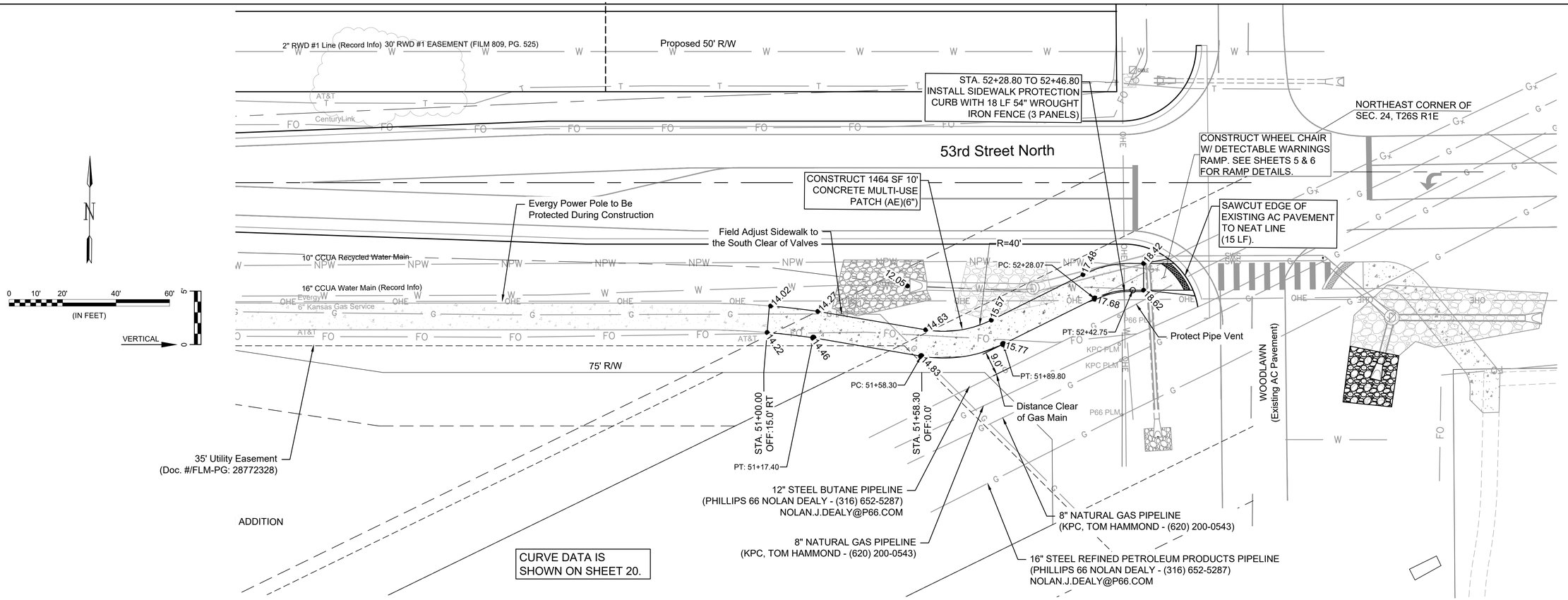

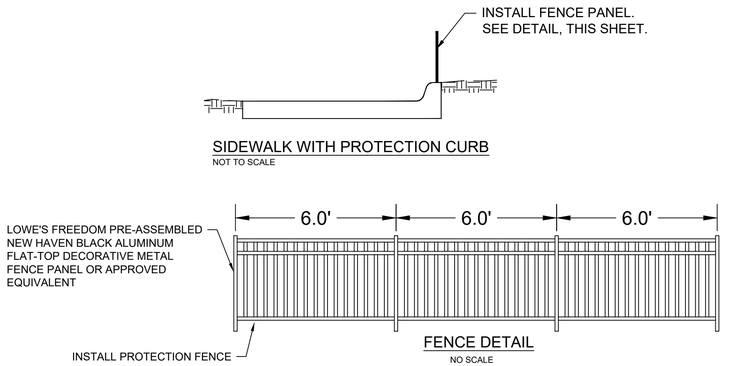

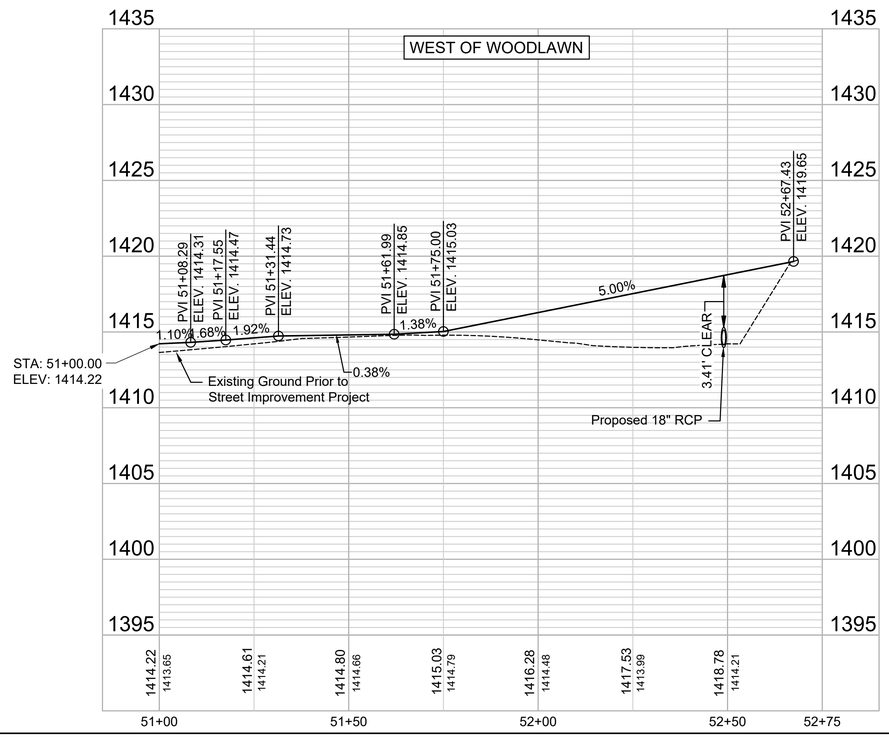

Contractor shall contact Nolan Dealy with Phillips 66 (316-652-5287) and Robert Clover (913-522-7501) and Ulysses Vasquez (316-633-8037) with KPC Pipelines a minimum of 48 hours in advance of any work within 25' of the pipelines that cross the project near Woodlawn. Unless approved in writing, a representative of each pipeline shall be present when any work is occurring within 25' of the pipeline.

