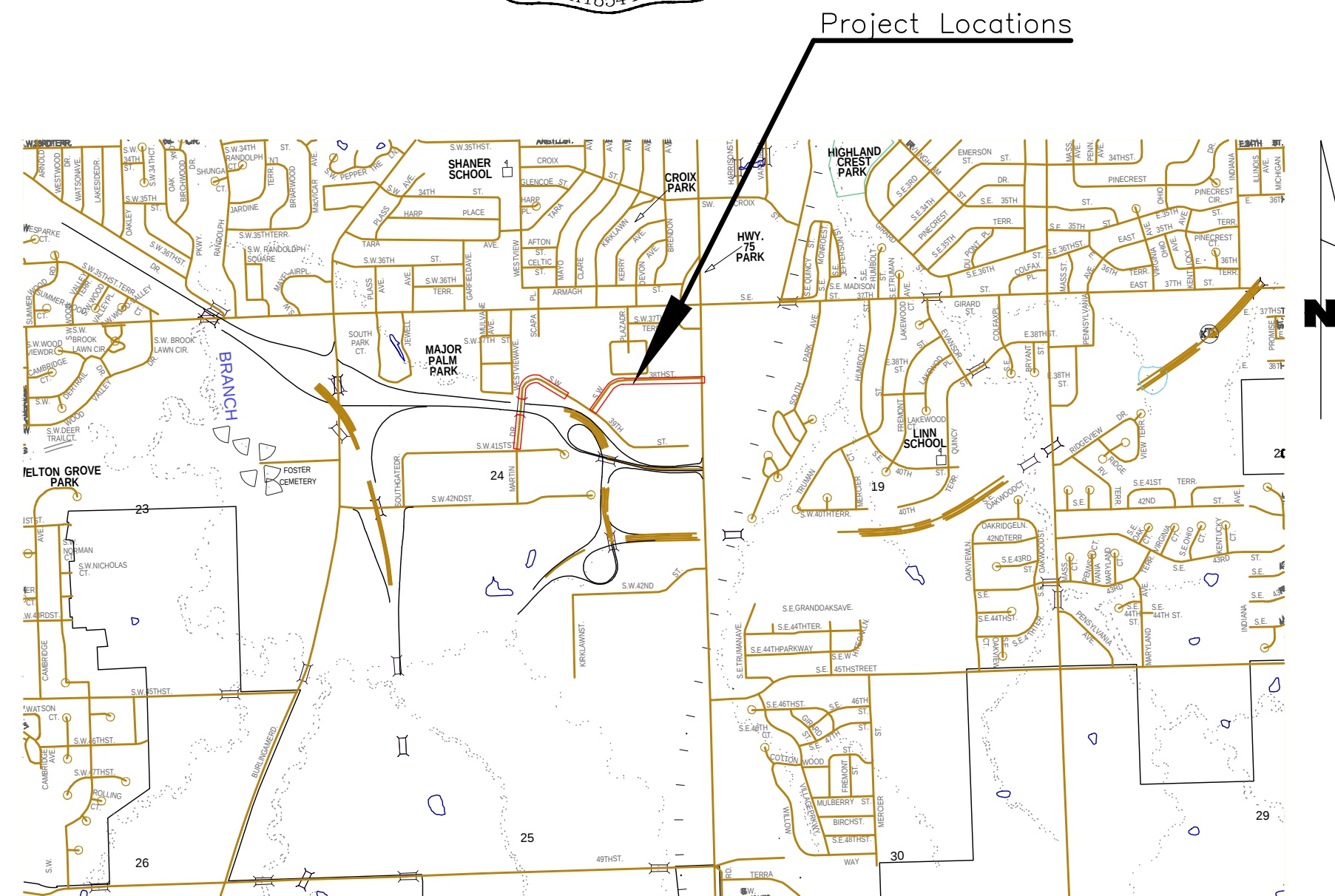


Call 785-368-3111 for emergencies with City of Topeka utilities.

Verizon/MCI
Jeffrey Wiard
(620)242-6647
Jeffrey.Wiard@verizonwireless.com



LOCATION MAP

<u>SHEET NO.</u>	<u>SHEET NAME</u>
1	TITLE SHEET
2	GENERAL NOTES
3-6	PAVEMENT PLAN SHEETS
7	PHASING PLAN SHEET
8	TRAFFIC CONTROL PLAN SHEET
9-23	STANDARD DETAILS

See General Notes Sheet....

LEGEND	
Traffic Signal Line	TS
Overhead Telephone Line	OHT
Underground Telephone Line	UT
Overhead Cable	OHC
Underground Cable	UC
Overhead Electric Line	OHE
Underground Electric Line	UE
Water Line	W
Gas Line	G
Sewer Pipe	
Right-of-Way Line	R/W
Property Line	ℙ
Lot Line	Lot Line
Temporary Easement Line	Temp. Esmt.
Permanent Easement Line	Perm. Esmt.
Chain Link Fence	
Wood Fence	
Railroad Tracks	
City Limits Line	CITY LIMITS
County Limits Line	COUNTY LIMITS

Section Corner	△
Control Point	◆
Property Pin	◆
Power Pole	⊕
Telephone Pole	⊕
Street Light	☼
Guy Pole	□
Guy Wire	→
Fire Hydrant	↻
Water Meter	⊞
Water Valve	⊞
Gas Meter	⊞
Gas Valve	⊞
Mail Box	⊞
Traffic Signal Pole	⊞
Storm Inlet	⊞
Manhole	⊞
Sign	⊞
Tree	☼
Stump	☼
Shrub	☼



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

RELEASED FOR CONSTRUCTION	
<u>Mark Schreiner</u>	6/9/2026
CITY ENGINEER	DATE
ATTEST:	
<u>Brenda Younger</u>	6/11/2026
CITY CLERK	DATE
REVIEWED BY	
<u>Anthony Paul Stuevo</u>	6/5/2026
UTILITIES	DATE

TITLE SHEET
LOCATION MAP
QUANTITIES

DATE: 2026
SHEET: 1 of 23
841099.17
841098.10
PROJ.: 501125.08

GENERAL NOTES:

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.

SAWCUTS:

All sawcuts required to perform the work as described or called out, shall be SUBSIDIARY to other bid items in the project. They shall not be paid for directly. All areas called out for concrete curb & gutter, vallry gutters & full depth patching shall be sawcut prior to removal. If the Contractor wishes to remove additional asphalt/ concrete adjacent to the sawcut limit, to set a form for the edge of the concrete, any additional pavement remove and replaced shall be SUBSIDIARY and not an additional expense to the City.

UNCLASSIFIED EXCAVATION

The existing pavement thickness is estimated to be 7” on SW 38th St & 10” on SW 39th St/ SW Martin Dr. This bid item encompass only the excess excavation within the full depth patching area estimated for any differences in the pavement thickness between the existing and proposed pavement as well as 6” excavation for AB-3. The Contractor and inspector shall keep track of earthwork quantities in the field.

6" SUBGRADE PREPARATION

The subgrade below all pavement, sidewalk, & curb items shall receive 6” of subgrade preparation and shall be Type A Compaction. The Contractor shall obtain a proctor for the material. All subgrade preparations, proctor, and compaction shall be SUBSIDIARY to other bid items.

AGGREGATE BASE (TYPE AB-3)

The bis item will consider all the work required for preparing Aggregate Base below the new Concrete Curb & Gutter & Valley Gutter. However, 6” Aggregate Base required for pavement patching will be considered SUBSIDIARY to Full-depth Pavement Patching bid item.

CONTRACTOR CONSTRUCTION STAKING:

The contractor shall conform the field dimensions, alignments and layout of sewer lines, Inlets & Manholes prior to or in coordination with preparing shop drawing. While setting forms for the concrete, the Contractor and Inspector shall use visual judgement to smooth out the alignment. Any work, time, or other incidentals required to complete the above described work and any other work required to match existing grades and comply to Topeka Specifications, all shall be SUBSIDIARY to the bid item "Contractor Construction Staking" and paid by the Lump Sum.

STORMWATER POLLUTION PREVENTION PLAN

All Inlets that will be exposed to runoff from the construction site shall receive Inlet Protection (Curb) as shown in DT-020. Any stock piles shall be protected with erosion & pollution control devices and if in place for 14 days or more shall receive temporary seeding and mulching.

EXISTING PERMANENT SIGNS:

The Contractor shall take care not to displace or damage existing permanent signs. Where the permanent signs must be removed for construction, the Contractor shall remove it without damaging and re-install the sign after construction. Stop Signs shall be placed on temporary stands until the work is completed. This work is SUBSIDIARY to other items of the contract. If a sign is damaged, the Contractor shall be liable for costs if it is determined the damage could have been prevented.

EXISTING PAVEMENT:

The existing pavement is 7” Asphaltic Concrete Pavement on SW 38th St & 6” Reinforced Concrete pavement with 4” Asphalt top on SW 39th St & SW Martin Dr.

COLD MILLING:

Cold milling shall consist of 2” thickness. Where through traffic crosses the edge of a milled area, or where traffic is being carried on a milled area, and the condition will remain overnight or for a longer period, temporary asphaltic concrete wedges shall be constructed to smooth the transition from the normal pavement surface and the milled surface. Temporary asphaltic concrete wedges are SUBSIDIARY. Unless otherwise indicated, all milled material shall become the property of the City of Topeka and are to be delivered by the Contractor to the designated City of Topeka stockpile location.

FULL-DEPTH PAVEMENT PATCHING:

Full-depth pavement patching shall consist of a minimum 7” Reinforced Concrete pavement. Wherever the existing pavement thickness exceeds 7”, the patch shall match the existing thickness. All pavement patches shall include a 2” Asphaltic Overlay and a 6” Aggregate Base (Type AB-3), which shall be considered SUBSIDIARY to the bid item. Pavement removal is also considered SUBSIDIARY.

CURB INLETS:

All the existing pipes are to be connected with the new storm inlets at the existing elevations. Prior to, and in coordination with the preparation of shop drawings, the Contractor shall survey the existing sewer lines, manholes & inlets. A list of possible conflicting underground utility for each Stormwater Inlets is provided in "Pavement Detail". The Contractor should coordinate with the respective utility companies and make any necessary adjustment before starting the excavation for the project. All such work shall be considered SUBSIDIARY to the Curb Inlet bid items

PORTABLE CHANGEABLE MESSAGE BOARD:

Place the changeable message boards a week prior to the construction start date at the following locations: (1) Facing WB traffic on the NW corner of Topeka Blvd & 38th St and (2) Facing NB traffic on the NE corner of 41st St & Martin Dr. Each board shall display "ROAD CONSTRUCTION BEGINS ON "MM-DD-YYYY"”

TRAFFIC CONTROL:

The Contractor shall maintain access to local traffic at all time during construction. Refer to Page 7-8 of project plan set for additional details on the "Construction Phasing Plan". The layouts and locations of all devices included in Traffic Control shall conform to the MUTCD and the applicable City of Topeka Standard Drawings. Additionally, the Contractor shall place channelizers, linked together with temporary construction fencing or caution tape, around the limits of the project. The traffic control devices shall not disrupt traffic on adjacent streets.

NOTIFICATIONS:

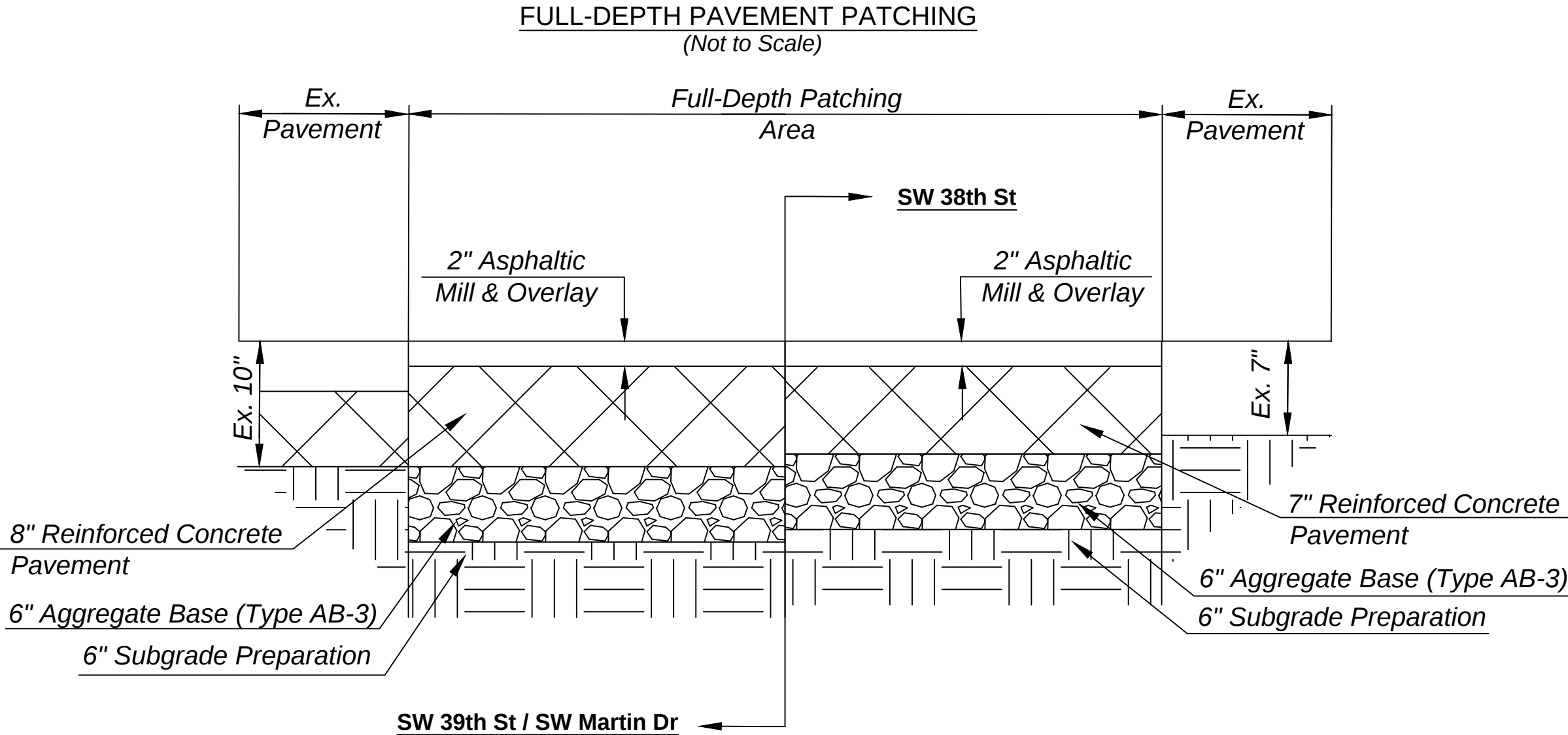
The Contractor shall notify all residents and/or businesses 7 days prior to any changes in traffic conditions. This includes changes from construction phasing. When streets are to be closed, the notification and approval from the City of Topeka Traffic Department shall be required. Notice to the City shall be 72 hours prior to setting up the temporary traffic control items. The Contractor shall submit the Temporary Traffic Control Plan to the Engineer before starting the construction.

SHAWNEE COUNTY SOLID WASTE SERVICE DURING CONSTRUCTION

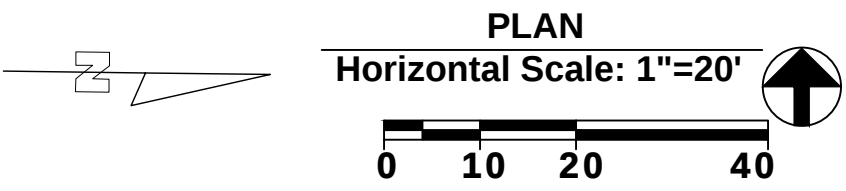
The Contractor shall be responsible for all the resident's solid waste that is within the construction project. Weekly, the Contractor must move the trash containers to the street or a location that is easily accessible to the trash truck. For this project, The Contractor is responsible for all trash services (i.e. Wastemanagement) of residents within the construction project. The work is not paid directly, but SUBSIDIARY to other items of the project.

ESTIMATE OF QUANTITIES

Item No.	Base Bid Item	Totals	Unit
1.	Unclassified Excavation	275	CY
2.	Changeable Message Sign	2	EACH
3.	Project Sign, Type (A)	2	EACH
4.	Contractor Construction Staking	1	LS
5.	2” Cold Milling	10,730	SY
6.	2” Asphaltic Concrete Overlay	9,407	SY
7.	Full-Depth Pavement Patching	1323	SY
8.	Removal & Replace Curb & Gutter (Modified) (Type-1)	3,336	LF
9.	Removal & Replace Concrete Valley Gutter	376	SY
10.	Aggregate Base (Type AB-3)	457	Ton
11.	Removal of Existing Structures	1	LS
12.	Curb Inlet, Type I-P, L= 7’	1	EACH
13.	Curb Inlet, Type I-P, L= 7’ (Top)	1	EACH
14.	Pavement Marking (Thermoplastic)(White)(4”)	70	LF
15.	Pavement Marking (Thermoplastic)(Yellow)(4”)	4,125	LF
16.	Pavement Marking (Pre-Formed Thermoplastic)(White)(24”)	27	LF
17.	Inlet Protection	14	Each
18.	Seeding, Fertilizing and Mulching	0.2	ACRE
19.	Traffic Control	1	LS

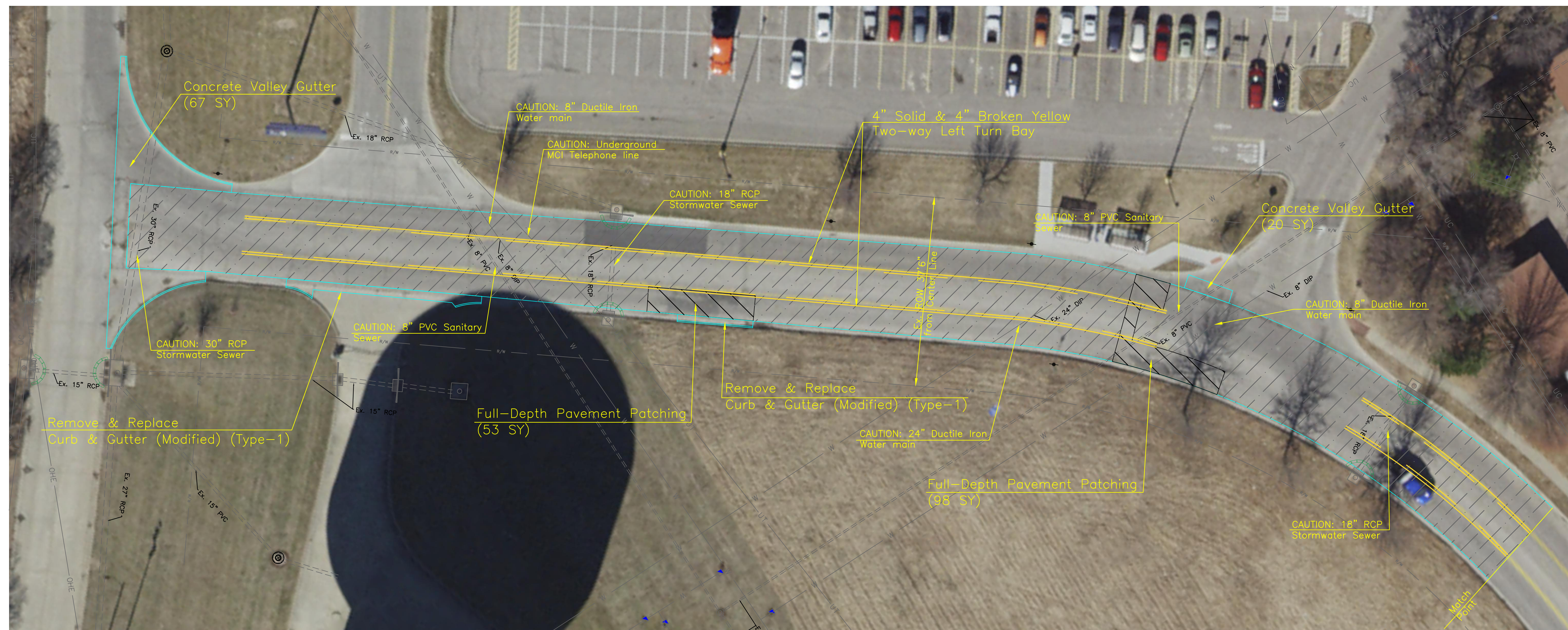


						DRAWN BY: <u>UK</u>		 620 SE MADISON ST, 2ND FL - TOPEKA, KS 66607 Phone: (785) 368-3842 Fax: (785) 368-3881	SW 38th ST/ 39th ST/ MARTIN DR. 841099.17, 841098.10 & 501125.08 DEPARTMENT OF PUBLIC WORKS	GENERAL NOTES	DATE: <u>2026</u>
					APP'D BY: <u>REB</u>		SHEET: <u>2 of 23</u>				
					FIELD BOOK: <u>---</u>		841099.17				
					SURVEYED BY: <u>-----</u>		841098.10				
					PLOTTED: <u>---/--/--</u>		PROJ.: <u>501125.08</u>				
NO.	DATE:	REVISION	BY:	APP'D							



2" Asphalt Mill & Overlay

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 2" Asphalt Mill & Overlay

						DRAWN BY: <u>UK</u>	 TOPEKA <i>Public Works</i> ENGINEERING 620 SE MADISON ST., 2ND FL. - TOPEKA, KS 66607 Phone: (785) 368-3842 Fax: (785) 368-3881	SW 38th ST/ 39th ST/ MARTIN DR. 841099.17, 841098.10 & 501125.08 DEPARTMENT OF PUBLIC WORKS	SW 38TH ST. MILL & OVERLAY	DATE: <u>2026</u>
					APP'D BY: <u>REB</u>	SHEET: <u>5 of 23</u>				
					FIELD BOOK: <u>N/A</u>					
					SURVEYED BY: <u>N/A</u>					
-	-	-	-	-	PLOTTED: <u>--/--/--</u>	841099.1				
NO.	DATE:	REVISION	BY:	APP'D		841098.1				
						PROJ.: <u>501125.0</u>				

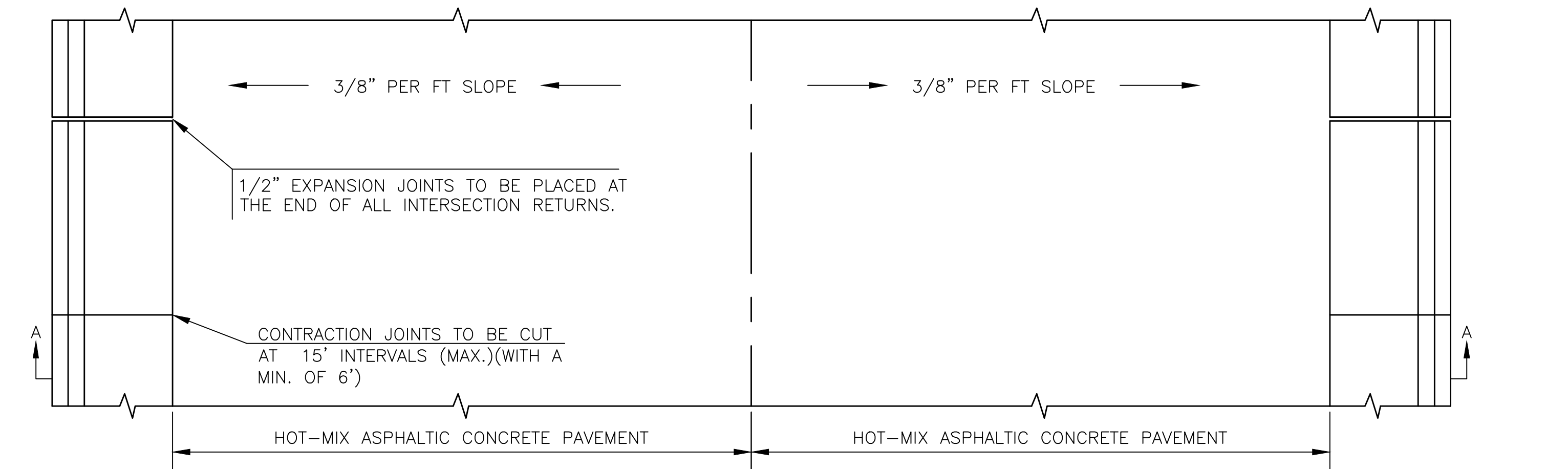


					DRAWN BY: <u>UK</u>	 TOPEKA <i>Public Works</i> ENGINEERING 515 S. KANSAS AVENUE SUITE 301 TOPEKA, KS 66603-3417 Phone: (785) 368-3842 Fax: (785) 368-3881	SW 38th ST/ 39th ST/ MARTIN DR. 841099.17, 841098.10 & 501125.08 DEPARTMENT OF PUBLIC WORKS	PHASING PLAN	DATE: <u>2026</u>
					APP'D BY: <u>REB</u>				SHEET: <u>7 of 23</u>
					FIELD BOOK: <u>---</u>				841099.17
-	-	-	-	-	PLOTTED: <u>--/--/--</u>				841098.10
NO.	DATE:	REVISION	BY:	APP'D					PROJ.: <u>501125.08</u>

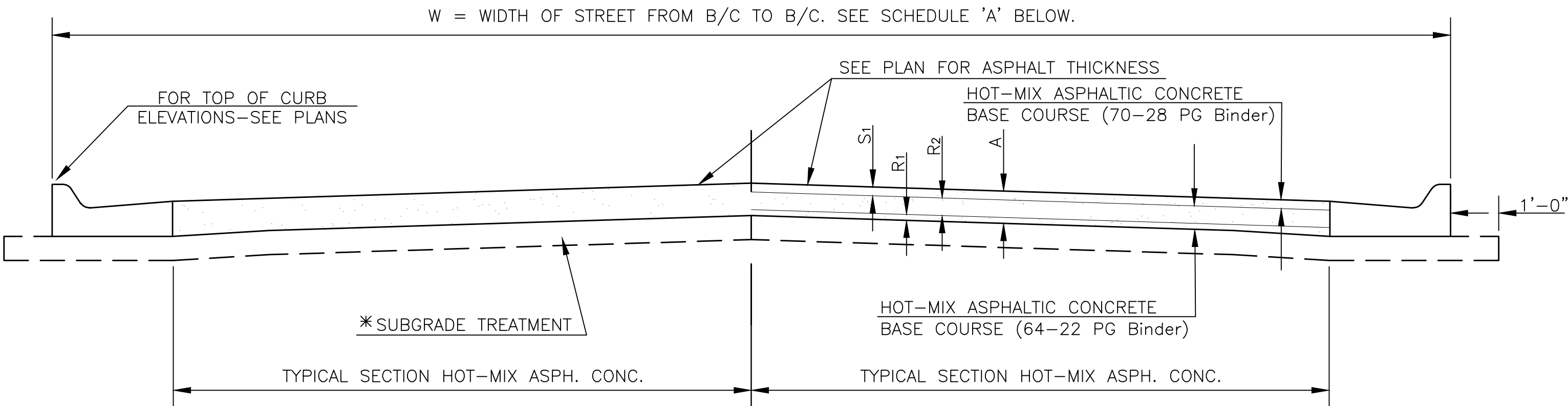
Note : During Phase-2 Construction, the following TTC devices should be installed. The contractor is responsible to coordinate with ongoing construction on SW 42nd St east of Martin Dr. during street closure. All this work is considered SUBSIDIARY to Traffic Control bid item.



