

STREET REPAIR PROJECT 701038.00
SIGNAL REPLACEMENT PROJECT (29TH & TOPEKA) 141038.01
SIGNAL REPLACEMENT PROJECT (37TH & TOPEKA) 141038.02
SIGNAL MODIFICATION PROJECT (CROIX & TOPEKA) 141038.03
STORMWATER IMPROVEMENT PROJECT 501125.06
WATER MAIN IMPROVEMENT PROJECT 281300.08
SANITARY SEWER IMPROVEMENT PROJECT 291129.05

SW TOPEKA BLVD IMPROVEMENTS:
SW 37TH ST TO SW 29TH ST



**Know what's below.
Call before you dig.**

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

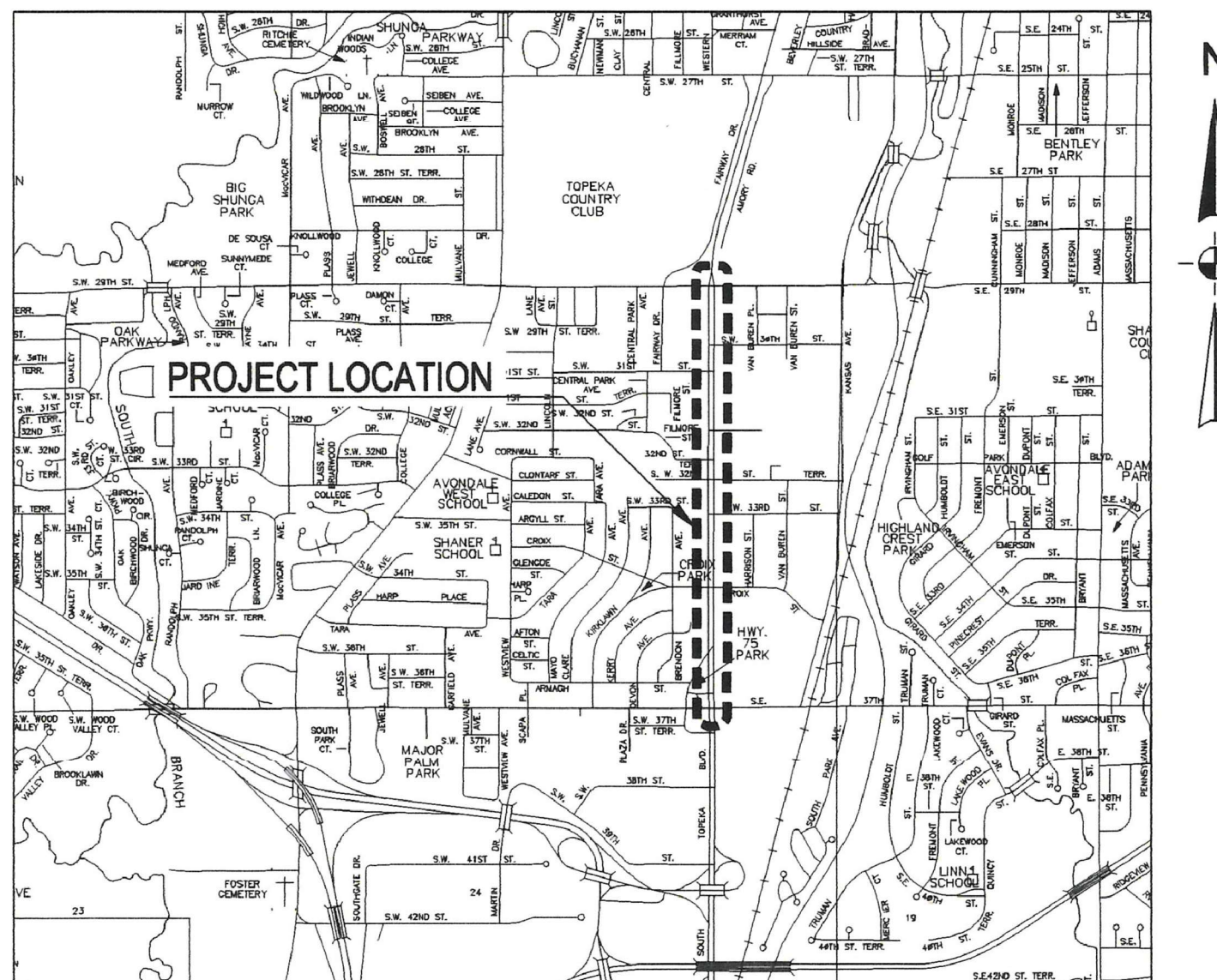
"Kansas One-Call" is the Underground Utility Notification center for the Stat of Kansas. Through this facility, you can notify operators of underground facilities be marked before you dig.

Kansas Statute annotated #66-1801 through #66-1845 requires anyone who engages in any type of excavation to provide advance notice of at least two full working days, but not more than 15 calendar days, excluding weekends and holiday.

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

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

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



LOCATION MAP
No Scale

File Location: Y:\Kernel\130X\605\1325-600005-PRJ00-TITLE SHEET [TOPEKA BLVD].dwg [Plot Date: 4/17/2026 1:40:57 PM] [Plot Scale: 4/18/2026 1:25:55 PM; 1:1] (sheet)

NON-EMERGENCY UTILITY OWNER CONTACTS

Cable TV
Cox Communications
931 SW Henderson Rd.
Topeka, KS 66615
Nathan Bunton
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Fiber Optic - City of Topeka
City of Topeka, Info. Tech.
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Fiber Optic - USD 501
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Joergen Laigaard
(785)431-4276
anna.frizell@onegas.com
For Gas Leaks 1-888-482-4950
& Call 911 Immediately

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200 E 1st St.
Topeka, KS 66603-3603
Anna Frizell
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anna.frizell@onegas.com
For Gas Leaks 1-888-482-4950
& Call 911 Immediately

Traffic Signal
City of Topeka, Traffic Ops.
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City of Topeka, WPC Div.
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City of Topeka, Water Dist.
3245 NW Waterworks Dr.
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Verizon/MCI
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Jeffrey.Wiard@verizonwireless.com

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mneiswender@topeka.org

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

INDEX OF SHEETS

1	TITLE SHEET
2	SUMMARY OF QUANTITIES
3-4	SCHEDULE OF INLETS AND MANHOLES
5	GENERAL NOTES
6	GENERAL LAYOUT
7	ALIGNMENT AND SURVEY CONTROL PLAN
8	GENERAL STORM LAYOUT
9-10	STORM ALIGNMENT AND SURVEY CONTROL PLAN
11-12	TYPICAL SECTIONS
13-17	STREET PLAN & PROFILES
18-21	INTERSECTION DETAILS
22-23	CONCRETE JOINTING DETAILS
24-32	STORM PLAN & PROFILES
33	WATER & SANITARY GENERAL NOTES
34-35	WATER PLAN & PROFILES
36-37	SANITARY SEWER BYPASS PLAN
38-39	SANITARY PLAN & PROFILE
40-42	ADA RAMP DETAILS
43-58	CONSTRUCTION DETAILS
59-61	TRAFFIC SIGNAL PLANS
62-63	TRAFFIC SIGNAL WIRING
64-66	TRAFFIC SIGNAL QUANTITIES
67-77	TRAFFIC SIGNAL DETAILS
78-79	FIBER OPTIC INTERCONNECT PLAN
80	FIBER OPTIC NOTES
81-84	PAVEMENT MARKING & SIGNING PLANS
85-90	PAVEMENT MARKING & SIGNING DETAILS
91-94	EROSION CONTROL PLANS
95-96	EROSION CONTROL DETAILS
97	CONSTRUCTION SEQUENCING
98-99	DETOUR PLAN
95-109	TRAFFIC CONTROL PLANS
110-115	PEDESTRIAN DETOUR PLANS
116-121	TRAFFIC CONTROL DETAILS
122	TRAFFIC CONTROL QUANTITIES

DESIGN PROFESSIONAL RESPONSIBLE

SHEET NUMBERS:	DESIGN PROFESSIONAL:	
1-32 40-42 78-85 87-88 91-94 97-115 122		
59-66		Alfred Benesch & Company 123 SE 6th, Suite 200 Topeka, Kansas 66603 Ph 785.409.8507
33-39		 PEC PROFESSIONAL ENGINEERING CONSULTANTS Professional Engineering Consultants 400 S Kansas Ave., Suite 200 Topeka, Kansas 66603 Ph 785.233.8300

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

RELEASED FOR CONSTRUCTION	
	5/12/2026
CITY ENGINEER	DATE
ATTEST:	6/1/2026
CITY CLERK	DATE
REVIEWED BY	
	5/21/2026
UTILITIES	DATE

TITLE SHEET UTILITY OWNERS LOCATION MAP LEGEND	DATE: APR 2026 SHEET: 1 OF 122 PROJ.: 701038.00
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SUMMARY OF QUANTITIES