Contractor to provide list of proposed construction equipment, model and weight prior to construction.

No vibratory compaction will be allowed within the gas pipeline easement. Contractor shall use sheepfoot rollers with vibratory functions disabled

1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE
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Digitally Signed 05/19/2026
KANSAS
OFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

City of Bel Aire
www.belaireks.gov

CITY OF BEL AIRE
BEL AIRE, KANSAS

SIDEWALK IMPROVEMENTS
53RD AND WOODLAWN
INTERSECTION

West Side
Sidewalk

JOB NO.: 21T41284
DATE: MAY 2026
DESIGNED BY: KWL
DRAWN BY: MCP

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

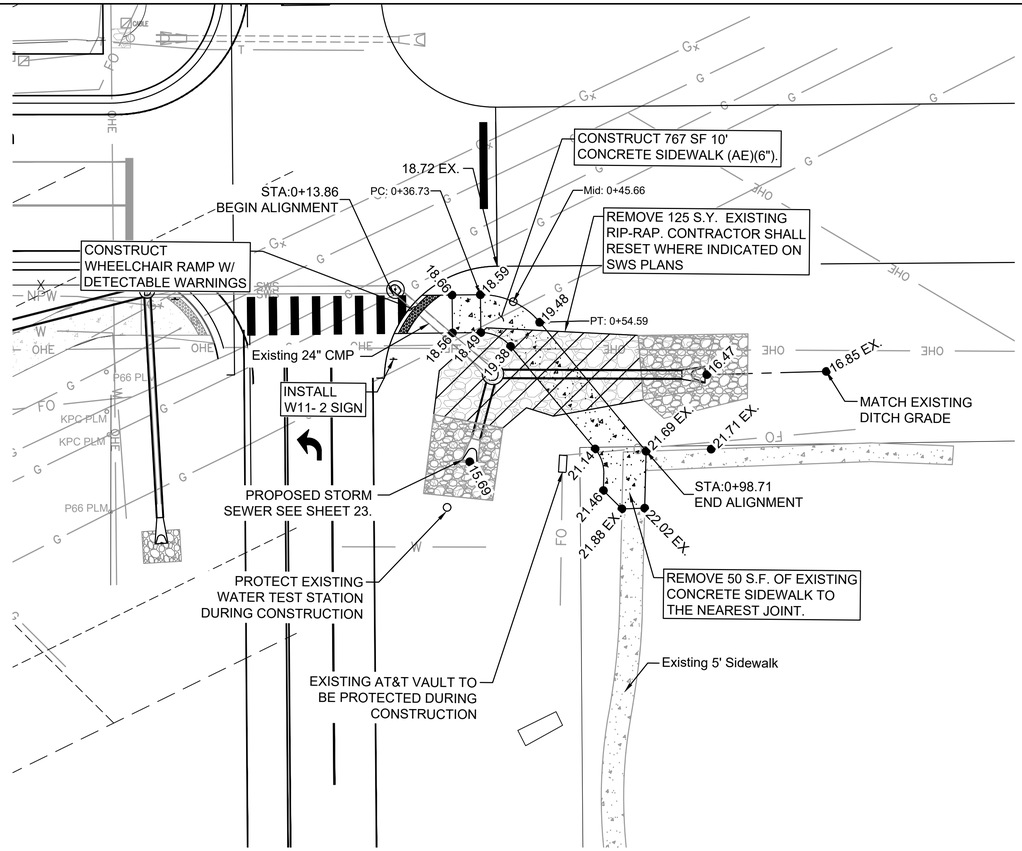
DRAWING NUMBER

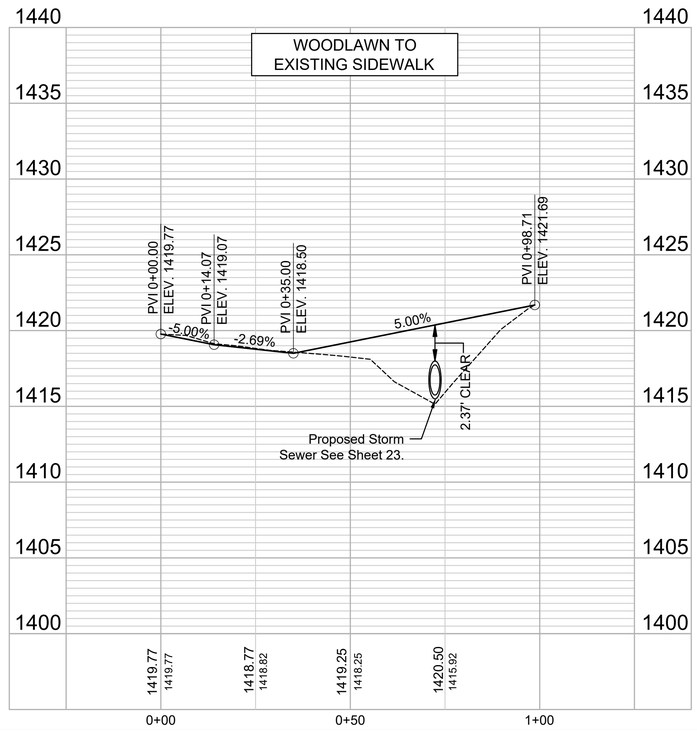
SHEET NUMBER 1 OF 6

File: L:\2021\21T41284 - 53rd - Oliver to Woodlawn\Drawings\C3D\Sidewalk Plan\53RD SIDEWAK WEST OF WOODLAWN.dwg Last Save: 5/15/2026 7:54 AM Last saved by: KWLee
Last plotted by: Lee, Ken W. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 5/15/2026 7:58 AM Plotter used: None

NOTES:
1. CONTRACTOR TO INSTALL TYPE II PAVEMENT MARKINGS ON THE WOODLAWN CROSSWALK. SEE KDOT SPECIFICATION TE309.

2. IN ADDITION TO THE TWO SIGNS SHOWN ON THIS PLAN SHEET, THE CONTRACTOR SHALL INSTALL "PEDESTRIAN" (MUTCD W11-2) SIGN WITH SUPPLEMENTED "AHEAD" (MUTCD W16-9P) PLAQUE IN BOTH DIRECTIONS OF TRAVEL APPROACHING CROSSWALK. DISTANCE SHALL BE AT LEAST 670 FT FROM CROSSWALK AS INDICATED BY THE MUTCD. SEE NEXT SHEET FOR APPROXIMATE LOCATION.





