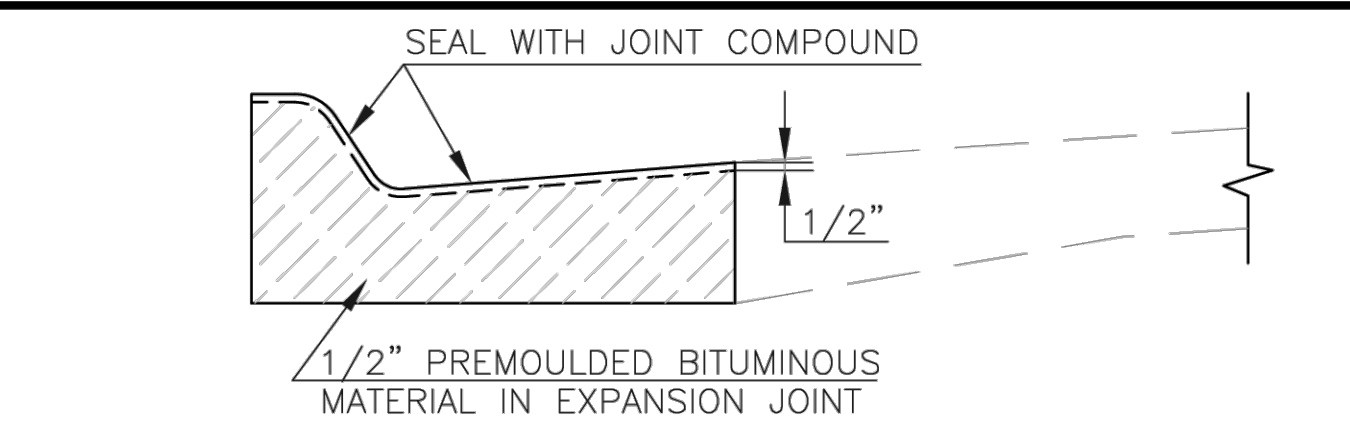
CONTRACTION JT. (USE 1/2" EXP. JT. WHERE EXIST. DRIVE IS UNIMPROVED)

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

NOTES:
1. A SPECIAL DETAIL WILL BE PROVIDED WHEN SIDEWALK IS CLOSER THAN 6'-0" FROM BACK OF CURB.
2. THEORETICAL CURB HEIGHT OF 6" ABOVE \downarrow SHALL BE OBTAINED IN ENTRANCE PAVEMENT.
* FLARE SHALL BE 5 FEET WIDE IN NEW CONSTRUCTION. VARIANCES MAY BE MADE WITH APPROVAL OF THE CITY ENGINEER IN SPECIAL CIRCUMSTANCES FOR THE REPLACEMENT OF EXISTING DRIVEWAYS. WHEN DRIVEWAY IS ADJACENT TO PROPERTY LINE, REDUCE FLARE LENGTH TO KEEP FLARE AT BACK OF CURB WITHIN THE PROPERTY LINE.

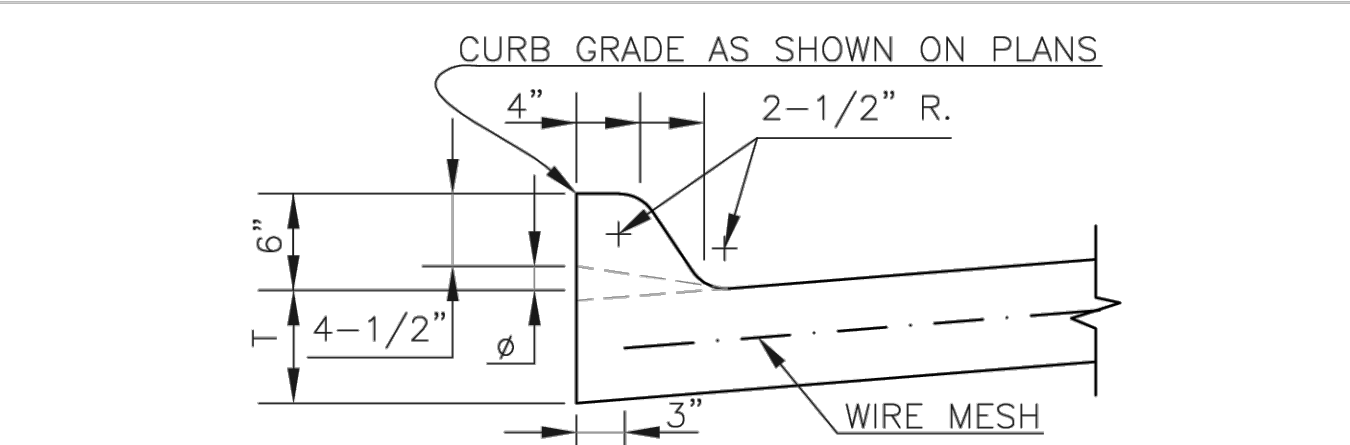


SECTION C - C

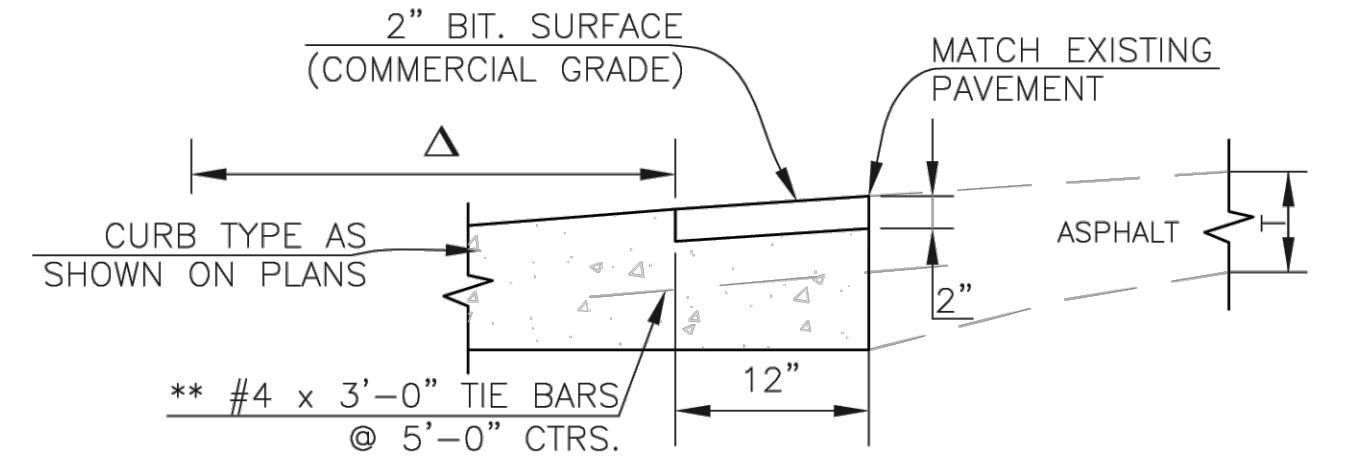


CURB AND GUTTER EXPANSION JOINT DETAILS

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.



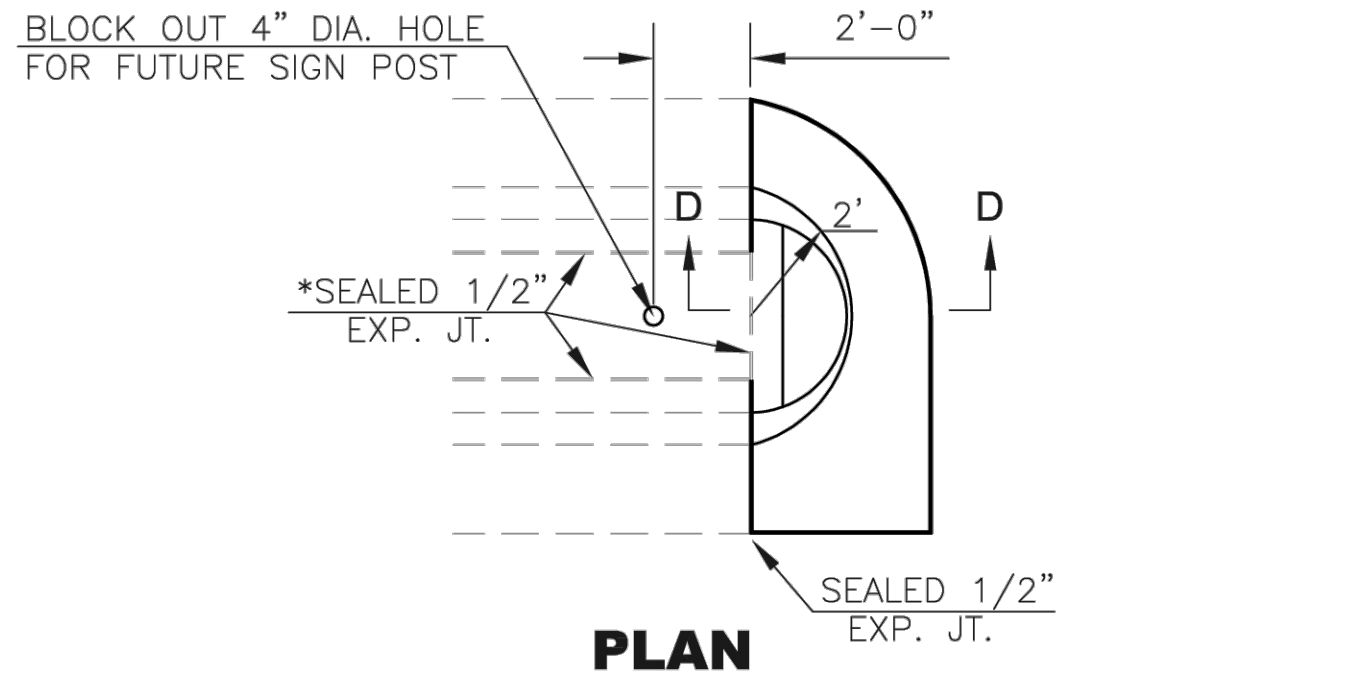
6" INTEGRAL CURB



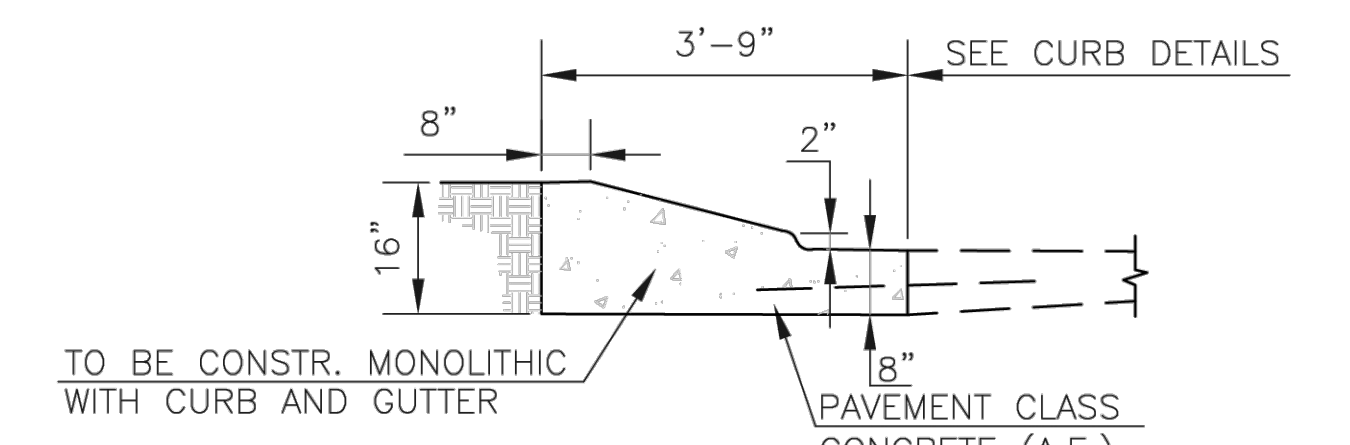
CC&G (MODIFIED)

