



General Notes

1. The Contractor shall maintain a designated area for equipment outside the active operational area of the airport. The Contractor shall maintain a designated area for equipment outside the active operational area of the airport. The Contractor shall maintain a designated area for equipment outside the active operational area of the airport.
2. The Contractor's plant site and waste area shall be cleaned up, first graded and seeded when so directed by the Engineer.
3. The Contractor may construct a well at a location adjacent to the plant site as approved by the Engineer to provide water for construction operations.
4. Prior to any construction operations, Runway 14-32 will be shortened approximately 1000 feet as shown. The Contractor shall establish and mark the displaced threshold as shown on Sheet No. 31.
5. Work in the ILS critical area shall be scheduled with Tower Control at least 24 hours in advance and shall be performed only between the hours of 9:00 AM and 5:00 PM, Monday thru Friday.
6. The Contractor shall not impede normal drainage flows in Cowskin Creek or any of its tributaries within the construction limits during construction. Any temporary impairments or diversions shall be approved by the Engineer. The Contractor shall coordinate its work with the Contractor for Project No. G-20-0088-07 for maintaining proper drainage.
7. The Contractor shall construct fence as detailed and located in the plans prior to removal of any fence shown in the demolition plan. The Contractor shall cooperate with the airport authority in securing the area during construction of the work.

LEGEND

- PROPERTY LINE
- RIGHT OF WAY
- HISTORICAL FLOOD PLAIN
- CITY LIMITS
- CONSTRUCTION LIMITS

AS CONSTRUCTED DRAWING

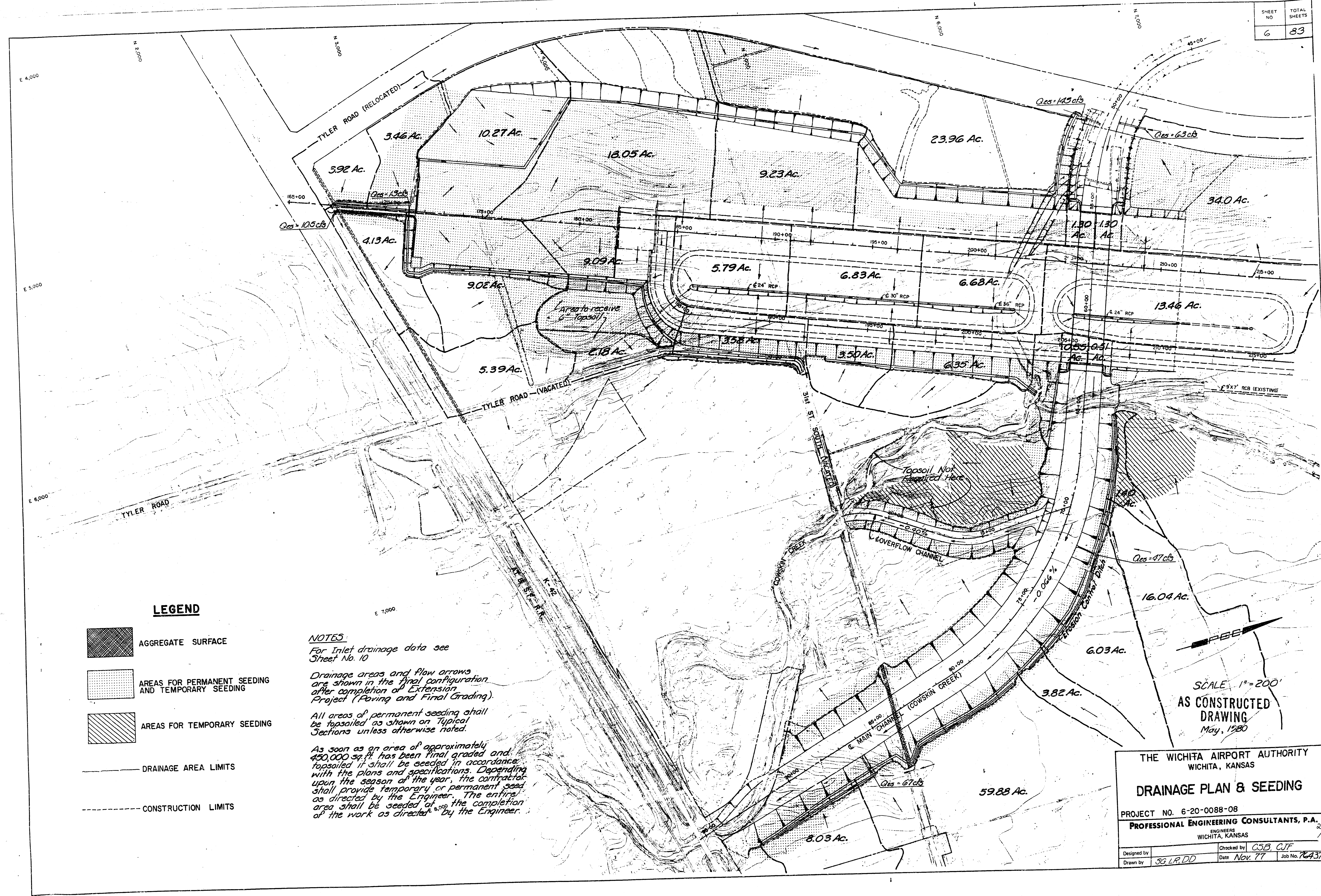
THE WICHITA AIRPORT AUTHORITY
WICHITA, KANSAS

LOCATION PLAN

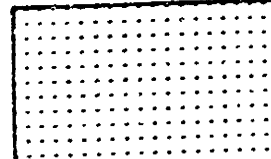
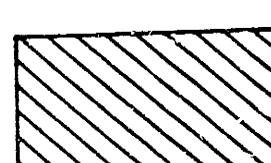
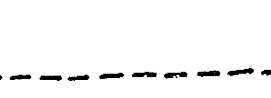
PROJECT NO. 6-20-0088-08
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

WICHITA, KANSAS

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LEGEND

-  AGGREGATE SURFACE
-  AREAS FOR PERMANENT SEEDING AND TEMPORARY SEEDING
-  AREAS FOR TEMPORARY SEEDING
-  DRAINAGE AREA LIMITS
-  CONSTRUCTION LIMITS

NOTES

For Inlet drainage data see Sheet No. 10

Drainage areas and flow arrows are shown in the final configuration after completion of Extension Project (Paving and Final Grading).