ITEM No.	BID ITEMS	(1/2 CENT STREET) QUANTITY	TRAFFIC SIGNAL	STORM QUANTITY	WATER QUANTITY	SANITARY QUANTITY	TOTAL QUANTITY	UNITS	ITEM No.	BID ITEMS	(1/2 CENT STREET) QUANTITY	TRAFFIC SIGNAL QUANTITY	STORM QUANTITY	WATER QUANTITY	SANITARY QUANTITY	TOTAL QUANTITY	UNITS
1	Mobilization	0.45	0.21	0.26	0.05	0.03	1	LS	60	Connect to Existing Structure	0	0	10	0	0	10	EA
2	Contractor Construction Staking	0.35	0.05	0.40	0.10	0.10	1	LS	61	CCTV of Storm Sewer	0	0	2,431	0	0	2,431	LF
3	Removal of Existing Structures	0.00	0.10	0.75	0.00	0.15	1	LS	62	12" RJ PVC Waterline, PC 235	0	0	0	557	0	557	LF
4	Unclassified Excavation	1,321	0	81	0	0	1,402	CY	63	8" RJ PVC Waterline, PC 235	0	0	0	15	0	15	LF
* 5	Mill Patching	1,618	0	0	0	0	1,618	SY	64	6" RJ PVC Waterline, PC 235	0	0	0	103	0	103	LF
6	Cold Milling (2")	27,777	0	0	0	0	27,777	SY	65	12"x12" Tee	0	0	0	4	0	4	EA
7	Pavement Removal	11,986	0	750	559	874	14,169	SY	66	12"x8" Tee	0	0	0	1	0	1	EA
8	2" Asphaltic Concrete (Surface Course)	31,205	0	0	0	0	31,205	SY	67	12"x6" Tee	0	0	0	3	0	3	EA
** 9	10" Concrete Base	2,805	0	2,297	445	686	6,233	SY	68	12" 90° Bend	0	0	0	2	0	2	EA
10	6" Aggregate Base - Type AB-3	7,913	0	484	526	758	9,681	SY	69	12" 45° Bend	0	0	0	2	0	2	EA
11	8" Concrete Valley Gutter	60	0	0	0	0	60	SY	70	12" 45° Vertical Bend (Top)	0	0	0	1	0	1	EA
12	8" Concrete Driveway (Commercial)	742	0	365	25	120	1,252	SY	71	12" 45° Vertical Bend (Bottom)	0	0	0	1	0	1	EA
13	12" Concrete Pavement (NRDJ)	3,799	0	0	0	0	3,799	SY	72	12" 11.25° Vertical Bend (Top)	0	0	0	1	0	1	EA
14	5" Stamped Concrete Pavement	3,090	0	43	18	5	3,156	SY	73	12" 11.25° Vertical Bend (Bottom)	0	0	0	2	0	2	EA
15	Reconnect Median Underdrain	19	0	0	0	0	19	EACH	74	8" 90° Bend	0	0	0	1	0	1	EA
*** 16	6" Temporary Asphaltic Concrete Pavement (Place and Remove)	661	0	0	0	0	661	SY	75	6" 90° Bend	0	0	0	1	0	1	EA
17	2" Temporary Pavement (Place and Remove)	5,526	0	0	0	0	5,526	SY	76	6" 22.5° Vertical Bend (Top)	0	0	0	1	0	1	EA
**** 18	Concrete Sidewalk (4")(All Widths)	3,273	0	164	194	0	3,631	SF	77	12" Cap	0	0	0	2	0	2	EA
19	Sidewalk Ramp	1,100	0	0	0	117	1,217	SF	78	6" Cap	0	0	0	2	0	2	EA
***** 20	Combined Curb and Gutter Type I	2,692	0	1,054	122	153	4,021	LF	79	12" Plug	0	0	0	4	0	4	EA
◇ 21	Combined Curb and Gutter Type III	1,316	0	158	82	40	1,596	LF	80	12" Swivel X Solid Adapter	0	0	0	6	0	6	EA
◇◇ 22	Epoxy Concrete Crack Repair	250	0	0	0	0	250	LF	81	8" Swivel X Solid Adapter	0	0	0	1	0	1	EA
◇◇◇ 23	Sealant Concrete Crack Repair	865	0	0	0	0	865	LF	82	6" Swivel X Solid Adapter	0	0	0	3	0	3	EA
24	Pavement Marking (Thermoplastic)(White)(4 inch)	2,520	0	0	0	0	2,520	LF	83	12" Restrained Coupling	0	0	0	2	0	2	EA
25	Pavement Marking (Thermoplastic)(White)(6 inch)	3,218	0	0	0	0	3,218	LF	84	8" Restrained Coupling	0	0	0	1	0	1	EA
26	Pavement Marking (Thermoplastic)(White)(24 inch)	1,614	0	0	0	0	1,614	LF	85	6" Restrained Coupling	0	0	0	1	0	1	EA
27	Pavement Marking (Thermoplastic)(Yellow)(4 inch)	560	0	0	0	0	560	LF	86	12"x12" Tapping Sleeve	0	0	0	2	0	2	EA
28	Signing	1	0	0	0	0	1	LS	87	12" Gate Valve and Box	0	0	0	6	0	6	EA
29	Adjust Existing Manhole Cover	14	0	0	0	0	14	EA	88	8" Gate Valve and Box	0	0	0	1	0	1	EA
30	Adjust Existing Valve Cover	10	0	0	0	0	10	EA	89	6" Gate Valve and Box	0	0	0	3	0	3	EA
◇◇◇ 31	Temporary Traffic Control	0.5	0	0.5	0	0	1	LS	90	Fire Hydrant	0	0	0	2	0	2	EA
◇◇◇◇ 32	Crushed Rock Surfacing	307.9	0	0.0	0	0	307.9	TON	91	Fire Hydrant Additional Bury Depth	0	0	0	10.5	0	10.5	VF
33	Removal of Temporary Surfacing	28	0	0.0	0	0	28	CY	92	12" Thrust Collar on Existing	0	0	0	4	0	4	EA
34	Sodding	1,089	0	1,089	0	242	2,420	SY	93	8" Thrust Collar on Existing	0	0	0	1	0	1	EA
35	Temporary Seeding	1.2	0	1.2	0	0.2	2.6	AC	94	6" Thrust Collar on Existing	0	0	0	1	0	1	EA
◇◇◇◇◇ 36	Inlet Protection	24	0	24	0	0	48	EA	95	Make Connection to 12" CI Waterline; STA 11+72	0	0	0	1	0	1	LS
37	Silt Fence	4,469	0	0	0	0	4,469	LF	96	Make Connection to 12" CI Waterline; STA 42+58	0	0	0	1	0	1	LS
38	Monument Box	2	0	0	0	0	2	EA	97	Make Connection to 8" CI Waterline; STA 31+24	0	0	0	1	0	1	LS
39	Traffic Signal Modification (Croix)	0	1	0	0	0	1	LS	98	Make Connection to 6" CI Waterline; STA 20+49	0	0	0	1	0	1	LS
40	Traffic Signal (37th)	0	1	0	0	0	1	LS	99	1 1/2" Service Line	0	0	0	59	0	59	LF
41	Traffic Signal (29th)	0	1	0	0	0	1	LS	100	12"x1 1/2" Tapping Saddle and Corp Stop	0	0	0	1	0	1	EA
42	2" HDPE Conduit	0	3,126	0	0	0	3,126	LF	101	Install 1 1/2" Meter (Owner Furnished), Meter Box/Pit and Top (Contractor Furnished)	0	0	0	1	0	1	EA
43	Junction Boxes	0	7	0	0	0	7	EA	102	Remove 8" VCP Sanitary Sewer and Replace with PVC	0	0	0	42	0	42	LF
44	Fiber Optic Cable	0	3,826	0	0	0	3,826	LF	103	Abandon Existing 12" Waterline with Flowable Fill	0	0	0	13.1	0	13.1	CY
45	4 ft. Dia. Standard Manhole, Type I (0'-6") (Storm)	0	0	5	0	0	5	EA	104	12" Hymax Coupling	0	0	0	1	0	1	EA
46	5 ft. Dia. Standard Manhole, Type I (0'-6") (Storm)	0	0	1	0	0	1	EA	105	8" Sanitary Sewer (PVC)	0	0	0	0	264	264	LF
47	Type I Curb Inlet (6'x4')	0	0	2	0	0	2	EA	106	10" Sanitary Sewer (PVC)	0	0	0	0	157	157	LF
48	Type I Curb Inlet (9'x5')	0	0	4	0	0	4	EA	107	4 ft. Dia. Standard Manhole, Type I (0'-6") (Sanitary)	0	0	0	0	3	3	EA
49	Type II-P Curb Inlet	0	0	20	0	0	20	EA	108	4 ft. Dia. Additional Depth For Std. Manhole, Type I (Sanitary)	0	0	0	0	6.1	6.1	VF
50	Additional Depth for Type II-P Curb Inlet	0	0	0.5	0	0	0.5	VF	109	5 ft. Dia. Additional Depth For Std. Manhole, Type I (Sanitary)	0	0	0	0	4.6	4.6	VF
51	Type II-P Curb Inlet Manhole (4' Dia)	0	0	2	0	0	2	EA	110	4 ft. Dia. Doghouse Manhole	0	0	0	0	1	1	EA
52	Type II-P Curb Inlet Manhole (6' Dia) (Rev)	0	0	1	0	0	1	EA	111	5 ft. Dia. Doghouse Manhole	0	0	0	0	1	1	EA
53	Additional Depth for Type II-P Curb Inlet Manhole (6' Dia) (Rev)	0	0	0.3	0	0	0.3	VF	112	8" Resilient Connector	0	0	0	0	1	1	EA
54	15" Storm Sewer (RCP)	0	0	530	0	0	530	LF	113	10" Resilient Connector	0	0	0	0	1	1	EA
55	18" Storm Sewer (RCP)	0	0	1,561	0	0	1,561	LF	114	Inside Drop for Manhole	0	0	0	0	1	1	EA
56	24" Storm Sewer (RCP)	0	0	312	0	0	312	LF	115	Service (Wye) Connection	0	0	0	0	2	2	EA
57	30" Storm Sewer (RCP)	0	0	26	0	0	26	LF	116	Bypass Pumping (at 2911)	0	0	0	0	1	1	LS
58	36" Storm Sewer (RCP)	0	0	28	0	0	28	LF	117	CCTV of Sanitary Sewer	0	0	0	0	421	421	LF
59	Connect to Existing Pipe	0	0	18	0	0	18	EA	118	15" Bypass Pumping Carrier Pipe	0	0	0	0	45	45	LF