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



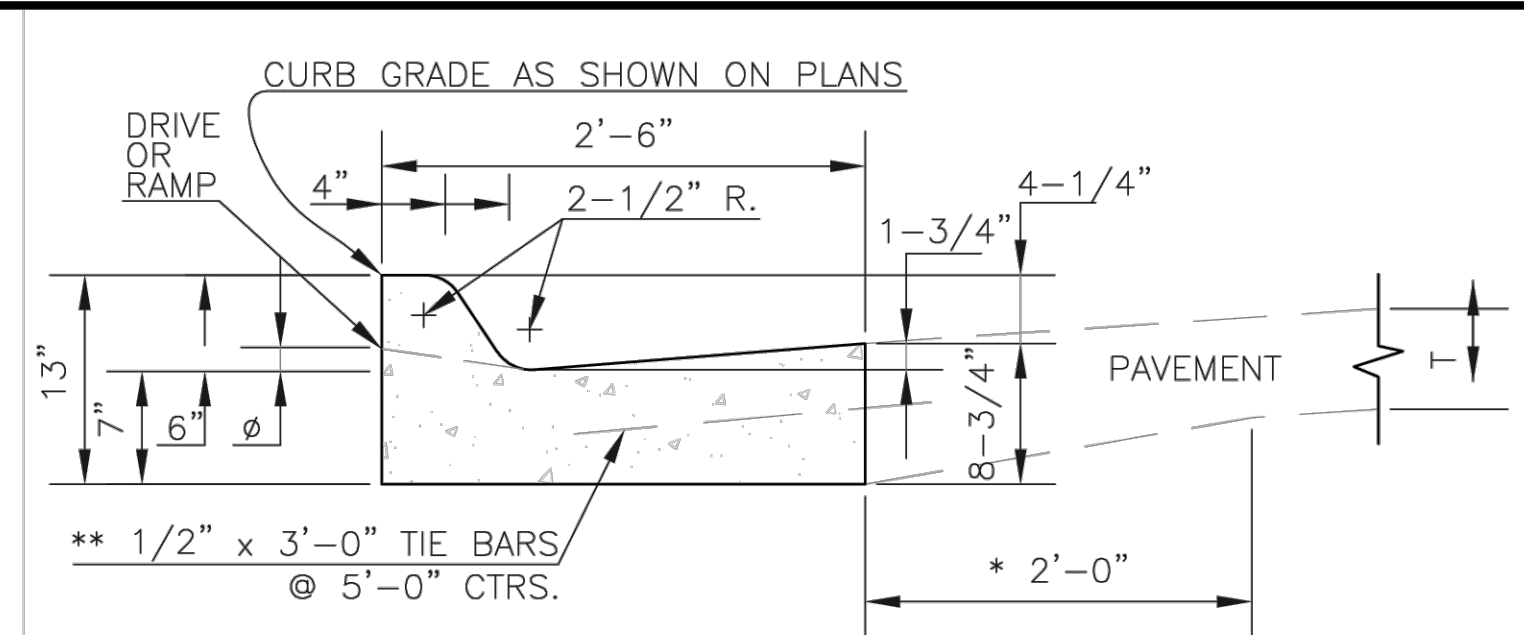
PLAN



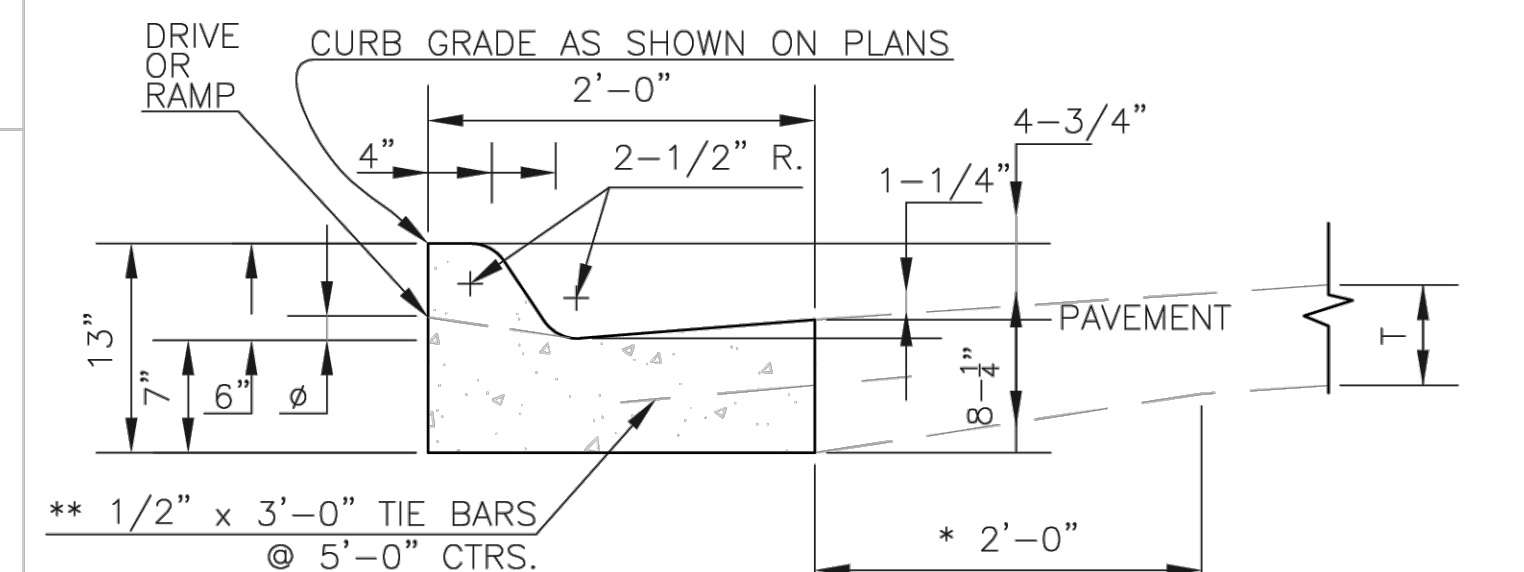
SECTION D - D
SOLID NOSE DETAILS

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.

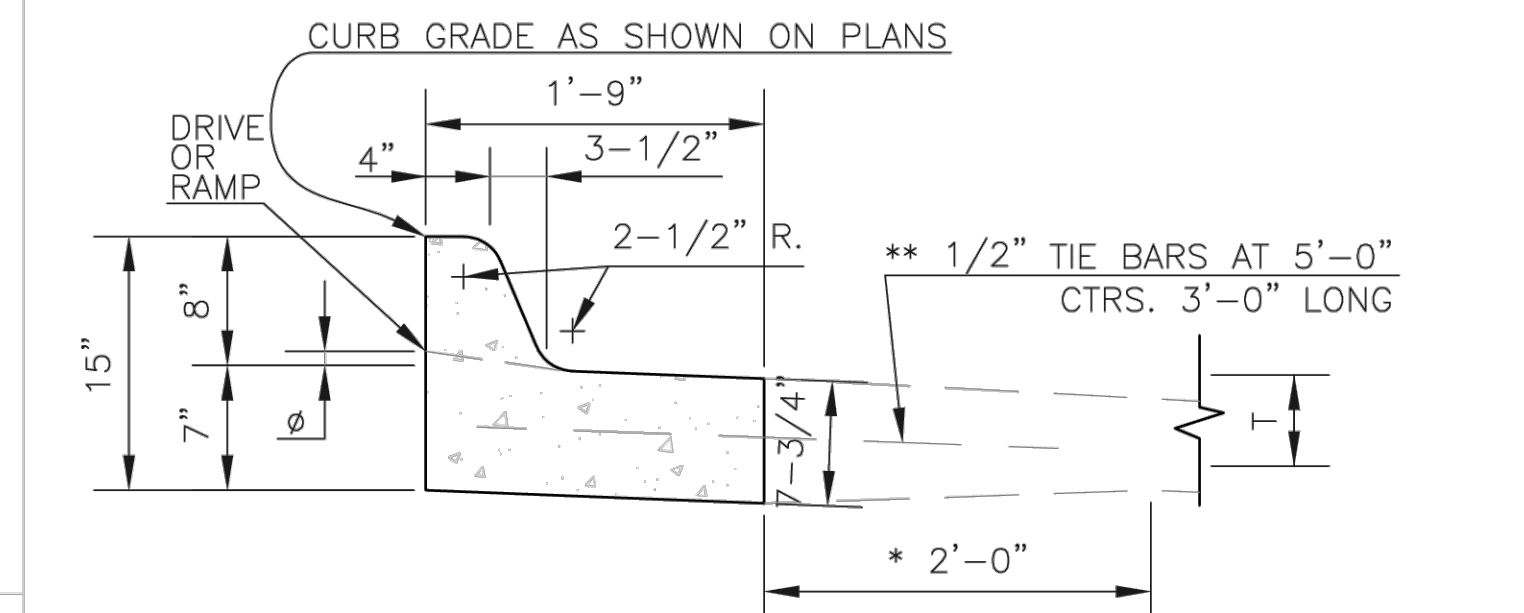
* OMIT SEALED 1/2" EXPANSION JOINT WHEN SURFACE MATERIAL USED IN MEDIAN IS OTHER THAN CONCRETE.



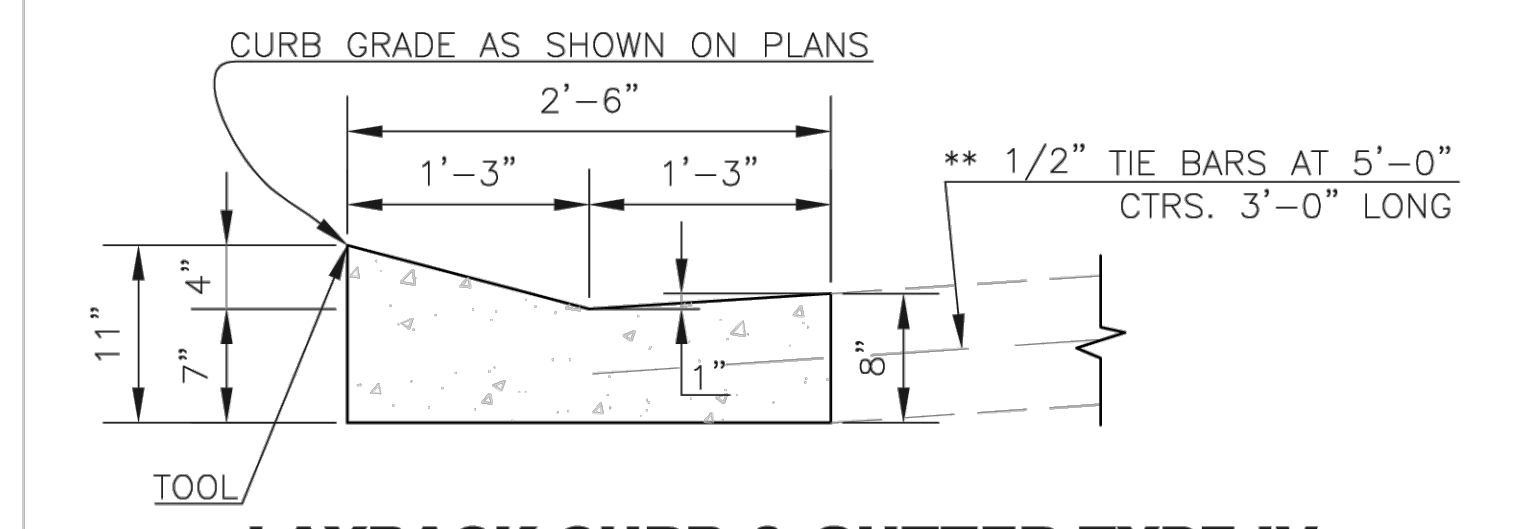
COMBINED CURB & GUTTER-TYPE I



COMBINED CURB & GUTTER-TYPE II



COMBINED CURB & GUTTER-TYPE III



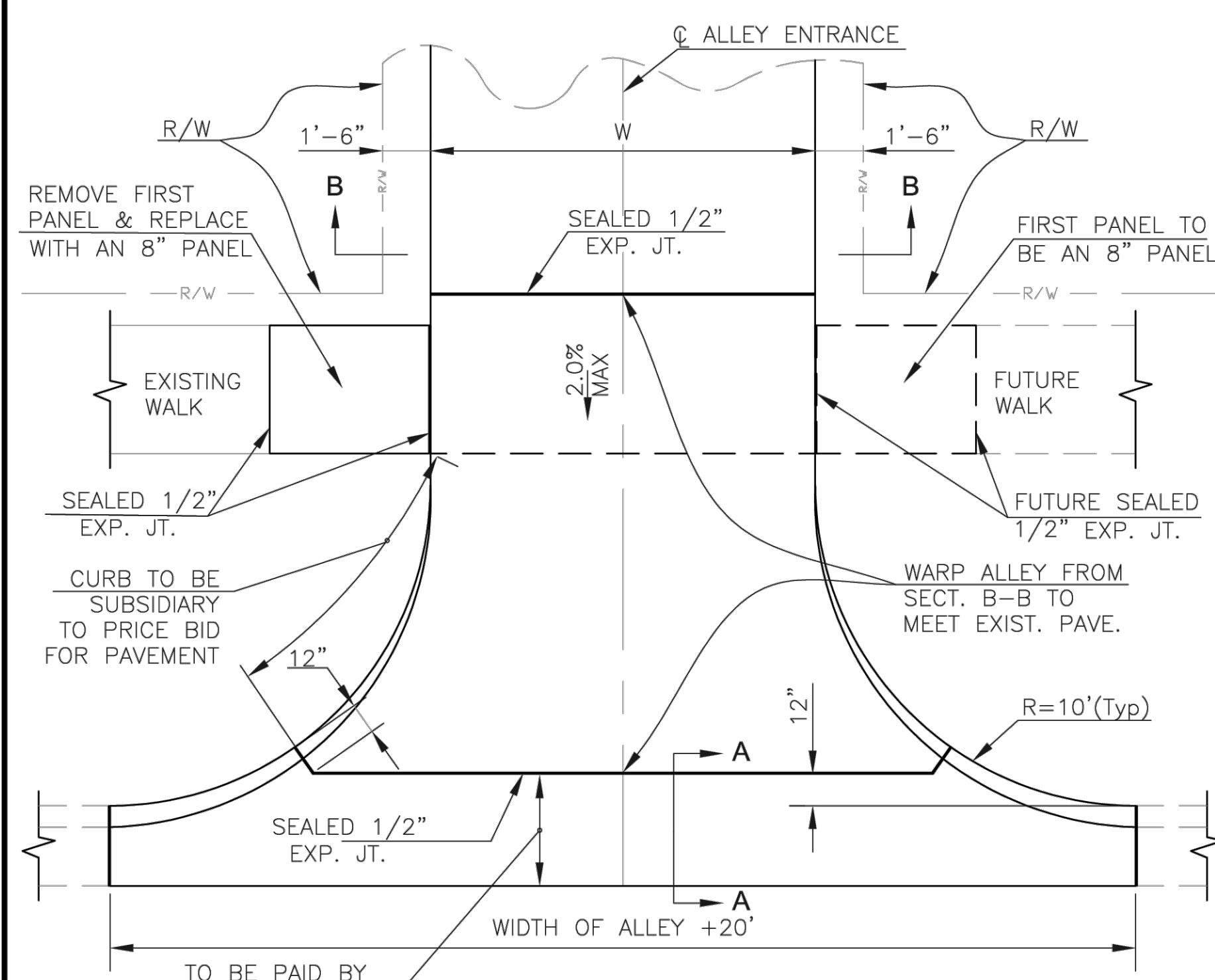
LAYBACK CURB & GUTTER-TYPE IV

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

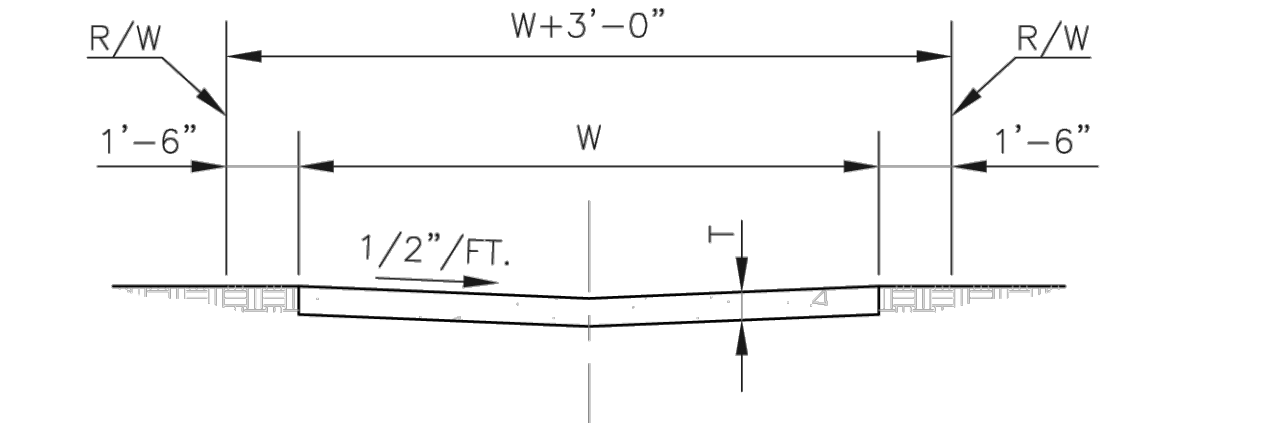
* THE CONTRACTOR HAS THE OPTION OF MAINTAINING OR TRANSITIONING AS SHOWN AT NO ADDITIONAL COST.