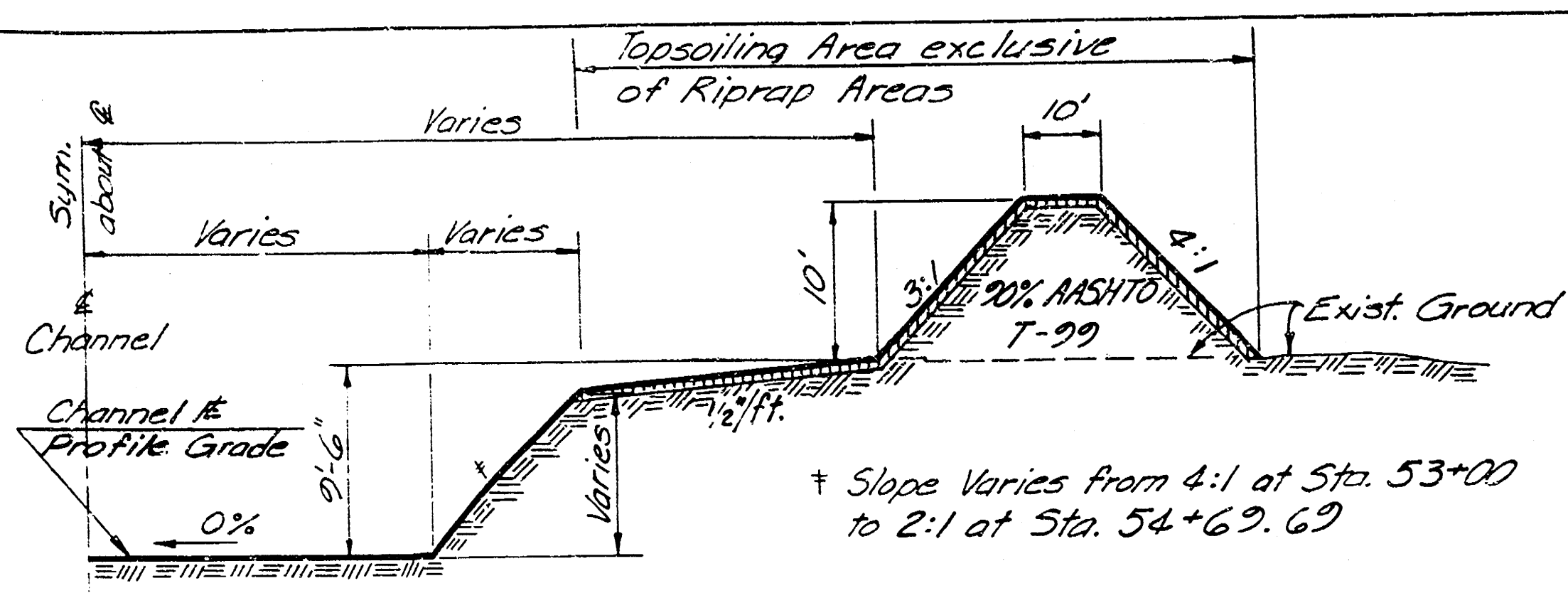
All areas of permanent seeding shall be topsoiled as shown on Typical Sections unless otherwise noted.

As soon as an area of approximately 450,000 sq. ft. has been final graded and topsoiled it shall be seeded in accordance with the plans and specifications. Depending upon the season of the year, the contractor shall provide temporary or permanent seed as directed by the Engineer. The entire area shall be seeded at the completion of the work as directed by the Engineer.

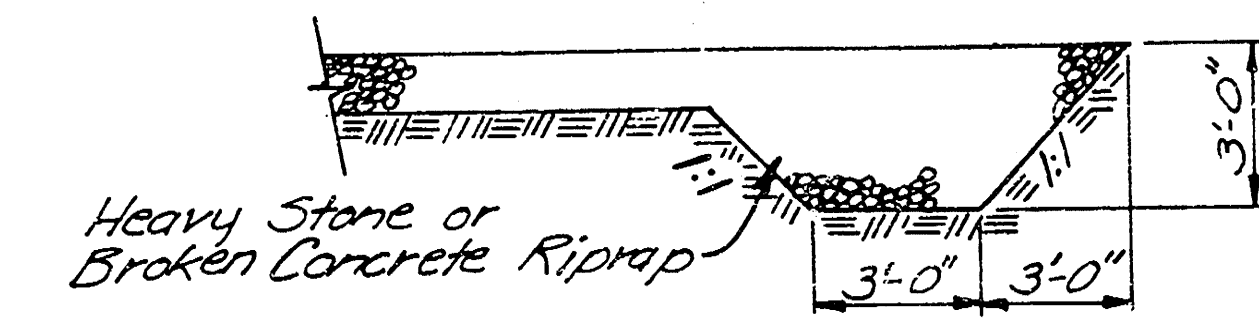
SCALE 1"=200'
AS CONSTRUCTED
DRAWING
May, 1980