- * 50 SY of Mill Patching was added for contingency
- ** 500 SY of 10" Concrete Base was added for contingency
- *** 100 SY of 6" Temporary Asphaltic Concrete Pavement (Place and Remove) was added for contingency
- **** 500 SF of Concrete Sidewalk (4")(All Widths) was added for contingency
- ***** 500 LF of Combined Curb and Gutter Type I was added for contingency
- ◇ 500 LF of Combined Curb and Gutter Type III was added for contingency
- ◇◇ 50 LF of Epoxy Concrete Crack Repair was added for contingency
- ◇◇◇ 50 LF of Sealant Concrete Crack Repair was added for contingency
- ◇◇◇◇ 250 tons of Crushed Rock Surfacing was added for contingency. Crushed Rock Surfacing was estimated at 156 lb/CF.
- ◇◇◇◇◇ 2000 LF of Silt Fence was added for contingency

NO.	DATE:	REVISION	BY:	APPD

DRAWN BY: _____
 APPD BY: _____



Alfred Benesch & Company
 123 SE 6th, Suite 200
 Topeka, Kansas 66603
 Ph 785.409.6507 Job No. - 1325-600005.00



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 Phone: (785) 368-3842 • Fax: (785) 368-3881

TOPEKA BLVD
 IMPROVEMENTS:
 PROJECT #701038.00

SUMMARY OF QTY

DATE: APR 2026
 SHEET: 2 OF 122
 PROJ.: 701038.00

File Location: Y:\Kansas\1325-600005.00_topoka_topoka_bvof\Eng_Docs\General\Sheets\1325-600005_PROD-GEN NOTES (TOPEKA BLVD).dwg [Plot Date: 4/23/2026 7:45:31 AM] [Last Saved: 4/23/2026 7:43:34 AM; jremier]

SCHEDULE OF INLETS AND MANHOLES

SCHEDULE OF INLETS & MANHOLES

STRUCTURE ID#	ALIGNMENT	STATION	STRUCTURE TYPE	DIAMETER	RIM/TOC ELEVATION	HEIGHT	INFLOW PIPE SIZE	INFLOW PIPE FL ELEV.	OUTFLOW PIPE FL ELEV.	OUTFLOW PIPE SLOPE	OUTFLOW PIPE LENGTH (FEET) (15" RCP)	OUTFLOW PIPE LENGTH (FEET) (18" RCP)	OUTFLOW PIPE LENGTH (FEET) (24" RCP)	OUTFLOW PIPE LENGTH (FEET) (30" RCP)	OUTFLOW PIPE LENGTH (FEET) (36" RCP)	OUTFLOW PIPE LENGTH (FEET) (48" RCP)
SDM-101082	STRM 1 [TOPEKA]	20+28.88	EX CONC MH W/ 1.25' RISER	4.0'	990.55	4.8	30" RCP (SOUTHEAST)	985.64	985.75	4.62%			EXISTING (WEST)			
S209	STRM 1 [TOPEKA]	20+08.83	MANHOLE	5.0'	991.46	5.08	24" RCP (EAST) *EX 24" RCP (SOUTHEAST)	987.20 986.58	986.38	2.81%				26.2 (NORTHWEST)		
SDM-206	STRM 1 [TOPEKA]	20+10.58	MANHOLE	4.0'	993.52	4.57	24" RCP (EAST)	989.00	988.95	2.64%			66.3 (WEST)			
SDC-5312	STRM 1 [TOPEKA]	20+20.31	TYPE II-P INLET MANHOLE	4.0'	995.52	5.62	*EX 15" RCP (SOUTH)	990.48	989.90	0.78%			115.4 (WEST)			
SDC-9742	STRM 2 [TOPEKA]	26+04.79	TYPE II-P CURB INLET		976.26	2.54			973.72	0.84%	6.0 (NORTHWEST)					
SDC-9741	STRM 3 [TOPEKA]	30+58.44	6'x4' TYPE I CURB INLET		966.31	2.51			963.80	1.53%	EXISTING (WEST)					
SDC-9606	STRM 4 [TOPEKA]	30+55.66	TYPE II-P CURB INLET		966.30	2.85			963.45	12.29%	EXISTING (EAST)					
SDM-100795	STRM 5 [TOPEKA]	30+57.74	EX 4'x4' CONC. MH W/ 1.33' RISER		966.13	2.88	*EX 15" RCP (EAST)	963.58	963.25	1.68%			114.7 (NORTH)			
FES-1	STRM 5 [TOPEKA]	31+72.42	FLARED END SECTION	24"	963.65		24" RCP (SOUTH)	961.32								
SDC-9740	STRM 6 [TOPEKA]	34+26.28	TYPE II-P CURB INLET		960.90	4.05			956.85	0.45%	22.0 (NORTH)					
SDC-9739	STRM 6 [TOPEKA]	34+48.20	TYPE II-P CURB INLET		960.78	4.23	15" RCP (SOUTH)	956.75	956.55	6.33%		7.4 (NORTH)				
S194	STRM 7 [TOPEKA]	34+27.60	TYPE II-P CURB INLET		960.65	3.15			957.50	11.15%	24.8 (EAST)					
CONNECT TO EX PIPE	STRM 8 [TOPEKA]									2.00%	9.7 (SOUTH)					
SDM-709	STRM 8 [TOPEKA]	40+75.00	TYPE II-P CURB INLET MH (REV)	6.0'	967.78	6.31	15" RCP (EAST) 15" RCP (NORTH)	962.50 961.57	961.47	1.11%		507.0 (NORTH)				
SDC-101752	STRM 8 [TOPEKA]	35+67.99	TYPE II-P CURB INLET		960.98	5.18	18" RCP (NORTH)	955.85	955.80	0.34%			14.9 (EAST)			
SDC-9609	STRM 9 [TOPEKA]	36+00.00	TYPE II-P CURB INLET		960.57	3.29			957.28	0.76%	21.2 (SOUTH)					
SDC-9608	STRM 9 [TOPEKA]	35+78.81	TYPE II-P CURB INLET		960.52	3.5	15" RCP (NORTH)	957.12	957.02	9.73%	32.8 (SOUTH)					
SDC-9610	STRM 10 [TOPEKA]	40+75.00	TYPE II-P CURB INLET		967.53	3.78			963.75	1.85%	67.6 (WEST)					
SDC-9612	STRM 11 [TOPEKA]	46+27.15	TYPE II-P CURB INLET		988.32	3.4			984.92	0.05%	21.4 (SOUTH)					
SDC-9611	STRM 11 [TOPEKA]	46+05.72	TYPE II-P CURB INLET W/ SPECIAL II-P GRATE TOP**		987.07	2.30	15" RCP (NORTH)	984.91	984.77		EXISTING CMP					
SDC-9733	STRM 12 [TOPEKA]	56+12.92	TYPE II-P CURB INLET		990.88	3.29			987.59	0.94%	18.1 (NORTH)					
SDC-9732	STRM 12 [TOPEKA]	56+31.03	TYPE II-P CURB INLET		990.40	3.13	15" RCP (SOUTH)	987.42	987.27	1.90%	EXISTING (NORTH)					
SDC-9731	STRM 12 [TOPEKA]	57+10.00	6'x4' TYPE I CURB INLET		988.34	3.09	*EX 15" RCP (SOUTH)	985.77	985.25	0.96%	71.6 (EAST)					
SDC-9615	STRM 12 [TOPEKA]	57+08.00	TYPE II-P CURB INLET		988.37	3.89	15" RCP (SOUTH) 15" RCP (WEST)	984.83 984.56	984.48	5.35%		EXISTING (EAST)				
SDC-9613	STRM 13 [TOPEKA]	56+12.30	TYPE II-P CURB INLET		991.15	3.94			987.21	2.67%	75.6 (NORTH)					
SDC-9614	STRM 13 [TOPEKA]	56+87.94	TYPE II-P CURB INLET		988.94	3.9	15" RCP (SOUTH)	985.19	985.04	1.05%	20.1 (NORTH)					
SDM-710	STRM 14 [TOPEKA]	62+10.10	MANHOLE	4.0'	974.83	3.77	*EX 15" RCP (WEST)	971.16	971.06	1.65%	39.9 (NORTH)					
SDM-101017	STRM 14 [TOPEKA]	62+50.00	MANHOLE	4.0'	973.93	3.73	15" RCP (SOUTH) 15" RCP (WEST) 15" RCP (EAST)	970.40 970.40 970.40	970.20	1.66%		31.9 (NORTH)				
SDC-102857	STRM 14 [TOPEKA]	62+81.86	TYPE II-P CURB INLET		974.16	4.56	18" RCP (SOUTH) *EX 12" PVC (WEST)	969.67 972.49	969.60	2.27%		26.5 (NORTH)				
SDC-102858	STRM 14 [TOPEKA]	63+08.31	TYPE II-P CURB INLET		972.85	4.05	18" RCP (SOUTH)	969.00	968.80	2.58%		400.5 (NORTH)				
SDM-101045	STRM 14 [TOPEKA]	67+08.76	MANHOLE	4.0'	962.52	4.12	18" RCP (SOUTH) *EX 15" RCP (EAST)	958.45 959.29	958.40	1.36%		220.2 (NORTHEAST)				
SDM-1508	STRM 14 [TOPEKA]	69+20.25	EX CONC MH W/ 1.42' RISER	4.0'	960.79	7.31	18" RCP (SOUTHWEST) *EX 48" RCP (WEST)	955.40 953.99	953.48	0.94%						EXISTING (EAST)
SDM-1509	STRM 14 [TOPEKA]	69+17.13	EX CONC MH W/ 1.42' RISER	4.0'	960.47	7.12	*EX 48" RCP (WEST) *EX 15" RCP (SOUTHEAST) *EX 15" RCP (NORTH) 18" RCP (NORTH)	953.61 957.11 953.65 955.97	953.35						EXISTING (EAST)	
SDM-1507	STRM 14 [TOPEKA]	72+27.27	EX 4'x4' CONC MH W/ 1.33 RISER		964.62	5.76	*EX 18" RCP (NORTHWEST) *EX 15" RCP (NORTH)	958.92 959.12	958.86	0.93%		310.2 (SOUTH)				
SDM-100115	STRM 14 [TOPEKA]	72+82.80	MANHOLE	4.0'	966.37	4.65	18" RCP (NORTHWEST)	962.00	961.72	3.43%		EXISTING (SOUTHEAST)				
SDC-3442	STRM 14 [TOPEKA]	73+22.23	TYPE II-P INLET MANHOLE	4.0'	966.84	4.34	18" RCP (WEST)	963.00	962.50	0.87%		57.3 (SOUTHEAST)				
SDC-102855	STRM 15 [TOPEKA]	62+46.26	EX 6.5'x3' CONC INLET		975.94	3.67			972.27	6.30%	29.7 (EAST)					
SDC-9616	STRM 15 [TOPEKA]	62+50.00	TYPE II-P CURB INLET		973.84	3.24			970.60	0.29%	69.7 (WEST)					
SDC-9901	STRM 16 [TOPEKA]	68+49.16	9'x5' TYPE I CURB INLET		961.00	4.80			956.20	1.46%					13.7 (NORTH)	
SDC-9902	STRM 16 [TOPEKA]	68+62.82	9'x5' TYPE I CURB INLET		960.95	5.36	36" RCP (SOUTH)	956.00	955.59	0.37%					EXISTING (NORTH)	
SDC-9903	STRM 16 [TOPEKA]	69+51.38	9'x5' TYPE I CURB INLET		961.06	5.55	36" RCP (NORTH)	956.00	955.51	0.71%					EXISTING (SOUTH)	
SDC-9904	STRM 16 [TOPEKA]	69+65.06	9'x5' TYPE I CURB INLET		961.21	5.01			956.20	1.46%					13.7 (SOUTH)	
SDC-9620	STRM 17 [TOPEKA]	73+63.65	TYPE II-P CURB INLET		968.00	6.13	*EX 15" RCP (NORTH)	961.87	961.87	1.24%	EXISTING (SOUTH)					
Totals:											530.2	1561.0	311.3	26.2	27.4	0.0