					DRAWN BY: <u>UV</u>	 TOPEKA <i>Public Works</i> ENGINEERING 515 S. KANSAS AVENUE SUITE 301 TOPEKA, KS 66603-3417 Phone: (785) 368-3842 Fax: (785) 368-3881	SW 38th ST/ 39th ST/ MARTIN DR. 841099.17, 841098.10 & 501125.08 DEPARTMENT OF PUBLIC WORKS	TRAFFIC CONTROL PLAN	DATE: <u>2026</u>
					APP'D BY: <u>REB</u>				SHEET: <u>8 of 23</u>
					FIELD BOOK: <u>---</u>				841099.17
-	-	-	-	-					841098.10
NO.	DATE:	REVISION	BY:	APP'D	PLOTTED: <u>--/--/--</u>				PROJ.: <u>501125.08</u>



PLAN



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

PAVEMENT DETAILS

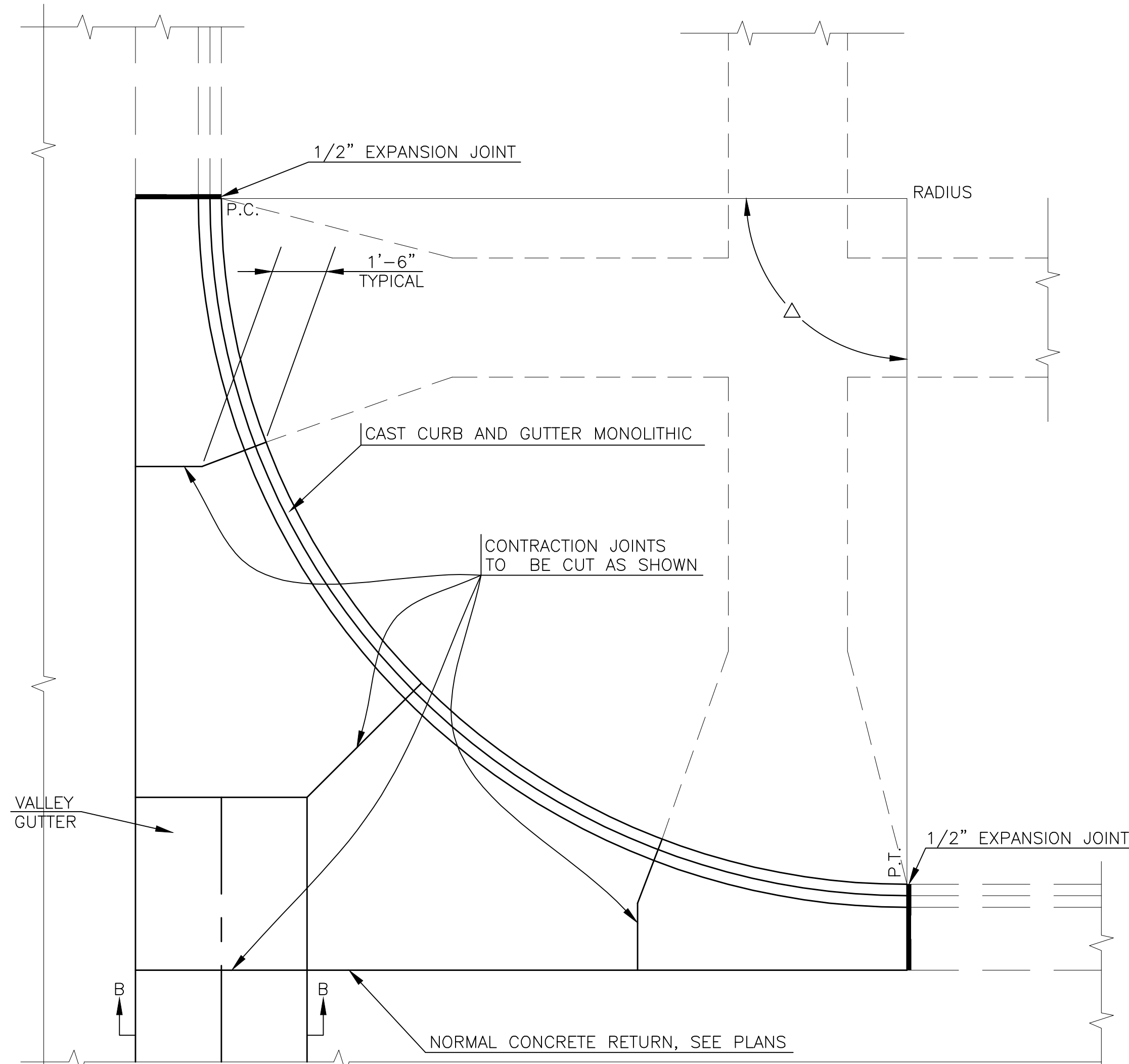
*SUBGRADE TREATMENT PER GEOTECHNICAL REPORT

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

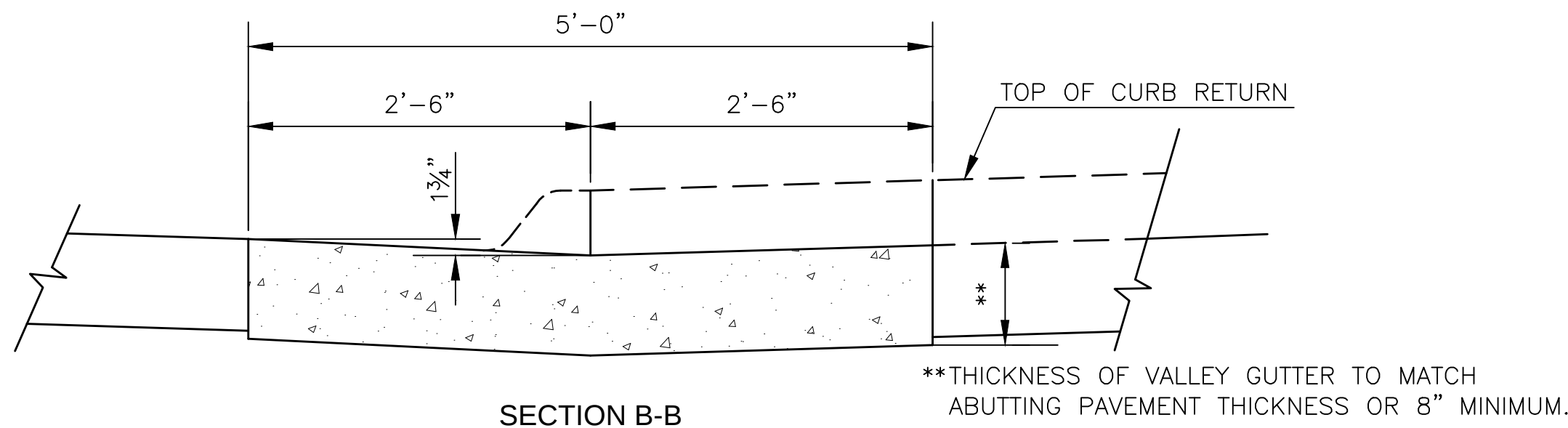
MINIMUM PAVEMENT THICKNESS					
STREET CLASSIFICATION	A	R ₁	R ₂	R ₃	S ₁
LOCAL	8"	3"	3"	N/A	2"
COLLECTOR	9"	4"	3"	N/A	2"
ARTERIAL	11 3/4"	3 3/4"	3"	3"	2"

NOTE: R denotes base courses, S denotes surface course

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



TYPICAL JOINTING PLAN



SECTION B-B

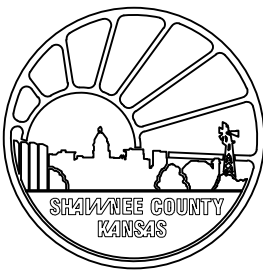
VALLEY GUTTER DETAILS

- NOTES:
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.

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

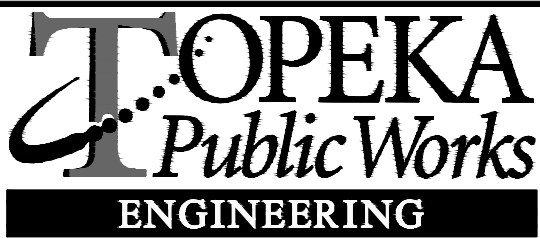
DRAWN BY: *rm/mc*

APP'D BY: *R. Anthony Kump*



SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT

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



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

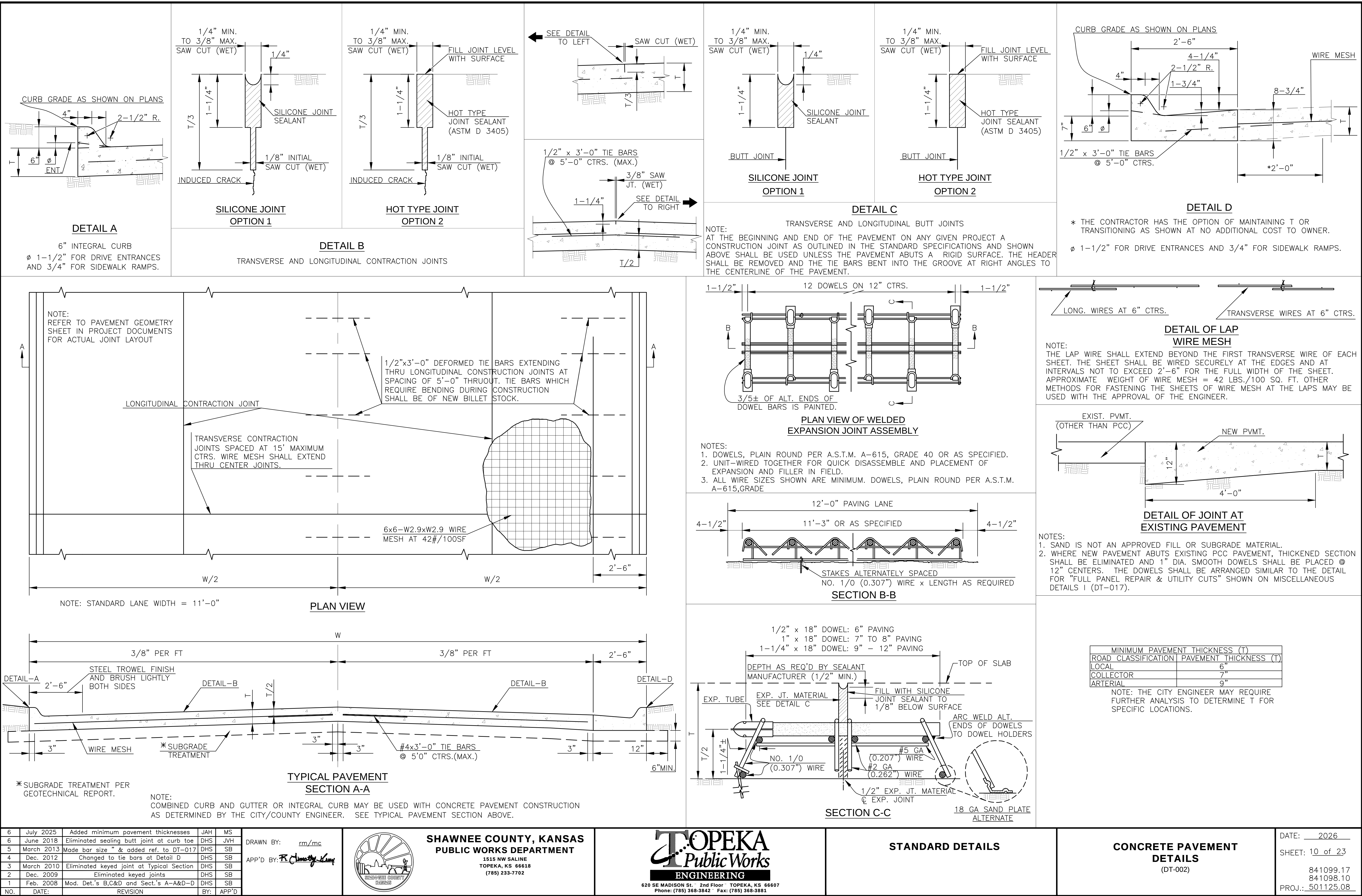
STANDARD DETAILS

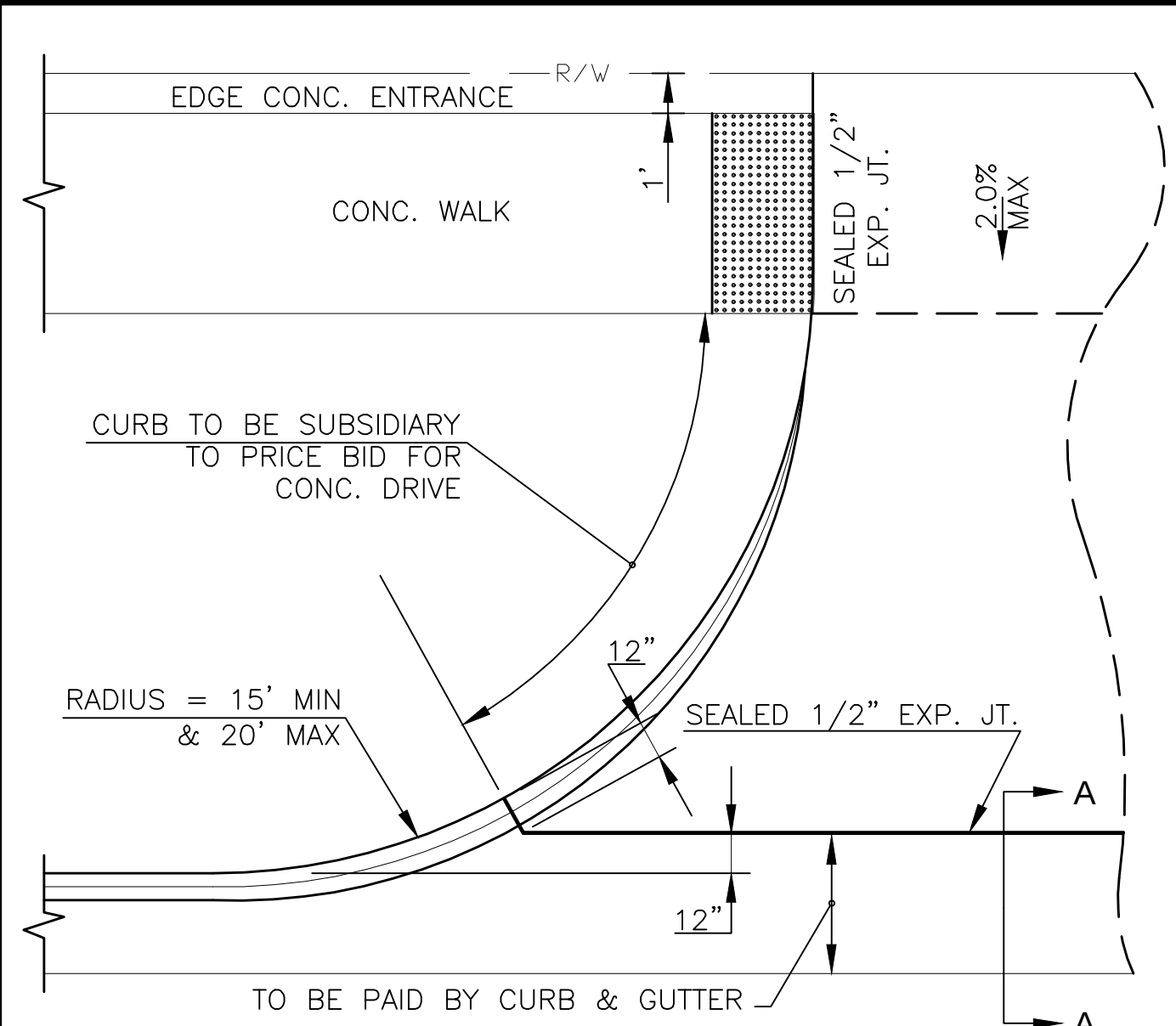
ASPHALT CONCRETE
PAVEMENT DETAILS
(DT-001)