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

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

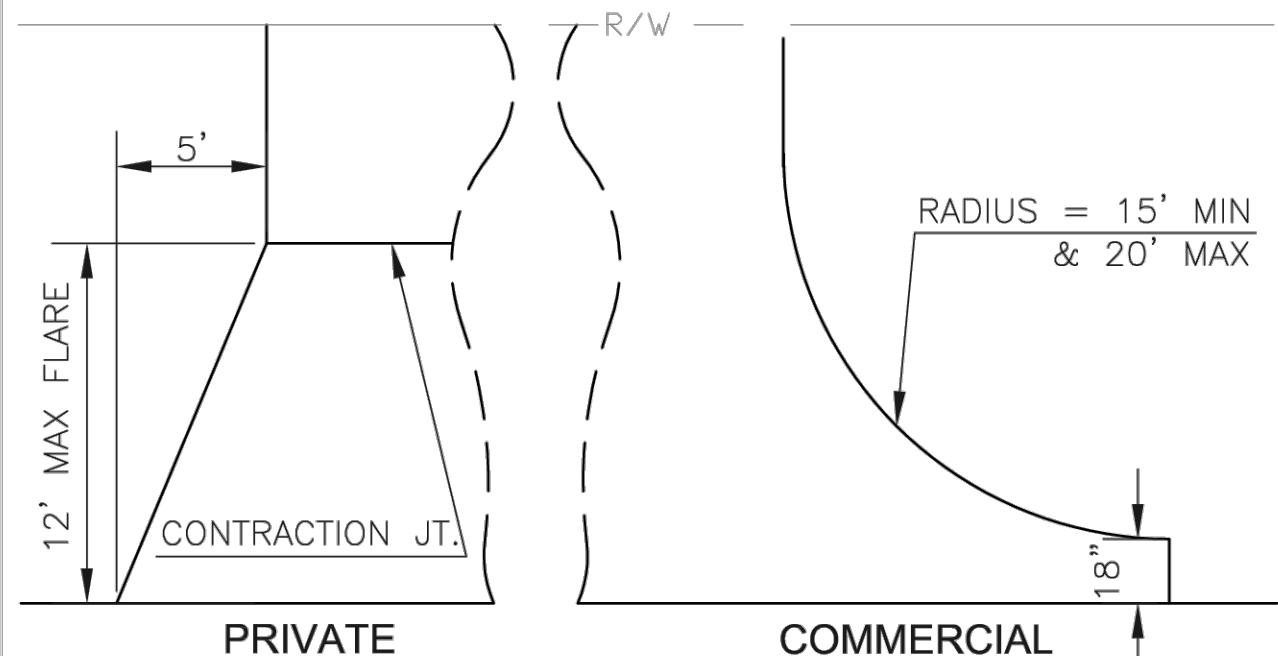


ALLEY APPROACH



SECTION B - B

NOTES:
1. T=7" REINFORCED CONCRETE
2. WIDTH OF W WILL BE USED THROUGHOUT ON ALL ALLEY PAVING PROJECTS.
3. ALLEY RETURNS SHALL BE THE SAME THICKNESS AS THE ADJACENT STREET THICKNESS.
4. 1/2" EXP. JOINT AT EACH END OF ALLEY RETURN.
5. PREFERRED TO NOT HAVE A LONGITUDINAL JOINT.

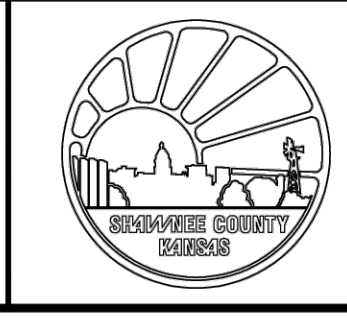


PRIVATE DRIVE APPROACHES ON AN UNIMPROVED ROADWAY

6	Dec. 2025	Added driveway flare/property line note	JAH	MS
5	March 2013	C&G payment @ alley appr. & bars to "	DHS	SB
4	Dec. 2012	Changed to tie bar from rebar	DHS	SB
3	March 2010	Eliminated keyed jt. at Com. Drive Appr.	DHS	SB
2	Dec. 2009	Added Dr. Appr. on Unimpr. Rdwy., added	DHS	SB
1	Feb. 2008	Mod. Com. Dr. & Alley Appr.	DHS	SB
NO.	DATE:	REVISION	BY:	APP'D

DRAWN BY: *rm/mc*

APP'D BY: *R. Smalley*



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



STANDARD DETAILS

CURB & GUTTER AND APPROACH DETAILS
(DT-003)

DATE: 3/17/2026

SHEET: 24 OF 34

PROJ.: 841098.05, 501125.03

MAXIMUM ALLOWABLE DEPTH OF TRENCH (IN FEET)

REINFORCED CONCRETE PIPE (RCP)

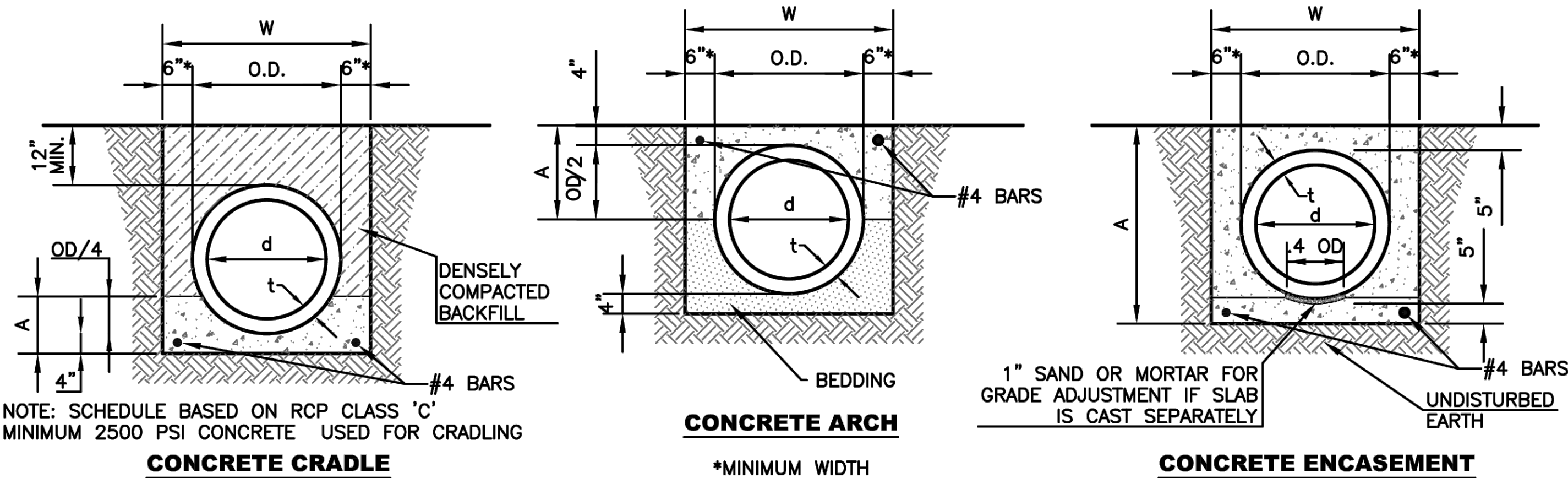
ASTM PIPE CLASS	PIPE DIAMETER (INCHES)				
	12, 15, 18, 21	24, 27, 30, 36	42, 48, 54	60, 66, 72	78, 84
II	8	11	12	15	17
III	11	14	16	18	21
IV	20	22	23	25	27

CORRUGATED STEEL PIPE (CSP), ALUMINIZED STEEL TYPE 2

HEIGHT OF COVER ABOVE TOP OF PIPE (FEET) (H-20 LOADING)

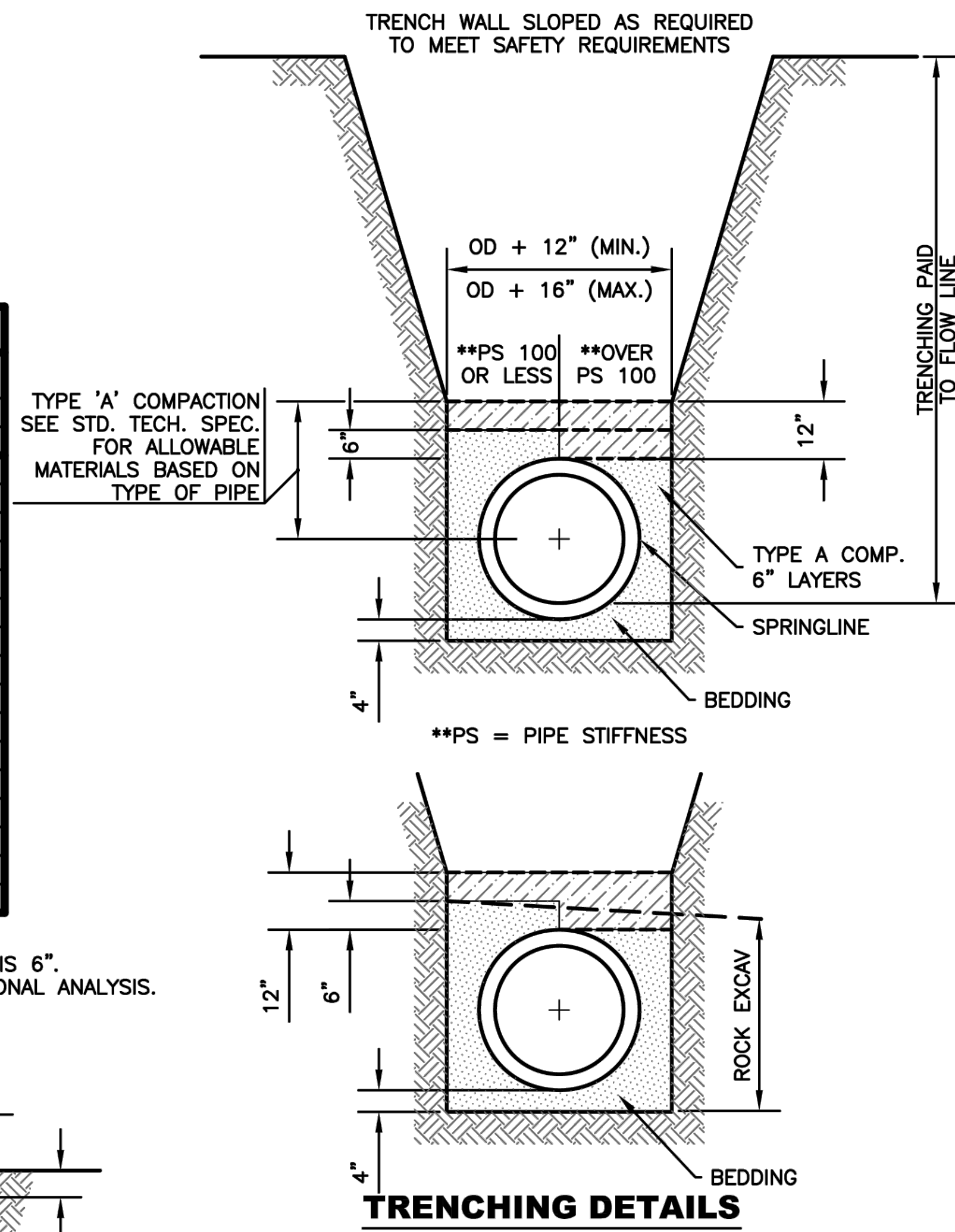
PIPE DIAMETER (INCHES)	CSP						CSPA							
	1 - 10		11 - 15		16 - 20		1 - 2		2 - 9		10 - 15		16 - 20	
	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1	2.66x.5	3x1
12	16 ga.		16 ga.		16 ga.		1.1	17x13	16 ga.	16 ga.				
15	16 ga.		16 ga.		16 ga.		1.6	21x15	16 ga.	16 ga.				
18	16 ga.		16 ga.		16 ga.		2.2	24x18	16 ga.	16 ga.				
21	16 ga.		16 ga.		16 ga.		2.8	28x20	16 ga.	16 ga.				
24	16 ga.		16 ga.		16 ga.		4.4	35x24	14 ga.	14 ga.				
27	16 ga.		16 ga.		16 ga.		6.4	42x29	14 ga.	14 ga.				
30	16 ga.		16 ga.		16 ga.		8.7	49x33	12 ga.	12 ga.				
33	16 ga.		16 ga.		16 ga.		11.4	57x38	12 ga.	12 ga.				
36	16 ga.	16 ga.	16 ga.	16 ga.	16 ga.	16 ga.	14.3	64x43	12 ga.	14 ga.	12 ga.	14 ga.		
42	14 ga.	16 ga.	14 ga.	16 ga.	14 ga.	16 ga.	17.6	71x47	10 ga.	14 ga.	10 ga.	14 ga.		
48	14 ga.	16 ga.	14 ga.	16 ga.	14 ga.	16 ga.	21.3	73x55		14 ga.		14 ga.		
54	12 ga.	14 ga.	12 ga.	14 ga.	12 ga.	14 ga.	25.3	81x59		14 ga.		14 ga.		
60	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.		87x63		14 ga.		14 ga.		
66	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.		95x67		12 ga.		12 ga.		
72	10 ga.	14 ga.	10 ga.	14 ga.	10 ga.	14 ga.		103x71		12 ga.		12 ga.		
78		14 ga.		14 ga.		14 ga.		112x75		12 ga.		12 ga.		
84		12 ga.		12 ga.		12 ga.								
90		12 ga.		12 ga.		12 ga.								
96		12 ga.		12 ga.		12 ga.								