NOTES:

CONTRACTOR SHALL REGRADE AREA AROUND NEW WALK AND STORM SEWER TO PROVIDE POSITIVE DRAINAGE. MINIMUM 2% SLOPE AND MAXIMUM SLOPE OF 4:1.

ANY RIP-RAP REMAINING AFTER RESETTING FOR SWS PIPS SHALL BE SALVAGED TO THE CITY OF BEL AIRE PUBLIC WORKS STORAGE YARD.

GARVER

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Wichita, KS 67209
(316) 264-8008

KENNETH W. LEE
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KANSAS
PROFESSIONAL ENGINEER

BY	DESCRIPTION	DATE	REV.

City of Bel Aire
www.belaireks.gov

CITY OF BEL AIRE
BEL AIRE, KANSAS

SIDEWALK IMPROVEMENTS
53RD AND WOODLAWN
INTERSECTION

East Side Sidewalk

JOB NO.: 21T41284
DATE: MAY 2026
DESIGNED BY: KWL
DRAWN BY: MCP

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
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SHEET NUMBER 2 OF 6

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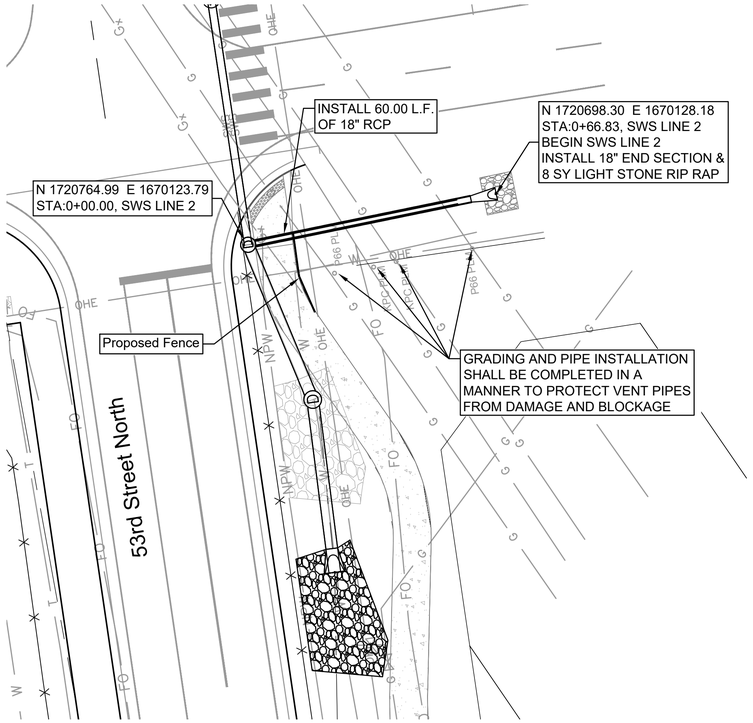

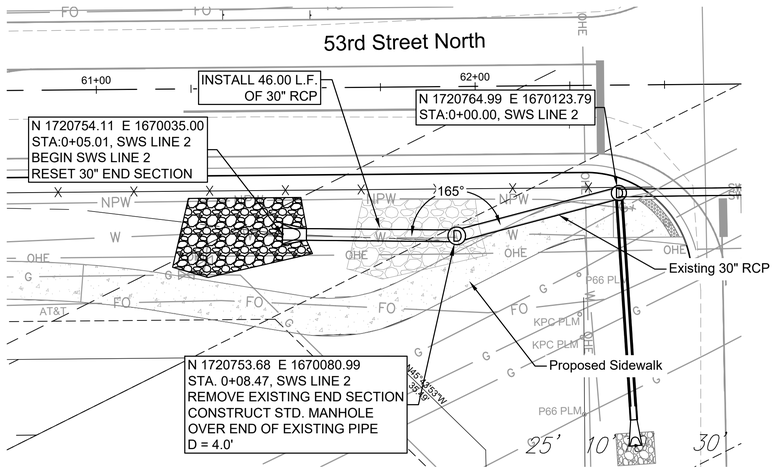

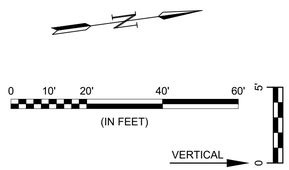

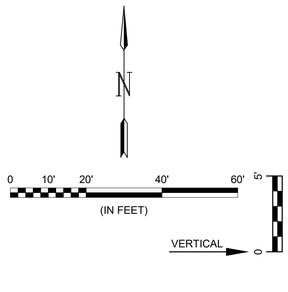

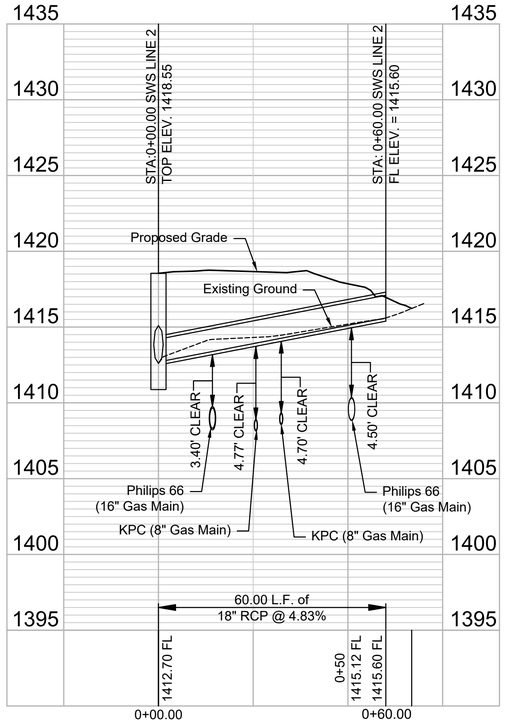

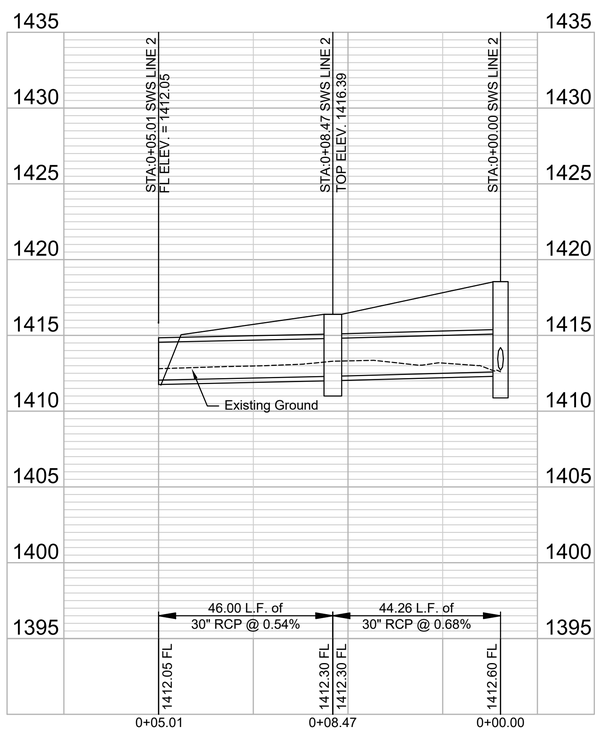

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KANSAS
PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