DATE: 2026

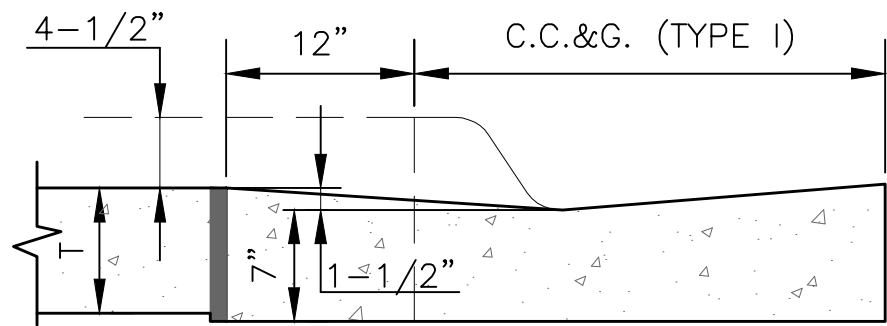
SHEET: 9 of 23

841099.17
841098.10
PROJ.: 501125.08



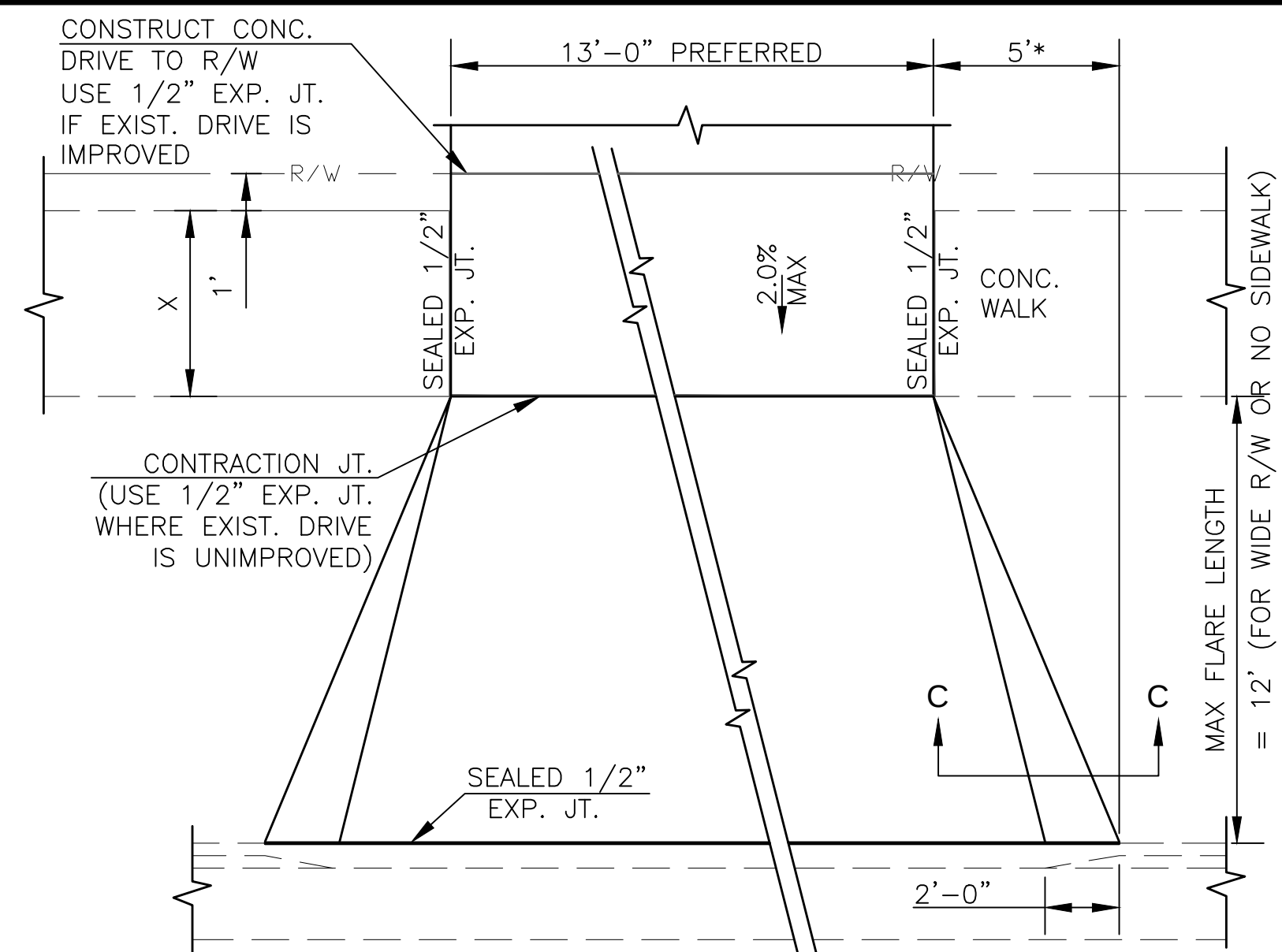


COMMERCIAL DRIVE APPROACH



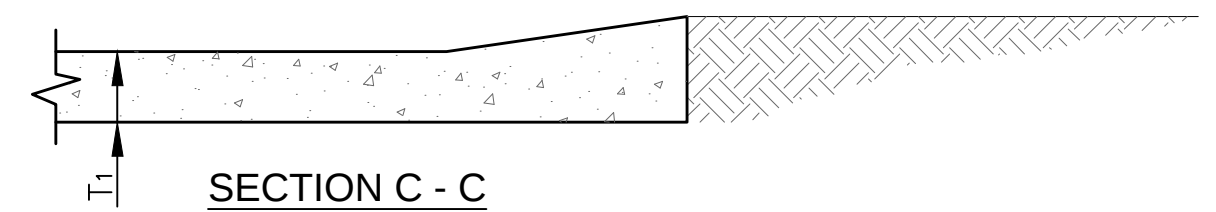
SECTION A - A

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



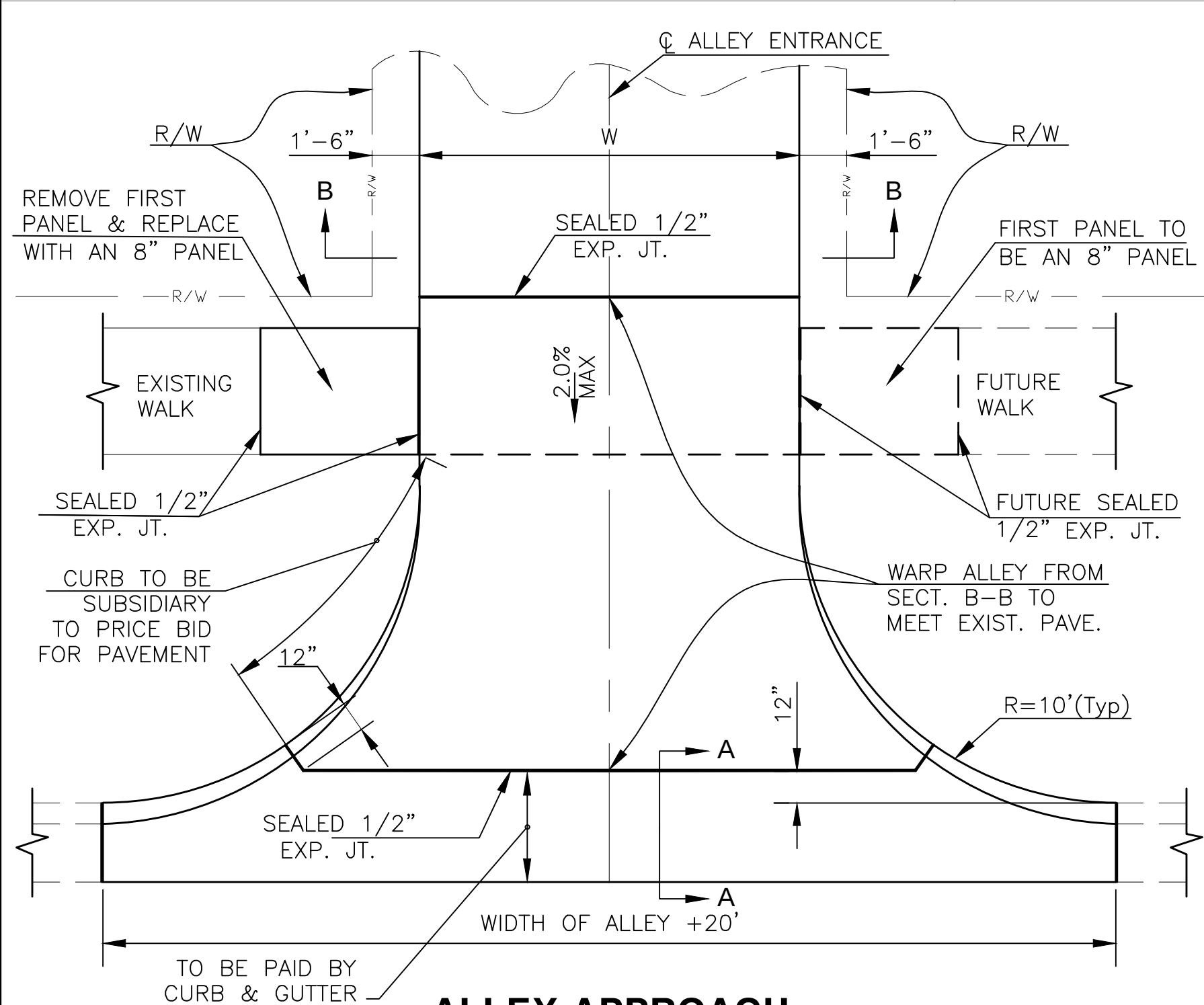
TYPICAL PRIVATE DRIVE APPROACH

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

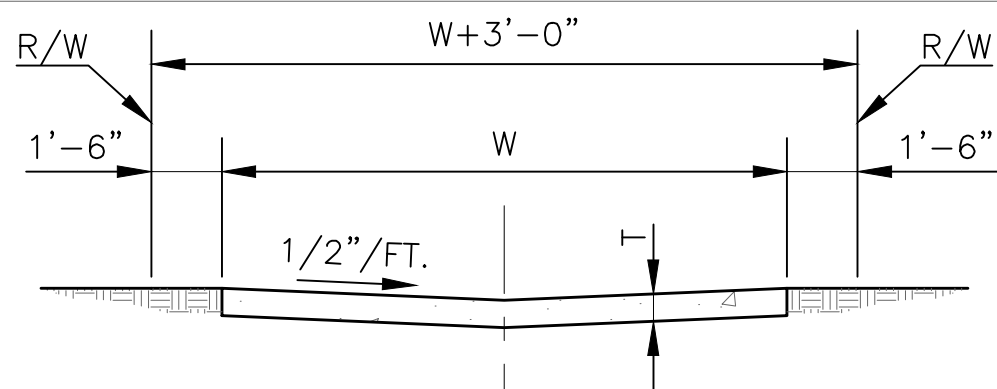


SECTION C - C

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

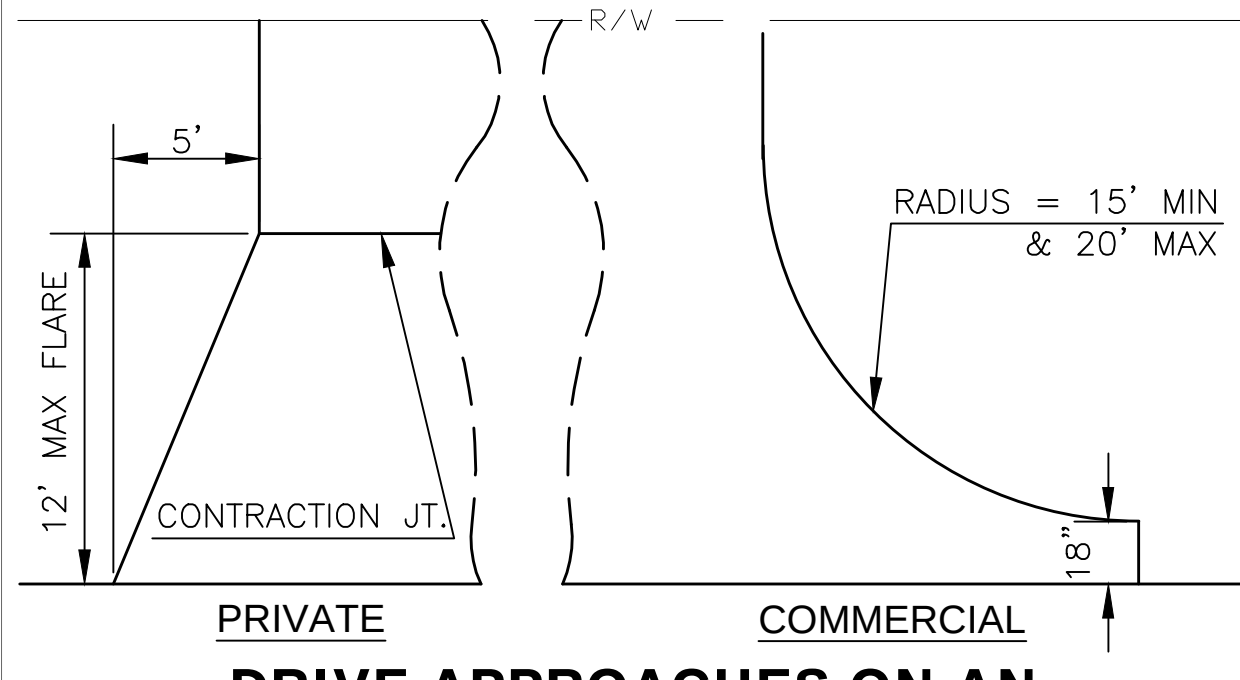


ALLEY APPROACH

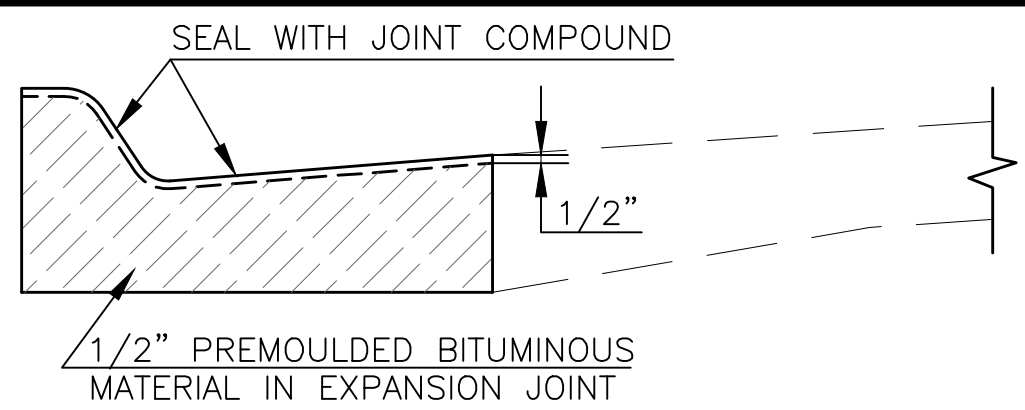


SECTION B - B

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

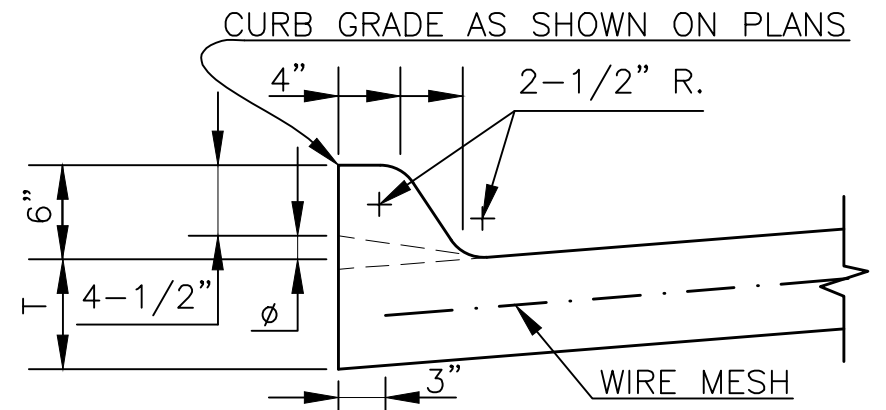


DRIVE APPROACHES ON AN UNIMPROVED ROADWAY

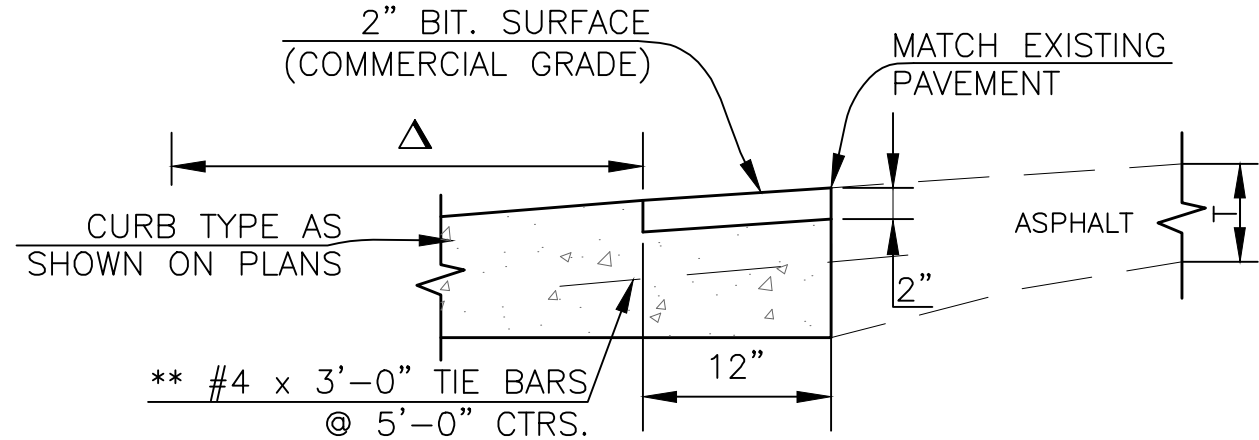


CURB AND GUTTER EXPANSION JOINT DETAILS

- NOTES:
1. 1/2" EXPANSION JOINTS TO BE PLACED AT THE END OF ALL INTERSECTION RETURNS.
 2. SAND IS NOT AN APPROVED FILL OR SUBGRADE MATERIAL.
 3. ALL EXPANSION JOINTS SHALL BE SEALED WITH APPROVED MATERIAL.



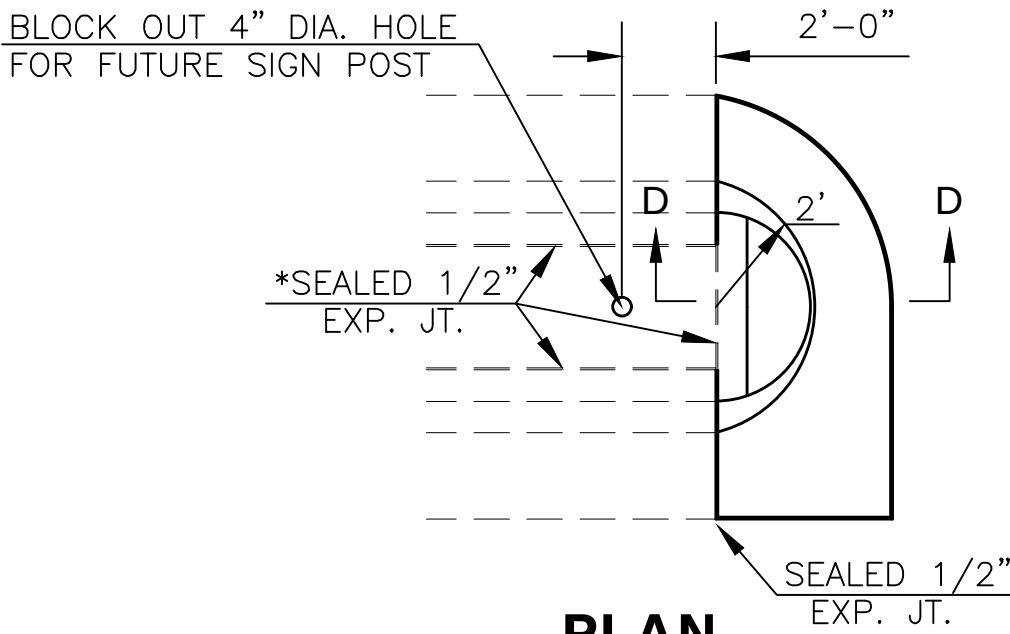
6" INTEGRAL CURB



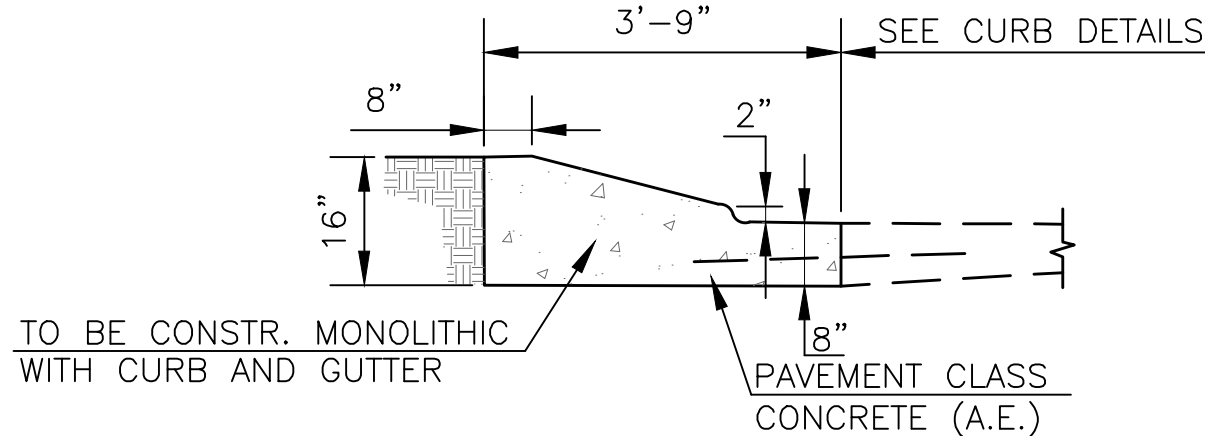
CC&G (MODIFIED)

NOTE: CURB AND GUTTER ABUTTING EXISTING ASPHALT

Δ DIMENSION IS FROM BACK OF CURB TO TOE, SEE APPROPRIATE DETAIL FOR CURB TYPE AS SHOWN ON PLANS



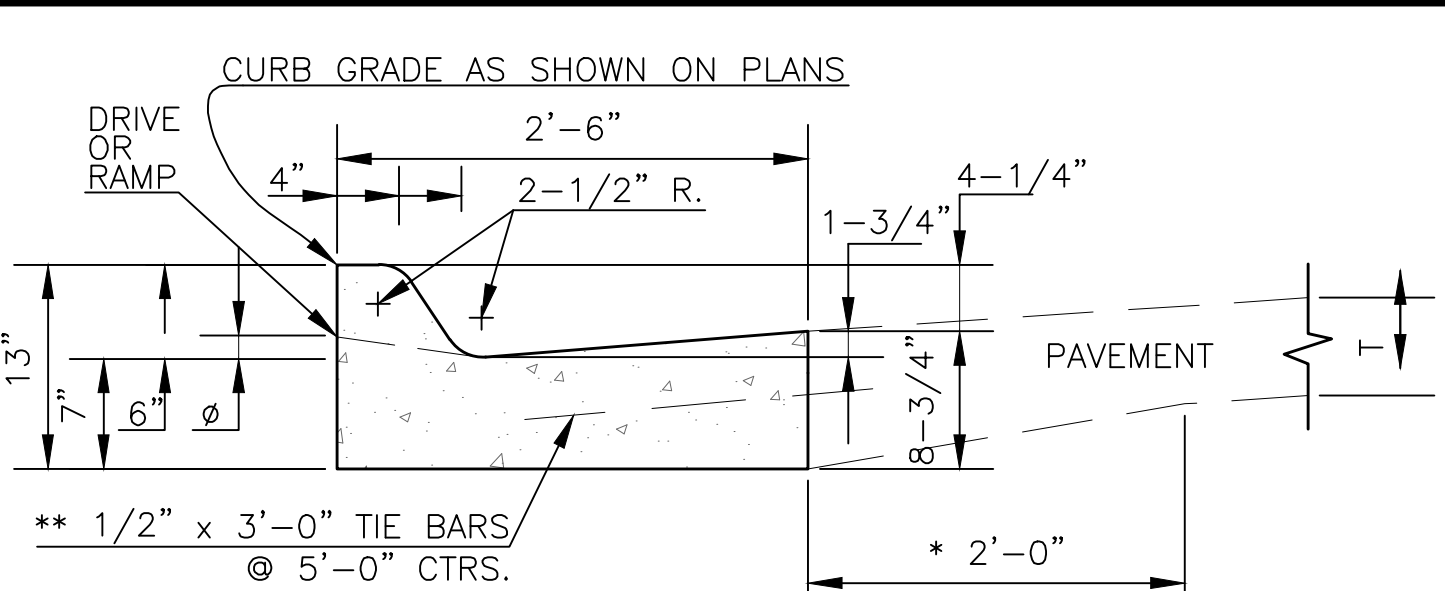
PLAN



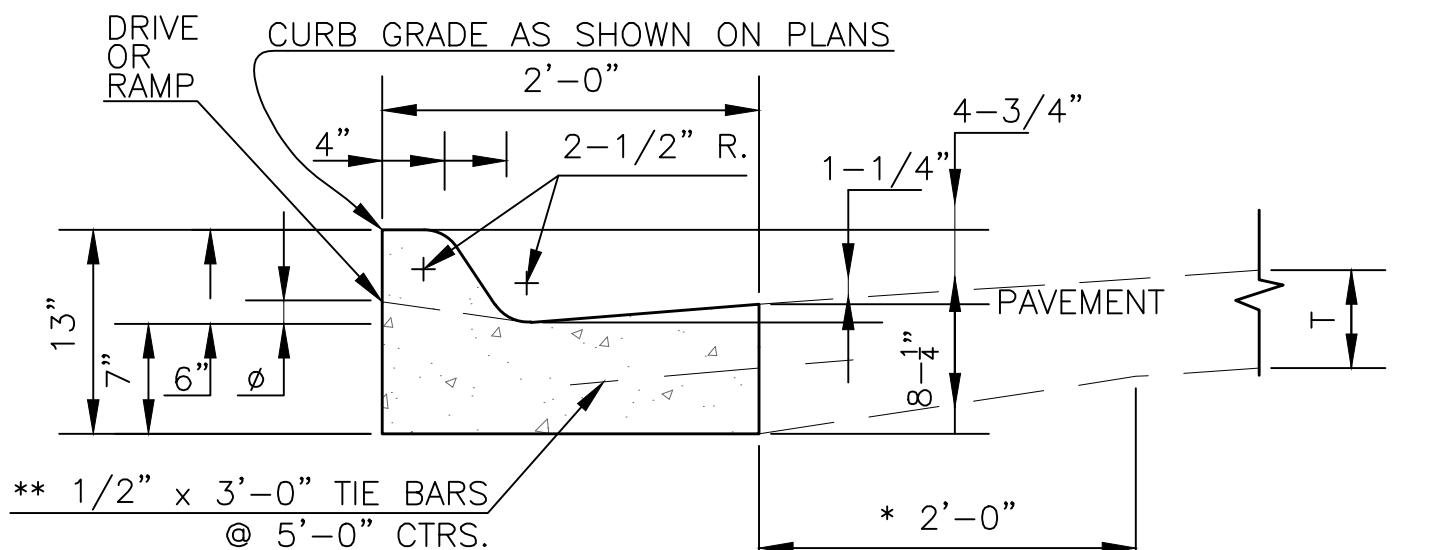
SOLID NOSE DETAILS

NOTE: PAVEMENT CLASS CONCRETE (AE) NEEDED TO COMPLETE THE MEDIAN NOSE SHALL BE SUBSIDIARY TO THE BID ITEM FOR COMBINED CURB AND GUTTER TYPE III.

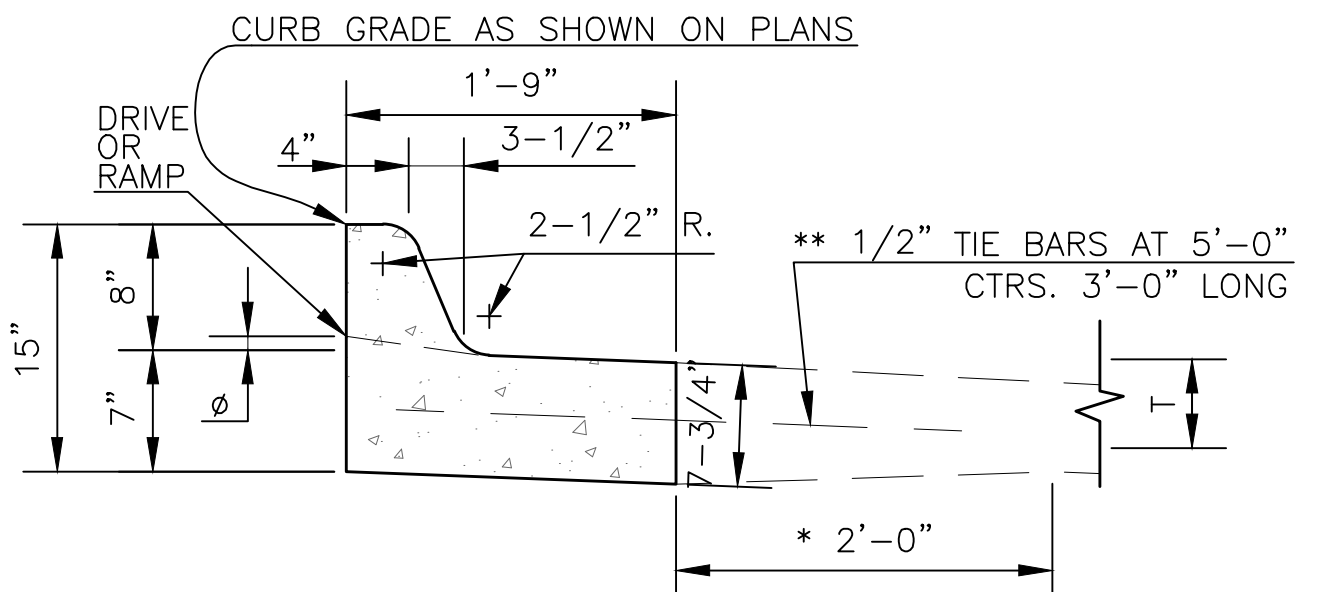
* OMIT SEALED 1/2" EXPANSION JOINT WHEN SURFACE MATERIAL USED IN MEDIAN IS OTHER THAN CONCRETE.



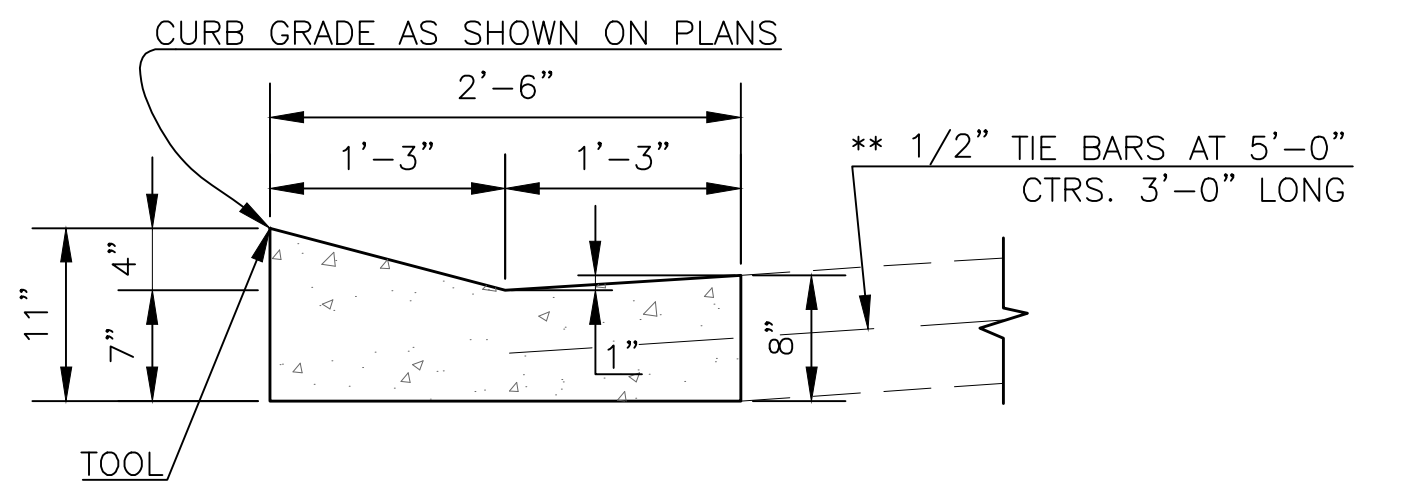
COMBINED CURB & GUTTER-TYPE I



COMBINED CURB & GUTTER-TYPE II



COMBINED CURB & GUTTER-TYPE III



LAYBACK CURB & GUTTER-TYPE IV

- NOTES:
1. USE OF LAYBACK CURB AND GUTTER IS RESTRICTED TO STREET CLASSIFICATION OF SUB-COLLECTOR AND LOCAL. LAYBACK CURB AND GUTTER SHALL NOT BE USED IN INTERSECTION CURB RETURNS.
 2. FOR CURB AND GUTTER ABUTTING EXISTING ASPHALT, REFER TO CC&G MODIFIED DETAIL

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

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

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

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

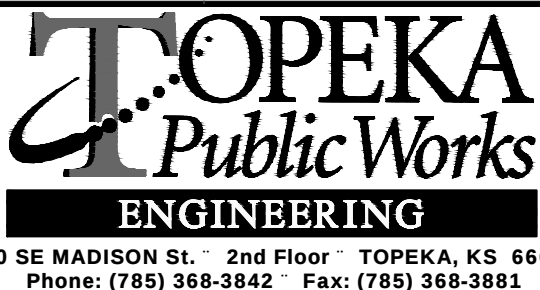
DRAWN BY: *rm/mc*

APP'D BY: *R. Anthony Kany*



SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT

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

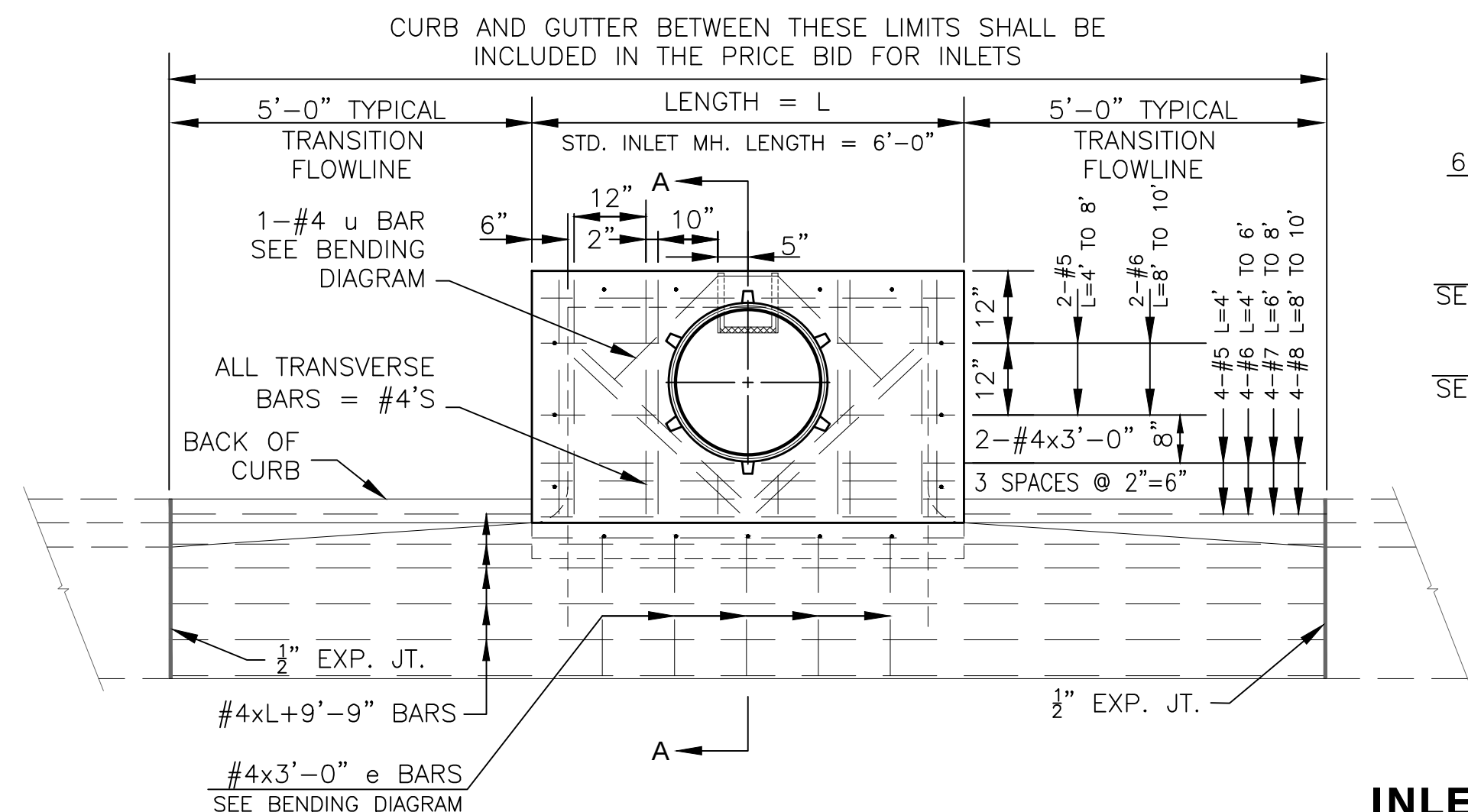


STANDARD DETAILS

CURB & GUTTER
AND
APPROACH DETAILS
(DT-003)

DATE: 2026
SHEET: 11 of 23
841099.17
841098.10
PROJ.: 501125.08

D	L = 4'		L = 5'		L = 6'		L = 7'		L = 8'		L = 9'	
	a BAR	b BAR	a BAR	b BAR	a BAR	b BAR	a BAR	b BAR	a BAR	b BAR	a BAR	b BAR
3'	12"	18"	12"	18"	12"	18"	12"	18"	12"	18"	12"	18"
4'	18"	12"	12"	18"	12"	18"	12"	18"	12"	18"	12"	18"
5'	18"	12"	18"	12"	12"	18"	12"	18"	12"	18"	12"	18"
6'	18"	12"	18"	12"	18"	12"	12"	18"	12"	18"	12"	18"
7'	18"	12"	18"	12"	18"	12"	18"	12"	12"	18"	12"	18"
8'	18"	12"	18"	12"	18"	12"	18"	12"	18"	12"	12"	18"
9'	18"	12"	18"	12"	18"	12"	18"	12"	18"	12"	18"	12"
10'	18"	12"	18"	12"	18"	12"	18"	12"	18"	12"	18"	12"



LET DETAILS

SECT. A - A

SHAPE INVERT TO DRAIN

BACK OF CURB 3'-1"

CONSTRUCTION JOINT

SLOPE TO GRADE 16" MIN. 21" MAX.