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



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

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



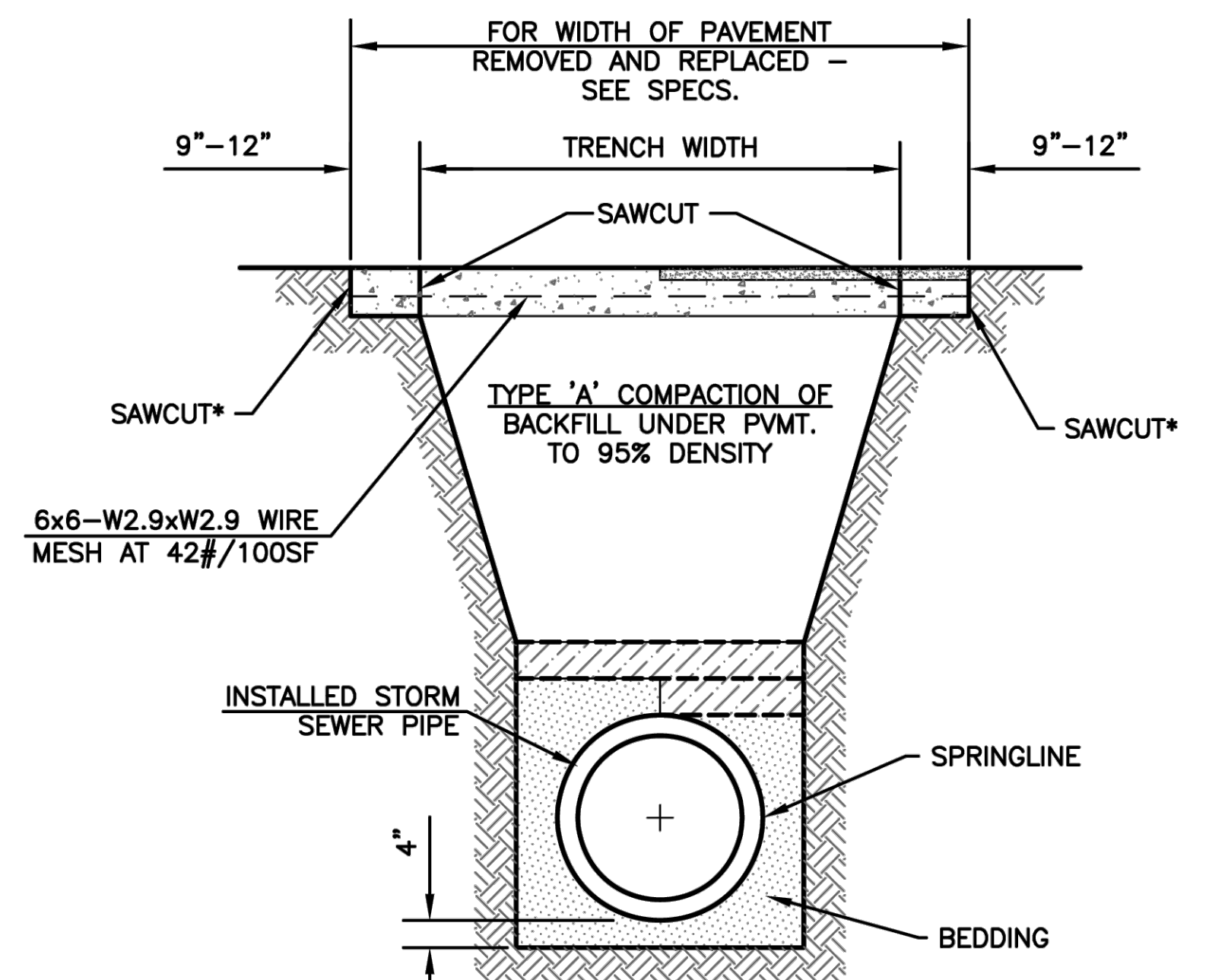
NOTES:
1. THE TRENCH SHALL BE EXCAVATED TO 4" BELOW BOTTOM OF THE PIPE BARREL & BACKFILLED AS SHOWN ABOVE WITH AN APPROVED BEDDING MATERIAL.
2. WHEN THE SEWER IS TO BE INSTALLED IN ROCK, THE TRENCH IS TO BE EXCAVATED TO A MINIMUM DEPTH OF 4" BELOW THE BOTTOM OF THE PIPE AND BACKFILLED IN 6" COMPACTED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

STANDARDS FOR SETTING LINE AND GRADE FOR SEWER CONSTRUCTION:

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

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

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



INSTALLATION OF SEWER UNDER EXISTING PAVEMENT

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

PAVEMENT PLACEMENT SCHEDULE

SCHEDULE TO BE USED UNLESS OTHERWISE NOTED ON PLANS.

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

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

* SECOND PAVEMENT CUT TO BE MADE AND PAVEMENT REMOVED AFTER TRENCH IS PROPERLY BACKFILLED.
** CONCRETE PAVEMENT SHALL BE JOINED TO ADJACENT CONCRETE PAVEMENT AS PER "FULL PANEL REPAIR AND UTILITY CUTS FOR CONCRETE PAVEMENT" AS SHOWN ON MISCELLANEOUS DETAILS I (DT-017).

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

NO.	DATE	REVISION	BY	APP'D
3	June 2018	Added maximum pipe intrusion note	DHS JWH	
2	March 2013	Mod. Pvmnt. Place. Sch. & Bedding Amt.	DHS SB	
1	Feb. 2008	Mod. Pvmnt. Sch. and Cradle, Arch. & Encase.	DHS SB	

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



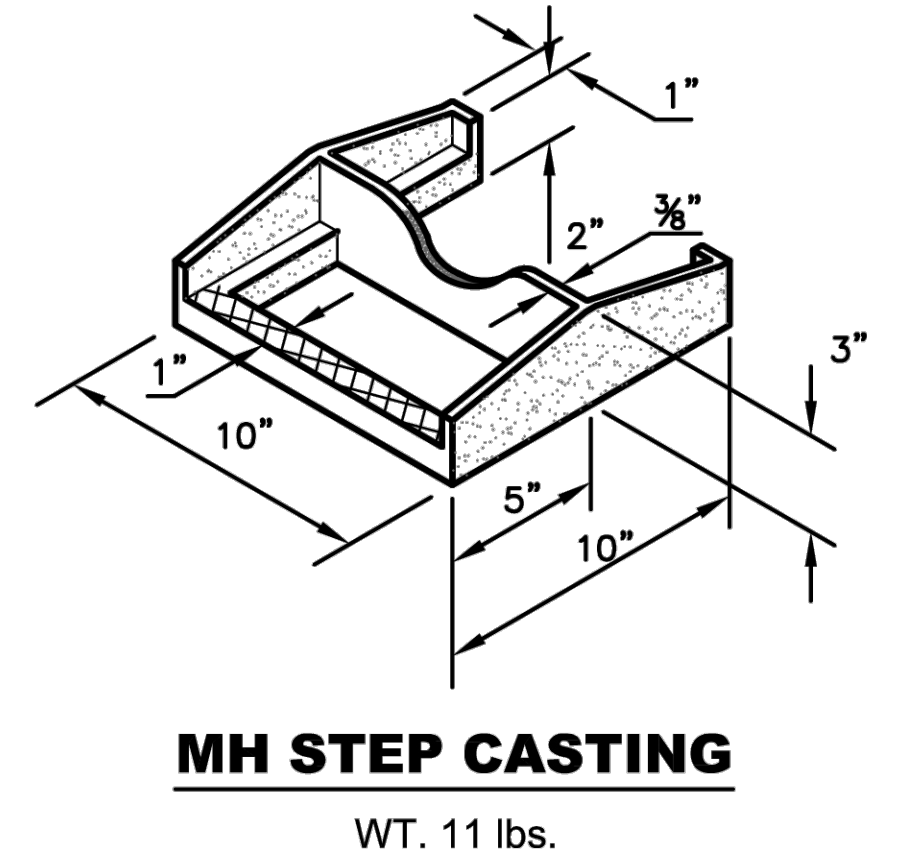
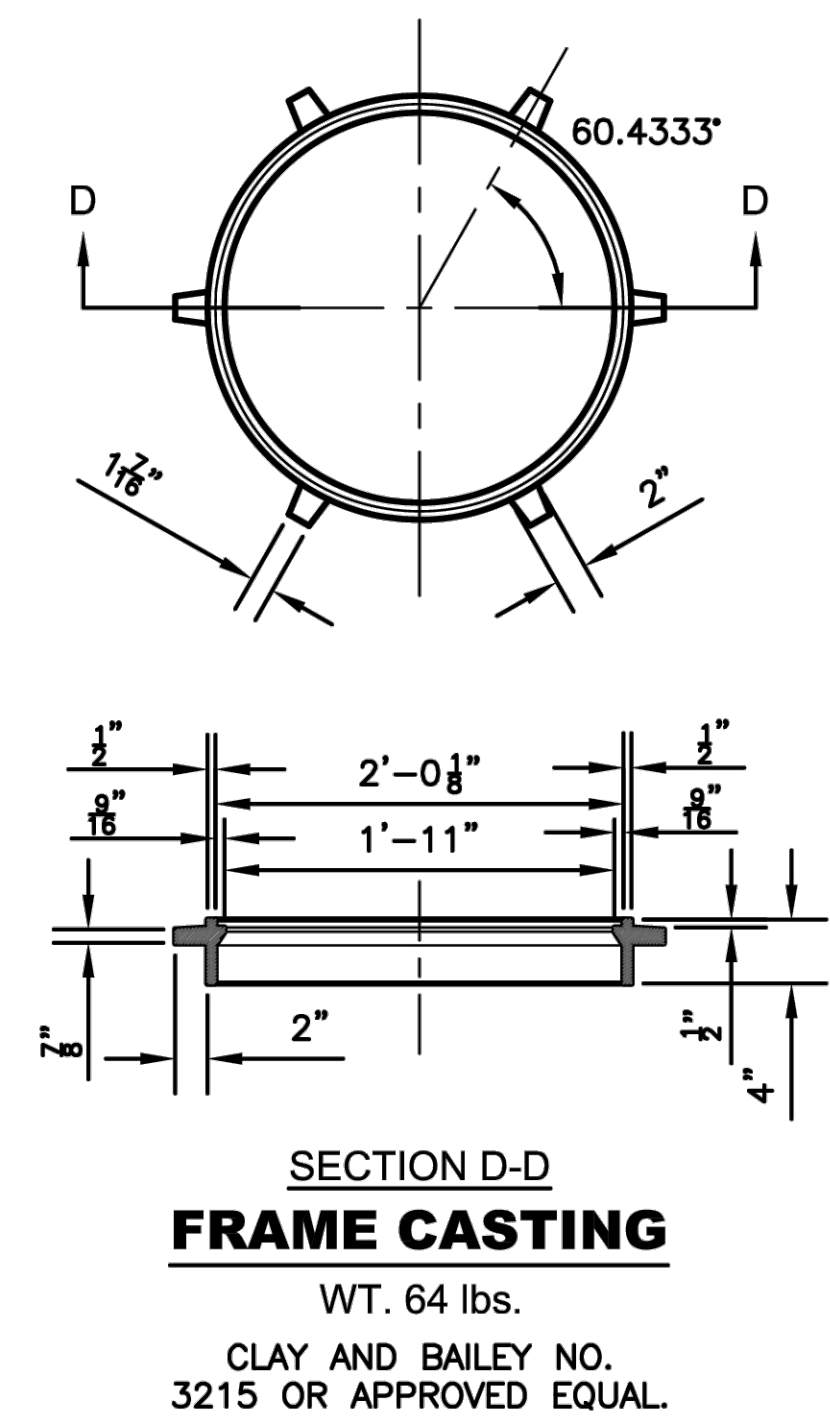
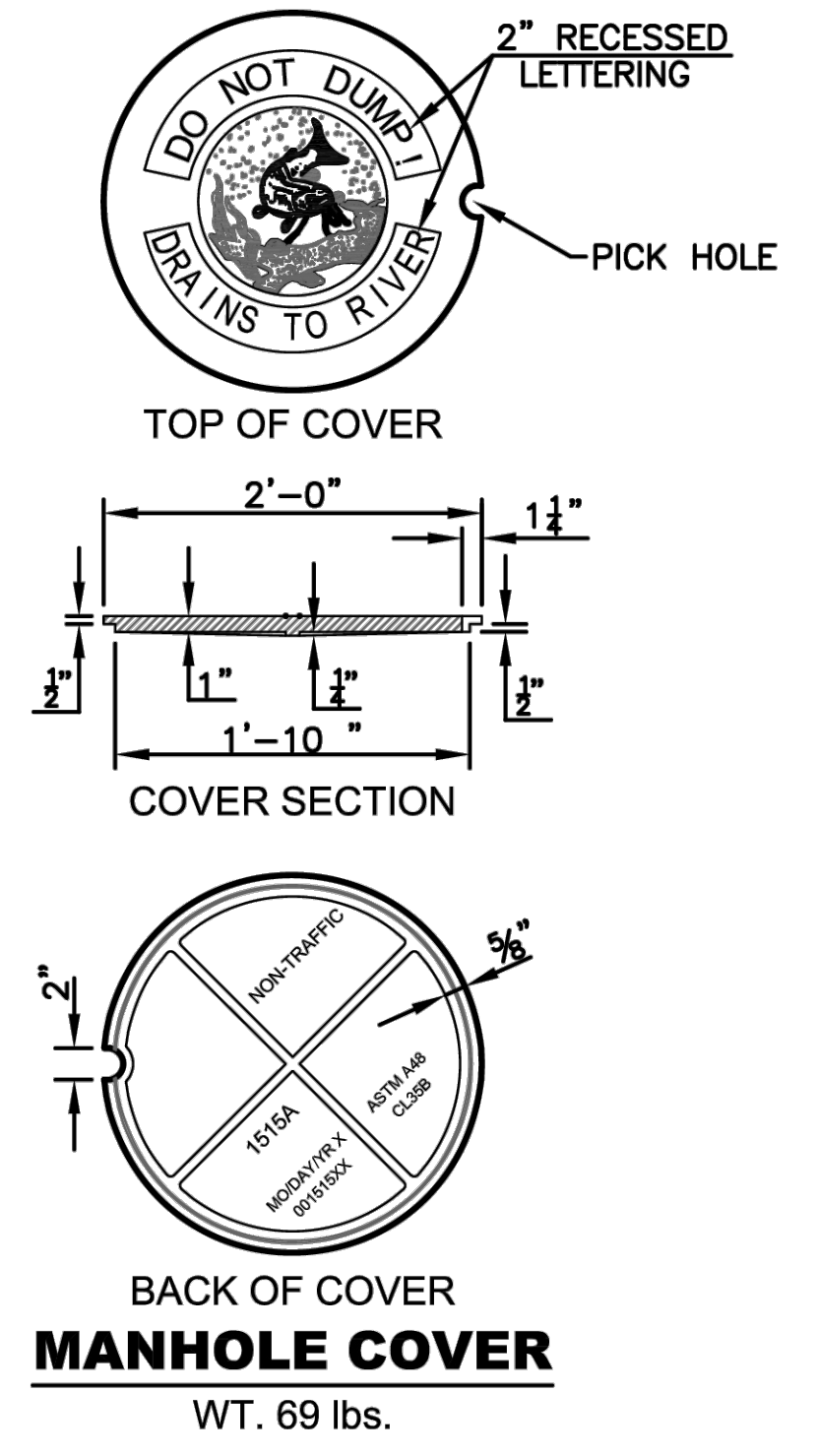
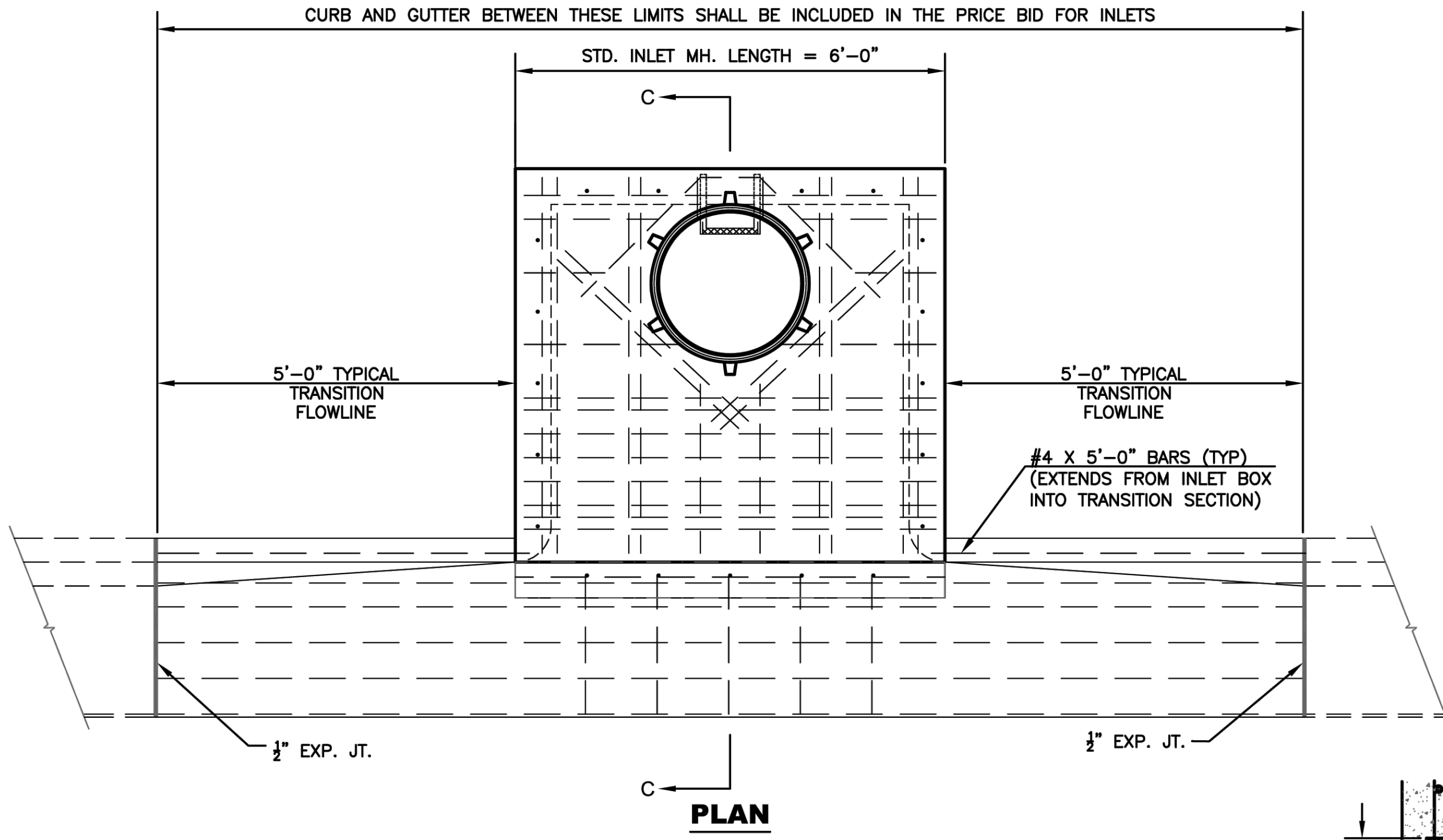
**SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT**
1515 NW SALINE
TOPEKA, KS 66618
(785) 233-7702