THE WICHITA AIRPORT AUTHORITY WICHITA, KANSAS			
DRAINAGE PLAN & SEEDING			
PROJECT NO. 6-20-0088-08			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS			
Designed by	Checked by	Date	Job No.
39 L.R.D.D.	C.S.B. C.J.F.	Nov. 77	64371
Drawn by			

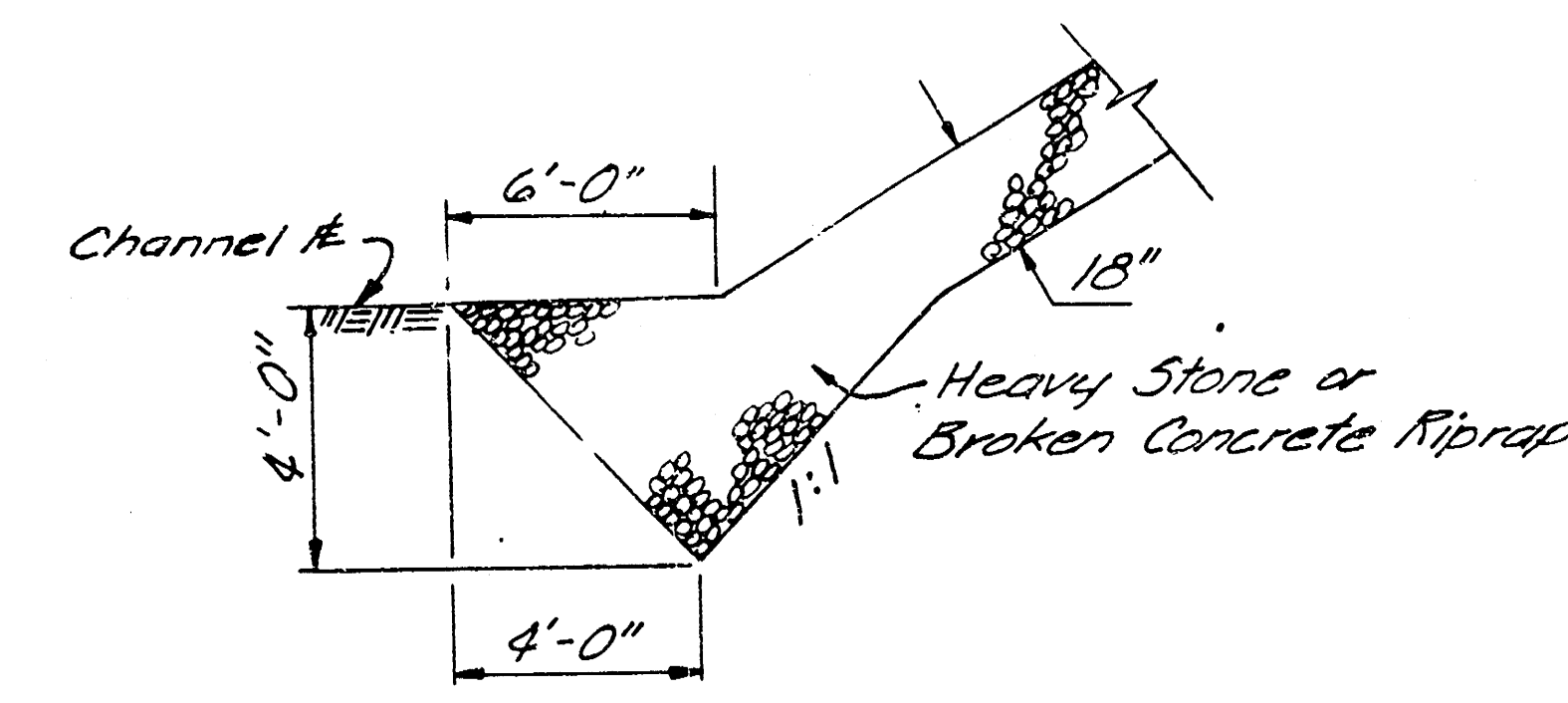