1'-3" 4 1/2" 2'-1" 2'-6" 5"

6-#4xL+9'-9" BARS

CONSTRUCTION JOINT

SEE NOSE & OPENING DETAIL

1-1/2" CL. (TYP.)

1-3/4" CL. (TYP.)

15" (TYP.)

15" MAX.

7'-1/2" 3" MIN. SHAPING

DEPTH (O)=T/C EL AT Q INLET TO E 'OUT' EL

STD. DEPTH = 6'-0"

1-3/4" CL. (TYP.)

6" 6" 3'-0" 4'-0" 6"

#4xL-0'03" BARS AT 18" CTRS.

#4x5'-9" BARS AT 12" CTRS.

#4x2'-6" f BARS SEE BENDING DIAGRAM

a BARS (VERT.) SEE SPACING SCHEDULE

b BARS (HORZ.) SEE SPACING SCHEDULE

BACK OF CURB

2'-6"

2'-1"

5"

4 1/4"

1'-3"

10 3/4"

6 1/2"

3 1/2"

5"

4"

3"

8"

2 1/2"

2 1/2"

20%

8%

6"

2 1/2" R.

BACK OF CURB

20%

8%

6"

6" R.

5"

BENDING DIAGM

d BAR

3'-0" FOR INLET
5'-0" FOR INLET MH.

u BAR

1'-9" 11" 1'-9"

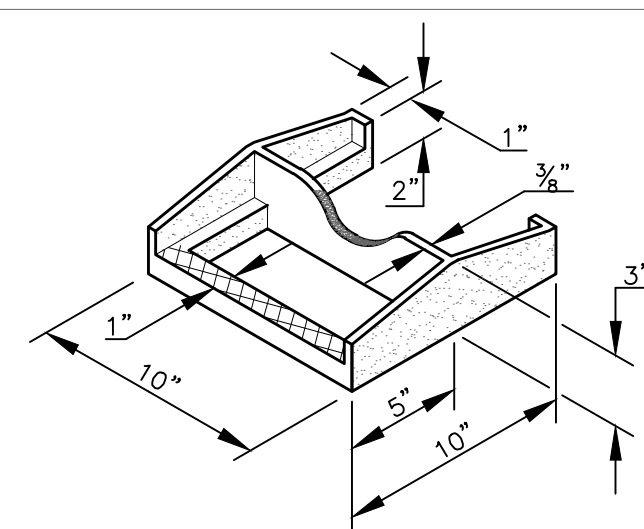
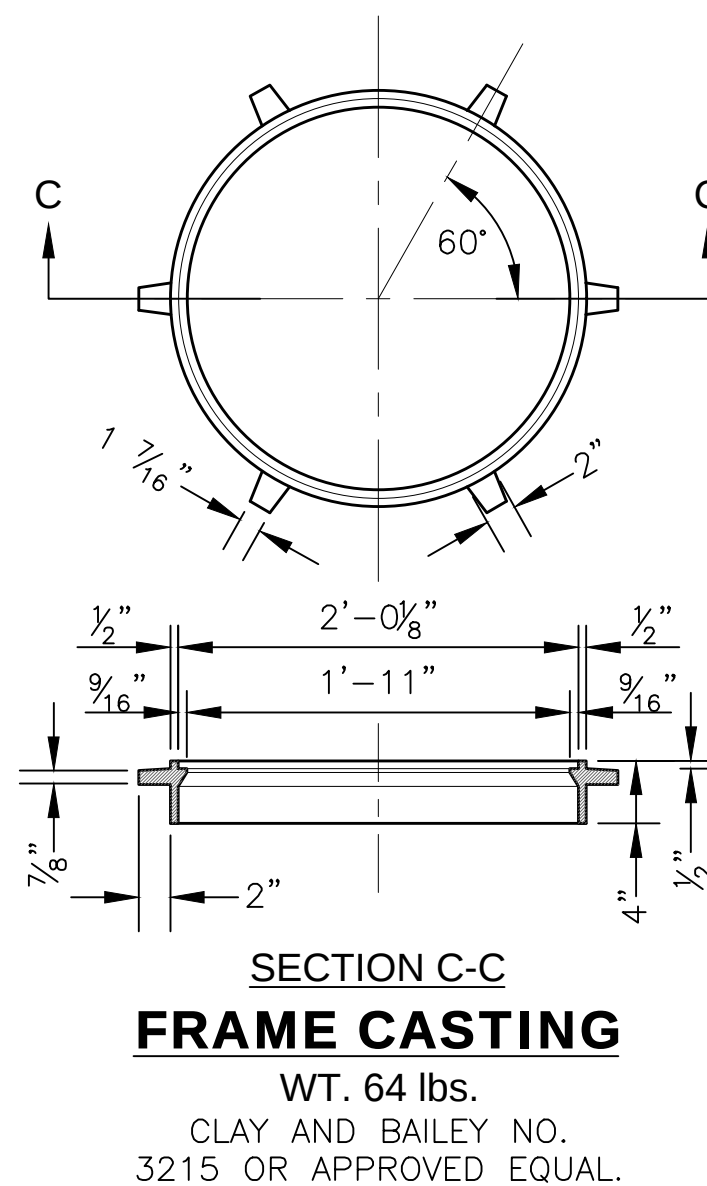
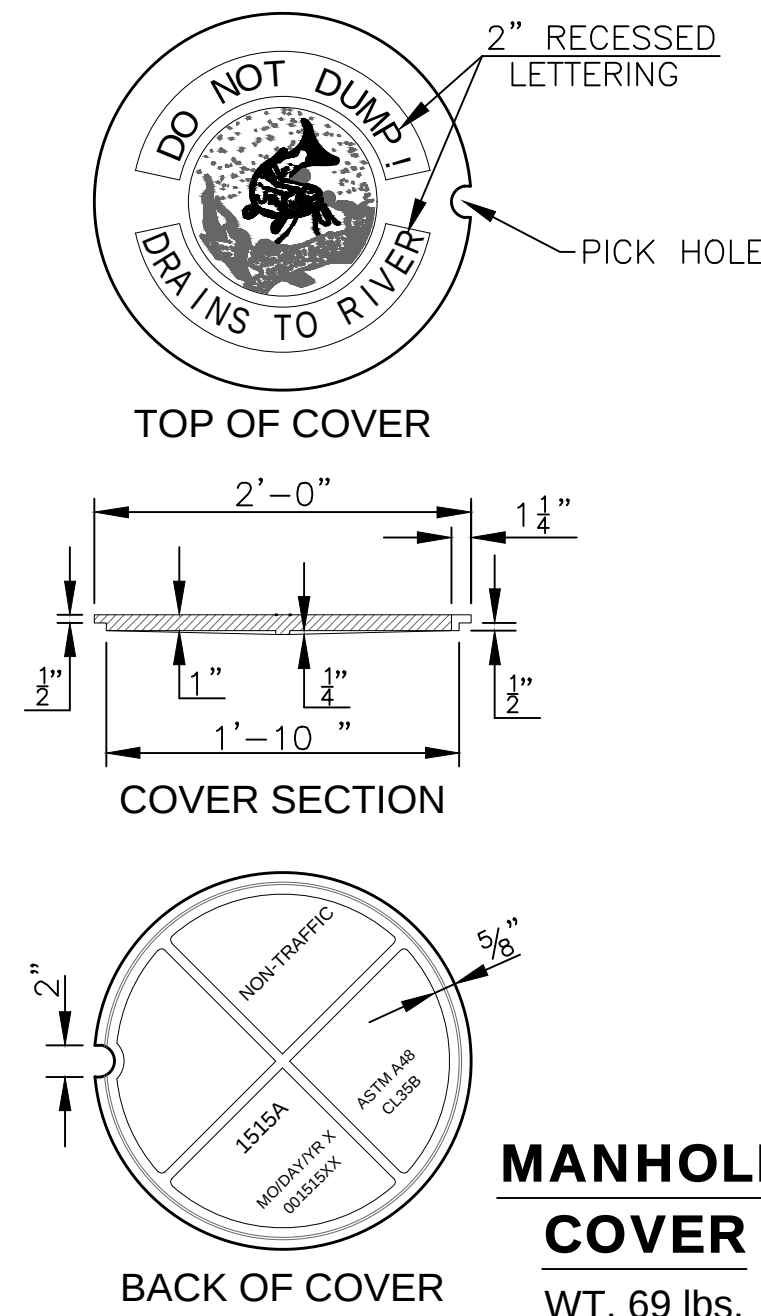
e BAR

1'-8 1/2" 1'-3"

f BAR

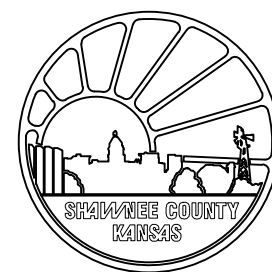
90° 1'-3" 1'-3"

ALTERNATE FOR f & BASE BARS
* LENGTH -0'-8", WIDTH -0'-8"

[illegible]

6	June 2018	Added maximum pipe intrusion note	DHS	JVH
5	April 2018	Moved leader at rt. side. Inlet Details to E	DHS	JVH
4	March 2013	Changed Inlet top thickness to 8"	DHS	SB
3	Sept. 2011	Elim. dim. from Inlet MH & Inlet Details	DHS	SB
2	March 2010	Eliminated keyed joints	DHS	SB
1	Feb. 2008	Mod. MH Cover & Added Notes	DHS	SB
NO.	DATE:	REVISION	BY:	APP'D

APP'D BY: R. Timothy Henry



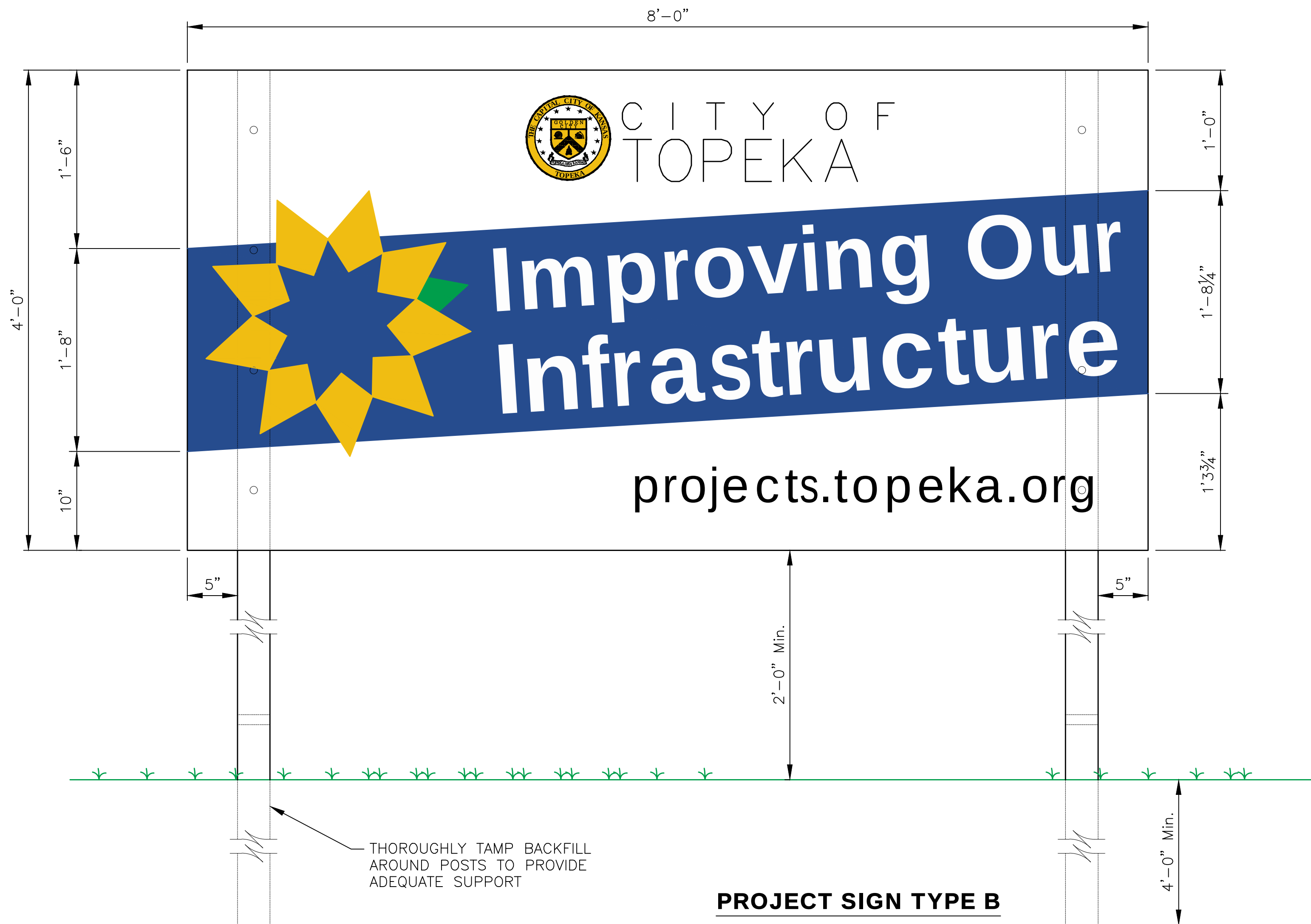
TOPEKA
Public Works
ENGINEERING
620 SE MADISON ST. 2nd Floor TOPEKA, KS 66607
Phone: (785) 368-3842 Fax: (785) 368-3881

PROJ.: 501125.08

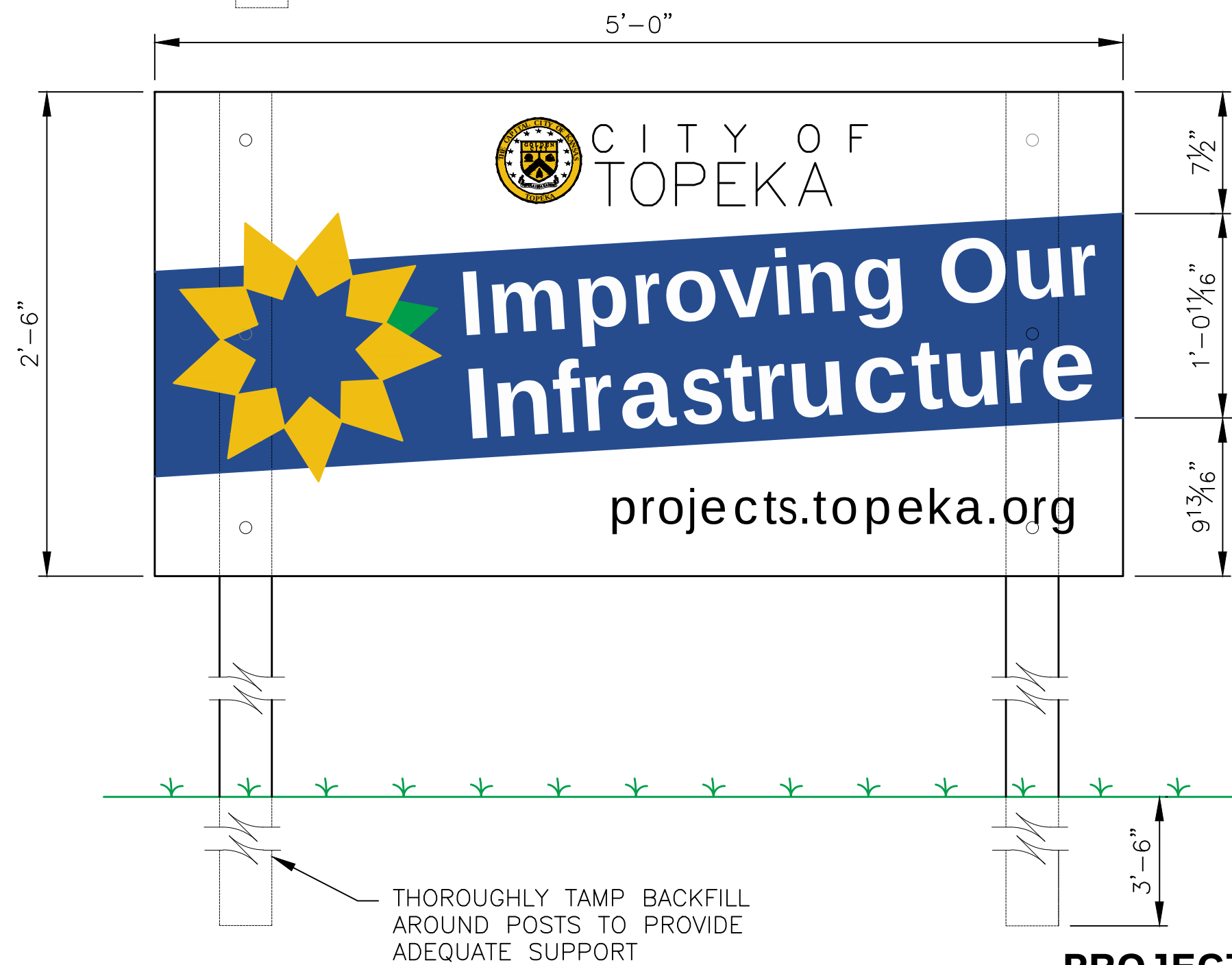
TOPEKA
Public Works
ENGINEERING

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

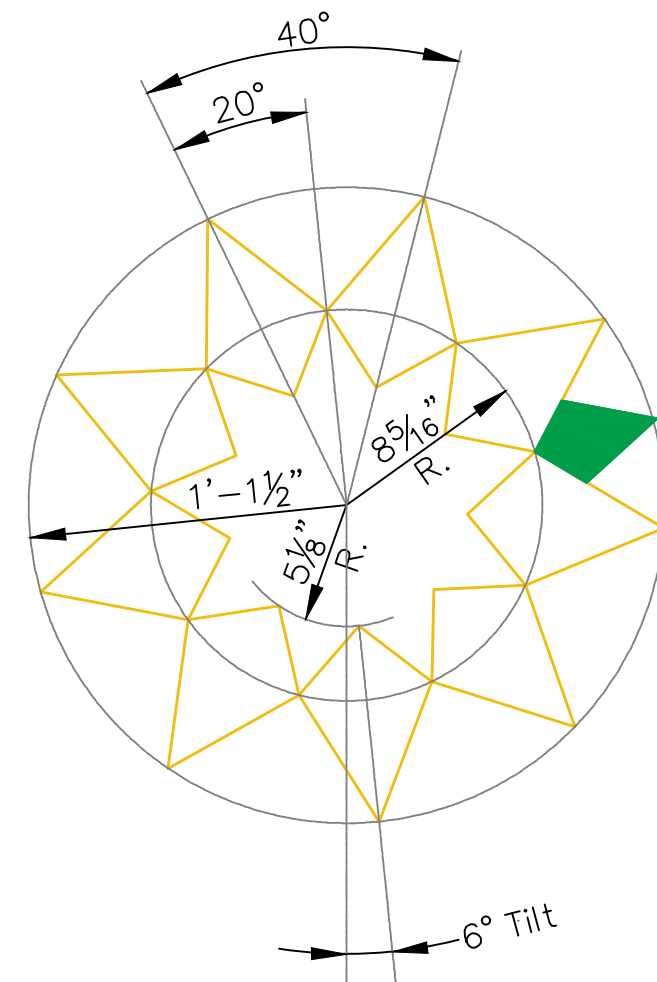
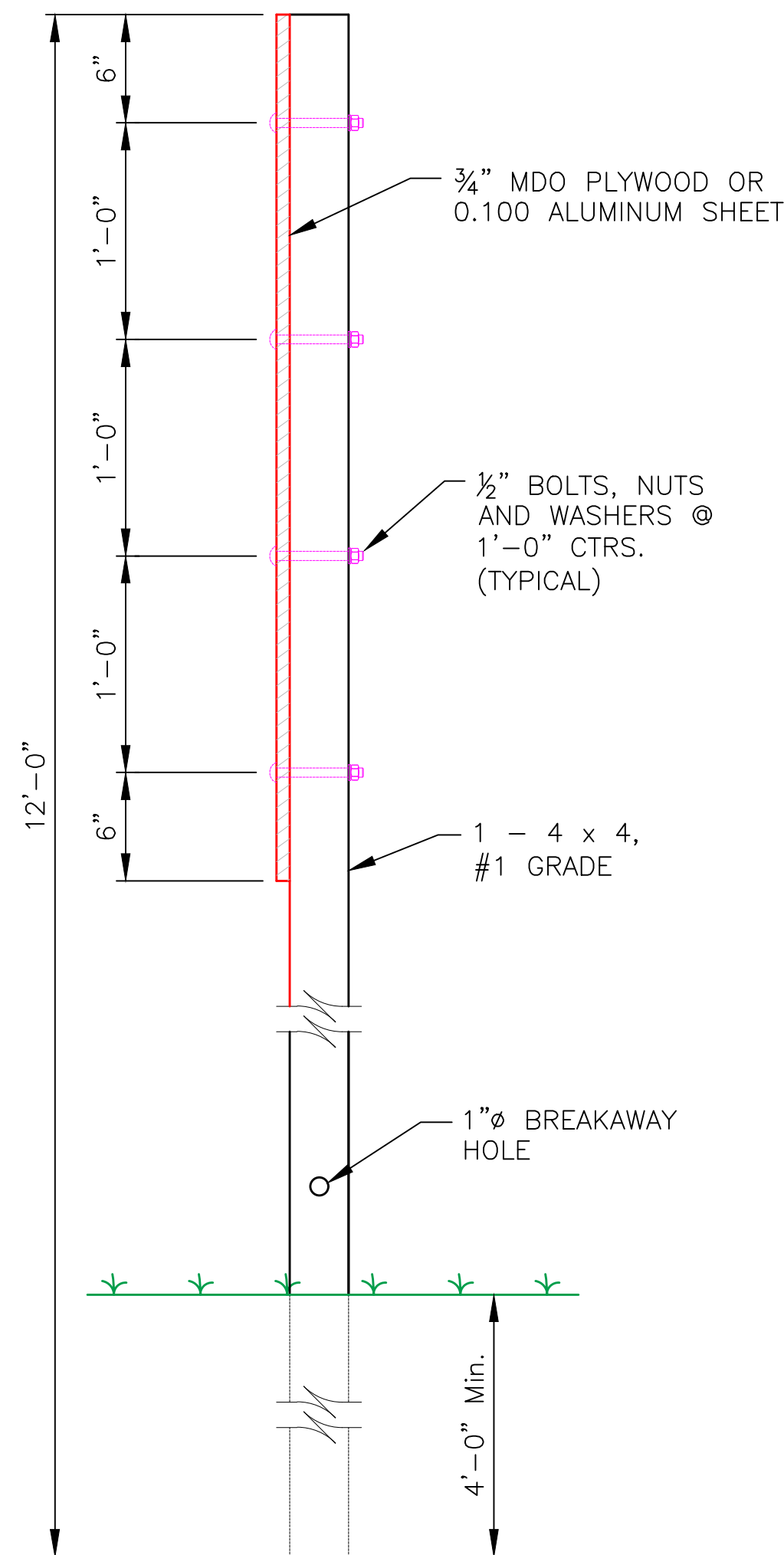
DATE: 2026
SHEET: 14 of 23
841099.17
841098.10
PROJ.: 501125.08



PROJECT SIGN TYPE B



PROJECT SIGN TYPE A



CITY FLAG ROSETTE

(SHOWN FOR 8'-0" SIGN)

NOTES:

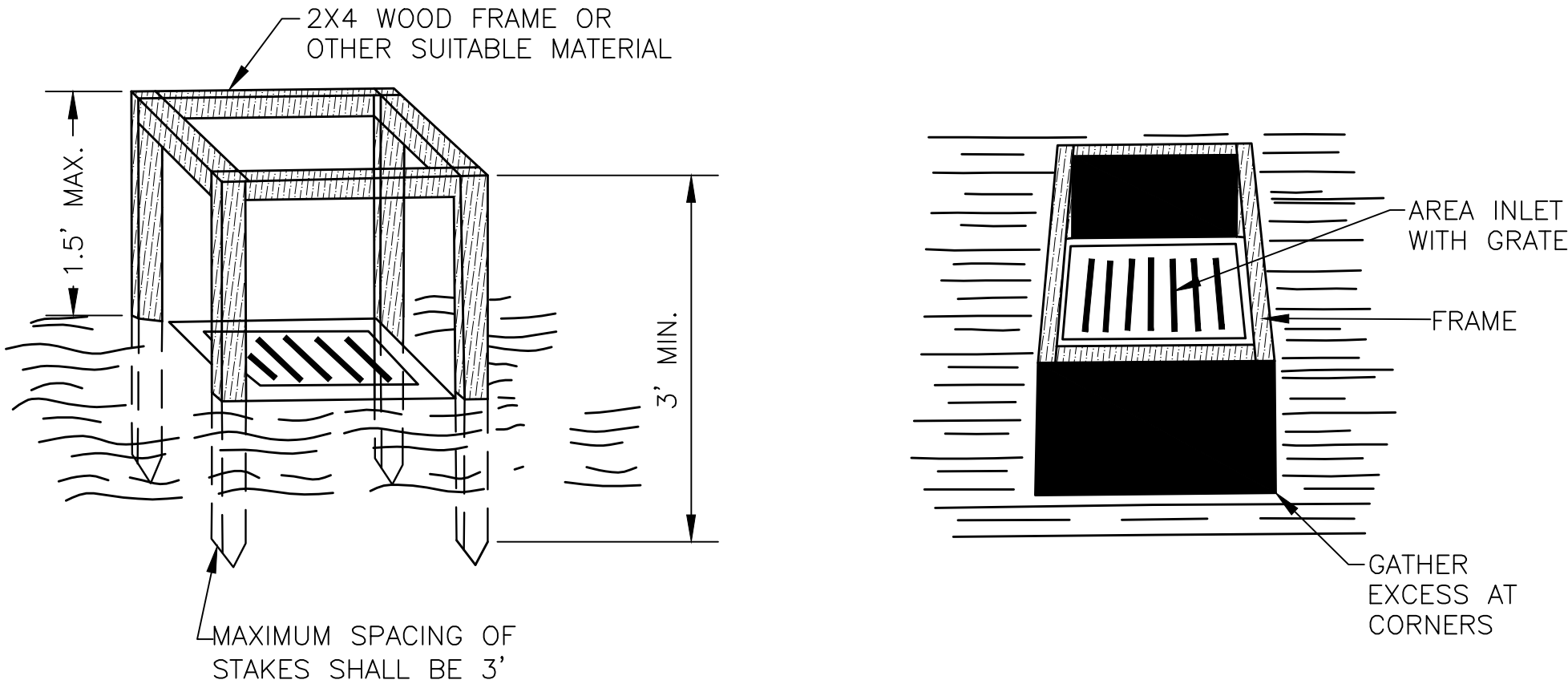
1. LETTERING FOR 8'-0" WIDE SIGN SHALL USE THE FOLLOWING FONTS:
- | | | | | |
|---------------------|---|---------------------|---|-------------|
| CITY OF | - | BASIC SANS SF | - | BLACK (2½") |
| TOPEKA | - | BASIC SANS HEAVY SF | - | BLACK (4¾") |
| Improving Our | - | CENTURY GOTHIC BOLD | - | WHITE (6¾") |
| Infrastructure | - | CENTURY GOTHIC BOLD | - | WHITE (7¾") |
| projects.topeka.org | - | CENTURY GOTHIC | - | BLACK (3½") |

LETTERING FOR 5'-0" WIDE SIGN SHALL USE THE FOLLOWING FONTS:

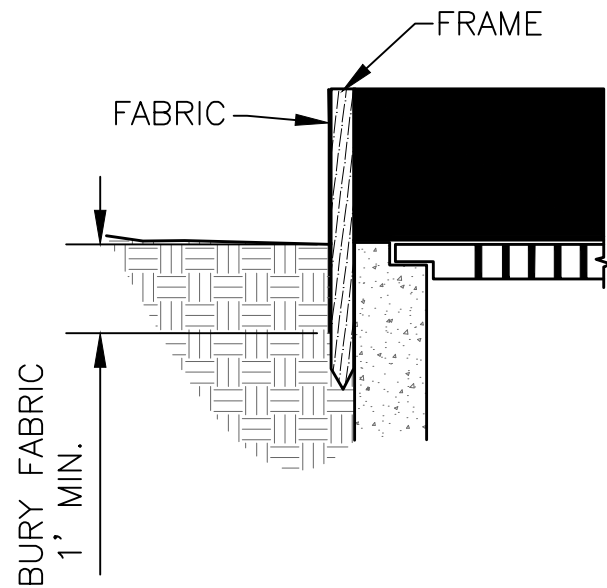
- CITY OF - BASIC SANS SF - BLACK (1 $\frac{5}{8}$ ")
TOPEKA - BASIC SANS HEAVY SF - BLACK (2 $\frac{5}{8}$ ")
Improving Our - CENTURY GOTHIC BOLD - WHITE (4 $\frac{7}{8}$ ")
Infrastructure - CENTURY GOTHIC BOLD - WHITE (4 $\frac{1}{2}$ ")
projects.topeka.org - CENTURY GOTHIC - BLACK (2 $\frac{3}{16}$ ")

LETTERING SHALL BE VINYL COMPUTER CUT SCOTCHCAL OR APPROVED
EQUAL IN THE COLORS LISTED ABOVE. CITY LOGO SYMBOL SHALL BE BLACK ON
GOLD (RGB 240,189,18). BACKGROUND STRIPE SHALL BE NAVY BLUE (RGB
38,76,142). CITY FLAG ROSETTE SHALL BE GOLD (RGB 240,189,18) MATCHING
THE GOLD USED IN THE CITY OF TOPEKA LOGO, AND GREEN (RGB 0,158,75)

2. RGB VALUES ARE APPROXIMATE. VARIATIONS FROM THE LISTED RGB VALUES MUST BE REQUESTED FOR APPROVAL.
3. ONE SIDE OF SIGN ONLY.
4. WOOD SIGN AND POSTS SHALL BE PAINTED WITH TWO (2) COAT EXTERIOR WHITE PRIMER AND ONE (1) COAT EXTERIOR WHITE SEMI-GLOSS FINISH.
5. ALTERNATIVE TO WOOD PANEL, CONTRACTOR MAY USE 3MM MIN. ALUMINUM COMPOSITE MATERIAL (ACM), REINFORCED ON THE BACK SIDE WITH 2X4 PRESSURE TREATED AND PAINTED STRINGERS TO PREVENT SAG OR BOW. FOR ACM PANELS, DIGITALLY PRINTED GRAPHICS ARE ALLOWED, AND SHALL REQUIRE A UV OVER-LAMINATE.
6. LOCATION OF PROJECT SIGN TO BE DETERMINED BY THE CITY ENGINEER.
7. SIGN SHALL BE ERECTED PRIOR TO ANY CONSTRUCTION ACTIVITY, AND MAINTAINED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. SIGN SHALL BE REMOVED UPON PROJECT COMPLETION.
8. PROJECT SIGNAGE NOT REQUIRED ON PROJECTS TO BE CONSTRUCTED OUTSIDE THE CITY LIMITS UNLESS SPECIFIED BY THE COUNTY ENGINEER.
9. IF METAL POSTS ARE USED INSTEAD OF WOOD POSTS, THEY MUST BE BREAKAWAY POSTS AS SHOWN ON CoT TRAFFIC ENGINEERING'S DT-112.
10. NOTE FOR AUTOCAD: SET MERGE CONTROL TO "LINES OVERWRITE", PLOTIN TRUE COLOR PEN TABLES.
11. PDF AND AUTOCAD files can be found at:
<https://www.topeka.org/engineering/design-right-of-way/>



TOP VIEWS



PROFILE VIEW

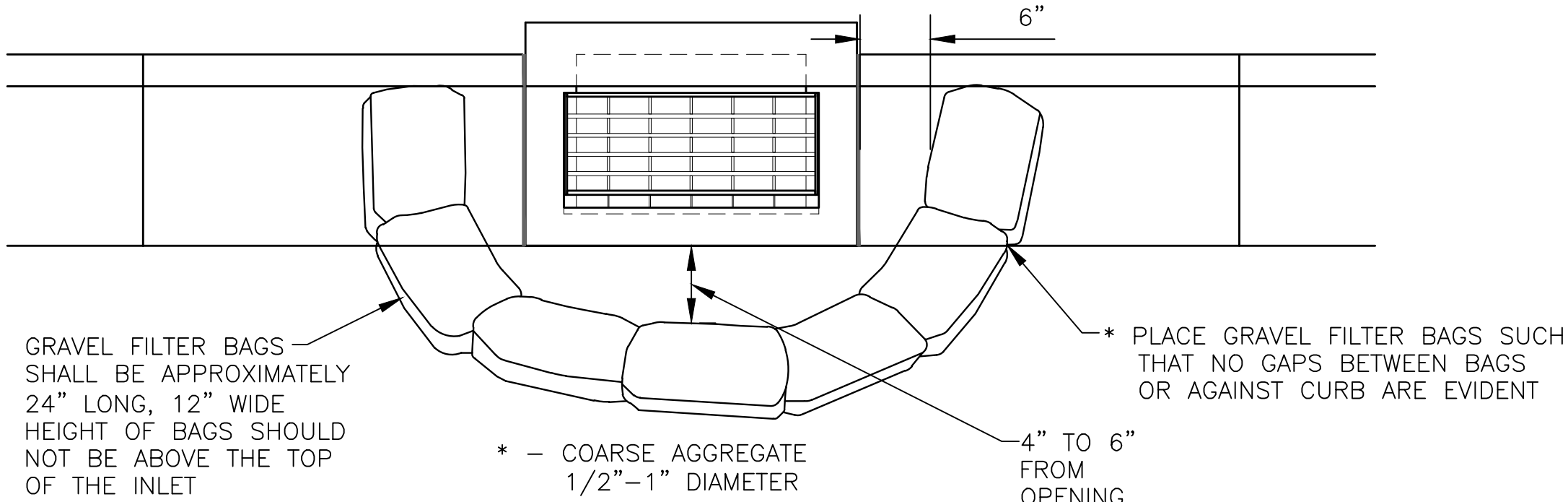
- NOTES:
1. BASE OF FABRIC SHALL BE BURIED AT LEAST 1' BELOW GROUND SURFACE AND BACKFILLED WITH CRUSHED STONE OR COMPACTED MATERIAL.
 2. WIRE MESH FENCE MAY BE USED TO SUPPORT FABRIC. TOP OF FENCE SHOULD BE LEVEL WITH FRAME AND BOTTOM BURIED 6" BELOW GROUND.
 3. MAY BE NECESSARY TO BUILD A TEMPORARY DIKE ON DOWN-SLOPE SIDE OF STRUCTURE TO PREVENT BYPASS FLOW.
 4. STRAW BALES OR GRAVEL FILLED FILTER BAGS MAY BE USED IN LIEU OF FABRIC. IF STRAW BALES ARE USED, TWO 4' (MINIMUM) LONG, 2" X 2" HARDWOOD STAKES SHALL BE DRIVEN THROUGH EACH BALE AND SET BACK 12" TO 24" FROM INLET. IF FILTER BAGS ARE USED, PLACE BAGS SUCH THAT NO GAPS ARE EVIDENT.

AREA INLET PROTECTION

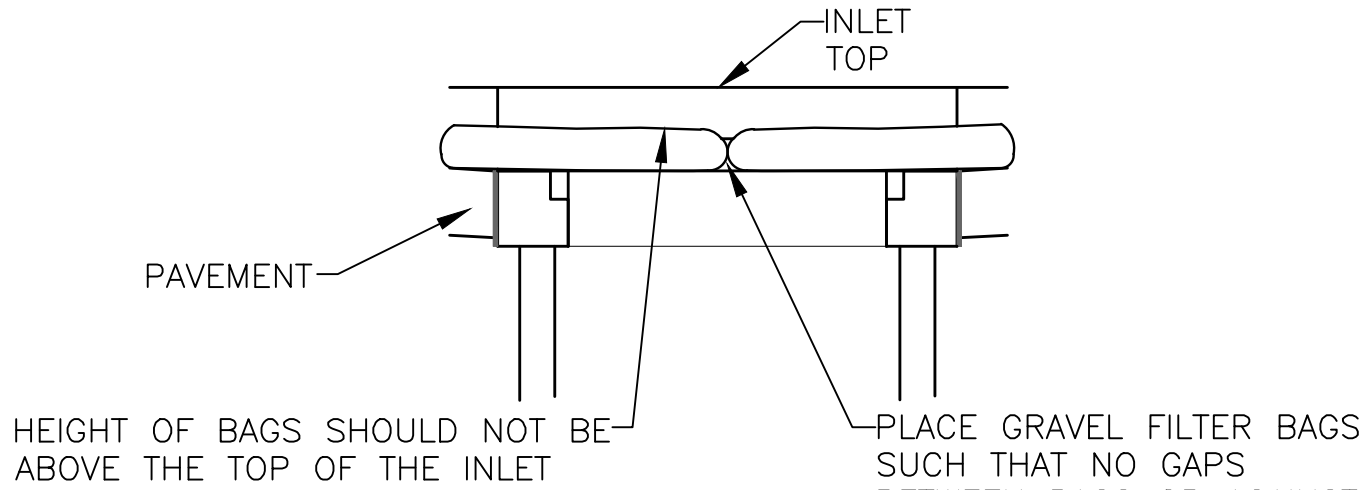
- GENERAL NOTES:
1. ANY EROSION AND SEDIMENT CONTROL MEASURES INTENDED TO CONTROL EROSION OF AN EARTH DISTURBANCE OPERATION SHALL BE INSTALLED BEFORE ANY EARTH DISTURBANCE OPERATIONS TAKE PLACE.
 2. THE CONTRACTOR SHALL INSPECT THE LAND DISTURBANCE SITE AFTER EACH SIGNIFICANT RAINFALL EVENT WITHIN A 24-HOUR PERIOD AND ASSURE THAT ALL EROSION AND SEDIMENT CONTROL MEASURES ARE IN WORKING CONDITION PRIOR TO ANY FORECASTED RAINFALL. SEDIMENT REMOVAL AND ALL NECESSARY REPAIRS SHALL BE MADE TO MAINTAIN THE INTEGRITY OF THE EROSION AND SEDIMENT CONTROL MEASURES. SEDIMENT SHALL BE REMOVED ONCE IT REACHES HALF OF THE INSTALLED HEIGHT OF MEASURE.
 3. THE CONTRACTOR SHALL MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES DURING ALL PHASES OF CONSTRUCTION UNTIL OWNER ACCEPTS WORK AS COMPLETE. THE CONTRACTOR SHALL PROVIDE TEMPORARY SEEDING, BERMS, SILT FENCE, SEDIMENT TRAPS OR OTHER MEANS TO PREVENT SEDIMENT FROM REACHING STREAMS, PUBLIC RIGHT-OF-WAY OR ADJACENT PROPERTY.
 4. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE REMOVED ONCE 70 PERCENT OF THE PERMANENT COVER IS ESTABLISHED.
 5. THE CONTRACTOR SHALL TEMPORARILY SEED AND MULCH ALL DISTURBED AREAS IF THERE HAS BEEN NO CONSTRUCTION ACTIVITY ON THEM FOR A PERIOD OF 14 CALENDAR DAYS. IF THE ENGINEER DETERMINES THAT A SITE HAS A POTENTIAL FOR EROSION, STABILIZATION OF SOIL MAY BE REQUIRED. TEMPORARY SEED MIXTURE SHALL BE APPROVED BY THE ENGINEER OR AS FOLLOWS:

TYPE:		APPLICATION RATE:	
		WINTER WHEAT	120 LBS PER ACRE
		RYEGRASS	75 LBS PER ACRE

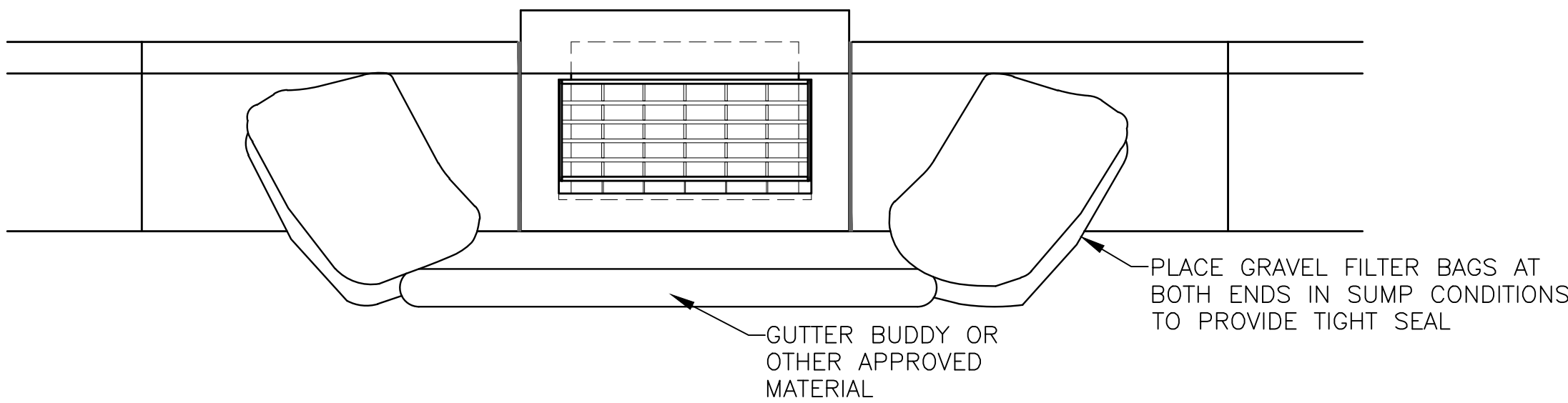
REPAIRS AND RESEEDING SHALL BE PERFORMED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER. IF VEGETATIVE MEASURES ARE NOT EFFECTIVE, NON-VEGETATIVE OPTION MAY BE REQUIRED.



PLAN



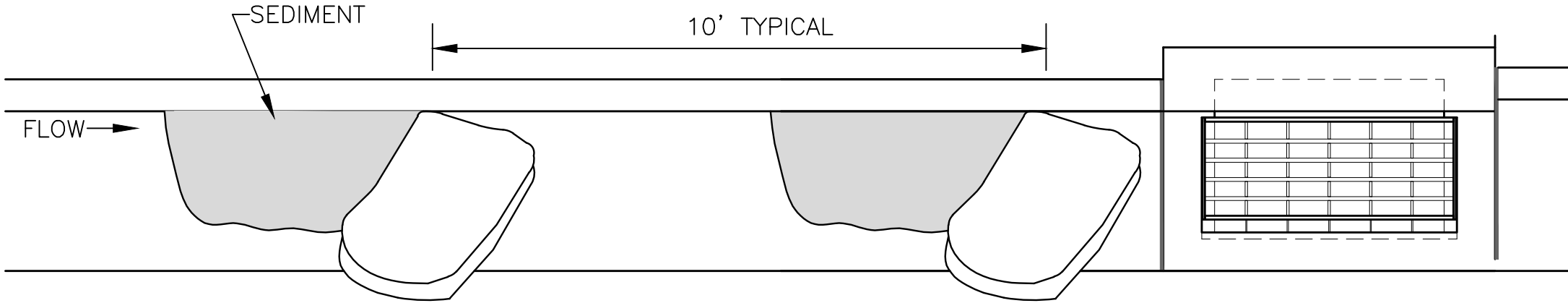
PROFILE



PLAN

SUMP CONDITIONS

NOTE:
DO NOT BLOCK INLET OPENING - STORMWATER MUST BE ALLOWED TO FLOW TO DRAIN AND NOT BYPASS TO DOWNSTREAM.



PLAN

IN GRADE CONDITIONS

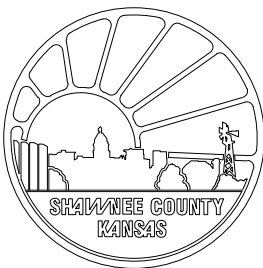
- NOTES:
1. OTHER APPROVED CURB INLET SEDIMENT FILTERS MAY BE USED.
 2. IMMEDIATELY FOLLOWING INLET CONSTRUCTION AND PRIOR TO CONSTRUCTION OF CURB AND INLET THROAT, PROTECT INLET OPENING AROUND PERIMETER. SEE AREA INLET DETAIL THIS PAGE.
 3. CONTRACTOR TO CLEAN OUT SEDIMENT AFTER EACH SIGNIFICANT RAINFALL EVENT.
 4. DURING CONSTRUCTION GRAVEL FILTER BAGS SHALL BE REPLACED PRIOR TO DEGRADATION.
 5. ANY SEDIMENT OR GRAVEL DEPOSITED IN INLET SHALL BE REMOVED PROMPTLY.

CURB INLET SEDIMENT PROTECTION

2	May 2015	Added & Updated Notes	DHS	JDH	
1	March 2013	Revised Notes	DHS	JDH	
NO.	DATE:	REVISION	BY:	APP'D	

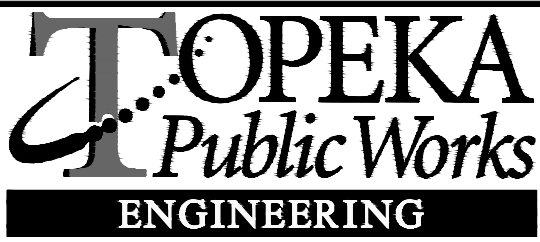
DRAWN BY: DHS

APP'D BY: JDH



SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT
COUNTY ENGINEER

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



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

STANDARD DETAILS

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

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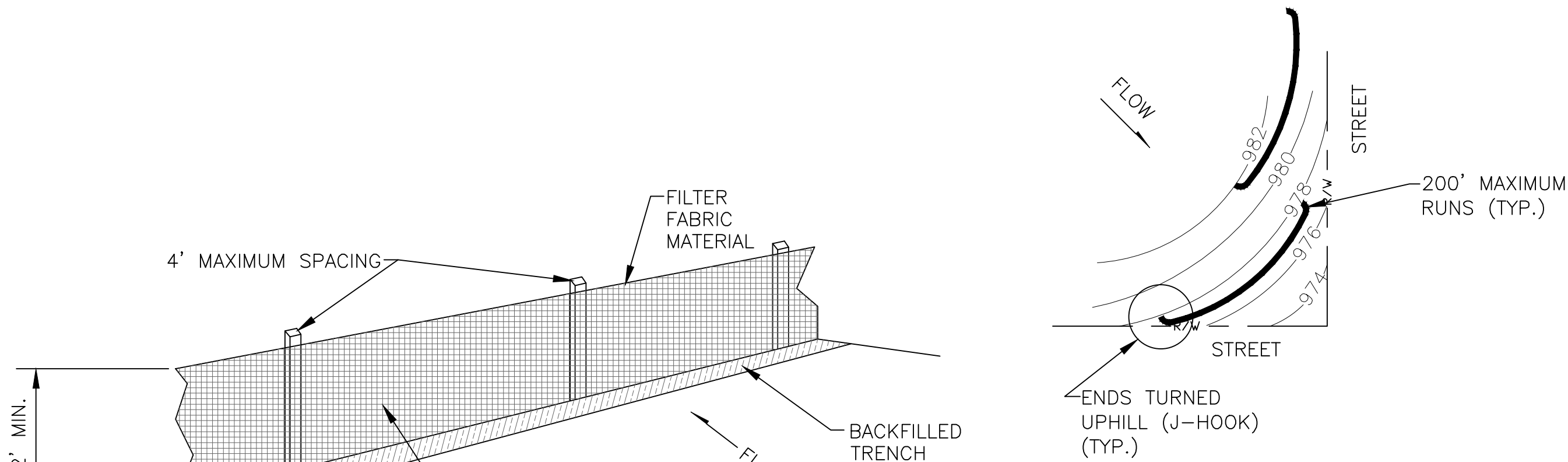
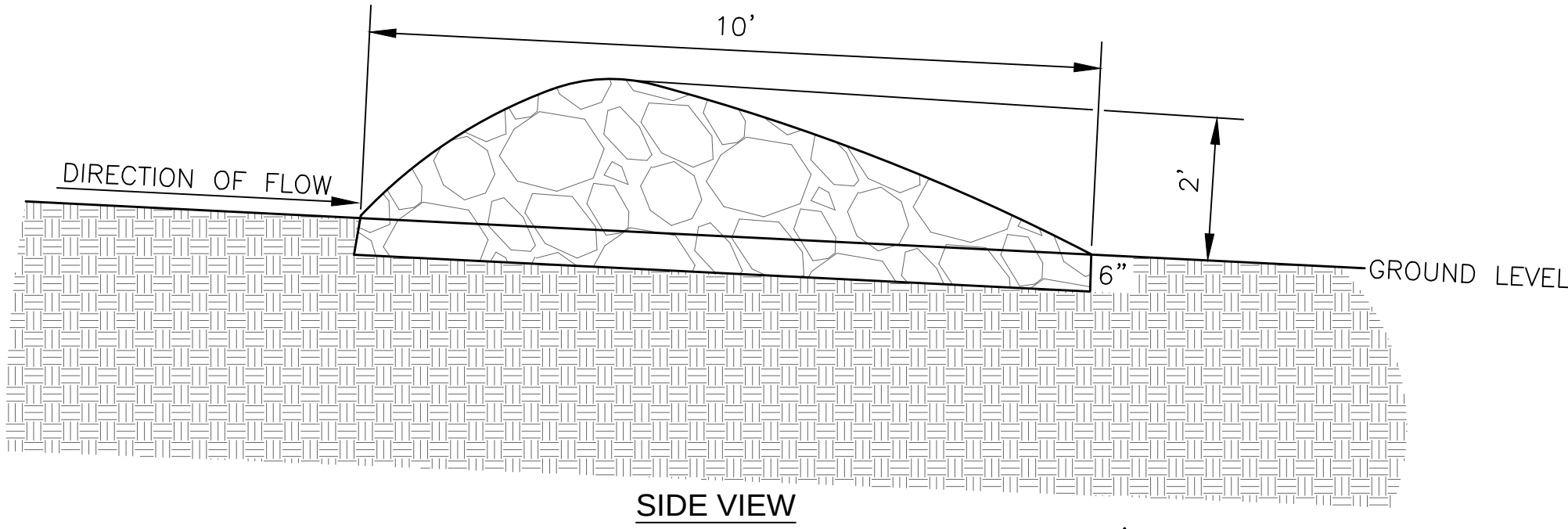
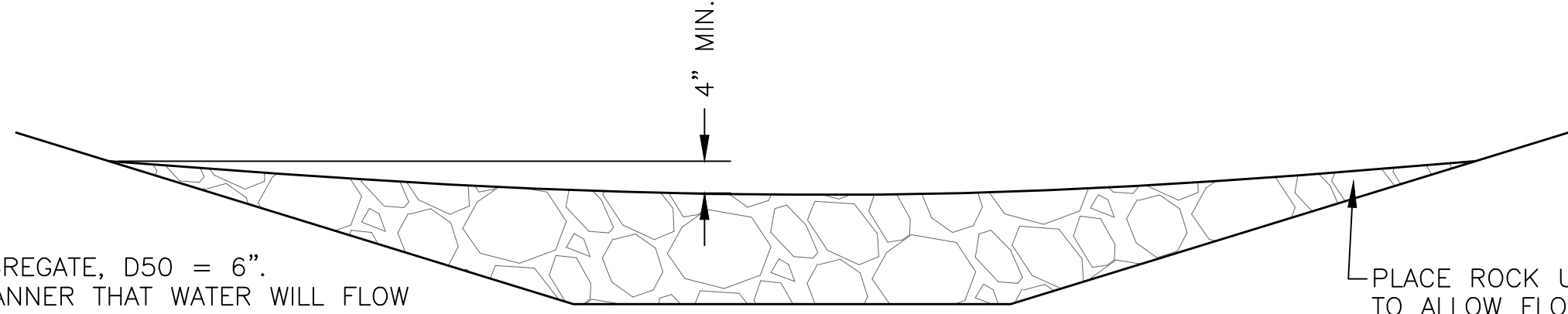