STANDARD DETAILS

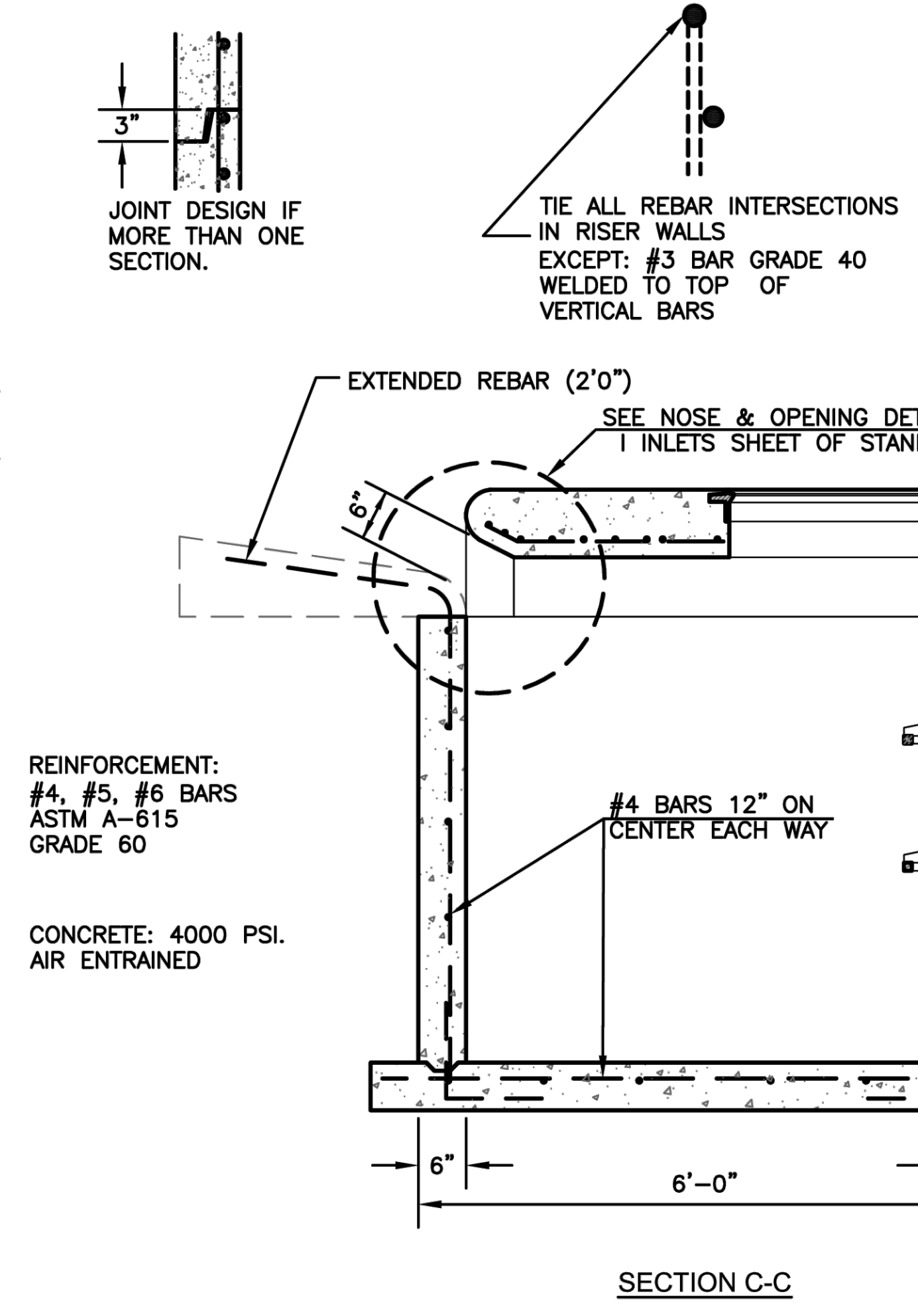
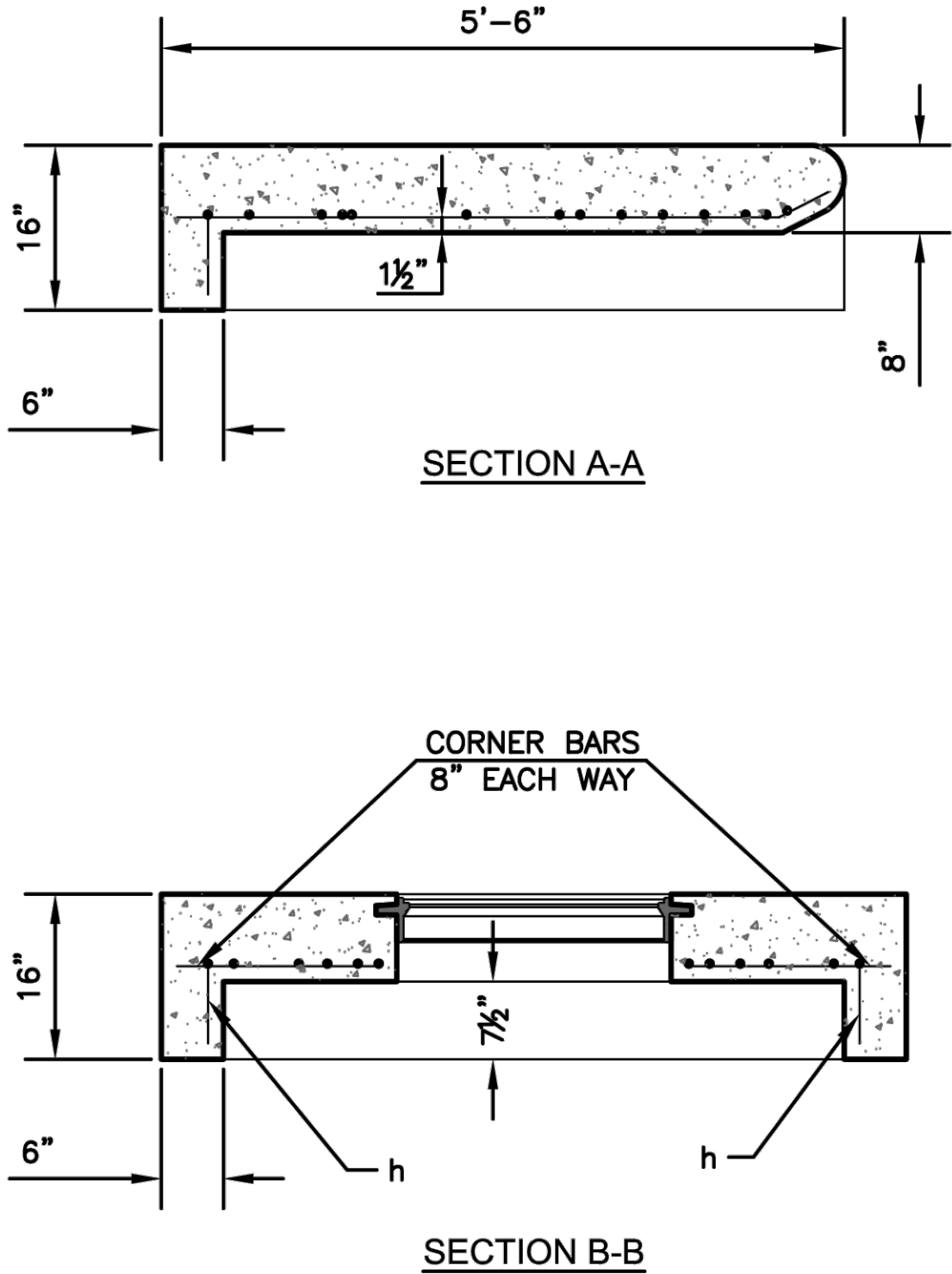
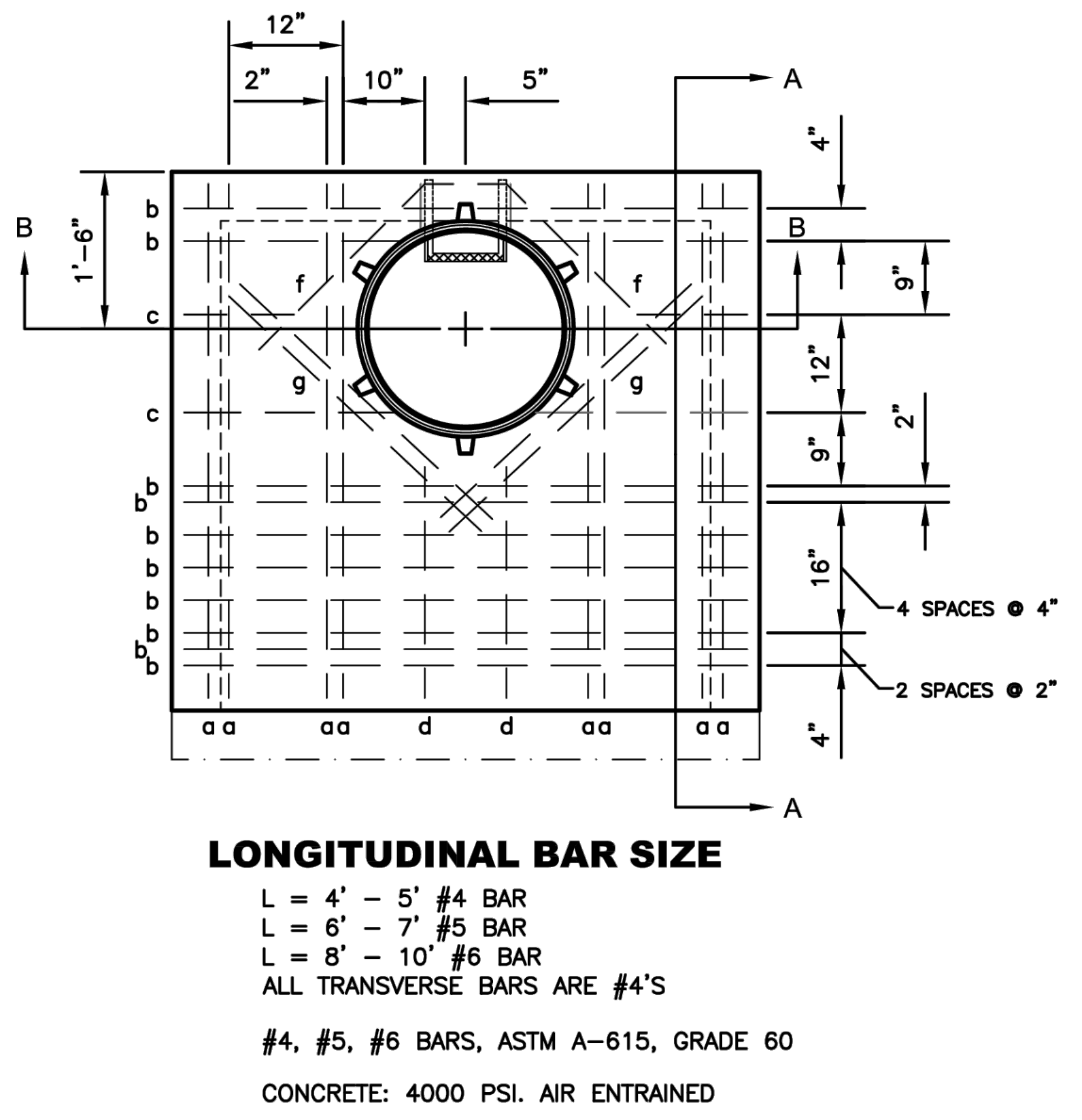
**STORM SEWER DETAILS
(DT-008)**