SHEET NO	TOTAL SHEETS
9	83



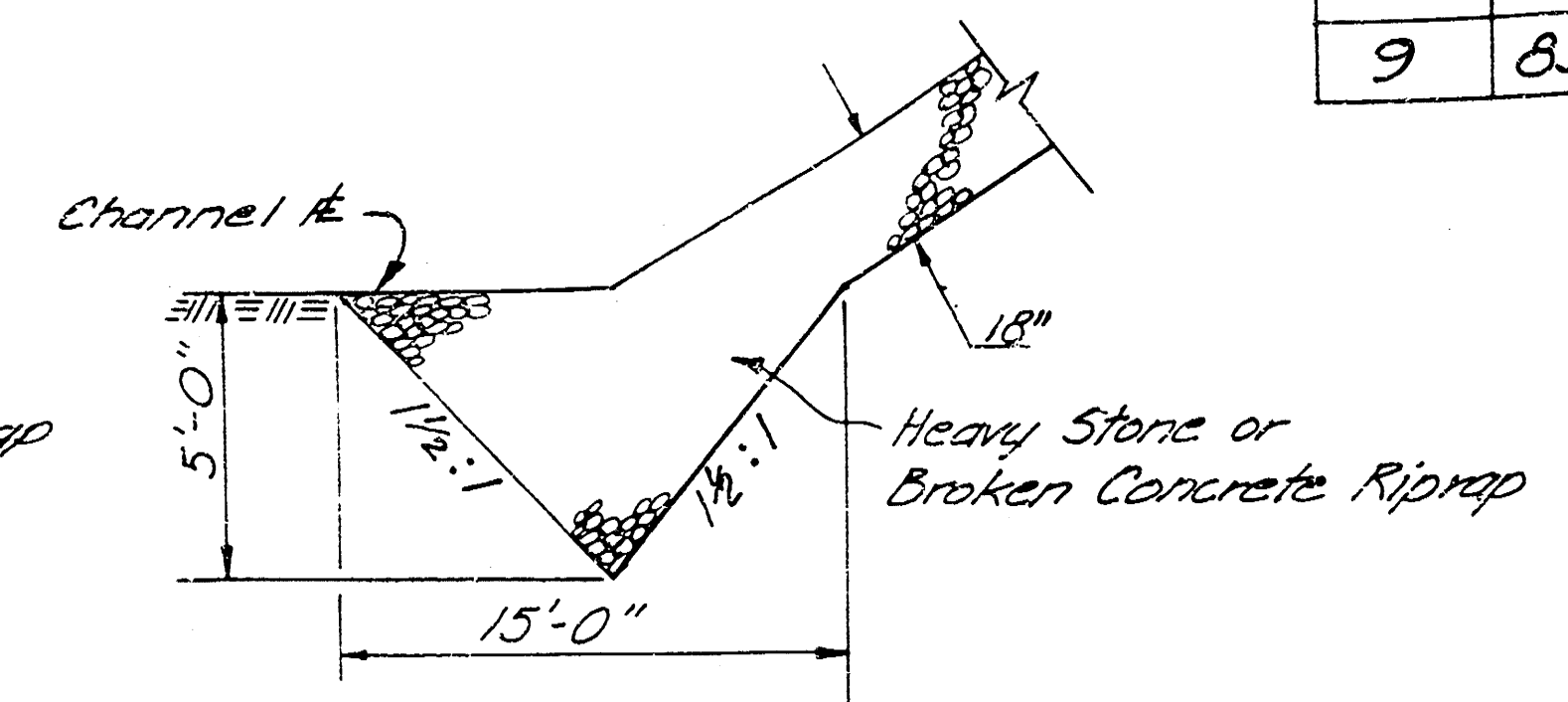
TYPICAL SECTION MAIN CHANNEL
Sta. 50+50 to Sta. 54+99.69
See Plan Sheets for more Data



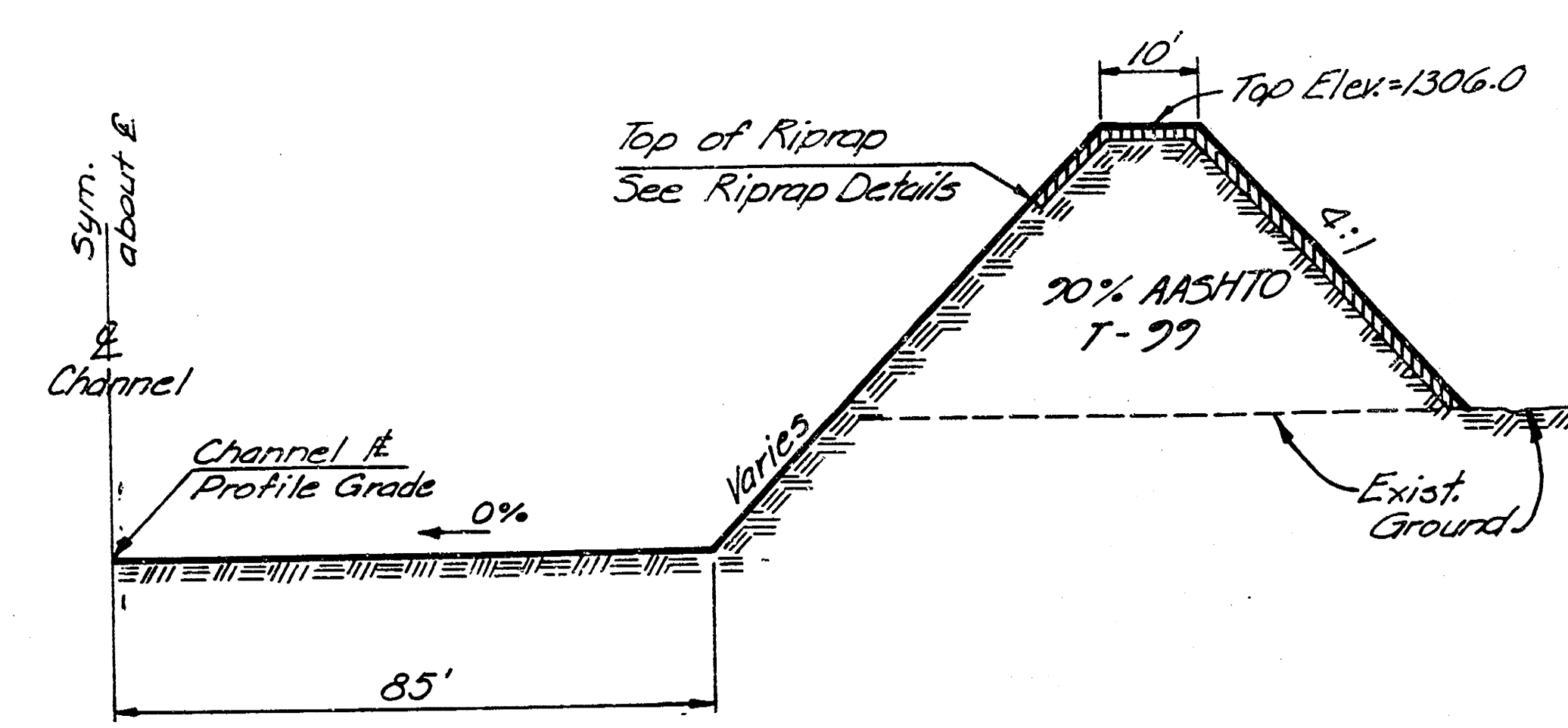
TOE DETAIL OF RIPRAP
(Typical for all Leading & Trailing Edges of Riprap)
(Type C)