*Existing pipe size, materials, and flowline elevation are estimated. The contractor shall connect to this existing pipe. The Contractor shall identify the existing pipe flowline prior to fabrication of the new structure.
 **Special top is subsidiary

NO.	DATE:	REVISION	BY:	APPD

DRAWN BY: _____
 APPD BY: _____



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620 SE MADISON St. • 2nd Floor • TOPEKA, KS 66607
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TOPEKA BLVD
 IMPROVEMENTS:
 PROJECT #701038.00

SCHEDULE OF INLETS AND MANHOLES

DATE: APR 2026
 SHEET: 3 OF 122
 PROJ.: 701038.00

File Location: Y:\Kansas\1325-6005\1325-600005-00_Topeka_Bldg\Eng_Docs\General\Sheets\1325-600005-PRD-SCHED OF INLETS AND MANHOLES (TOPEKA BLVD).dwg [Plot Date: 4/20/2026 2:42:07 PM] [Last Saved: 4/20/2026 2:16:05 PM, Blue]

PIPE/STRUCTURE CONNECTIONS

Connect to Existing Pipe				
Location	New Pipe Size or Structures	New Pipe Material	EX Pipe Size	EX Pipe Material
62+10.10	4' MH	N/A	15"	RCP
72+82.80	4' MH	N/A	18"	RCP
30+55.66	Type II-P Inlet	N/A	15"	RCP
26+09.45	15"	RCP	15"	RCP
56+31.03	Type II-P Inlet	N/A	15"	RCP
57+10.00	6' X 4'	N/A	15"	RCP
57+08.00	Type II-P Inlet	N/A	18"	CMP
30+58.44	6' X 4'	N/A	15"	RCP
69+51.38	9' X 5'	N/A	36"	RCP
68+62.82	9' X 5'	N/A	36"	RCP
73+63.64	Type II-P Inlet	N/A	15"	RCP
73+63.64	Type II-P Inlet	N/A	15"	RCP
46+05.72	Type II-P Inlet w/ Special II-P Top	N/A	15"	CMP
20+20.31	4' MH	N/A	15"	RCP
40+84.59	15"	RCP	15"	RCP
67+08.76	4' MH	N/A	15"	RCP
20+08.83	5' MH	N/A	24"	RCP
62+81.86	Type II-P Inlet	N/A	12"	RCP

Connect to Existing Structure			
Location	New Pipe Size	New Pipe Material	EX Structure
69+20.25	18"	RCP	Concrete MH w/ 1.42' Riser
69+17.13	18"	RCP	Concrete MH w/ 1.42' Riser
72+27.27	18"	RCP	4' X 4' Concrete MH w/ 1.33' Riser
62+46.26	15"	RCP	6.5' X 3' Concrete Inlet
20+28.88	30"	RCP	Concrete Storm Sewer MH w/ 1.25' Riser
35+48.77	15"	RCP	36" RCP
35+64.75	24"	RCP	16.5' X 4' Concrete MH
34+49.38	18"	RCP	84"x36" RCB
30+57.74	24"	RCP	4' X 4' Concrete MH w/ 1.33 Riser
34+26.90	15"	RCP	79"X49" Metalic Arch

Note: These are permanent connections only. Temporary connections are also required but are not paid directly.

File Location: Y:\Kansas\132X\605\1325-600005-00_Topeka_Bldg\Eng_Docs\General\Sheets\1325-600005-PROD-SCHED OF INLETS AND MANHOLES (TOPEKA BLVD).dwg [Plot Date: 4/20/2026 2:42:13 PM] [Last Saved: 4/20/2026 2:16:05 PM, Blue]

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DRAWN BY: _____
 APP'D BY: _____



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TOPEKA BLVD
 IMPROVEMENTS:
 PROJECT #701038.00