DATE: 3/17/2026
SHEET: 25 OF 34
PROJ.: 841098.05
501125.03



CLOW-NATIONAL NO. F-3650 CLAY AND BAILEY NO. 2113 NEENAH R-1980-E OR EQUAL

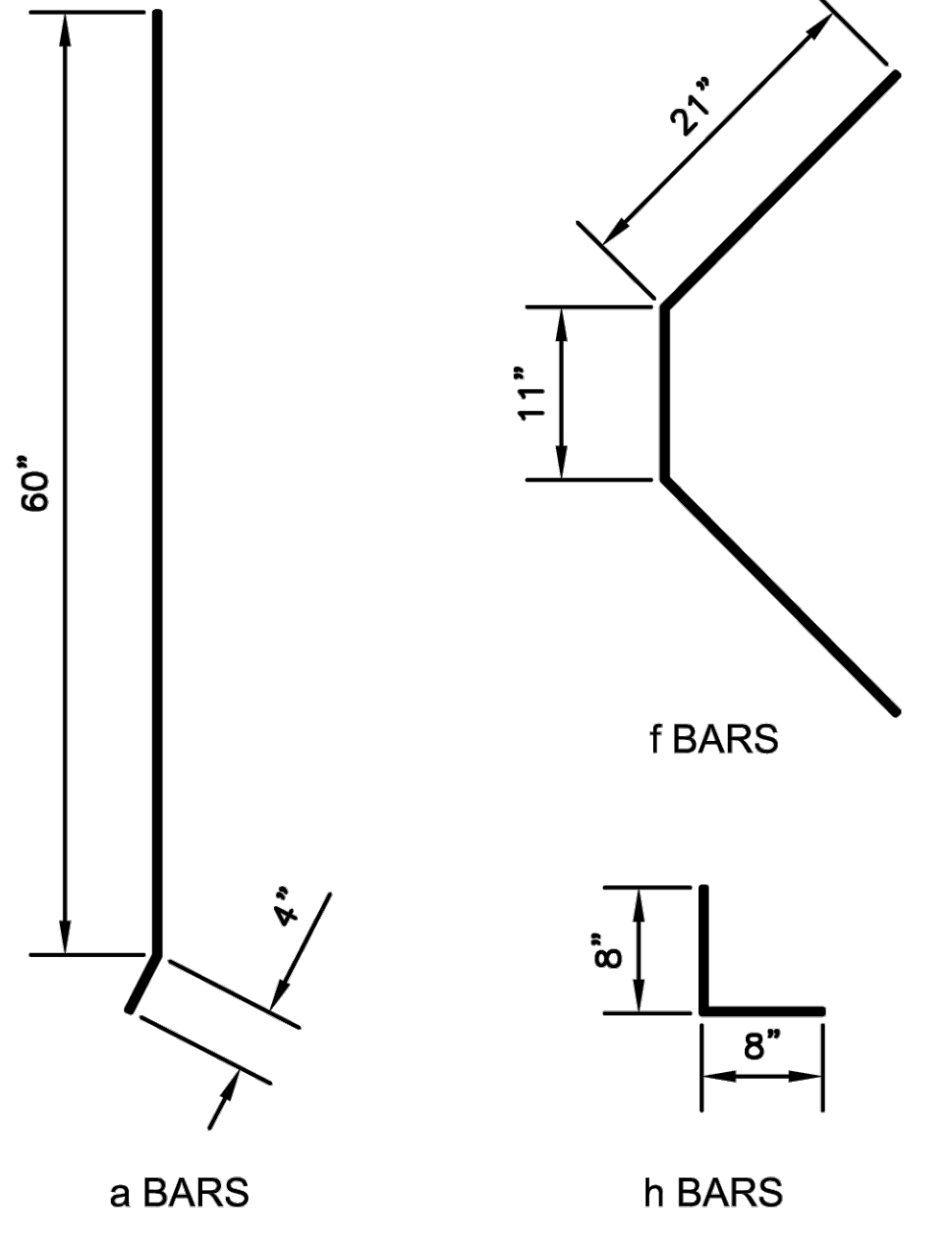
COPOLYMER POLYPROPYLENE PLASTIC STEP, PS1-PF or PS2-PF, MANUFACTURED BY M.A. IND. INC. OR APPROVED EQUAL MAY BE USED AS AN ALTERNATE TO DETAILED CASTING. THIS STEP MAY BE CAST IN PLACE OR INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDED INSTALLATION PROCEDURE.



JOINT DESIGN IF MORE THAN ONE SECTION.

TIE ALL REBAR INTERSECTIONS IN RISER WALLS EXCEPT: #3 BAR GRADE 40 WELDED TO TOP OF VERTICAL BARS

CORNER BARS #4 BARS 24" LONG TIE @ 12" CENTERS ALL CORNERS



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

NO.	DATE	REVISION	BY	APP'D
4	June 2018	Added maximum pipe intrusion note	DHS JVH	
3	March 2013	Changed Inlet top thickness to 8"	DHS SB	
2	Dec. 2009	Added #4 bar to PLAN & 3. to NOTES	DHS SB	
1	Feb. 2008	Mod. MH Cover	DHS SB	