City of Bel Aire
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CITY OF BEL AIRE
BEL AIRE, KANSAS

SIDEWALK IMPROVEMENTS
53RD AND WOODLAWN
INTERSECTION

WEST SWS
PIPES

JOB NO.: 21T41284
DATE: MAY 2026
DESIGNED BY: KWL
DRAWN BY: MCP

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 3 OF 6

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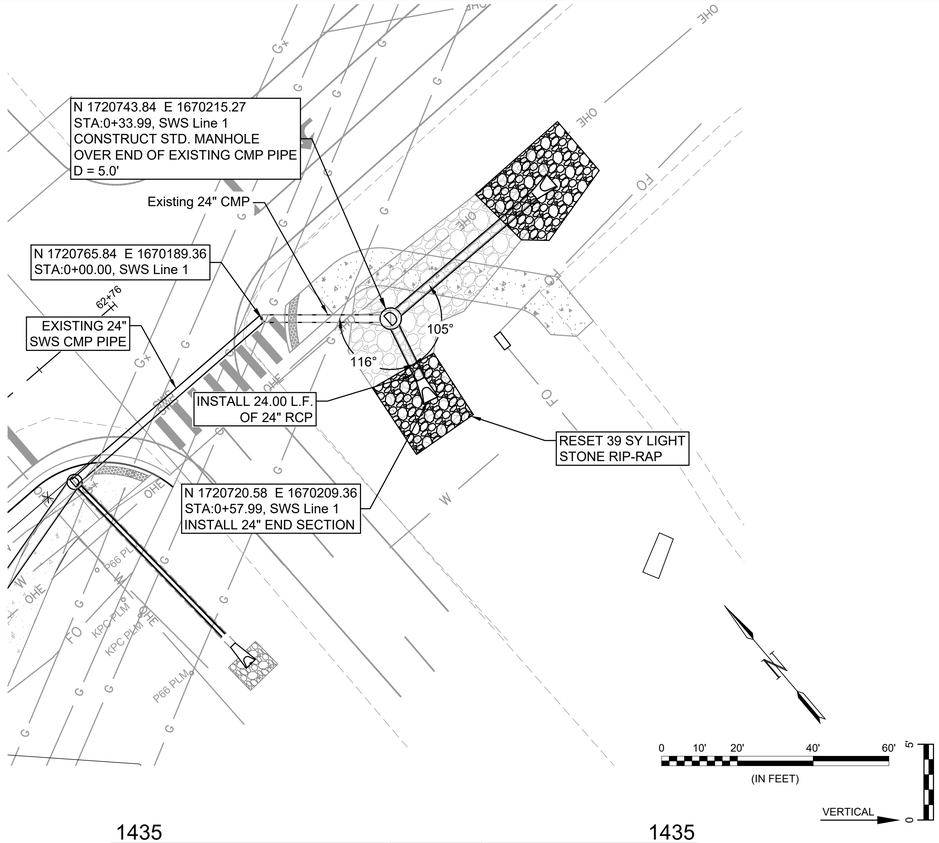