PIPE/STRUCTURE CONNECTIONS

DATE: APR 2026
 SHEET: 4 OF 122
 PROJ.: 701038.00

GENERAL NOTES

1. All construction methods and materials used in the construction of the improvements covered by these plans shall be in accordance with the 2013 Edition of the City of Topeka & Shawnee County - Standard Technical Specifications and as amended by the Project Manual for this project. The 2015 Kansas Department of Transportation Standard Specifications for State Road and Bridge Construction shall be used where referenced.
2. The Contractor shall be responsible to locate all overhead and buried utilities to perform the work required. Utilities, with the exception of the abandoned utilities, damaged through the failure of the Contractor to obtain or verify the location of the same, shall be repaired and/or replaced by the utility entity at the Contractor's expense and at no cost to the City of Topeka.
3. The existing pavement section thickness and material is variable throughout the length of the project. No adjustment to any unit prices or quantities will be made for variations in actual pavement thickness or materials, this includes if the existing pavement is thicker than expected and additional fill material is required to be placed.
4. It shall be the responsibility of the Contractor to restore, seed and/or complete other operations noted in the agreement with the land Owner, approved by the Engineer, on all disturbed areas used to provide borrow and/or stockpiling.
5. Excavation shown to be wasted shall be wasted on sites provided by the Contractor.
6. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas Department of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Army Corps of Engineers permitting regulations.
7. Any material buried or stockpiled beyond approved construction limits or offsite could require additional archeological investigations unless buried in a previously approved borrow location.
8. All trees, hedge rows, shelter belts, and woody shrubs not shown to be removed and located between the construction limits and the Right-of-Way line or easement line shall be spared unless directed by the Engineer to be removed.
9. The extents of pavement removal shall be sawcut. All sawcuts shall be full depth and shall be SUBSIDIARY.
10. In some locations, pavement removal sawcut lines are shown as curves. The contractor has the option to remove additional pavement by sawcutting straight lines (or chords) rather than curves shown. However, no additional quantity will be measured/paid for the additional pavement removed/replaced.
11. The Contractor shall protect and/or grade around signs and light poles that are shown in the plans to be protected, including any sign lighting. Should any of the poles or signs be damaged due to contractor activity, the Contractor shall repair or replace them at the Contractor's expense. The Contractor shall also protect any underground wiring that is associated with the signs and light poles. Should any electrical service to the poles or signs be severed due to contractor activity, the contractor shall restore the service at the Contractor's expense.
12. Manhole lids adjusted in pavement, shall be sloped to match the proposed pavement slope.
13. The Contractor shall coordinate for uninterrupted mail delivery service and trash collection service to affected properties during construction. Protect and do not disturb mailboxes unless shown otherwise on the plans or unless as directed by the Engineer.
14. Contractor shall notify the City of Topeka Traffic Section (368-3842) a minimum of 48 hours in advance of start of construction and in advance of switching traffic from one phase to the next.
15. Where traffic is carried adjacent to construction, the Contractor shall provide "Surface Drop-off Treatment" as specified in Section 4.24C(11) and Table 4.24C(11) of the Standard Technical Specifications, SUBSIDIARY to other items in the contract. This includes constructing asphalt wedges as needed wherever transverse edge drops exceed 0.5" and at driveways and entrances. Work and asphalt materials are SUBSIDIARY. Materials other than asphalt shall not be permitted for surface drop-off treatments.
16. All traffic control shall be in accordance with the City of Topeka Standard Details and additional details shown herein and shall comply with the latest edition of the MUTCD.
17. The Contractor is responsible to install, move, maintain and remove all traffic control related items including covering conflicting signs. It is the Contractor's responsibility to coordinate with the City of Topeka Traffic Division to hood or modify timing of traffic signals as needed to complete the Work. All work, materials, labor and incidentals related to traffic control is SUBSIDIARY to the bid item "Temporary Traffic Control" and shall be included in the lump sum bid price. Contractor shall coordinate with City Traffic Staff, as needed to temporarily modify traffic signal phasing/timing during construction as well as additional coordination efforts during permanent signal modifications.
18. In locations where sidewalk or sidewalk ramp is to be removed and backfilled with dirt and sodded, backfill and topsoil are SUBSIDIARY. In these areas the contractor is required to supply suitable topsoil to bring these areas up to grade and support vegetation. This work is subsidiary to "Sodding".
19. Sidewalk closures and pedestrian detours will be required to be signed when applicable and shall be consistent with the City of Topeka Standard Details (DT-118 & DT-121) and is SUBSIDIARY to "Temporary Traffic Control".
20. Where no other access exists, street/valley gutters/commercial entrances shall be constructed 1/2 at a time (or temporary access provided) to maintain access at all times. Temporary access may be facilitated with "Crushed Rock Surfacing" and "Removal of Temporary Surfacing" bid items at the direction of the engineer. Access to all properties shall be maintained throughout construction. The contractor shall submit a plan for approval for keeping access to the entrances open at all times.
21. Concrete Washout: The Environmental Protection Agency requires the capture of washout water used in concrete mixer rinse out operations. Concrete washout water must be collected and retained. Concrete washout facilities should not be placed within 50 feet of storms drains, open ditches or bodies of water. The collection of concrete washout water is SUBSIDIARY to other items of work.
22. For each phase of construction the Contractor shall perform an inventory of all existing signs (type and location) before beginning any work. Prior to a work phase being opened to traffic, the Contractor shall install all signs in their original location and in accordance with the MUTCD. All work for removing, storing, and installing signs will be SUBSIDIARY to the bid item "Signing". The signing plan includes notes for each R4-7 sign with OM1-3 object marker that need to be removed and reset due to median nose work required at that location. At other locations where median nose construction is not necessary, the existing signs can remain in place. However, any additional median nose signs that need to be reset, shall also be included in the bid item. The contractor may reuse the existing sign posts when resetting the signs, however if they are damaged beyond repair, then the contractor shall supply new posts as determined by the engineer. Also, the south leg of SW 29th and Topeka Blvd will require an entire new sign configuration and post provided by the contractor and included in the bid item.
23. AB-3 base is not required under driveways and sidewalk, however the top 6" of subgrade shall be Type A compaction, which is also SUBSIDIARY.
24. All construction is to occur within the public right-of-way. The Contractor shall stay within the right-of-way at all times and not run any equipment beyond any of the public sidewalks.
25. Any existing sidewalks and other public improvements damaged during construction shall be replaced at the Contractor's expense. The Contractor shall provide pre-construction video to the engineer prior to commencing work.
26. Where sidewalk elevations are not provided, sidewalk ramps are to be reconstructed per City of Topeka standards in the same footprint as the existing ramps. Contractor is responsible to construct new ramps at proper slopes meeting ADA guidelines including maximum longitudinal slope of 12:1, and maximum cross-slope of 2%. For longitudinal slopes greater than 5%, a 2% or flatter landing shall be constructed at each end of the run. Turning landings shall have a max slope of 2% in every direction. A certain length of existing sidewalk beyond the ramps is expected to require reconstruction in order for the tie-in slopes to meet requirements. Actual length of these runs may be shortened or lengthened based on actual field conditions, the inspector shall verify lengths prior to demolition/construction.
27. Very little embankment is required on this project. Compaction and/or embankment will not be paid separately but is SUBSIDIARY. Quantity for "Unclassified Excavation" will be paid for removing existing subgrade to place new AB-3. All other incidental excavation and compaction will not be paid for but is SUBSIDIARY to other items. Where new AB-3 is not placed, Unclassified Excavation under pavement will not be measured and paid.
28. The contractor is responsible for hauling millings to City yard at 4400 SW Southgate (Directly south of Foleys). Contact Tony Trower at 785-438-7990 prior to hauling. Notice should be given 48 hours in advance. If the City of Topeka does not want the millings, the contractor is responsible for disposal.
29. Patching bid items do not include payment of surface course when asphalt is required. Surface course paid separately. Surface course paid as 2" asphaltic concrete surface.
30. 2" Temporary Surface Course will be required at the direction of the engineer to open the street to traffic prior to the final mill and overlay. Material may be asphalt or concrete. If concrete is used, a bond breaker is required prior to placement. Regardless of material, this will be paid as "2" Temporary Pavement".
31. Milling shall be completed in advance of small patching areas to confirm base pavement patching is needed. All mill patching areas shall be approved by the inspector prior to the second milling. Some mill patching areas may be eliminated at the discretion of the inspector. If this happens, the quantity will be under-run accordingly. Milled surfaces shall be exposed for no longer than 14 days.
32. Full depth street replacements and additional milling areas are minimum 6 ft width.
33. Quantities for patching are estimated. Actual dimensions for patching areas are to be approved by the inspector prior to sawcutting and removal. Most of the existing pavement consists of asphalt surface on concrete base. In general, full depth patches should either go to the midpoint in the existing concrete panel or to the next joint line. Mill patching strips are estimated to be 8' wide.
34. Limited topo survey was acquired for this project. For areas not surveyed, the contractor shall match existing when reconstructing existing paving curbs and sidewalks unless otherwise noted. This may require the contractor to survey the pavement top elevations prior to demolition in order to match existing elevations with the new pavement throughout the roadway section. This survey work is SUBSIDIARY to "Contractor Construction Staking".
35. Where new curb and gutter is to be constructed adjacent to existing full depth asphalt pavement that is to remain (at the lip of curb), the "modified" curb and gutter standard detail shall be used. The additional work and materials required to construct the modified curb and gutter is SUBSIDIARY, except for the 2" surface course lift of asphalt which will be paid as "2" Asphaltic Concrete (Surface Course)". Where the existing adjacent pavement is concrete base under the existing asphalt overlay, the modified curb and gutter is not required.
36. The contractor is required to install a new monument box for the quarter section corner located at 37th Street and at 29th Street and any other monumentation that is disturbed. Bid item includes setting of the actual monument as well, by a Surveyor licensed in Kansas. Record filing paperwork is SUBSIDIARY.
37. This project will require multiple asphalt mobilizations, including at least one mobilization per season to place surface course asphalt, but likely more. No payments for additional required mobilizations will be made. It is preferable that all permanent surface course asphalt for Phase 1 and 2 be placed at the same time. Also, for Phase 3 and 4. The placements shall occur at night between 10pm and 5am. Full closure of Topeka Boulevard will be allowed during these nights only, with 5-day notice. Temporary markings are required until permanent markings are placed. These temporary markings are SUBSIDIARY.
38. For surface course placement with a cross-section grade-break, such as the crown, the contractor may place a longitudinal cold joint at the break. At asphalt longitudinal cold joints, place Crafo "Sealant - C - Pavement Joint Adhesive" or other cold joint filler product. For surface course placement without a cross-sectional grade-break, such as the two northbound lanes, the contractor shall either place both lanes without a longitudinal joint or the contractor shall use two pavers running side by side.
39. Estimated silt fence requirements are shown on the plans. Place additional silt fence at the direction of the engineer. The bid quantities includes 2000 LF of additional silt fence for this purpose. If any silt fence is not needed and not placed, then the quantity will be under-run accordingly.
40. While storm or sanitary sewer trenches are open, at the end of each work day or prior to rain, the contractor shall place inlet protection at the lowest point in the trench, whether that be a pipe opening or a structure. Each instance will be paid for under the bid item "Inlet Protection". The quantities include an additional 8 EA of Inlet Protection beyond what is depicted on the plans for this purpose. This work shall be approved by the engineer prior to placing the device and it shall be documented by the engineer prior to removal of the device to be eligible for payment.
41. Approximate locations for concrete crack sealing are noted on the plans. Actual locations shall be marked in the field and verified by the engineer prior to repair. For cracks between 1/8" and 1" wide, the crack shall be routed, cleaned, and filled with joint sealant (hot or cold) in accordance with City of Topeka Standards. Paid for as "Sealant Concrete Crack Repair". The quantities include 2.5 LF for each location noted on the plans plus an additional 50 LF of contingency to be used at the discretion of the engineer.
42. For larger cracks from 1" to 3" wide and spalls up to 3" wide, Dayton Superior Sure Patch epoxy or an approved equivalent material from the current KDOT prequalified materials lists shall be used. Paid for as "Epoxy Concrete Crack Repair". The quantities include 2.5 LF for each location noted on the plans plus an additional 50 LF of contingency to be used at the discretion of the engineer.
43. Where a new structure connects to an existing pipe, the connection shall be paid as "Connect to Existing Pipe". The price bid includes supplying and installation of a short segment of pipe, if necessary, and a collar, if necessary. Concrete collars may be required at all connections to existing pipes. Collars shall be constructed per KDOT standards (RD 668). Concrete collars and any additional pipe required, shall be SUBSIDIARY. The contractor may also be required to supply and install short segments of pipe at these connections. The pipe material/diameter shall match the existing pipe. Length of pipe may vary according to field conditions. All work and materials are SUBSIDIARY to "Connect to Existing Pipe". CMP to CMP connection is included in connect to existing pipe, these connections may be made by concrete collar or by banding.
44. Existing landscaping located in the right of way or easements shall be carefully removed and salvaged to the property owner. This includes such items as flagstone pavers, planter pots, etc. This work is SUBSIDIARY.
45. Following backfill and compaction of a new storm or wastewater pipe, each will be inspected (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.
46. CCTV is paid as "CCTV of Storm Sewer" or "CCTV of Sanitary Sewer" and is separate from the sewer installation. The owner may request to self perform the inspections and under-run the quantity. Coordinate with owner. If no defects are identified in the line segments, then the contractor will not be required to record any additional footage of that line. If a defect is identified, the contractor shall remedy and re-record inspection of the entire line segment at the expense of the contractor.
47. Type I Inlets shall be sloped to match the adjacent roadway/gutter profile slope.
48. Inlet throat and gutter transitions are subsidiary to the inlet structure.
49. Sprinkler systems for lawn and landscaped areas affected by construction shall be neatly cut and capped at the limits of the construction by the Contractor. The Contractor shall coordinate this work with the affected property owner(s). Sprinkler systems located within existing right-of-way will not be repaired. However, the Contractor shall carefully remove and salvage to the property owner any sprinkler heads or sprinkler system controls that may have been located on the public right-of-way. If a sprinkler system located on private property is damaged, it shall be replaced by the Contractor prior to permanent sodding of the area. Sprinkler system work shall be considered SUBSIDIARY to other items of the Contract.
50. The bid item "Traffic Signal Modification (Croix)" includes replacing the existing 332 cabinet with a new 333SD controller cabinet, as well as a new push button station.
51. The contractor is required to coordinate heavily with separate contractor for 29th Street Project (Project No. 701032.00). Work on 29th Street west of Topeka Boulevard will be going at the same time adjacent to Topeka Boulevard. Items that need coordination include the construction of the RCB at 29th and Lane with the construction of the Topeka Boulevard and 29th intersection as well as the storm sewer at the 29th and Topeka Boulevard intersection. See storm sheets for more in depth coordination details for the storm sewer at the intersection of Topeka Boulevard and 29th Street.
52. Where storm structures or pipes are to be replaced in the same location as existing, removal of the existing structure or pipe is required by the contractor included in the "Removal of Existing Structures" bid item. Where a storm structure is being removed and placed in a different location than existing, removal of that existing structure or pipe is also required by the contractor (see removal notes on plans), and is included in the "Removal of Existing Structures" bid item. If an existing storm pipe to be removed does not conflict with new construction, the contractor may be directed to abandon in place by filling with flowable fill (this effort and materials is also included in "Removal of Existing Structures" bid item).
53. During median reconstruction, if any part of the existing underdrain system is in disrepair or damaged during construction, the contractor shall do the necessary work to reestablish a working underdrain system. This may involve installing new perforated underdrain pipe, placing rock and/or filter fabric in accordance with DT-018 where a portion(s) of the system is not working. This also may involve resetting the existing underdrain structure with the lid flush with the top of the median pavement. Additionally this bid item may involve reconnecting the system to an outfall location in the storm sewer system. All work and materials needed for an entire median will be included in the price bid per each for "Reconnect Median Underdrain". If the existing underdrain system is able to function without any work, then the quantity will be under-run.
54. The contractor is also required to coordinate with private development contractors that we are working adjacent to Topeka Boulevard, including 3500 SW Boulevard where a new sidewalk will be constructed behind the back of curb and at 2950 SW Topeka Boulevard where the two existing driveways are being consolidated into one driveway. Also, at 2950 SW Topeka Boulevard, median work will be occurring on Topeka Boulevard by the development contractor that will require coordination.
55. Except for the property in the southeast corner of 37th and Topeka, the right-of-way shown is for reference only and does not constitute a boundary survey. The right-of-way shown has been approximated from record information as well as surveyed property pins in areas of the project where topographical survey was performed. The right-of-way shown must not be used for easements, acquisitions, vacations, etc. descriptions and/or exhibits.
56. If temporary removal or covering of any Topeka Metro signs or amenities is required, the contractor shall contact Alan Parrish, Director of Maintenance. 785-730-8690, Maintenance@topekametro.org.