DRAWN BY: *rm/mc*

APP'D BY: *R. Clumey*



**SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT**

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

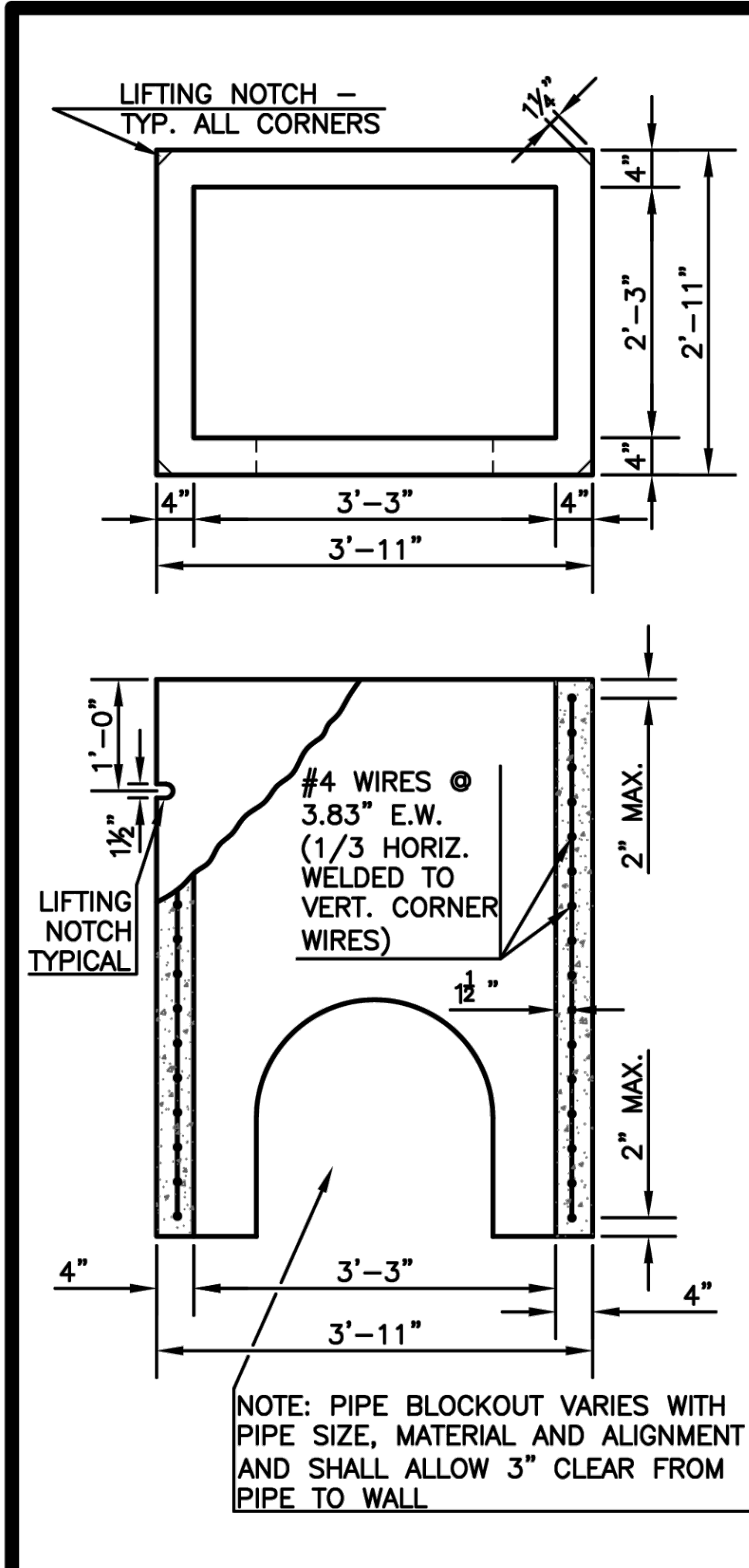
**TOPEKA
Public Works
ENGINEERING**

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

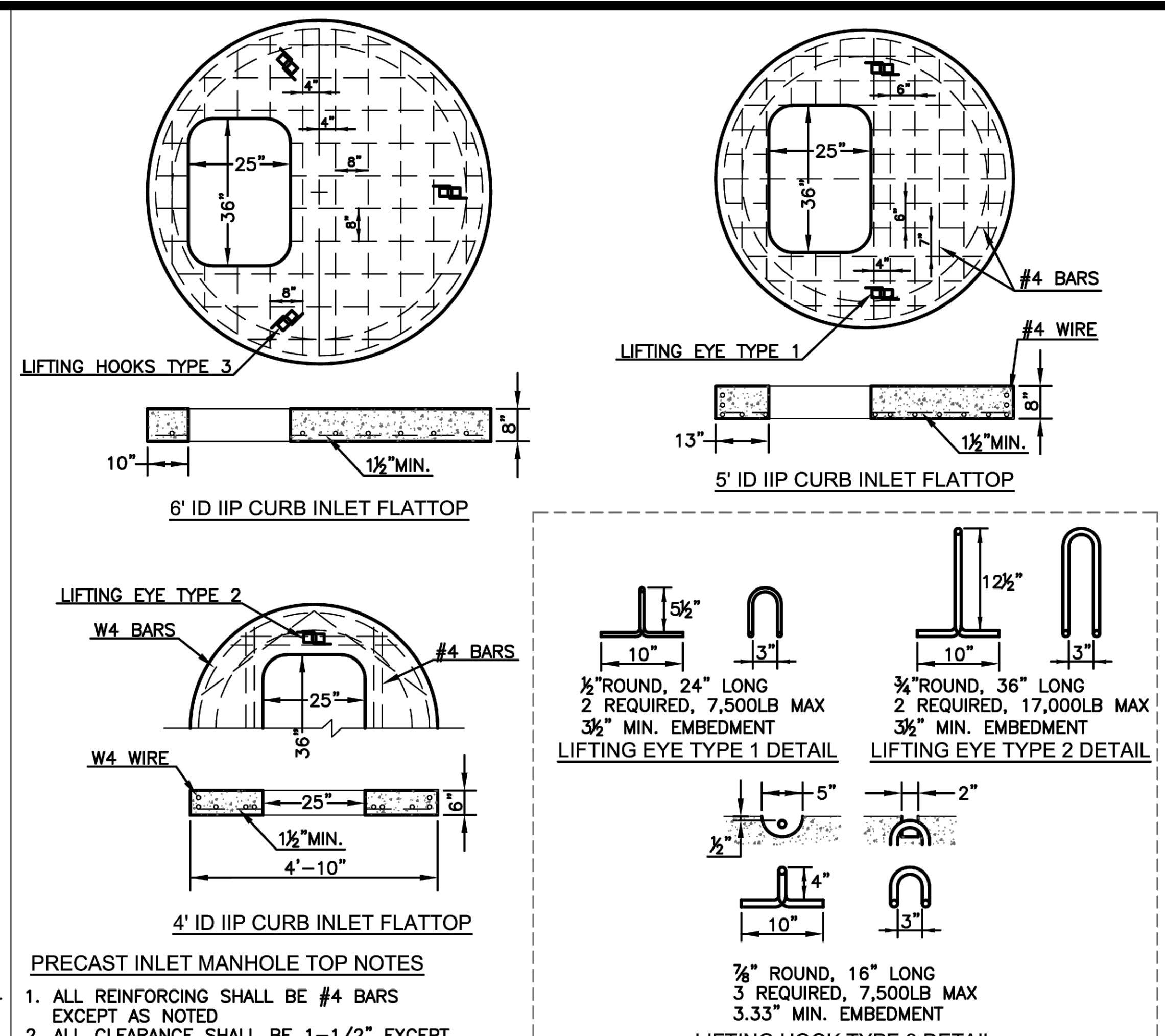
STANDARD DETAILS

TYPE I-P INLETS
(PRECAST)
(DT-010)

DATE: 3/17/2026
SHEET: 27 OF 34
PROJ.: 841098.05, 501125.02

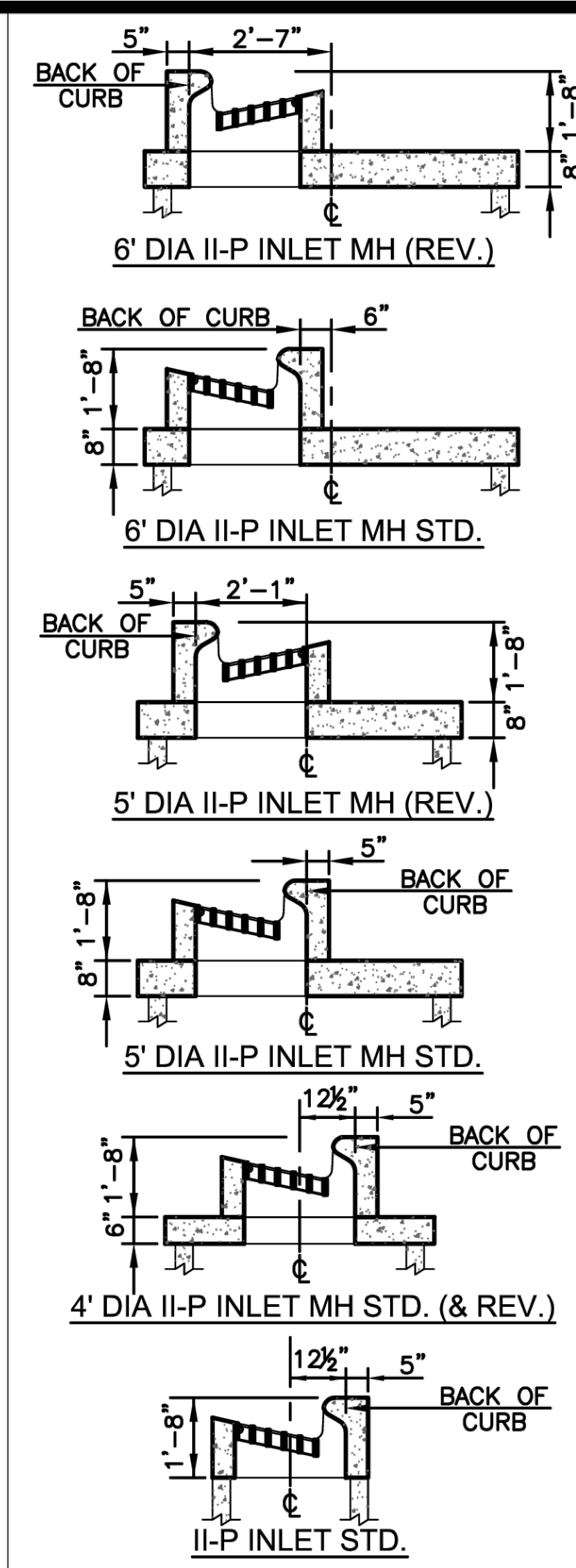


PRECAST INLET BOX RISER

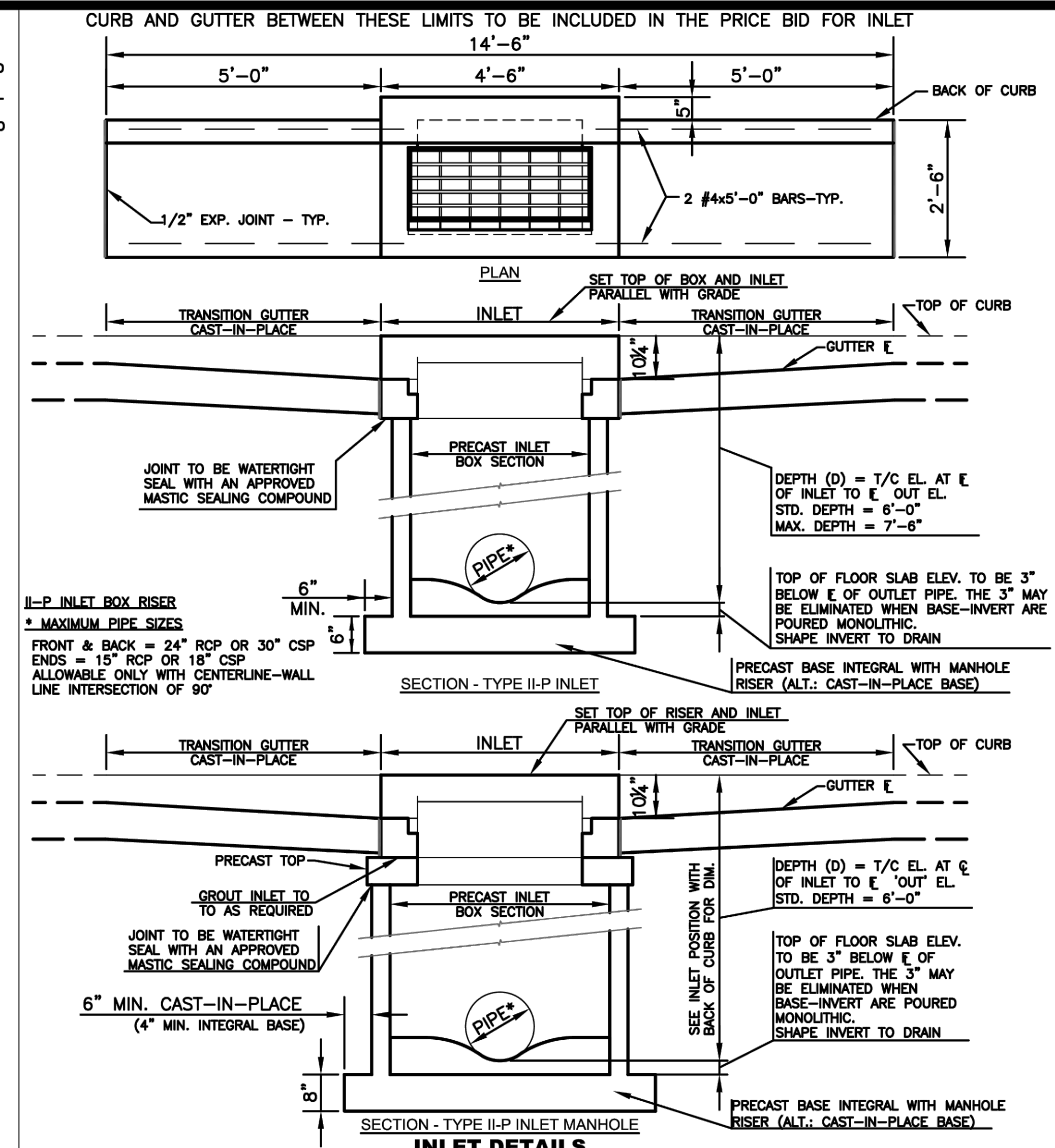


PRECAST INLET MANHOLE RISER & TOP

1. ALL REINFORCING SHALL BE #4 BARS EXCEPT AS NOTED
 2. ALL CLEARANCE SHALL BE 1-1/2" EXCEPT AS NOTED
 3. STEPS SHALL BE PS1-PF OR PS2-PF AS MANUFACTURED BY M.A. INDUSTRIES INC. OF APPROVED EQUAL AND SHALL BE PLACED TO PROVIDE EASY ACCESS TO MANHOLE AT 16" O.C. MAX. WHILE MAINTAINING VERT. ALIGNMENT.