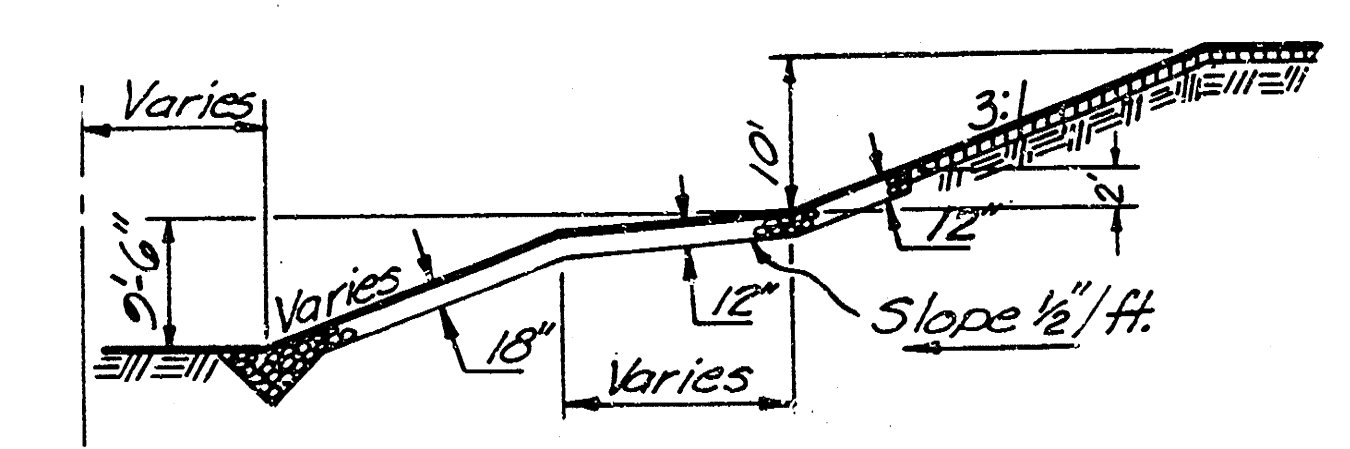
TYPICAL SECTION THRU TOE OF RIPRAP
Sta. 52+00 to Sta. 54+08.88
(Type A)



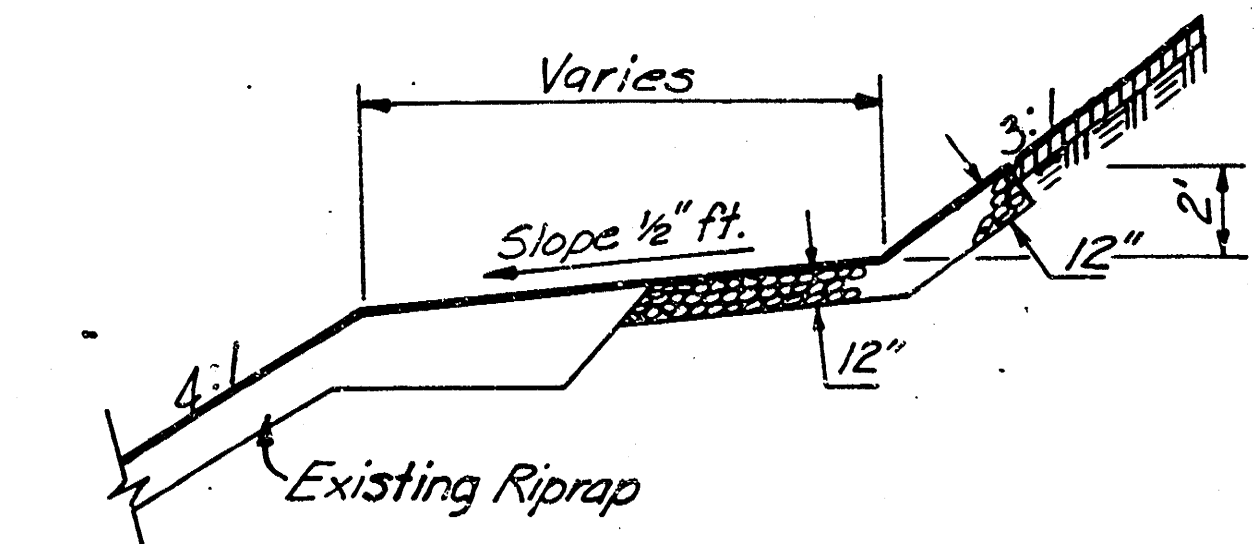
TYPICAL SECTION THRU TOE OF RIPRAP
(Type B)
Sta. 65+00 to Sta. 83+68 Rt.
Sta. 65+00 to Sta. 84+33 Lt.