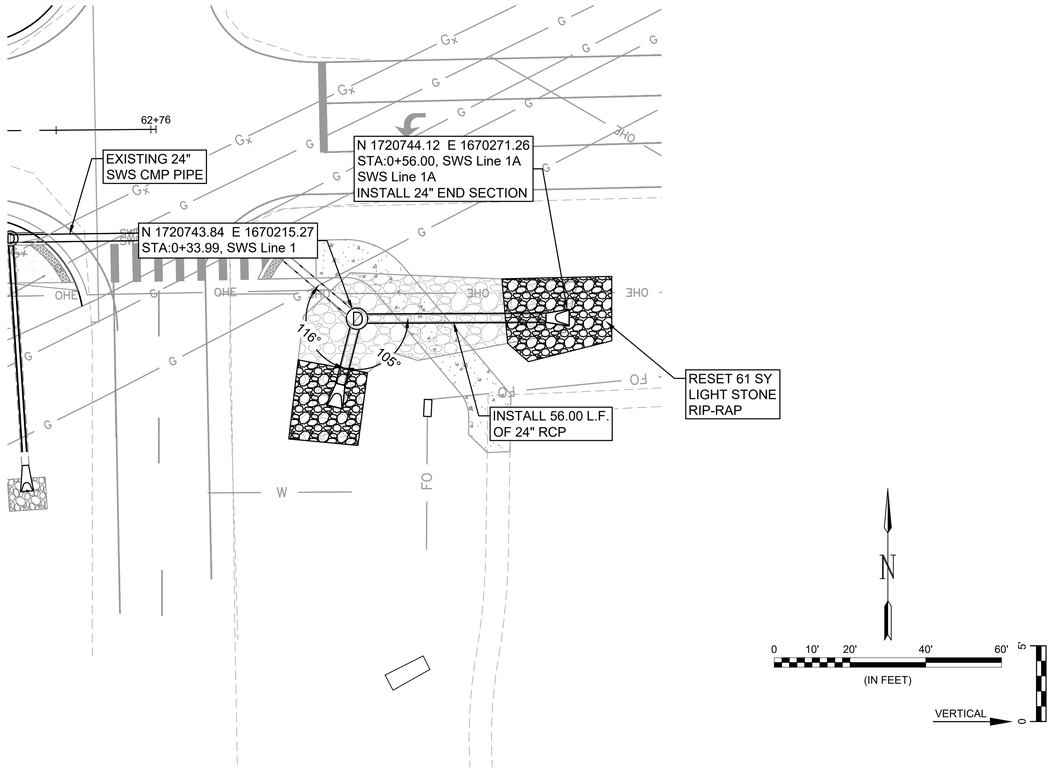

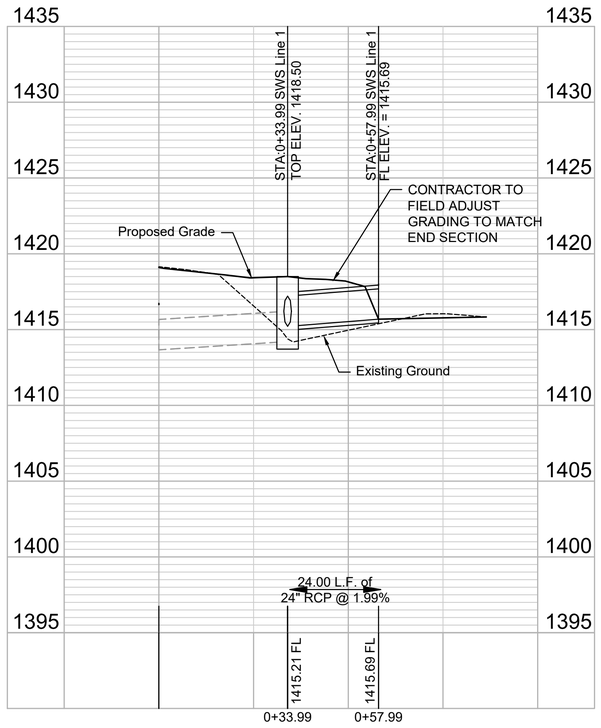

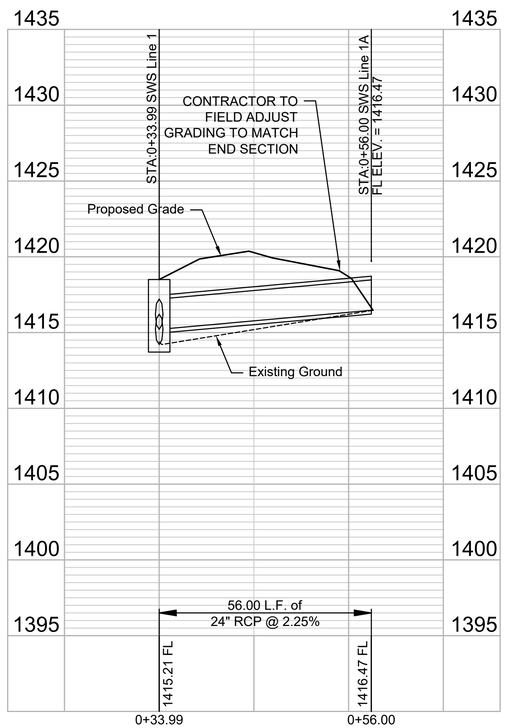

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CITY OF BEL AIRE
BEL AIRE, KANSAS

SIDEWALK IMPROVEMENTS
53RD AND WOODLAWN
INTERSECTION

EAST SIDE
SWS

JOB NO.: 21T41284
DATE: MAY 2026
DESIGNED BY: KWL
DRAWN BY: MCP

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
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SHEET NUMBER 4 OF 6

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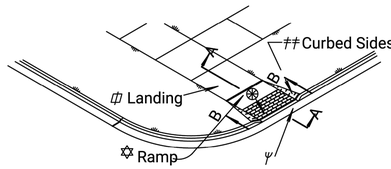
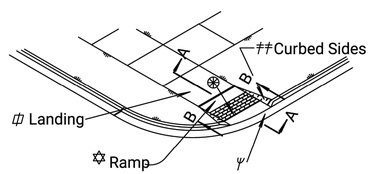
Last plotted by: Lee, Ken W. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 5/15/2026 8:00 AM Plotter used: None

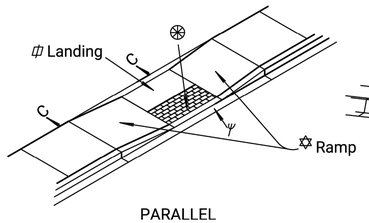
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS			5	6



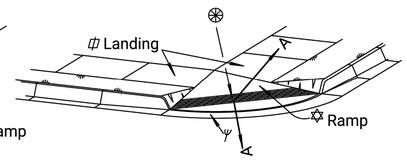
PERPENDICULAR
CURB RAMP (TYPE I)



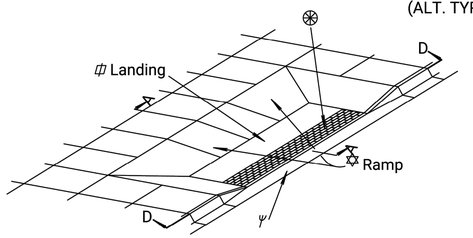
PERPENDICULAR
CURB RAMP THRU CURB RADIUS
(ALT. TYPE I)



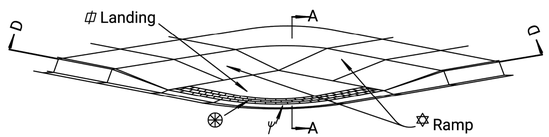
PARALLEL
CURB RAMP (TYPE 2)



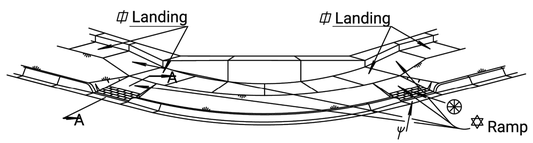
PARALLEL
CURB RAMP THRU CURB RADIUS
(ALT. TYPE 2)



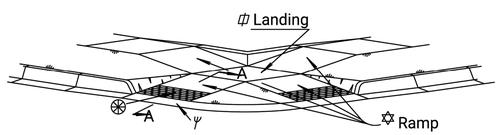
BLENDED TRANSITION
(TYPE 3)



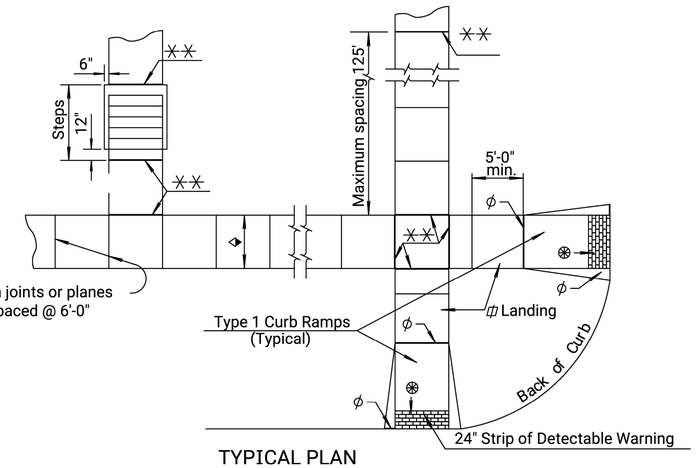
BLENDED TRANSITION
THRU CURB RADIUS (ALT. TYPE 3)



COMBINATION PERPENDICULAR/PARALLEL
CURB RAMP (TYPE 4)



COMBINATION PERPENDICULAR/PARALLEL
CURB RAMP (ALT. TYPE 4)



TYPICAL PLAN

ϕ Expansion Joint (¾" Redwood board) placed at either back of curb line, at sidewalk back of curb line, or at sidewalk line. Alternate expansion joint material may be used as approved by the Engineer.