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Topeka, Kansas 66603
Ph 785.409.6507 Job No. - 1325-600005.00

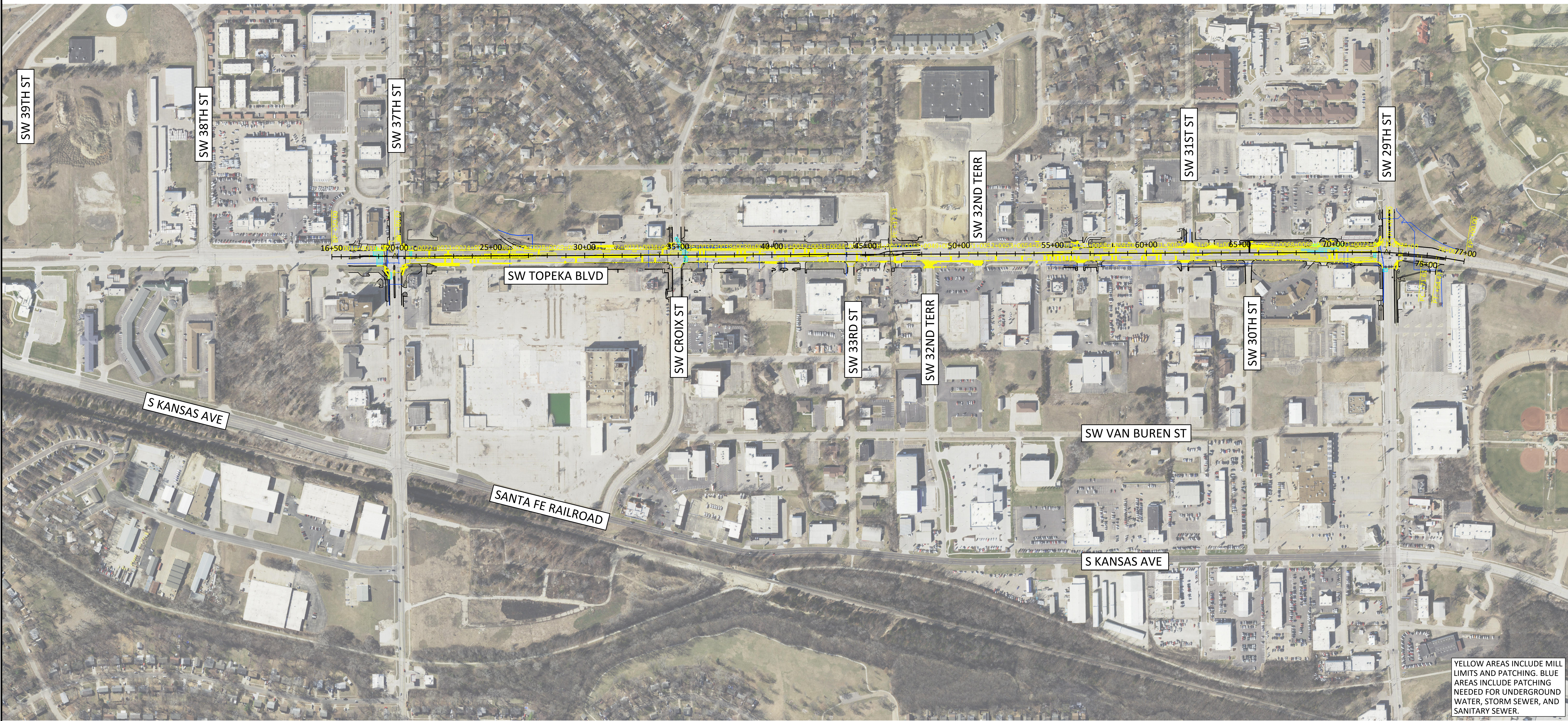
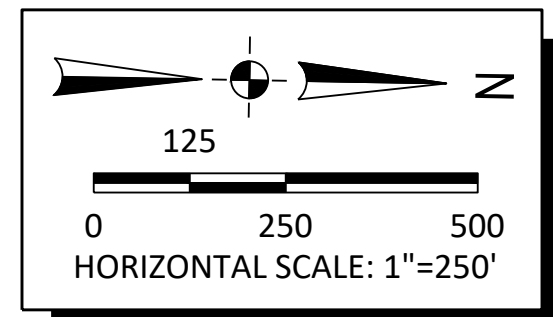


620 SE MADISON St. • 2nd Floor • TOPEKA, KS 66607
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TOPEKA BLVD
IMPROVEMENTS:
PROJECT #701038.00

GENERAL NOTES

DATE: APR 2026
SHEET: 5 OF 122
PROJ.: 701038.00



YELLOW AREAS INCLUDE MILL LIMITS AND PATCHING. BLUE AREAS INCLUDE PATCHING NEEDED FOR UNDERGROUND WATER, STORM SEWER, AND SANITARY SEWER.