INLET POSITIONS WITH BACK OF CURB



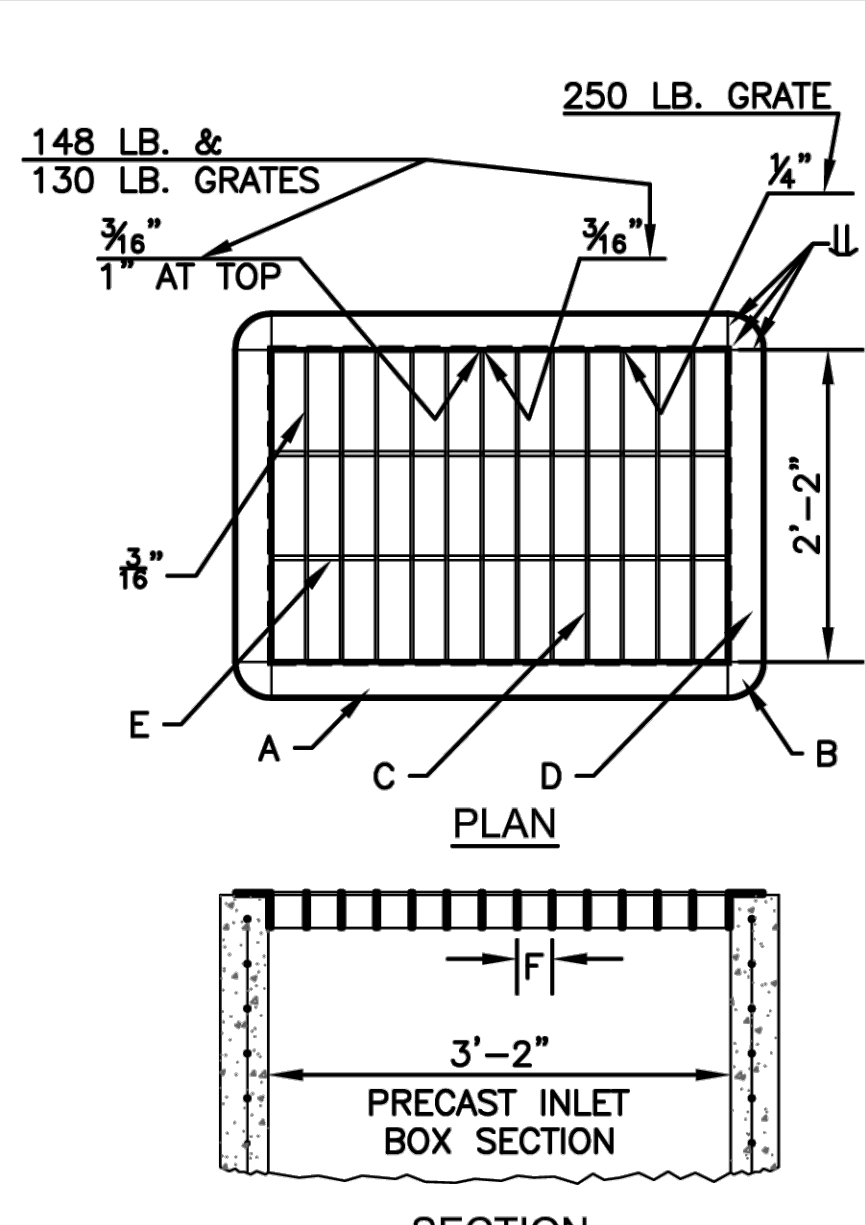
INLET DETAILS

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

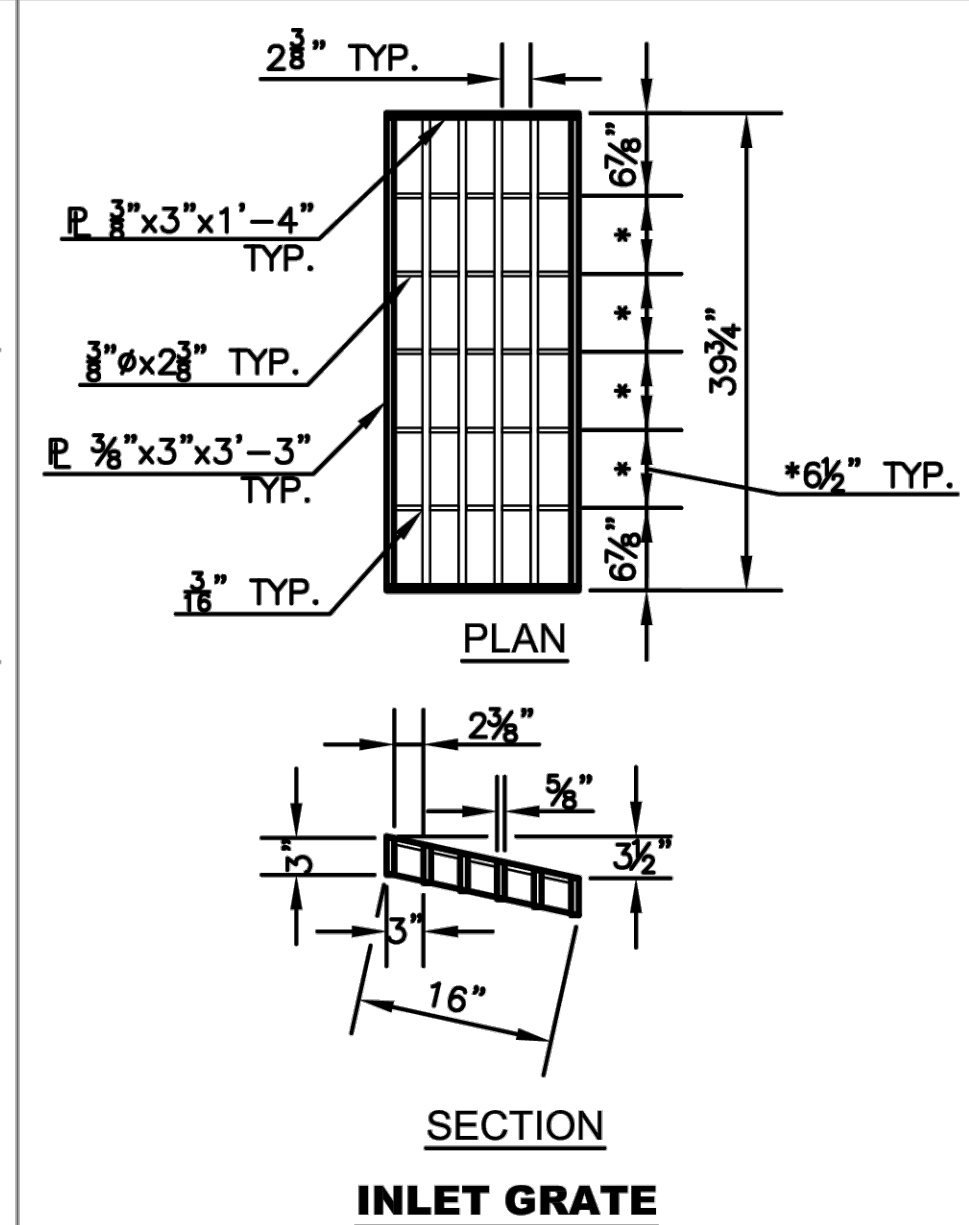
148 LB. PEDESTRIAN GRATE			
A	2 EA.	3/4" x 3x3x3'-1 1/2"	
B	4 EA.	1/2" x 3x0'-3"	
C	25 EA.	1/2" x 2x2'-1 1/2"	
D	2 EA.	3/4" x 3x3x2'-1 1/2"	
E	52 EA.	1/2" x 1 1/2x0'-1 1/2"	
F	1-7/8"	O.C.	

250 LB. TRAFFIC GRATE			
A	2 EA.	3/4" x 3x3x3'-1 1/2"	
B	4 EA.	1/2" x 3x0'-3"	
C	12 EA.	1/2" x 3x2'-1 1/2"	
D	2 EA.	3/4" x 3x3x2'-1 1/2"	
E	26 EA.	1/2" x 0'-2 1/2"	
F	2 1/2"	O.C.	

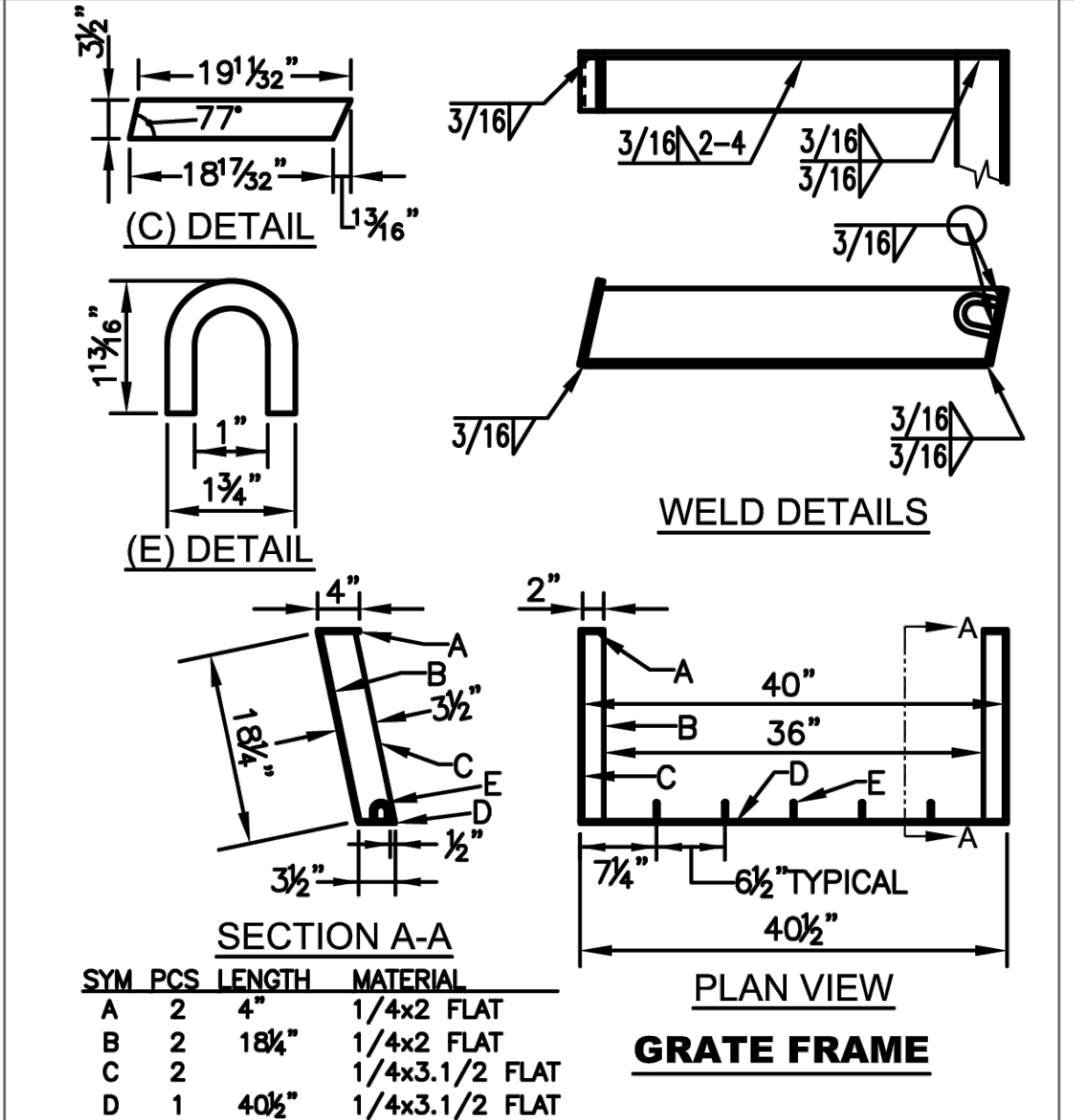
130 LB. YARD GRATE			
A	2 EA.	3/4" x 3x3x3'-1 1/2"	
B	4 EA.	1/2" x 3x0'-3"	
C	12 EA.	1/2" x 3x2'-1 1/2"	
D	2 EA.	3/4" x 3x3x2'-1 1/2"	
E	26 EA.	1/2" x 0'-2 1/2"	
F	2 1/2"	O.C.	



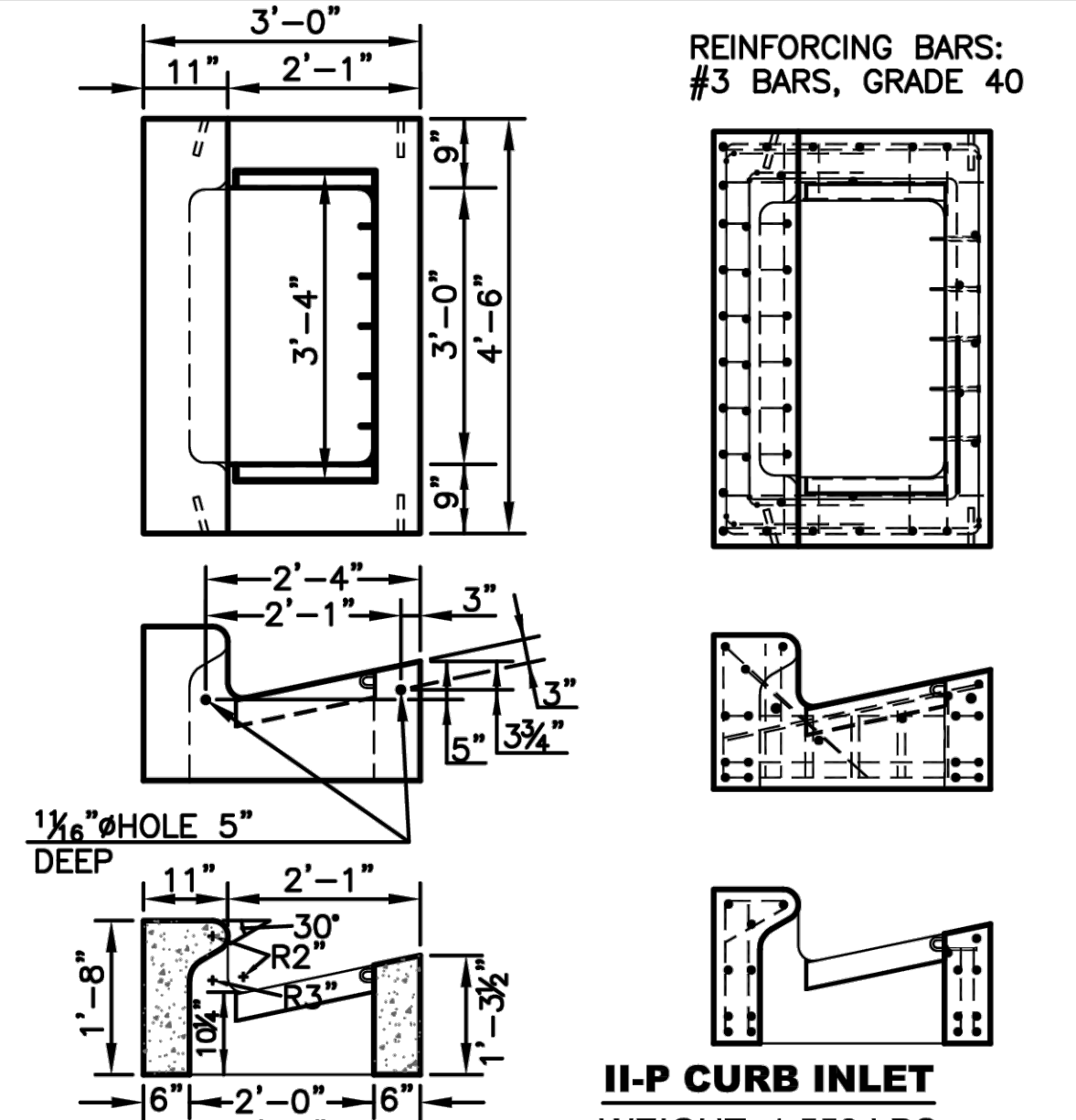
AREA INLET GRATE



INLET GRATE
WEIGHT: 140 LBS



GRATE FRAME



II-P CURB INLET
WEIGHT: 1,550 LBS

- NOTES:
 1. CAST IN PLACE CONC. SHALL BE 4000PSI.
 2. PRECAST CONC. SHALL BE 4000 PSI.
 3. REINFORCING WIRE SHALL CONFORM TO ASTM A82.
 4. REINFORCING BARS SHALL CONFORM TO ASTM A615.
 5. GROUT ALL PIPES IN PLACE.
 6. GRATES & FRAMES SHALL BE ASTM A36 STEEL COATED WITH BITUMASTIC BLACK SOLUTION (COAL TAR BASE) AS MANUFACTURED BY KOPPERS OR APPROVED EQUAL.
 7. THE INLET TOP SHALL SIT SQUARELY ON TOP OF THE INLET BOTTOM SECTION. THE INLET WALLS SHALL NOT BE OFFSET MORE THAN ONE INCH BETWEEN TOP AND BOTTOM SECTIONS.
 8. MAXIMUM PIPE INTRUSION INTO STRUCTURE IS 6". UNIQUE STRUCTURES MIGHT REQUIRE ADDITIONAL ANALYSIS. ENGINEER APPROVAL REQUIRED.

NO.	DATE	REVISION	BY	APP'D
3	June 2018	Added maximum pipe intrusion note	DHS	JVH
2	Dec. 2009	Mod. dim at Inl. Pos. & added 7.to NOTES	DHS	SB
1	Feb. 2008	Update	DHS	SB

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

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STANDARD DETAILS

TYPE II-P INLET
 (PRECAST)
 (DT-011)

DATE: 3/17/2026
 SHEET: 28 OF 34
 841098.05
 PROJ.: 501125.03