⚹⚹ Expansion joint (¾" Redwood board) located as shown. Alternate expansion joint material may be used as approved by the Engineer.

⧫ The minimum width of newly constructed sidewalk is 5'-0". Where existing conditions prohibit the use of 5'-0" wide sidewalk, 4'-0" wide sidewalk may be used. Where sidewalk width is less than 5'-0" construct 5'-0" x 5'-0" passing spaces located at 200' intervals (max) as shown in the Passing Space Detail. In general, where new sidewalk is constructed parallel or adjacent to a roadway the sidewalk running slopes will match the grade of the adjacent roadway.

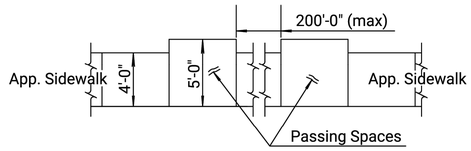
✡ New construction ramp running slopes are 5% (min) to 8.3% (max). Ramp slopes for blended transitions are 5% or flatter. The maximum allowable ramp cross slope is 2% or flatter. Match the ramp width to the width of the approach sidewalk. Curb ramp lengths will vary with curb height. Curb ramp lengths are 5'-0" (min) to 15'-0" (max). All other ramp lengths are 5'-0" (min) to 30'-0" (max). Where roadway grades are relatively flat and curb ramp lengths will exceed 15'-0", ramps may be constructed in succession to tie into existing sidewalk. Maintain ramp slopes and dimensions as previously stated and install a landing between successive ramp runs.

⎅ Use a landing slope of 2% or flatter. Landings are the same width as ramps and adjacent sidewalk with a length measured in the direction of the street crossing of 5'-0" (min). Landings are not required where the ramp running slope is 5% or flatter.

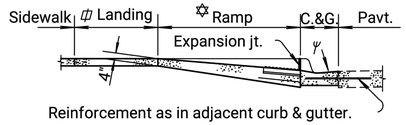
℄ Use a counter slope of 5% or flatter at the base of curb ramps. Refer to Standard Drawing RD725A for additional curb and gutter details.

⊛ Detectable warning installation is typical and required on Perpendicular Ramps (Type 1), Parallel Ramps (Type 2), Blended Transitions (Type 3), median ramp crossings with widths greater than or equal to 6'-0", and other locations as shown in the plans. Install detectable warnings parallel to pedestrian travel except where otherwise shown in the plans. See Standard Drawing RD725A for additional details.

⧺ Use flared sides in place of curbed sides as shown in Flared Side Alt. when not located adjacent to landscaping, street furniture, chains, fencing, or railing. Curbed sides are not permitted within the pedestrian access route. See PROWAG for pedestrian access route definition.

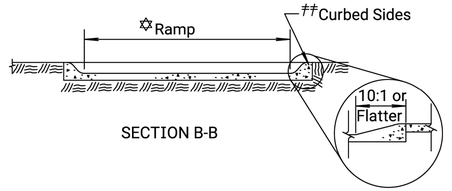


PASSING SPACE
DETAIL



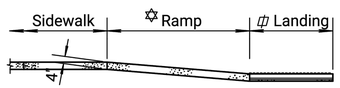
Reinforcement as in adjacent curb & gutter.

SECTION A-A

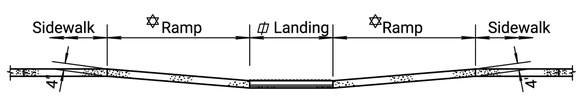


SECTION B-B

FLARED SIDE ALT.



SECTION C-C



SECTION D-D

GENERAL NOTES

Construct sidewalk and ramps in accordance with the current Public Rights of Way Accessibility Guidelines (PROWAG).

The details depicted here may not be appropriate for all locations. Construct to meet this criteria on all roadway alteration projects as defined by the Department of Justice/ Department of Transportation Joint Technical Assistance on ADA Title II Requirements. For an existing sidewalk facility where the sidewalk will be replaced, replace sidewalk in accordance with PROWAG.

Details shown on this sheet apply to newly constructed and existing sidewalk and ramps where roadway alteration projects take place. See KDOT's Standard Specifications for additional information.

Provide ramps at all corners of street intersections where there is an existing or proposed sidewalk and curb. Provide curb ramps at mid-block walk locations for hospitals, medical centers, and athletic stadiums.

Locate ramps as shown on the plans or as directed by the Engineer.

Do not place drainage structures in line with ramps except where existing drainage structures are being utilized in the new construction. Ramp locations should take precedence over the location of drainage structures. Where existing manhole access lids are located on ramps within the area of the detectable warnings and the manhole lid cannot be removed or relocated; install a lid with a detectable warning surface in accordance with PROWAG. Limit drainage across ramps where practicable.

Construct ramps with uniform grade free of sags and short grade changes.

Place ¾" Redwood expansion joints flush with the surface at a maximum spacing of 125'. Place ¾" Redwood expansion joints at sidewalk junctions, see plan details. Where sidewalk abuts a curb place ¾" Redwood board expansion joint flush with the surface.

Place ½" premolded (Type B or C) joint filler where sidewalk is parallel and adjacent to a rigid surface.

⚠ Place sidewalk shown to be constructed in back of an entrance 6" thick with welded wire mesh reinforcement. Gauge and spacing of wires are the same as entrance pavement (See Reinforcement Diagram). The bid item will be "Sidewalk Construciton" either with or without air entrainment. Macro fiber reinforcement may be substituted for welded wire. See KDOT's Standard Specifications for additional information. Slope sidewalk toward the street at 2% or flatter. Slope or depress sidewalk where necessary to fit alleys and entrances, see plans for details.

Contractor may opt to use Concrete Grade 3.0 (AE) throughout for construction of steps, but all work and materials are paid for under the bid item "Grade 3.0 Conc. (Misc.)".

All work and materials needed to construct sidewalk will be paid for under the bid item "Sidewalk Construction".

All work and materials needed to construct ramps will be paid for under the bid item "Sidewalk Ramps".