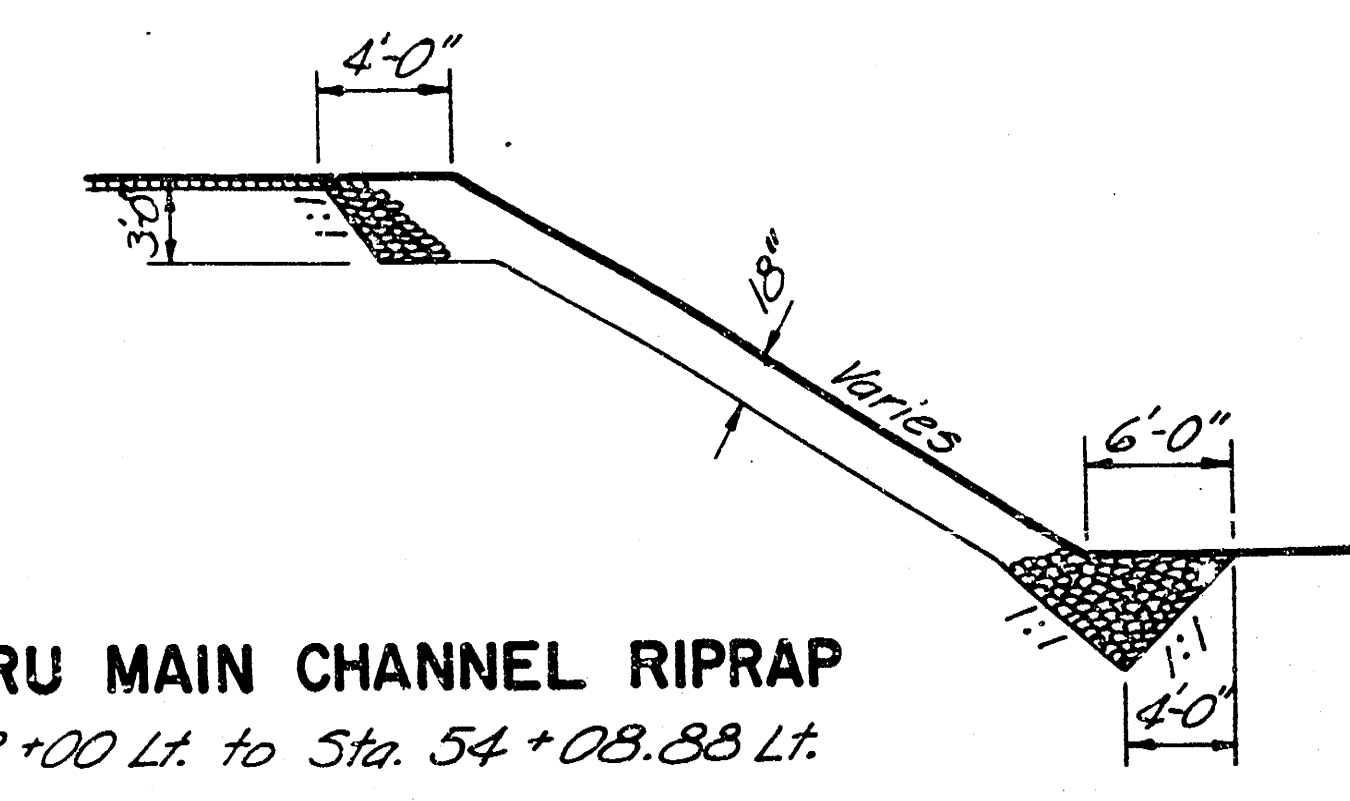
TYPICAL SECTION MAIN CHANNEL
Sta. 62+94.69 to Sta. 66.40 Rt.
See Plan Sheets for more Data



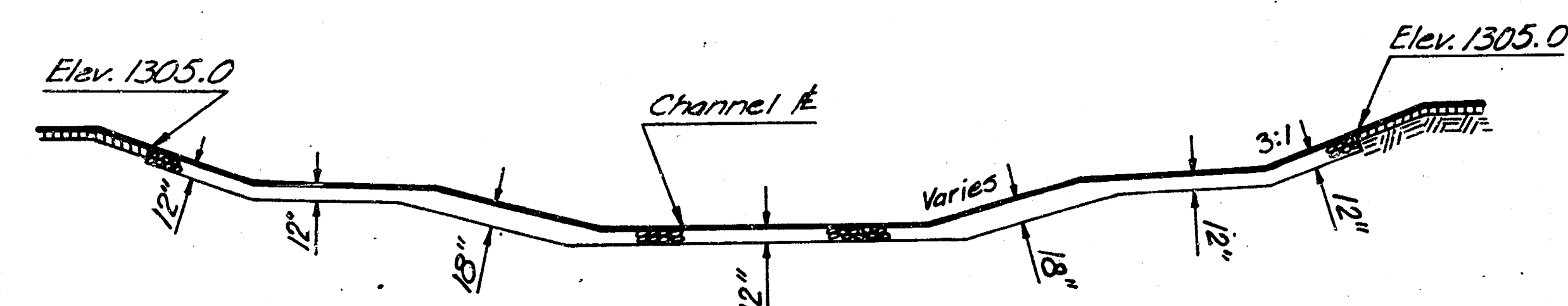
SECTION THRU MAIN CHANNEL RIPRAP
Sta. 52+00 Rt. to Sta. 54+08.88 Rt.