File Location: Y:\Kansas\1325-6005\1325-600005-PROD-GEN LAYOUT (TOPEKA BLVD).dwg [Plot Date: 4/7/2026 1:45:12 PM] [Last Saved: 4/8/2026 10:11:03 AM] [Printer]

NO.	DATE:	REVISION	BY:	APPD

DRAWN BY: _____
 APPD BY: _____

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TOPEKA BLVD
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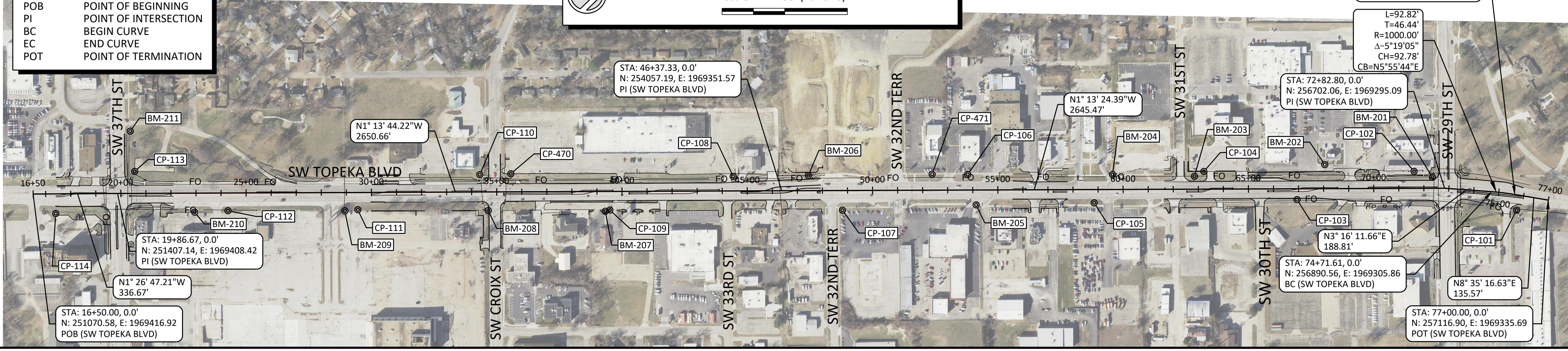
GENERAL LAYOUT

DATE: APR 2026
 SHEET: 6 OF 122
 PROJ.: 701038.00

Alignment Name: SW TOPEKA BLVD					
Station Range: Start: 16+50.00 End: 77+00.00					
	PI Station	Northing	Easting	Distance	Direction
POB	16+50.00	251070.58	1969416.92		
PI	19+86.67	251407.14	1969408.42	336.67'	N1° 26' 47"W
PI	46+37.33	254057.19	1969351.57	2650.66'	N1° 13' 44"W
PI	72+82.80	256702.06	1969295.09	2645.47'	N1° 13' 24"W
PI				235.26'	N3° 16' 12"E
BC	74+71.61	256890.56	1969305.86		
CURVE #1 CTR N 256833.52 E 1970304.23 PI N 256936.93 E 1969308.51 DIRECTION BACK N3° 16' 12"E RADIUS 1000.00' DELTA 5° 19' 05" (RT) LENGTH 92.82' TANGENT 46.44' CHORD DIRECTION N5° 55' 44"E DISTANCE 92.78' DIRECTION AHEAD N8° 35' 17"E					
EC	75+64.43	256982.85	1969315.44		
POT	77+00.00	257116.90	1969335.69		

LEGEND	
POB	POINT OF BEGINNING
PI	POINT OF INTERSECTION
BC	BEGIN CURVE
EC	END CURVE
POT	POINT OF TERMINATION

TOPEKA BLVD ALIGNMENT CONTROL PLAN
 Scale: 1" = 250' (Full Size)



LEGEND

UNDG. GAS LINE	G	SECTION CORNER	Δ SCR
TREE DRIP LINE		RIGHT OF WAY MARKER	◆
OVHD. TELEPHONE LINE	OT	HORIZONTAL CONTROL POINT	△ CP
UNDG. TELEPHONE LINE	UT	PROPERTY IRON	○ IRP
OVHD. FIBER OPTIC	OF	BENCH MARK	⊕ BM
UNDG. FIBER OPTIC	FO	TELEPHONE BOX	□ TB
BUILDING LINE		TELEPHONE RISER	○ TR
SANITARY SEWER PIPE SMALLER THAN 8"		TELEPHONE MANHOLE	○ TMKR
SANITARY SEWER PIPE 8" AND LARGER		TELEPHONE MARKER	◆
WATER LINE	W	COMMUNICATION HANDHOLE	□ CH
GUARD RAIL		CABLE TV BOX	□ CB
FENCE	X	CABLE TV RISER	○ TVR
STORM SEWER PIPE SMALLER THAN 8"		CABLE TV MANHOLE	○ TMKR
STORM SEWER PIPE 8" AND LARGER		SANITARY SEWER MANHOLE	○ SS
CULVERT PIPE		CLEANOUT	○ CO
GENERIC FLOWLINE		SANITARY SEWER RISER	○ SSR
ROAD CENTERLINE		WATER VALVE	■ WV
OVERHEAD ELECTRIC LINE	OHP	WATER METER	■ WM
UNDERGROUND ELECTRIC LINE	UPL	FIRE HYDRANT	■ FH
MAJOR CONTOUR	ELEV	WATER SPRINKLER HEAD	■ WSH
MINOR CONTOUR	ELEV	SIGN	■
LOT LINE	PL	MAIL BOX	◆ MB
SETBACK LINE		GUARD POST	○
EASEMENT LINE		MONITORING WELL	⊕ MW
RIGHT OF WAY LINE	ROW		
SECTION LINE			

GATE POST	○ GP	ABANDONED	ABAND.
GAS VALVE	⊗ GV	REINFORCED CONCRETE PIPE	RCP
GAS RISER	○ GR	REINFORCED CONCRETE BOX	RCB
GAS REGULATOR	○ REG	CORRUGATED METAL PIPE	CMP
GAS METER	□ GM	POLYVINYL CHLORIDE PIPE	PVC
GAS LINE MARKER	◆ GLM	CAST IRON PIPE	CIP
GAS TEST VALVE	○ GTV	DUCTILE IRON PIPE	DIP
STORM DRAIN MANHOLE	○ SD	STEEL PIPE	STL
STORM DRAIN AREA INLET	□ SDA	VITRIFIED CLAY PIPE	VCP
STORM DRAIN CURB INLET	□ SDC	STORM WATER AREA INLET	SDA
ROOF DRAIN INTO GROUND	RD	STORM WATER CURB INLET	SDC
ELECTRICAL TRANSFORMER	⊠	STORM WATER MANHOLE	SDM
ELECTRICAL PULLBOX	□ P	SANITARY SEWER MANHOLE	SSM
ELECTRICAL HANDHOLE	□ H	CONCRETE	CONC
ELECTRICAL GUY POLE	○ GP	CURB AND GUTTER	C&G
ELECTRICAL METER	□ EM	FLOW LINE	FL
ELECTRICAL MANHOLE	○ E	ELEVATION	EL
ELECTRICAL BOX	□ ELX	FINISH FLOOR ELEVATION	FFE
ELECTRICAL RISER	○ ELR	OVERHEAD	OH
ELECTRICAL LIGHT POLE W/ CONC. BASE	◆	POLYETHYLENE	PE
ELECTRICAL LIGHT POLE W/ EYL	○ EYL	HIGH-DENSITY POLYETHYLENE PIPE	HDPE
ELECTRICAL DUCT/BANK MARKER	◆ DBK	CORRUGATED HIGH-DENSITY POLYETHYLENE PIPE	CHDPE
DOWN GUY ANCHOR	◆	NOT TO SCALE	N.T.S.
DECIDUOUS TREE	○	BOOK	BK
CONIFEROUS TREE	⊙	PAGE	PG
		RIGHT OF WAY	RW
		CENTERLINE	CL
		PLATTED	P
		RETAINING	RET
		POST INDICATOR VALVE	PIV
		RECORD	RECORD