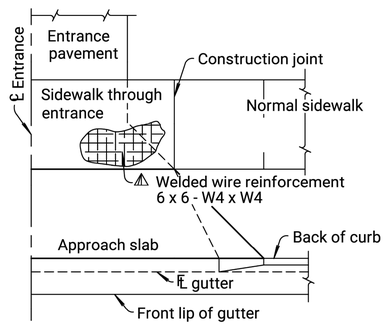
See Standard Drawing RD725A for additional information.

Ramps shall be present at each end of a crosswalk.

For handrails with steps see Standard Drawing RD725B for details.

For handrails with ramps see Standard Drawing RD725C for details.

For alley and entrance pavement see Standard Drawing RD726 for details.



REINFORCEMENT DIAGRAM
SIDEWALK THROUGH ENTRANCE

NO.	DATE	REVISIONS	BY	APP'D
13	10-31-17	Joint Filler Type C Added	A.L.R.	S.W.K.
12	02-23-17	Rev. Ramp Typ., Gen. Note, & Details	T.T.R.	S.W.K.
11	10-17-11	Revised General Note	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

SIDEWALKS, RAMPS, & STEPS

RD725

FHWA APPROVAL	03-05-18	APP'D.	SCOTT W. KING
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

KDOT Graphics Certified 05-17-2022

KDOT Graphics Certified

File: L:\2021\21T41284 - 53rd - Oliver to Woodlawn\Drawings\IREF\Woodlawn Intersection Sidewalk Details.dwg Last Save: 5/15/2026 7:57 AM Last saved by: KWLee Last plotted by: Lee, Ken W.
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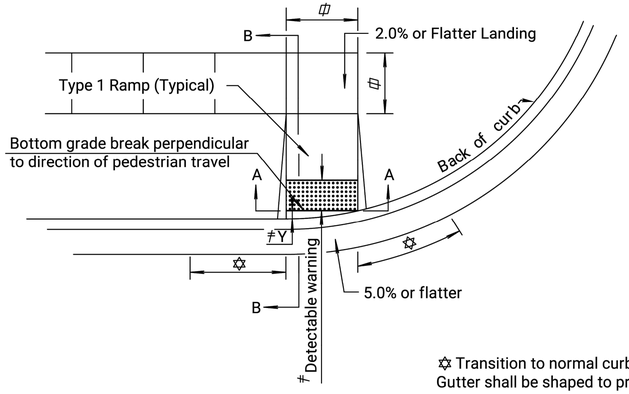
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS			6	6

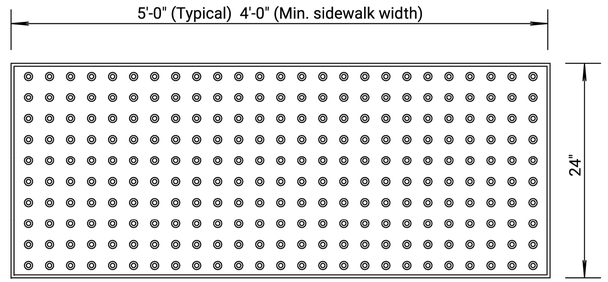


TYPICAL PLAN

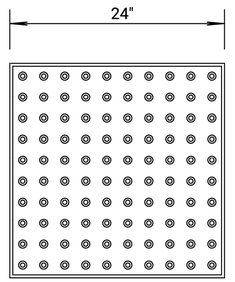
✡ Transition to normal curb and gutter section. Gutter shall be shaped to provide positive drainage.

⎅ See Standard Drawing No. RD725 for additional details.

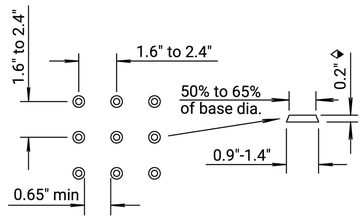
≠ When the dimension "Y" from the back of curb to the bottom ramp grade break is greater than 5'-0" or the ramp is not located through a curb radius, place detectable warning at the back of curb. Otherwise, place detectable warning at the bottom grade break as shown.



ϒ COMPOSITE PANEL with TRUNCATED DOMES

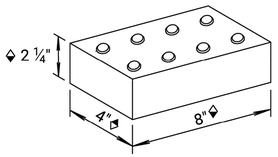


ϒ PRESTRESSED RAMP PANEL with TRUNCATED DOME SURFACE

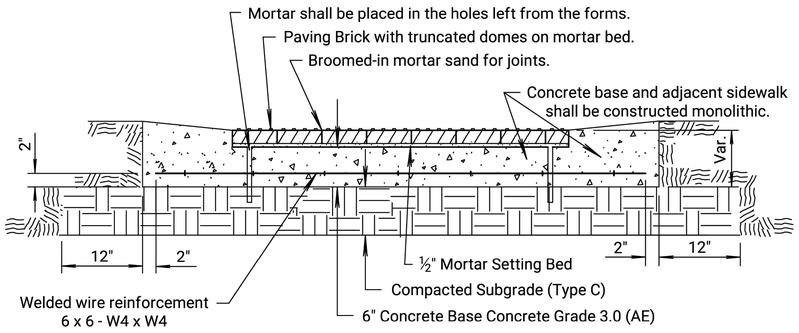


TRUNCATED DOME DIMENSIONS for SQUARE PATTERN (Parallel Alignment)

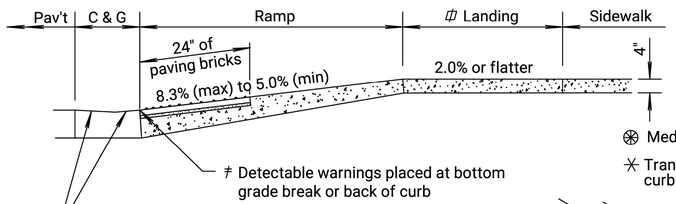
♦ These dimensions are nominal.



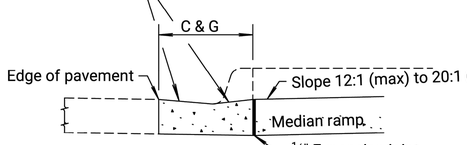
ϒ PAVER BRICK WITH TRUNCATED DOME SURFACE



TYPICAL SECTION OF PAVER BRICK
SECTION A-A



SECTION B-B

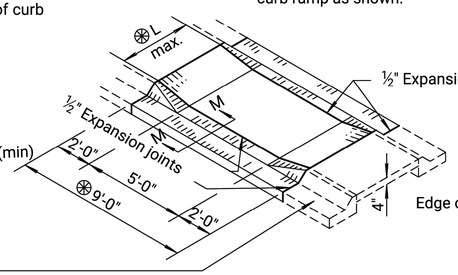


SECTION M-M

⚹ Combined Curb & Gutter Type II (AE) unless shown otherwise on plans.