FIGURE A



SIDE VIEW

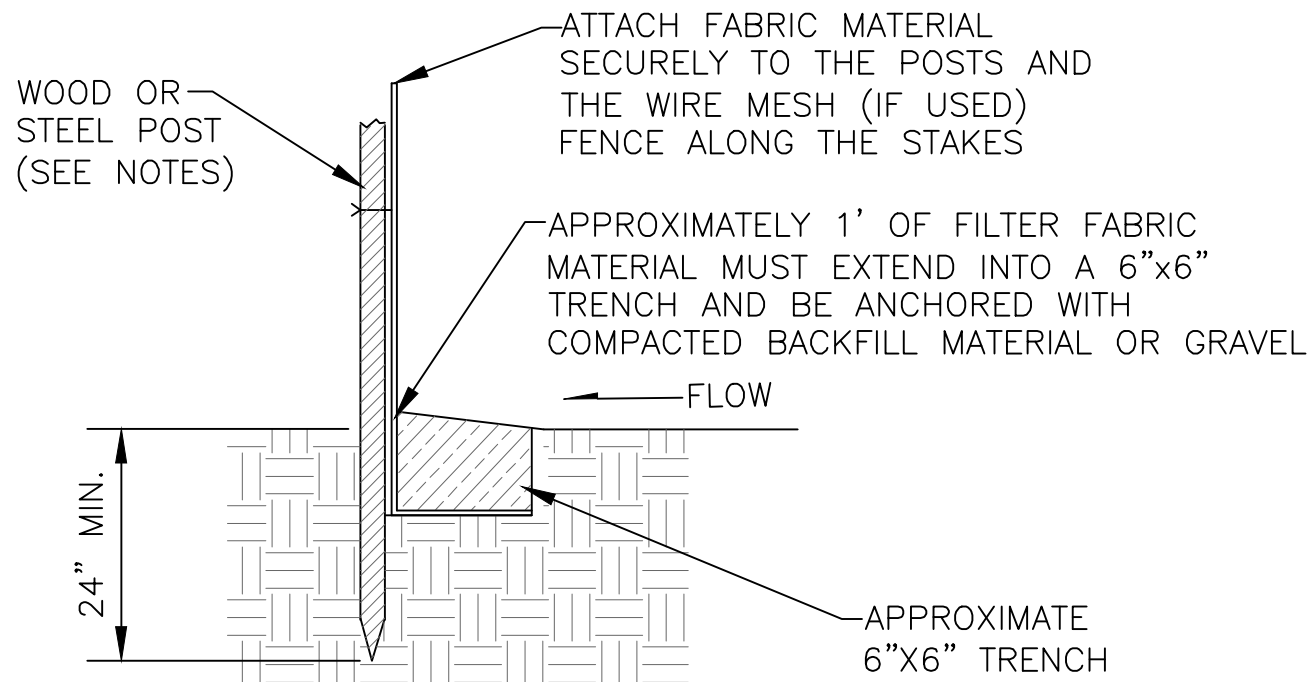


CROSS SECTION VIEW

TEMPORARY ROCK DITCH CHECK SPACING	
DITCH $\oslash$ SLOPE (%)	SPACING INTERVAL (FEET)
5.0	60
6.0	50
7.0	43
8.0	36
9.0	33
10.0	29
THIS SPACING IS TO BE USED FOR ROCK DITCH CHECKS ONLY.	

- NOTES:
1. ROCK SHALL BE CLEAN AGGREGATE, D50 = 6".
 2. PLACE ROCK IN SUCH A MANNER THAT WATER WILL FLOW OVER, NOT AROUND DITCH CHECK.
 3. DO NOT USE ROCK DITCH CHECKS IN CLEAR ZONE.
 4. AGGREGATE EXCAVATED ON SITE MAY BE USED AS AN ALTERNATE TO THE 6" ROCK, IF APPROVED BY THE ENGINEER.

ROCK DITCH CHECK



PROFILE

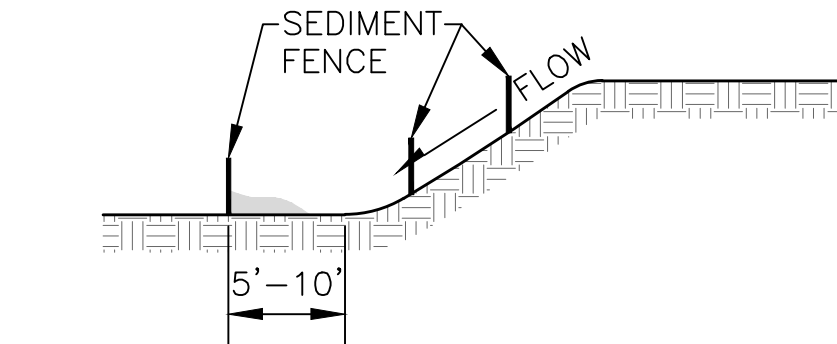


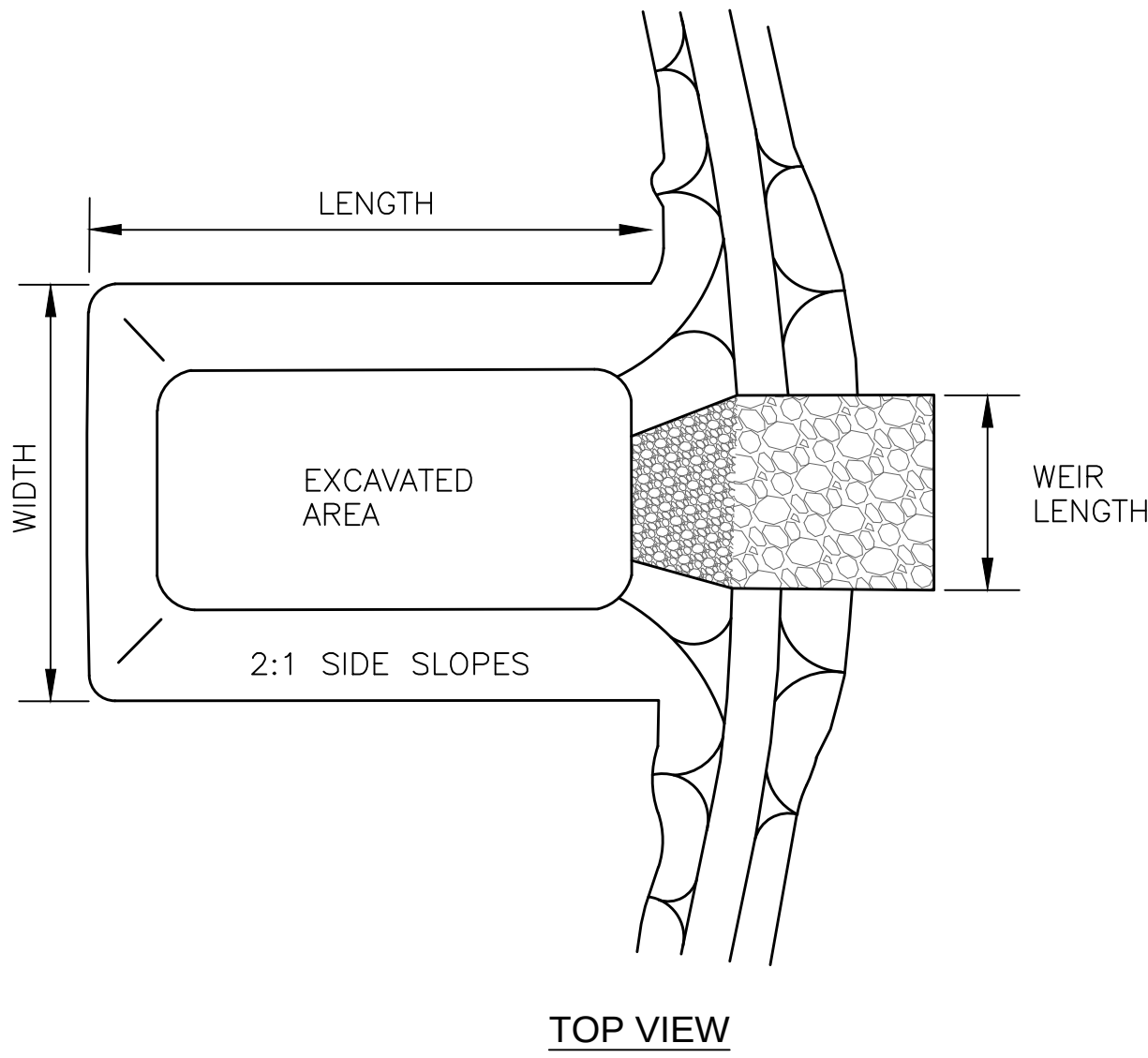
FIGURE B

Land Slope and Distance for Sediment Fence	
Land Slope (percent)	Maximum Slope Distance* above Fence (feet)
Less than 2	100
2 to 5	75
5 to 10, greater than 10	50*

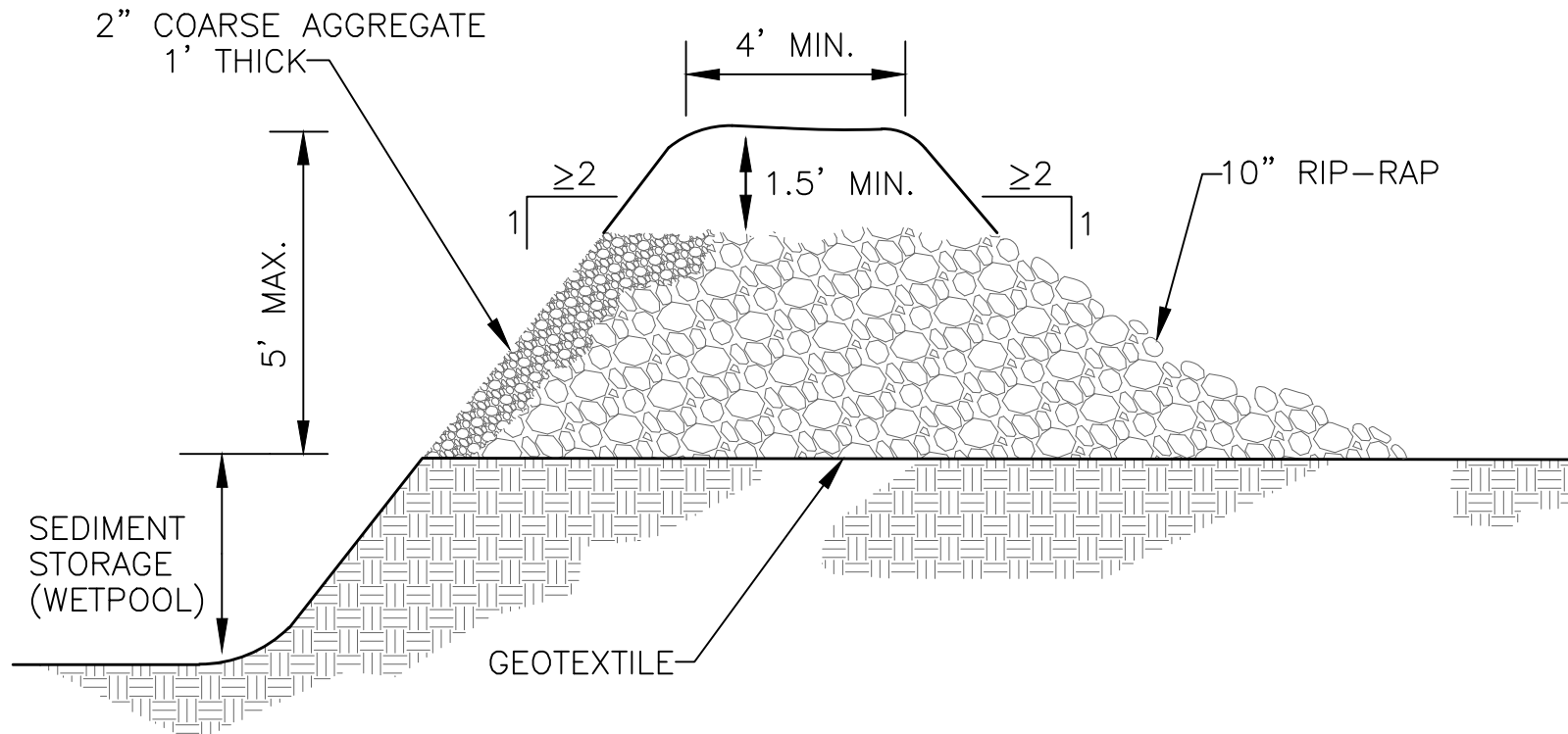
*Follow manufacturers' recommendations for proper spacing.

- NOTES:
1. THE USE OF HAY/STRAW BALES IS THE CONTRACTOR'S OPTION. IF HAY BALES ARE USED PLACE TIGHTLY TOGETHER WITH 2"x2"x4' (MIN.) LENGTH WOOD STAKES IN OUTER 1/3 SECTIONS OF BALES. BALES SHOULD EMBEDDED INTO THE SOIL A MINIMUM OF 6" WITHIN A MAXIMUM DRAINAGE AREA OF 1 ACRE OR LESS.
 2. THE SEDIMENT FENCES SHALL BE PLACED ALONG CONTOUR LINES, WITH A SHORT SECTION TURNED UPGRADE (J-HOOK) AT EACH END OF THE BARRIERS TO HOLD WATER AND SEDIMENT (SEE FIGURE A).
 3. AREAS THAT CONTAIN LARGER CONCENTRATIONS OF WATER SHALL BE LIMITED TO LENGTHS OF SILT FENCES TO NO LONGER THAN 200' (SEE FIGURE A). LIMIT TO 1/4 ACRE PER 100' OF FENCE. FURTHER RESTRICT AREA BY LAND SLOPE TABLE ABOVE.
 4. AREAS SHOULD BE BROKEN UP WITH INTERIOR SEDIMENT FENCE TO MINIMIZE WATER CONCENTRATIONS AND LONG SLOPES (SEE FIGURE B).
 5. SEDIMENT FENCES INSTALLED AT TOE OF SLOPE SHALL BE PLACED 5' TO 10' AWAY (DOWNSTREAM) TO CREATE SEDIMENT STORAGE (SEE FIGURE B).
 6. DEPTH OF WATER CONCENTRATIONS SHOULD NOT EXCEED 1.5' AT ANY POINT ALONG THE FENCE.
 7. PLACE SILT FENCE ONLY WHERE OVERLAND OR SHEET FLOW DISCHARGES OCCUR.
 8. SILT FENCES SHOULD NOT BE USED IN CONCENTRATED FLOW CHANNELS, OR AS INLET PROTECTION DEVICES IF FLOODING CONDITIONS COULD OCCUR.
 9. DO NOT USE HAY OR STRAW BALES WITH WIRE TIES.
 10. WHEN SEDIMENT REACHES 1/2 HEIGHT OF SILT FENCE OR SIMILAR CONTROL MEASURE, THE CONTRACTOR SHALL REMOVE THE SEDIMENT.

SILT FENCE

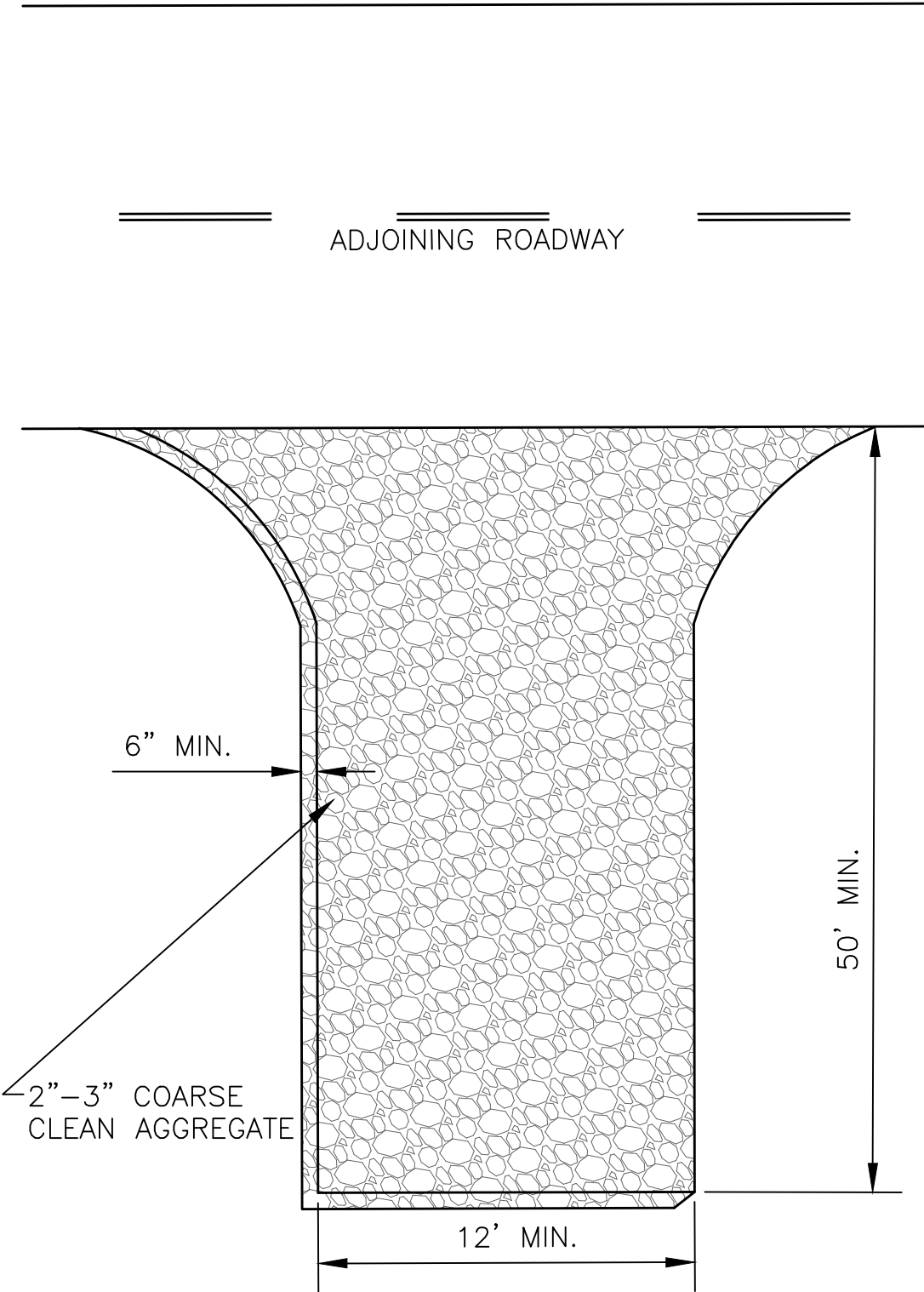


TOP VIEW



SIDE VIEW

SEDIMENT BASIN



- NOTES:
1. GEOTEXTILE FABRIC MAY BE USED AS AN UNDERLINER IN WET CONDITIONS TO PROVIDE STABILITY.
 2. PROVIDE SUFFICIENT WIDTH, LENGTH & TURNING RADIUS FOR CONSTRUCTION VEHICLES ENTERING & EXITING SITE.
 3. MUST BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR DIRECT FLOW OF SEDIMENT ON TO STREETS AND KEEP THE ENTRANCE EFFECTIVE.
 4. PROPERLY GRADE TO PREVENT RUNOFF FROM LEAVING CONSTRUCTION SITE THROUGH ENTRANCE/EXIT.
 5. DO NOT ALLOW ROCK SPACES TO BE FILLED IN WITH DIRT - ROCKS MUST BE KEPT LOOSE.

CONSTRUCTION ENTRANCE

3	May 2015	Updated Notes & Added Rock Ditch Check	DHS	JDH	
2	March 2013	Repl. Sed. Trap & Added Land Slope Table	DHS	JDH	
1	Dec. 2009	Modified Stake Depth & Spacing	DHS	JDH	
NO.	DATE:	REVISION	BY:	APP'D	

DRAWN BY: DHS
APP'D BY: JDH



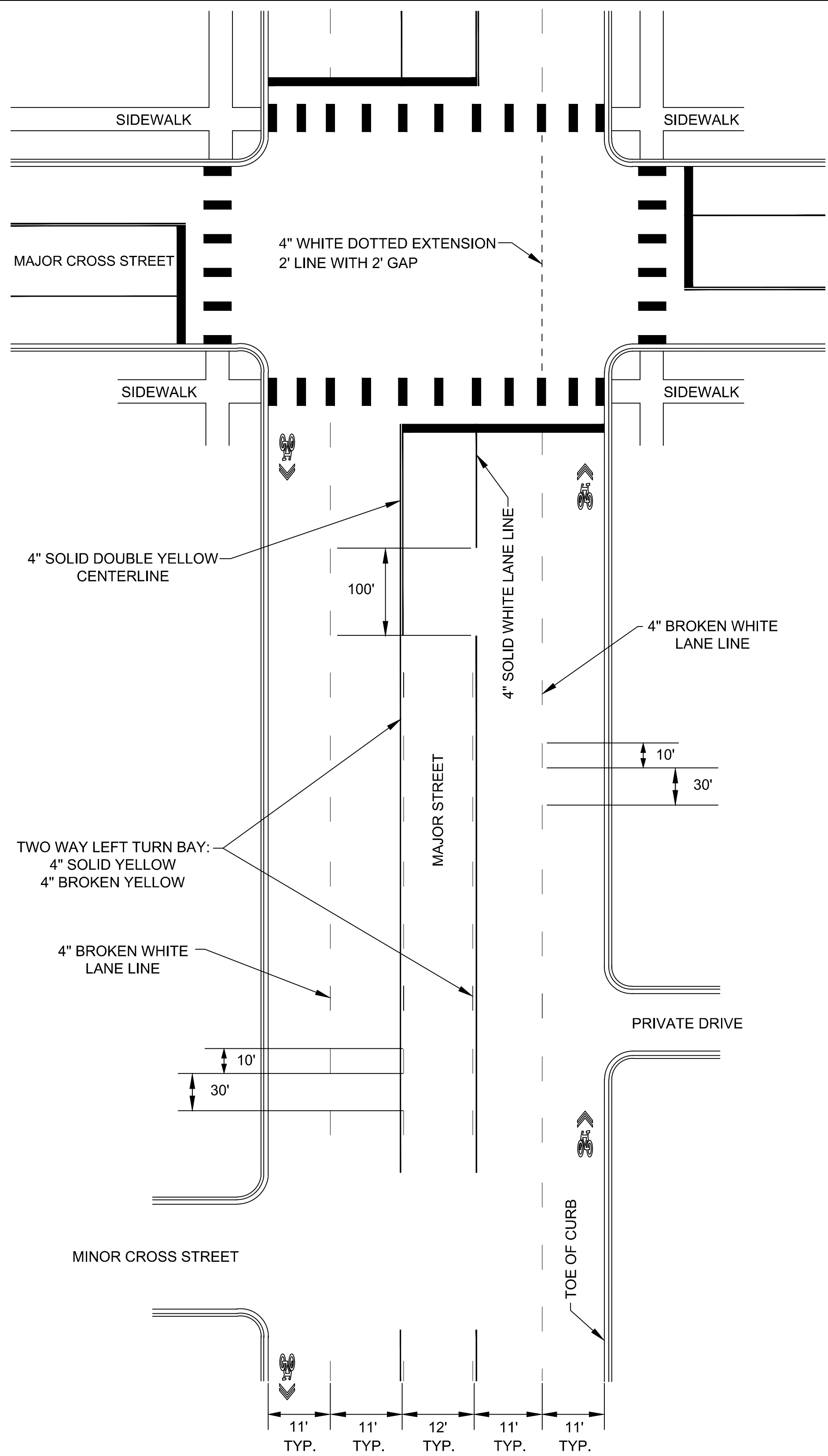
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PUBLIC WORKS DEPARTMENT
COUNTY ENGINEER
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TOPEKA, KS 66618
(785) 233-7702