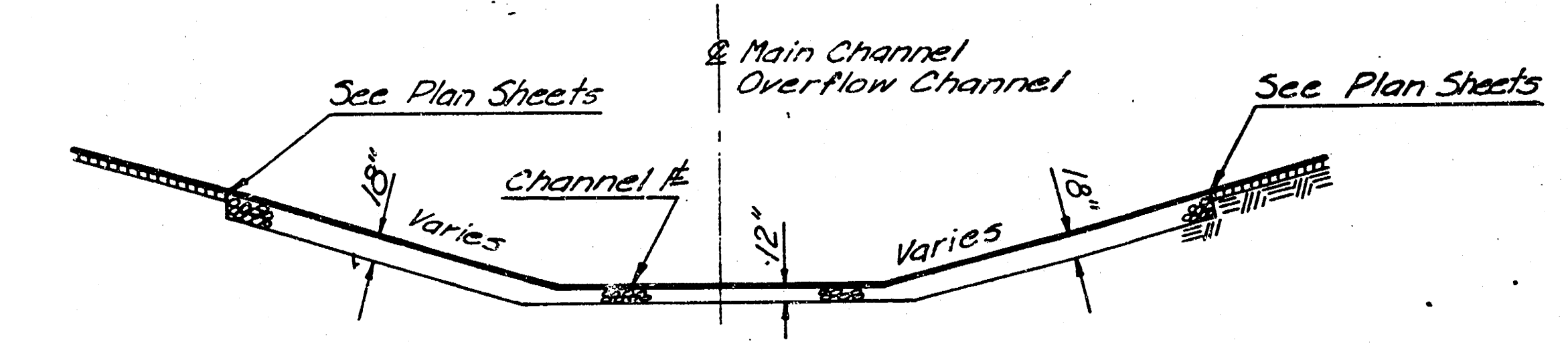
SECTION THRU MAIN CHANNEL RIPRAP
from Existing Riprap to Sta. 52+00 Rt.



SECTION THRU MAIN CHANNEL RIPRAP
Sta. 52+00 Lt. to Sta. 54+08.88 Lt.



SECTION THRU MAIN CHANNEL RIPRAP
Sta. 54+08.88 to Sta. 54+99.69

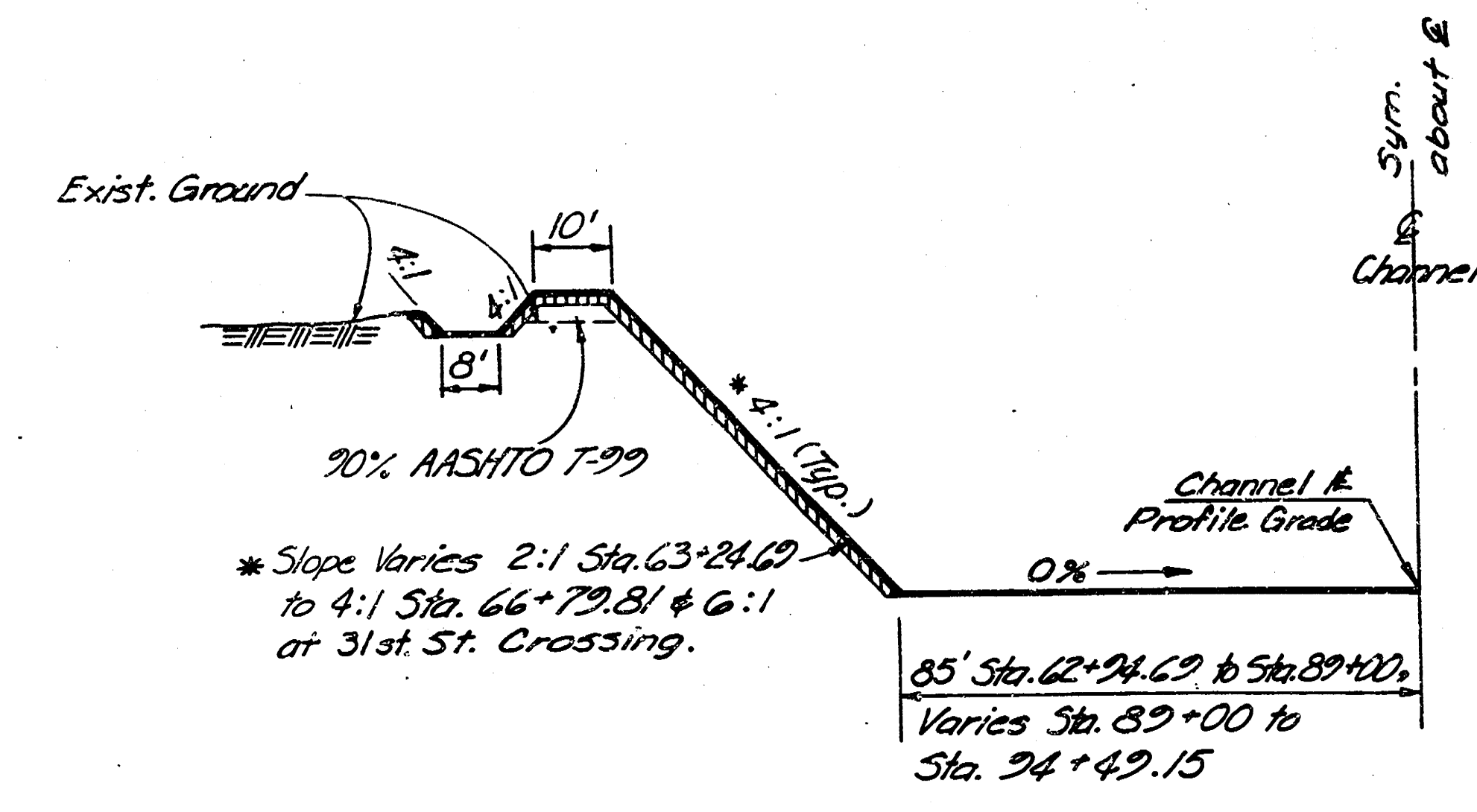


SECTION THRU CHANNEL RIPRAP
Sta. 62+94.69 to Sta. 65+00 Main Channel &
Sta. 11+65 to Sta. 14+25 Overflow Channel