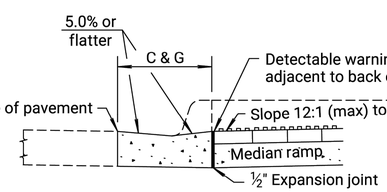
⊛ Median ramp crossing limits will be paid for as "Sidewalk Ramp."

⚹ Transition Combined Curb & Gutter Type III (AE) through curb ramp as shown.

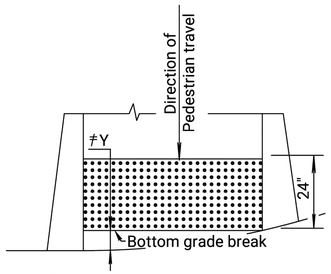


NARROW MEDIAN RAMP CROSSING
(L < 6'-0")

Note: A Median Ramp Crossing shall be constructed at Crosswalk locations. Do not install detectable warnings on narrow median ramp crossings.

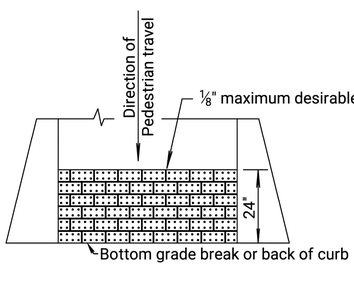


SECTION K-K

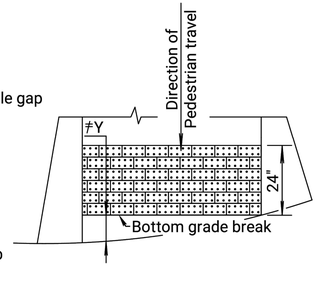


⊗ CURB RADIUS DETAILS

Cut Prestressed Ramp Panels to fit.



▬ STRAIGHT CURB DETAILS

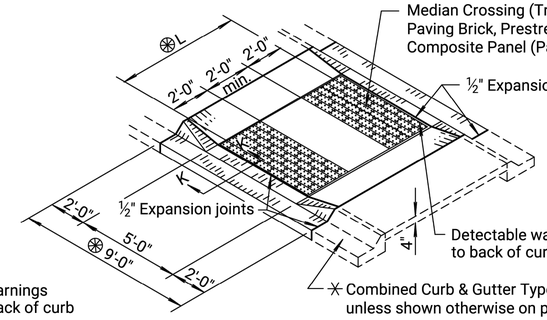


▬ CURB RADIUS DETAILS

▬ Installation shown for paving brick is running bond, use of other patterns is allowed with Engineer approval. Rotation 90° of Running Bond pattern is allowed to reduce space between bricks on curb radius installation, keep this space to a minimum. Place truncated domes on bricks in parallel alignment to pedestrian travel as shown.

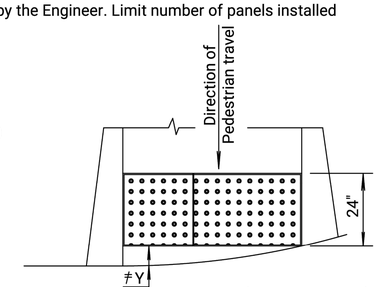
⊗ Curb radius or greater than 5' ramp width will require more than one panel as approved by the Engineer. Limit number of panels installed at each site. Layouts shown are for example and may vary in the field.

ϒ Acceptable with no mixing of types within an installation.



WIDE MEDIAN RAMP CROSSING
(L ≥ 6'-0")

Note: A Median Ramp Crossing shall be constructed at Crosswalk locations. Wider median islands will result in a 2' minimum gap between the detectable warning areas.



⊗ CURB RADIUS DETAILS (COMPOSITE)

Where truncated domes are placed through a curb radius, cut radius from 3'-0" long composite panel.

GENERAL NOTES

Construct sidewalk and ramps in accordance with the current Public Rights of Way Accessibility Guidelines (PROWAG).

Details depicted here may not be appropriate for all locations. Design to meet this criteria on all roadway alteration projects as defined by the Department of Justice/ Department of Transportation Joint Technical Assistance on ADA Title II Requirements. For an existing sidewalk facility where the sidewalk will be replaced, replace sidewalk according to this drawing to the maximum extent feasible.

Install detectable warning surfaces at all ramp locations unless otherwise shown. Do not install detectable warning surfaces through residential driveway crossing locations. Use Paving Brick, Prestressed or Composite Panel (Truncated Dome Surface) units that meet the requirements of the Standard Specifications and comply with PROWAG. Use a contrasting color paving brick or panel to adjacent surfaces. Where existing manhole access lids are located on ramps within the area of the detectable warnings and the manhole lid cannot be removed or relocated, install a lid with a detectable warning surface in accordance with PROWAG.

Cover the ramp width and 24" length with truncated dome surface, see examples Standard Drawing RD725 & RD725A. Saw cut (only) bricks or panels with not less than 25% of a full brick or panel installed. Place Truncated Dome Bricks or Panels to align parallel in the direction of pedestrian travel unless otherwise shown in the plans.

Prestressed or Composite Panels are installed in fresh concrete, Paver Bricks require mortar bed and mortar sand, see KDOT's Standard Specifications for information.

All work and materials needed to install detectable warnings will be paid for under the bid item "Sidewalk Ramps (Detectable Warning)".

NO.	DATE	REVISIONS	BY	APP'D
05	02-23-17	Rev. Gen. Note & Panel Det.	T.T.R.	S.W.K.
04	02-10-10	Added Composite Panel	S.W.K.	J.O.B.
03	08-15-05	Added Prestressed Ramp Panel alt.	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

AUXILIARY DETAILS FOR SIDEWALK & STEPS

RD725A

FHWA APPROVAL	03-07-17	APP'D.	Scott W. King
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

KDOT Graphics Certified 05-18-2022

KDOT Graphics Certified

File: L:\2021\2T41284 - 53rd - Oliver to Woodlawn\Drawings\REF\Woodlawn Intersection Sidewalk Details.dwg Last Save: 5/15/2026 7:57 AM Last saved by: KWLee Last plotted by: Lee, Ken W.
Plot Scale: 1:1 Plot Date: 5/15/2026 8:00 AM Plotter used: AutoCAD PDF (General Documentation).pc3