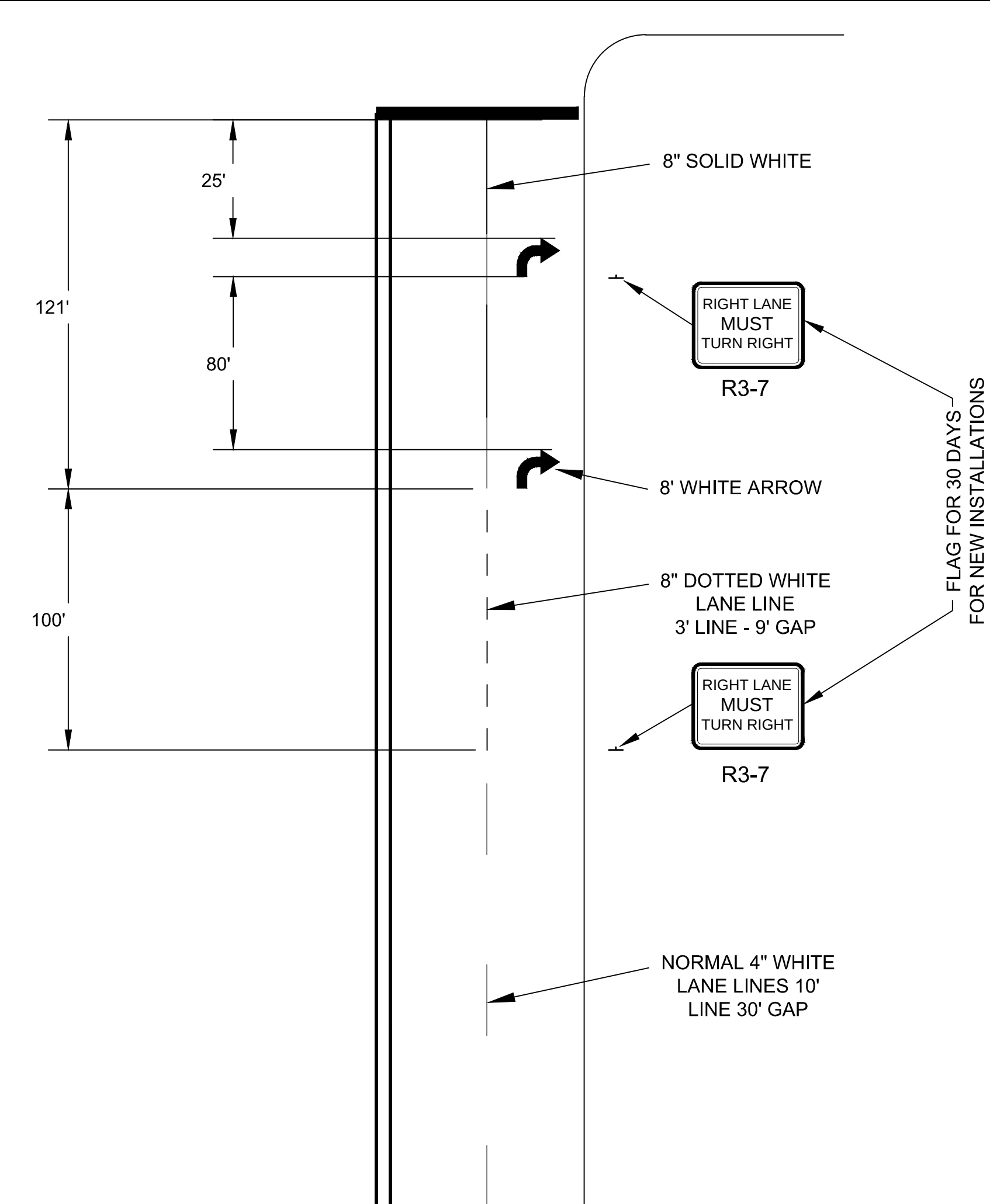
STANDARD DETAILS

EROSION & POLLUTION CONTROL
SILT FENCE, SEDIMENT BASIN,
CONSTRUCTION ENTRANCE,
AND ROCK DITCH CHECK
(DT-021)

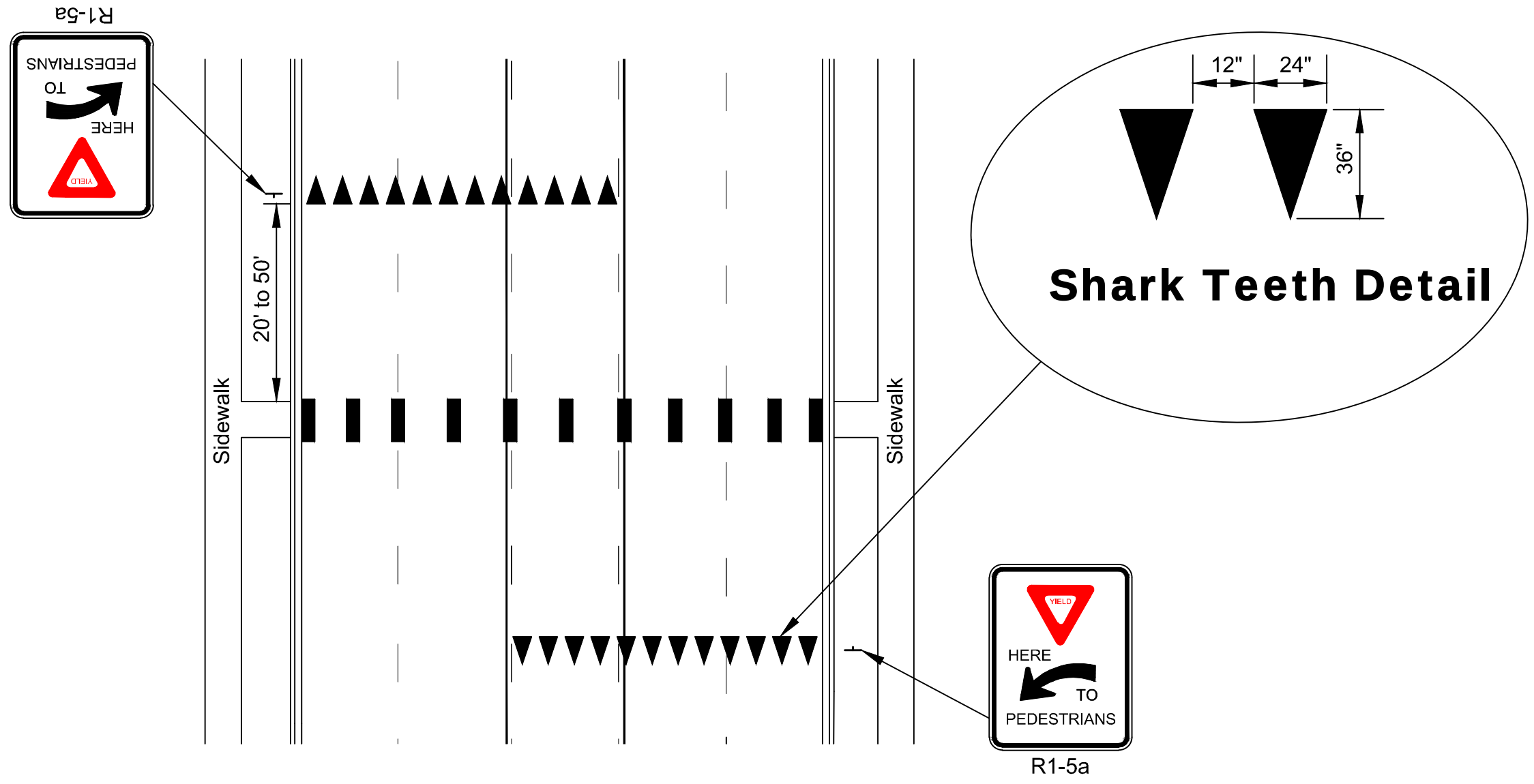
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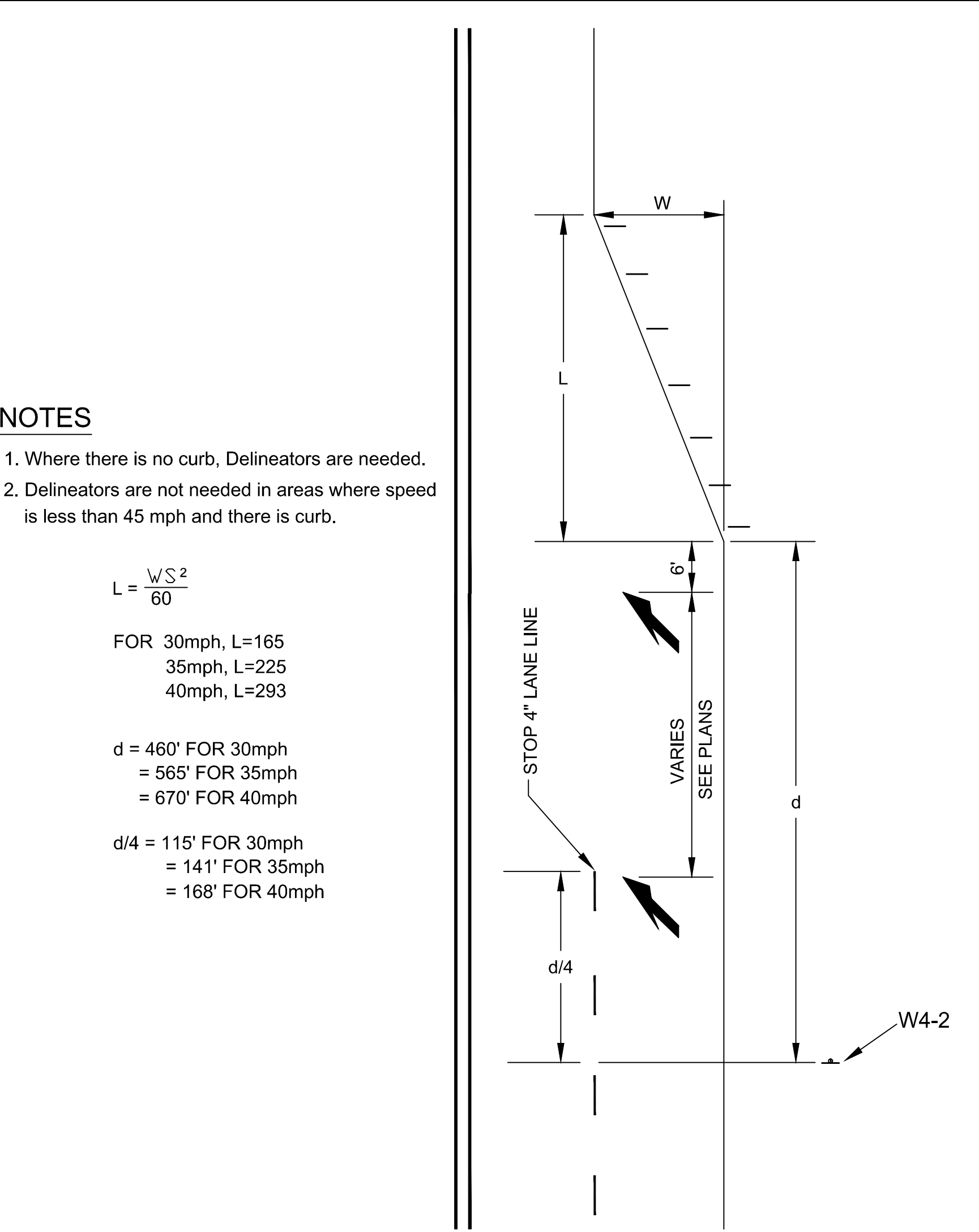
TYPICAL PAVEMENT MARKING DETAIL



TRAP LANE - WHEN THRU LANE BECOMES MANDATORY TURN LANE

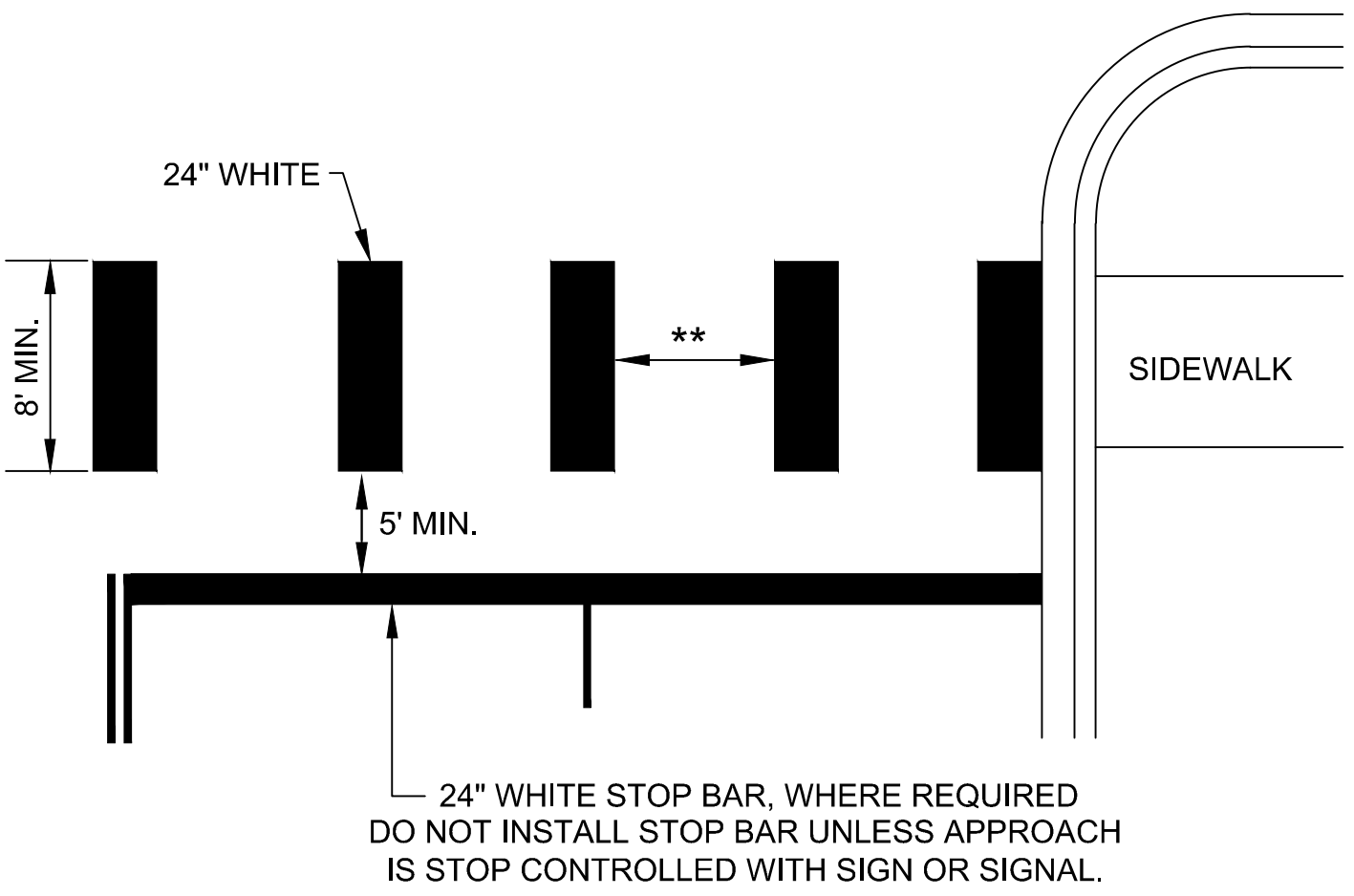


MID BLOCK CROSSWALK DETAIL



LANE REDUCTION TRANSITION MARKING

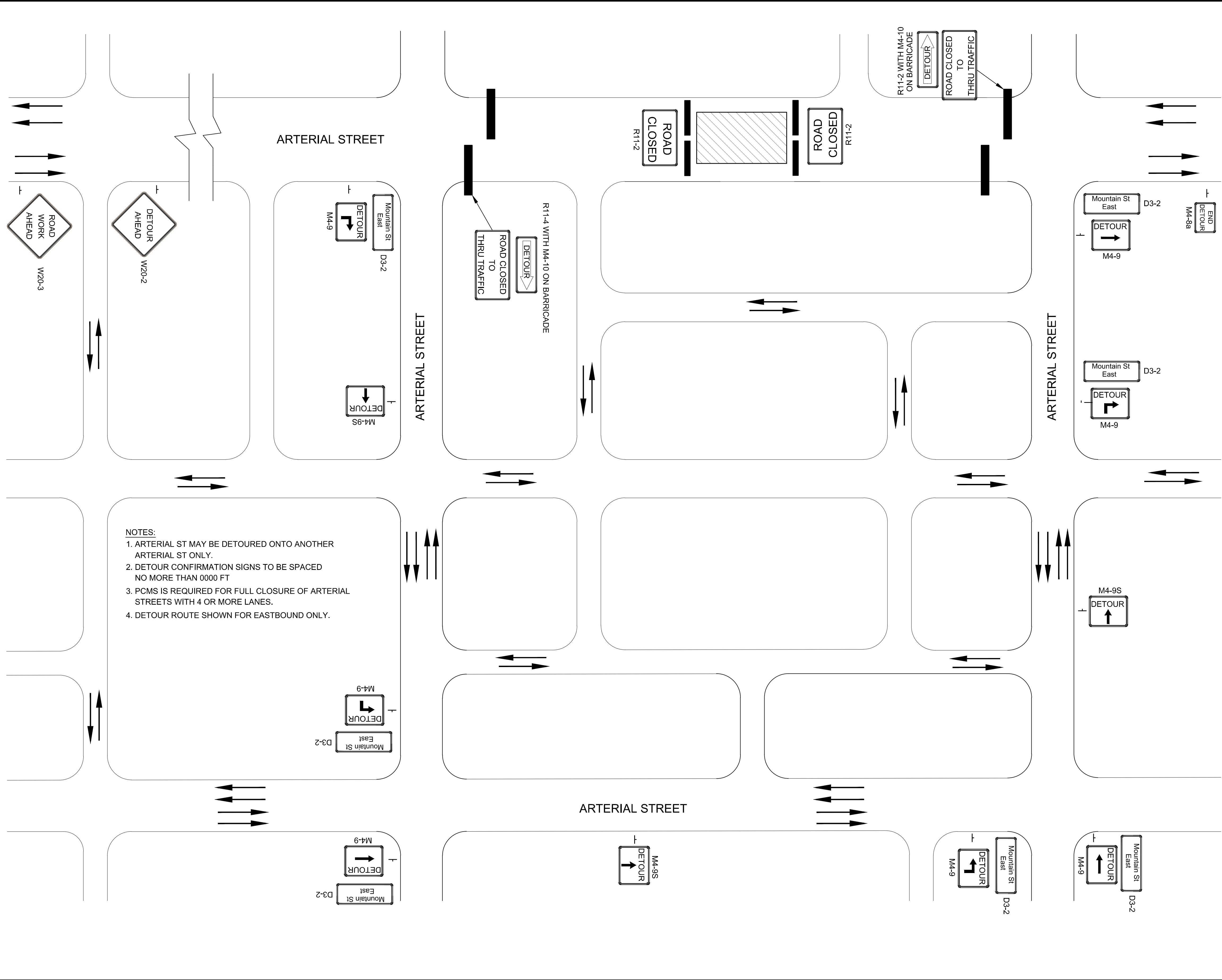
** The gap between the crosswalk lines shall be such as to avoid the wheel paths, to minimize wear. Crosswalk line measurements are from line edge to line edge.



TYPICAL CROSSWALK MARKINGS

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

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



- 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
- ▬

= TYPE III BARRICADE
- = CHANNELIZING DEVICES
- ◀◀◀◀

= ARROW PANEL BOARD
- ▨▨▨▨

= WORK SPACE
- ⚑

= FLAGGER

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

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

TOPEKA
Public Works
ENGINEERING

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STANDARD DETAILS
DT - 118 A

TRAFFIC CONTROL
Arterial Street Closure

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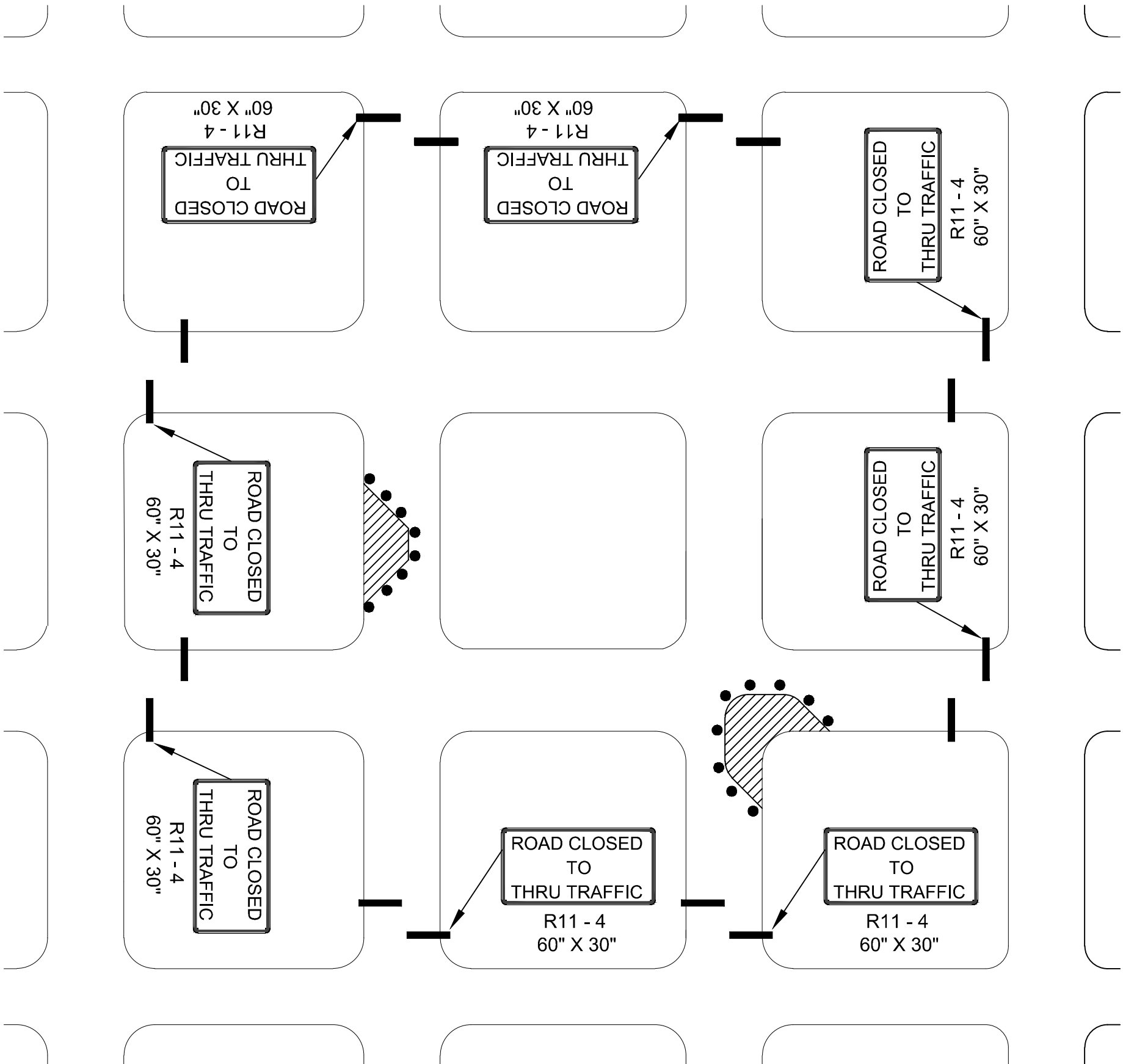
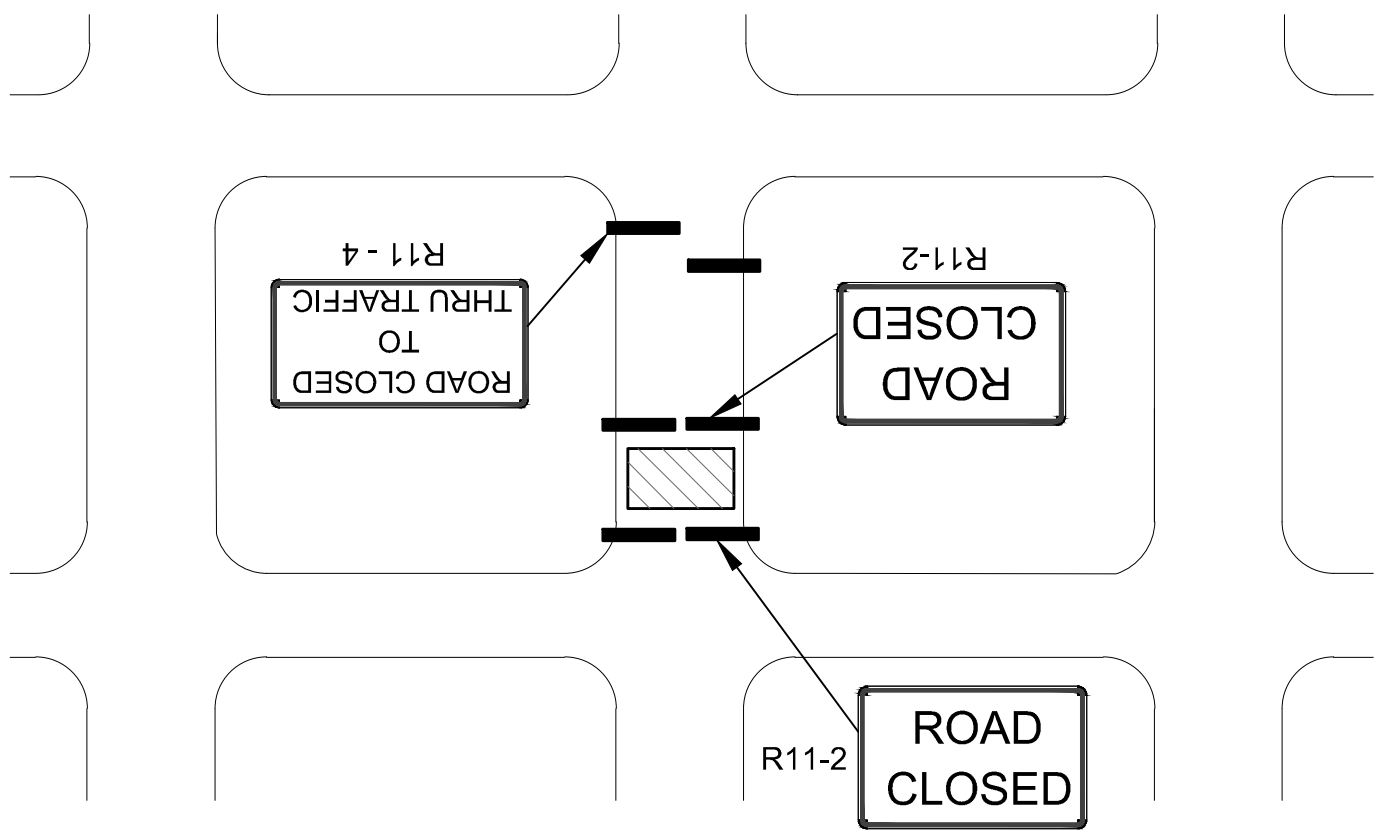