BENCH MARKS	HORIZONTAL CONTROL POINTS
BM-201 ELEV: 966.75 (NGVD 29)	CP-101 N: 256,991.0343 E: 1,969,377.9550
COT 28.1 COT BRASS MONUMENT AT NORTHEAST CORNER OF TRAFFIC SIGNAL BASE OF NORTHWEST QUADRANT OF 29TH STREET AND TOPEKA BOULEVARD.	1/2" IB WITH PEC CAP 1. 8.93' E TO THE WEST SIDE OF THE SIDEWALK. 2. 24.9' WNW TO THE EDGE OF CURB RETURN ON THE BACK OF CURB OF TOPEKA BOULEVARD. 3. 41.1' S TO THE CENTERLINE OF TOPEKA SOUTH SHOPS DRIVEWAY.
BM-202 ELEV: 968.68 (NGVD 29)	CP-102 N: 256,640.8340 E: 1,969,236.3490
SQUARE CUT ON THE NORTH SIDE OF THE TOP OF CURB ON THE SOUTH FLUME, EAST SIDE OF SCOOTERS COFFEE.	1/2" IB WITH PEC CAP 1. 1.6' S TO THE BACK OF CURB. 2. 27.62' E TO THE END OF CURB RETURN ON THE BACK OF CURB OF TOPEKA BOULEVARD. 3. 20.4' NE TO CITY OF TOPEKA BM 28.1 4. 14.65' NW TO SE CORNER OF PHILLIPS 66 SIGN
BM-203 ELEV: 978.85 (NGVD 29)	CP-103 N: 256,114.1077 E: 1,969,351.0888
SQUARE CUT ON THE NORTHEAST CORNER OF A RETAINING WALL SOUTH OF THE SOUTH DRIVE AT COREFIRST BANK.	1/2" IB WITH PEC CAP 1. 5.7' E TO WEST SIDE OF SIDEWALK 2. 4' W TO THE BACK OF CURB ON THE EAST SIDE OF TOPEKA BOULEVARD. 3. 7.72' N TO LIGHT POLE 4. 150.1' S TO CENTERLINE OF 30TH STREET.
BM-204 ELEV: 982.78 (NGVD 29)	CP-104 N: 255,703.1250 E: 1,969,265.1880
SQUARE CUT ON THE TOP OF CURB AT THE NOSE OF A DRIVE ISLAND ON THE NORTH SIDE OF MCDONALDS.	1/2" IB WITH PEC CAP 1. 21.45' SE TO END OF CURB RETURN ON THE BACK OF CURB OF TOPEKA BOULEVARD. 2. 45.25' NNW TO POWER POLE 3. 18.76' W TO E FACE OF RETAINING WALL 4. 56.2' S TO CENTERLINE OF 31ST STREET.
BM-205 ELEV: 997.60 (NGVD 29)	CP-105 N: 255,304.5202 E: 1,969,377.9171
SQUARE CUT ON TOP OF THE SIDEWALK RETAINING WALL ACROSS FROM THE AT&T STORE.	1/2" IB WITH PEC CAP 1. 13.72' W TO THE BACK OF CURB ON THE EAST SIDE OF TOPEKA BOULEVARD. 2. 6.2' E TO WEST SIDE OF SIDEWALK 3. 52.5' N TO CENTERLINE OF ADVANCED AUTO PARTS DRIVEWAY
BM-206 ELEV: 996.35 (NGVD 29)	CP-106 N: 254,797.9790 E: 1,969,273.6640
SQUARE CUT ON TOP OF RETAINING WALL IN LINE WITH THE APPROXIMATE EXTENSION OF THE NORTH BUILDING FACE OF WHATABURGER.	1/2" IB WITH PEC CAP 1. 1.27' W TO THE EAST SIDE OF SIDEWALK 2. 18.2' E TO THE BACK OF CURB ON THE WEST SIDE OF TOPEKA BOULEVARD. 3. 35.6' NNW TO SE CORNER OF ATT SIGN IN FRONT OF SUBWAY
BM-207 ELEV: 963.59 (NGVD 29)	CP-107 N: 254,300.6240 E: 1,969,424.8110
SQUARE CUT ON THE WEST SIDE OF THE CONCRETE FOR THE CIRILLAS SIGN BASE.	1/2" IB WITH PEC CAP 1. 30.05' W TO THE END OF CURB RETURN ON THE BACK OF CURB ON THE EAST SIDE OF TOPEKA BOULEVARD. 2. 42.4' S TO CENTERLINE OF 32ND TERRACE 3. 12.42' SSW TO NW CORNER OF RETAINING WALL 4. 11.55' N TO PI OF THE BACK OF CURB
BM-208 ELEV: 962.02 (NGVD 29)	
COT 38 BRASS MONUMENT ON THE NORTHEAST CORNER OF A RETAINING WALL IN THE SOUTHEAST QUADRANT OF TOPEKA BOULEVARD AND CROIX STREET.	
BM-209 ELEV: 976.04 (NGVD 29)	
SQUARE CUT ON THE TOP OF CURB. NORTH TO EAST PI. NORTH OF WHITELAKES MALL ENTRANCE	
BM-210 ELEV: 990.07 (NGVD 29)	
SQUARE CUT ON THE WEST SIDE OF A LIGHTPOLE BASE IN LINE WITH +/- CENTER OF WALGREENS.	
BM-211 ELEV: 989.49 (NGVD 29)	
COT 43.1 BRASS MONUMENT IN GRASS IN THE NORTHEAST QUADRANT OF 37TH STREET AND 37TH TERRACE.	

CP-108 N: 253,862.4653 E: 1,969,297.9440	CP-109 N: 253,372.6561 E: 1,969,440.5630
1/2" IB WITH PEC CAP 1. 7.18' SE TO SW RAMP AT THE BACK OF CURB 2. 19.75' E TO THE BACK OF CURB ON THE WEST SIDE OF TOPEKA BOULEVARD. 3. 36.4' N TO CENTERLINE OF S. JIFFY LUBE DRIVE	PLUS CUT ON WALK 3330 CIRILLAS 1. 35.85' W TO THE BACK OF CURB ON THE EAST SIDE OF TOPEKA BOULEVARD. 2. 17.05' SE TO NW CORNER OF CONCRETE SIGN BASE 3. 83.3' NW TO LIGHT POLE
CP-110 N: 252,851.1248 E: 1,969,308.2290	CP-111 N: 252,366.8371 E: 1,969,456.9110
1/2" IB WITH PEC CAP 1. 36.1' E TO THE BACK OF CURB AT THE END OF CURB RETURN ON THE WEST SIDE OF TOPEKA BOULEVARD. 2. 23.95' NE TO SW CORNER OF CONCRETE TRAFFIC SIGNAL POLE BASE 3. 58' N TO CENTERLINE OF CROIX STREET.	1/2" IB WITH PEC CAP 1. 3.92' E TO THE BACK OF CURB FOR PARKING LOT 2. 29.8' W TO THE BACK OF CURB ON THE EAST SIDE OF TOPEKA BOULEVARD. 3. 91.55' S TO CENTERLINE OF THE NORTH DRIVE
CP-112 N: 251,848.7356 E: 1,969,469.9550	CP-113 N: 251,473.9998 E: 1,969,319.2550
1/2" IB WITH PEC CAP 1. 8.03' E TO THE BACK OF CURB 2. 19.6' SW TO THE BACK OF CURB AT END OF CURB RETURN ON THE EAST SIDE OF TOPEKA BOULEVARD. 3. 44' S TO CENTERLINE OF 3696 DRIVE	MAG NAIL IN ASPHALT 1. 0.75' SE TO CORNER OF ASPHALT 2. 39.6' S TO THE BACK OF CURB AT END OF CURB RETURN ON THE NORTH SIDE OF 37TH STREET. 3. 57.6' E TO THE BACK OF CURB AT END OF CURB RETURN ON THE WEST SIDE OF TOPEKA BOULEVARD. 4. 37.7' SE TO NW CORNER OF TRAFFIC SIGNAL POLE BASE CONC.
CP-114 N: 251,161.8157 E: 1,969,492.8570	
1/2" IB WITH PEC CAP 1. 28.2' E TO THE BACK OF CURB ON THE EAST SIDE OF TOPEKA BOULEVARD. 2. 6.35' E TO THE BACK OF CURB AT PI 3. 88.9' S TO CENTERLINE OF 3706 DRIVE	

GENERAL NOTES

- THE SURVEY WAS COMPLETED BY PEC.
- ALL ITEMS IN THIS SURVEY ARE DEPICTED IN THE LEGEND, BUT NOT ALL ITEMS IN THE LEGEND ARE DEPICTED IN THE SURVEY.
- ALL UNDERGROUND UTILITIES DEPICTED ON THIS DRAWING NOT DENOTED AS "RECORD" HAVE BEEN MARKED ON THE GROUND BY THE OWNER AND/OR PUBLIC LOCATING SERVICE PER THE INCLUDED UTILITY LOCATE TICKETS(S). THE LOCATIONS SHOWN ON THE DRAWING ARE THE REPRESENTATIONS OF THESE UTILITIES. THESE UTILITIES WERE NOT EXCAVATED AND PHYSICALLY LOCATED BY THE SURVEYOR. ANY UTILITY NOT FIELD LOCATED BY THE OWNER AND/OR PUBLIC LOCATING SERVICE MAY NOT BE DEPICTED ON THIS DRAWING.
- UTILITIES NOTED WITH "RECORD" IN THE DESCRIPTION HAVE BEEN DRAFTED FROM AVAILABLE RECORD INFORMATION AND THE PROPERTIES LOCATION, SIZE, TYPE, ETC) HAVE NOT BEEN VERIFIED IN THE FIELD.
- GRAVITY FLOW UTILITIES SHOWN (SANITARY AND STORM SEWER) HAVE BEEN IDENTIFIED, LOCATED, AND MEASURED AT EACH MANHOLE OR CULVERT END. A REASONABLE ASSUMPTION IS MADE THAT THE LINES ARE LAID STRAIGHT BETWEEN STRUCTURES BUT THIS ALIGNMENT HAS NOT BEEN EXCAVATED AND PHYSICALLY VERIFIED IN THE FIELD.
- ANY PROPERTY BOUNDARY INFORMATION SHOWN ON THIS DRAWING IS FOR REFERENCE ONLY AND DOES NOT CONSTITUTE A BOUNDARY SURVEY.

CONTROL SUMMARY	
HORIZONTAL DATUM/COORDINATE SYSTEM:	NAD 83 (2011)
PROJECT COORDINATE SYSTEM:	(GRID) ON DESCRIBED COORDINATE SYSTEM
VERTICAL DATUM:	NGVD 29
SCALE POINT: 106	NORTHING: 254797.9795
	EASTING: 1969273.6638
COMBINED ADJUSTMENT FACTOR (CAF):	GROUND TO GRID=0.99992536
	GRID TO GROUND=1.0000746418
DISTANCE UNITS:	US SURVEY FEET

DRAWN BY: _____
 APP'D BY: _____

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ALIGNMENT AND SURVEY
 CONTROL PLAN

DATE: APR 2026
 SHEET: 7 OF 122
 PROJ.: 701038.00

File Location: Y:\Kansas\1326-605\1325-600005-00_Topeka_Bldg_Docs\General\Sheets\1325-600005-PROD-AUGN_CNTRL_TOPEKA_BLDV.dwg [Plot Date: 4/17/2026 1:47:14 PM] [Last Saved: 4/17/2026 11:23:23 AM: Roofline]

NO.	DATE:	REVISION	BY:	APP'D