FIGURE - 118 B (1)
CONSTRUCTION WORK ON RESIDENTIAL / LOCAL STREETS



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

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

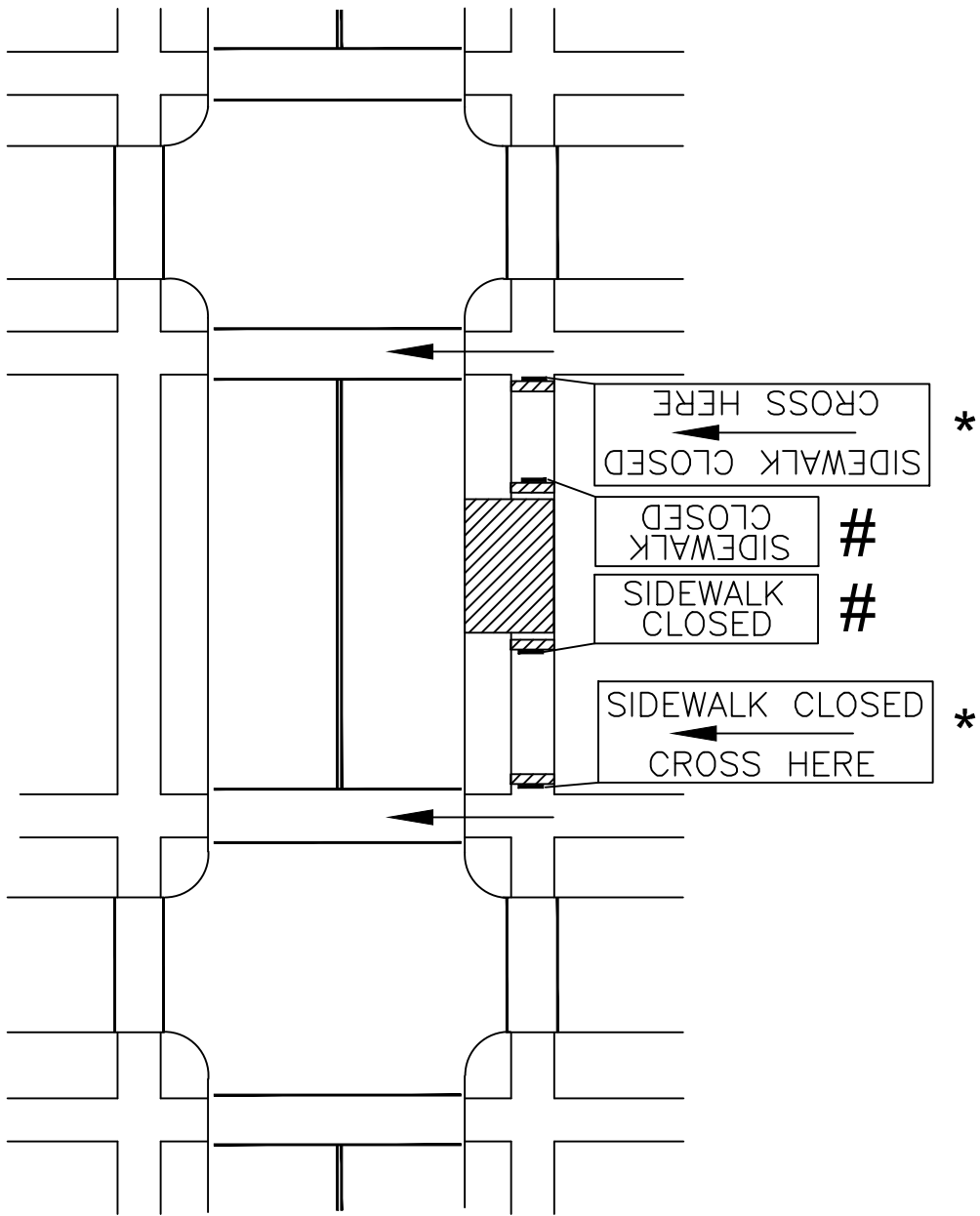


FIGURE - 118 B (3)
MID-BLOCK SIDEWALK CLOSURE
WITH PEDESTRIAN DETOUR

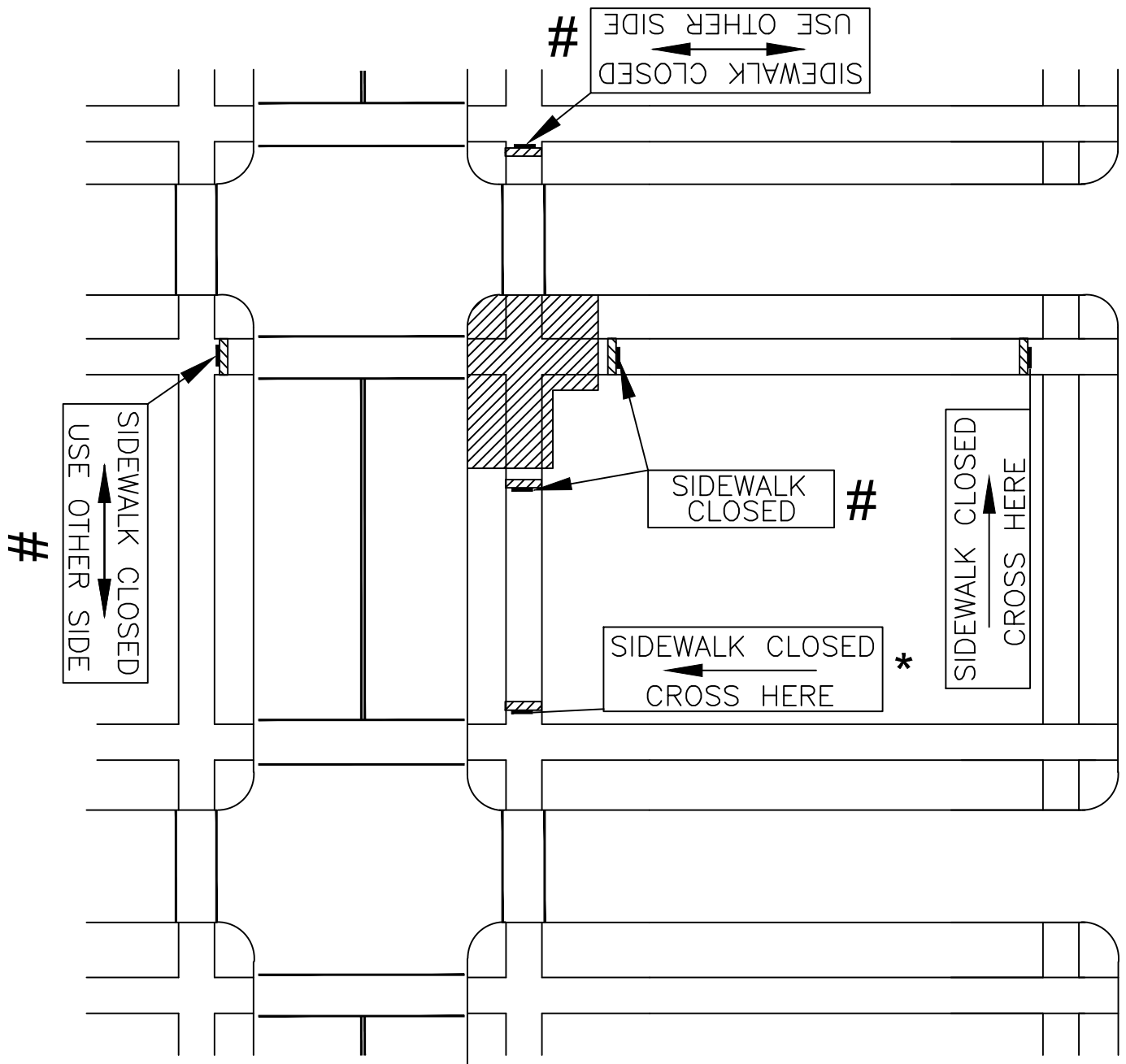
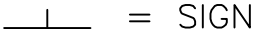
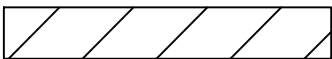
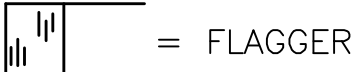


FIGURE - 118 B (4)
CORNER SIDEWALK CLOSURE
WITH PEDESTRIAN DETOUR

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

SIGNS TO BE PLACED ON CONTINUOUS DETECTABLE DEVICES.

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

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

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APP'D BY: Kristi Ericksen

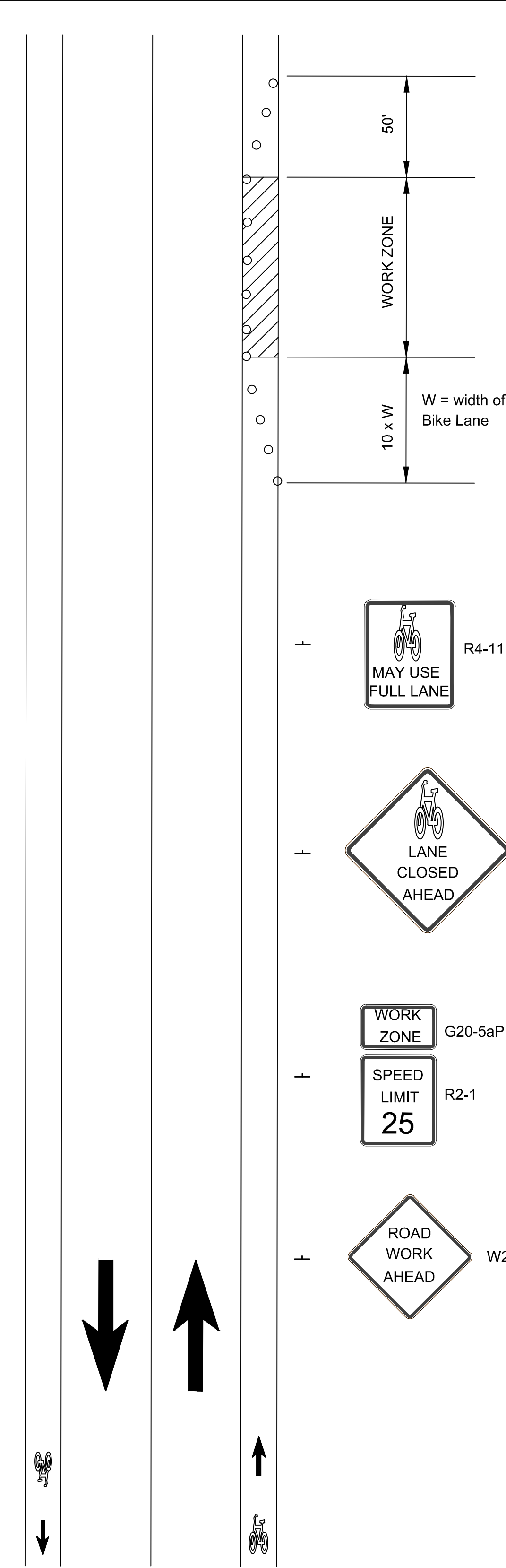


FIGURE - 120 A (1)
BIKE LANE CLOSURE

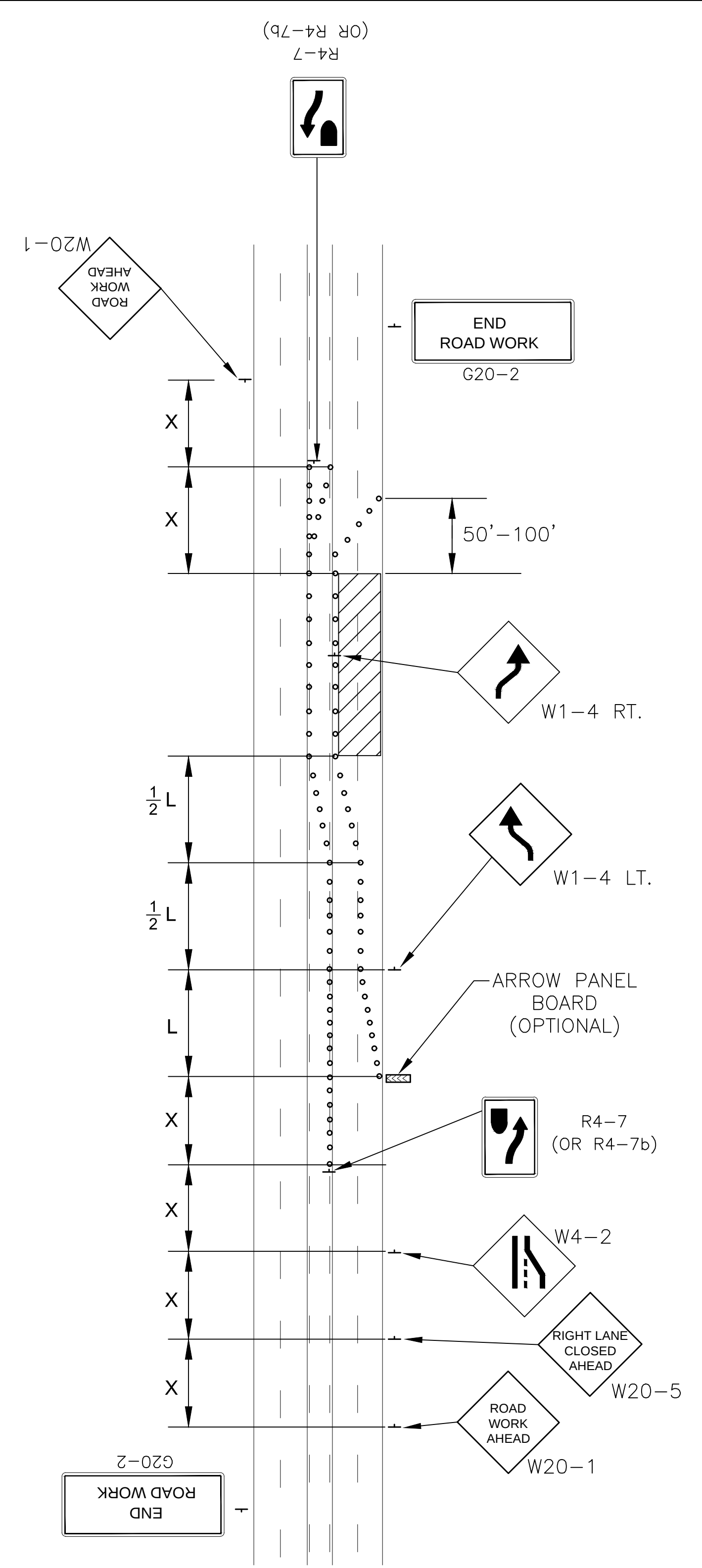


FIGURE - 120 A (2)
FIVE LANE ROADWAY
w/ TWO LANES CLOSED
(BASED ON SPEED LIMIT OF 40mph
AND LANE WIDTH OF 12')

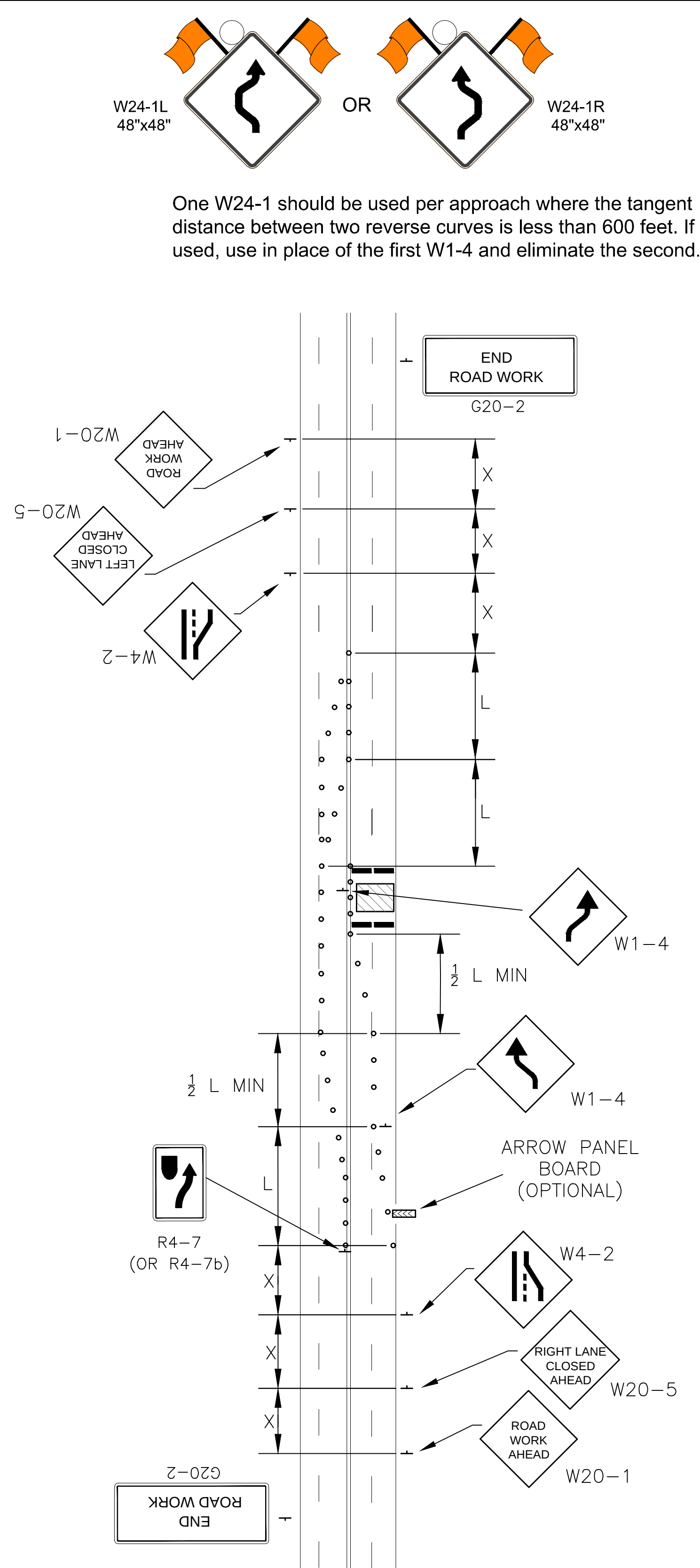
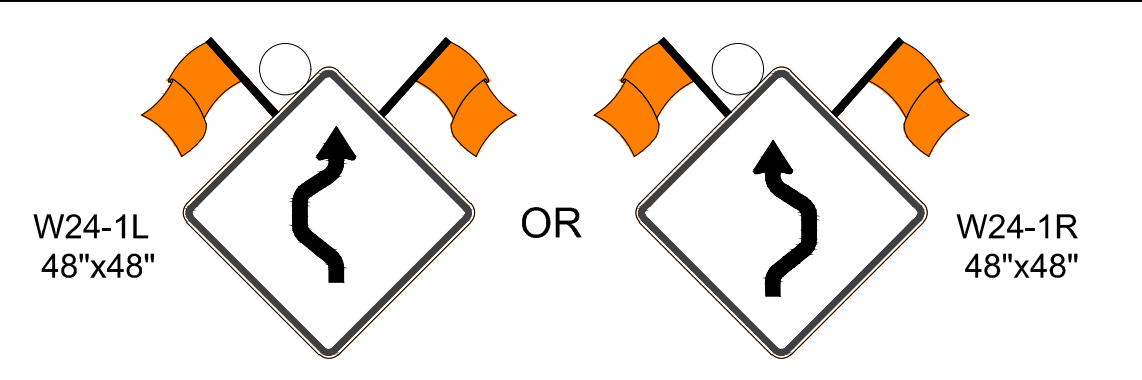


FIGURE - 120 A (3)
4-LANE UNDIVIDED ROADWAY-HALF
ROADWAY IS CLOSED



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

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

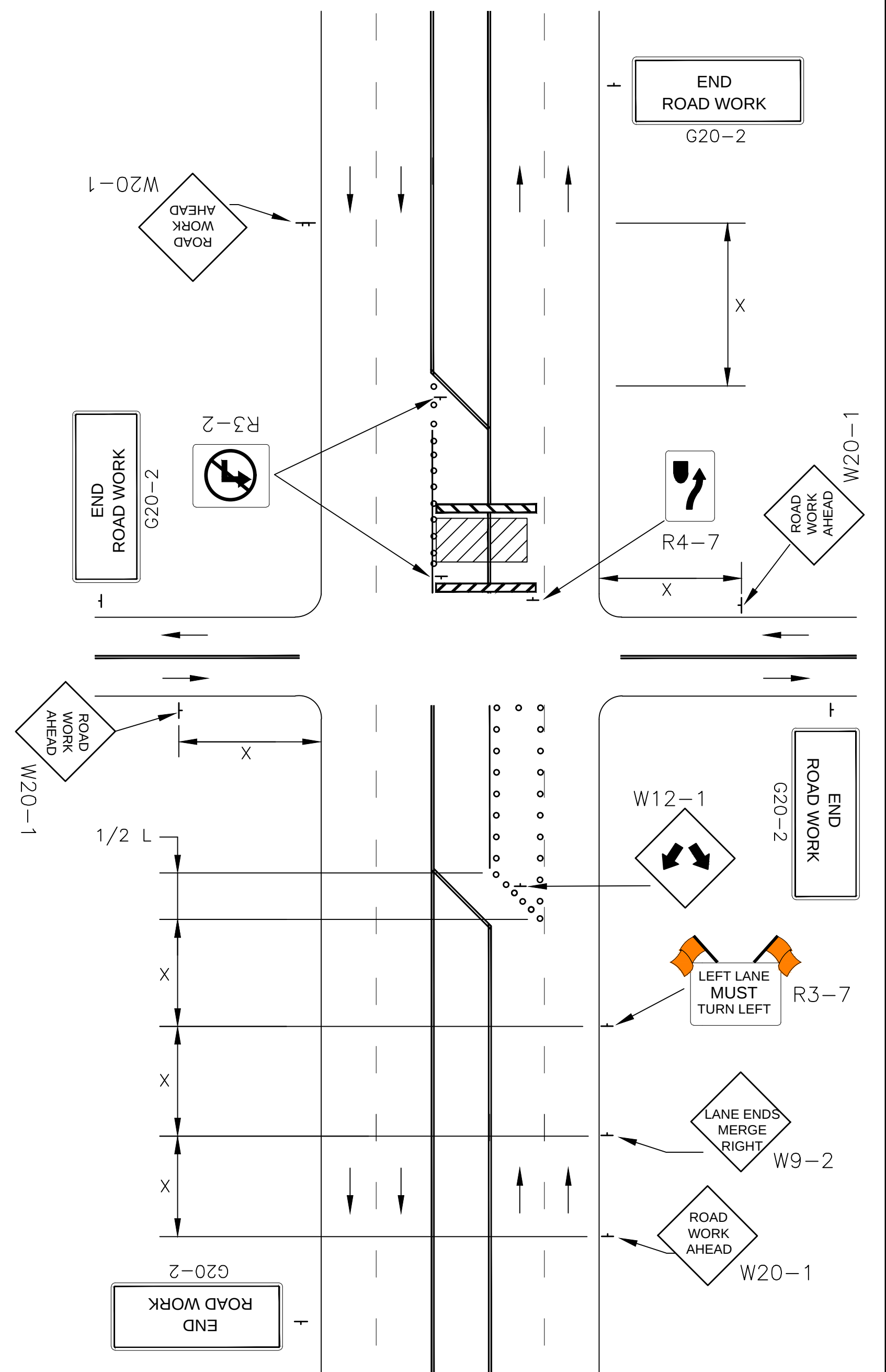


FIGURE - 120 A (4)
MULTIPLE LANE CLOSURE AT AN INTERSECTION

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

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

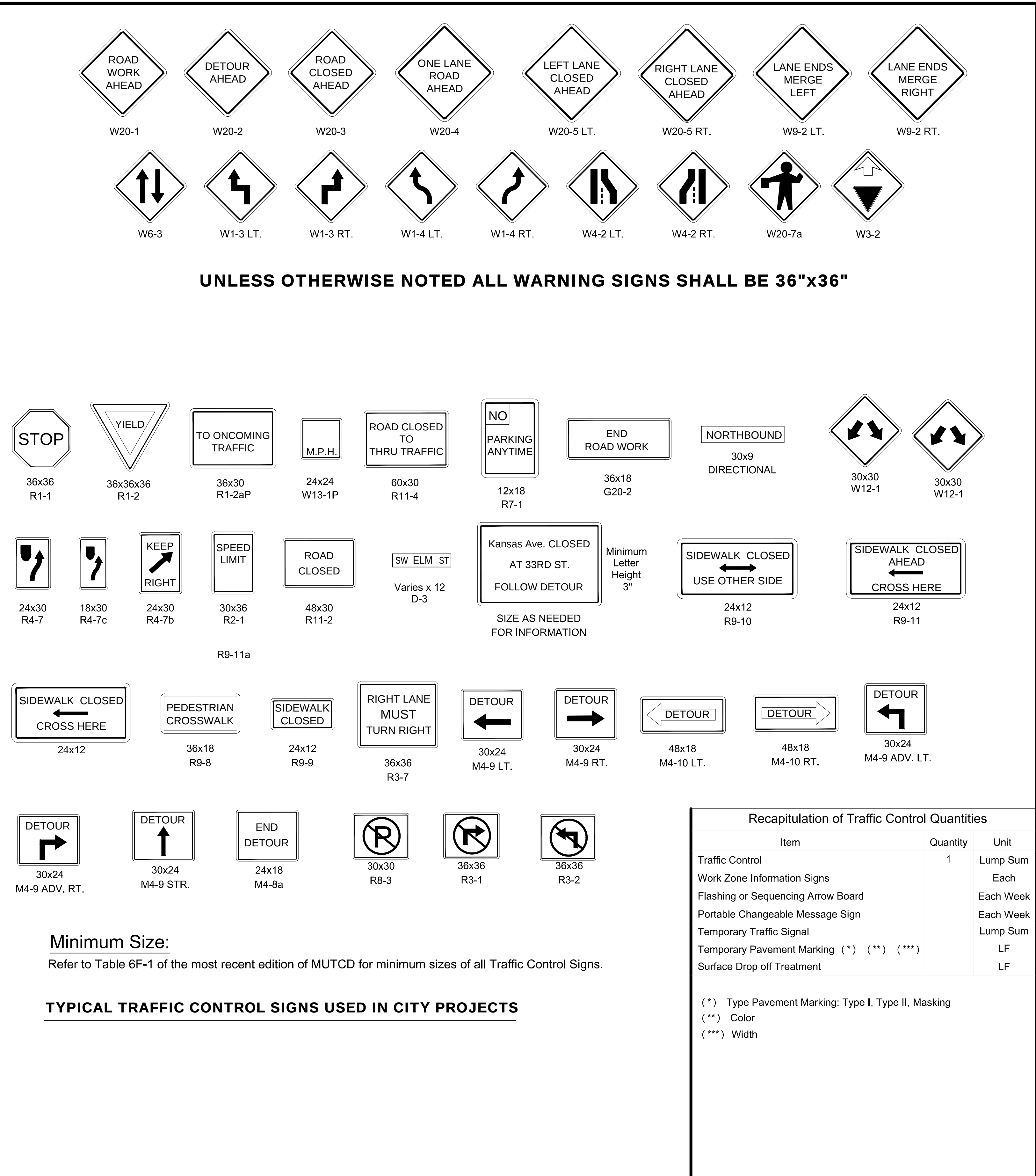
DRAWN BY: Shoeb Uddin
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STANDARD DETAILS
DT - 120 A

TRAFFIC CONTROL
MULTI LANE CLOSURE
BIKE LANE CLOSURE

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