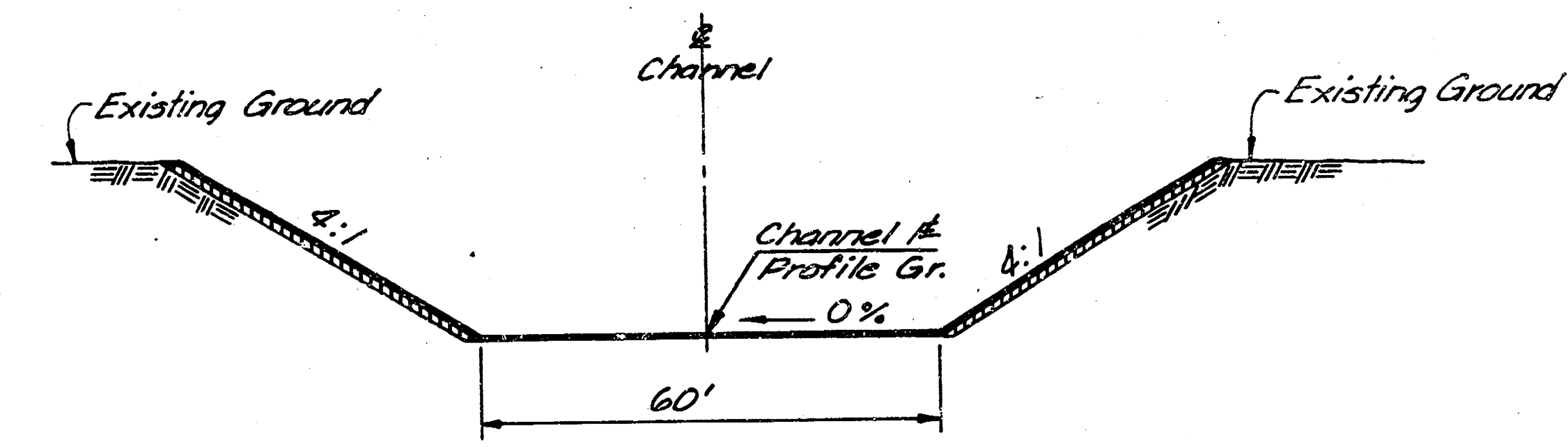
LEGEND

- Topsoil (4" on all Main Channel & Overflow Channel Slopes)
- Heavy Stone or Broken Concrete Riprap

** Slope varies between Sta. 65+00 to Sta. 66+79.31 4:1 for remaining, except 6:1 at 31st St. Crossing.

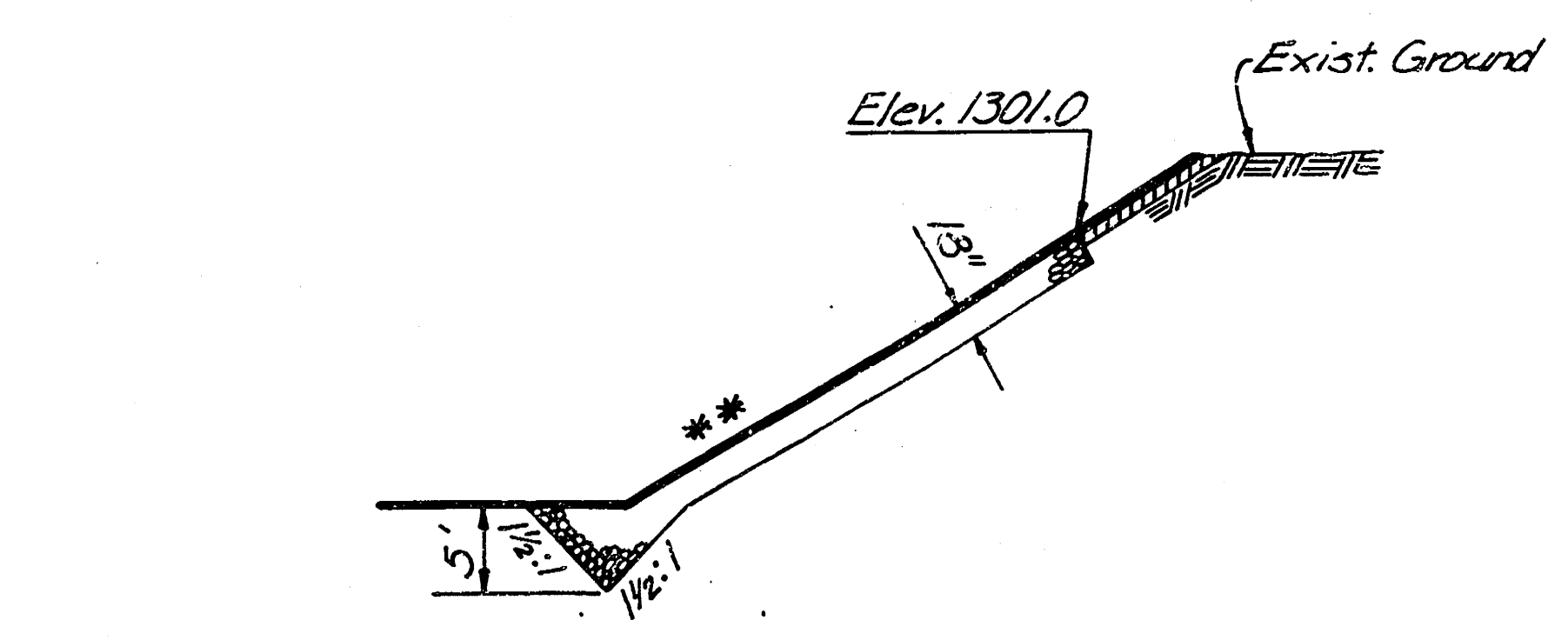


TYPICAL SECTION MAIN CHANNEL
Sta. 62+94.69 Lt. to Sta. 66+40 Lt. &
Sta. 66+40 Lt. & Rt. to Sta. 94+49.15 Lt. & Rt.



TYPICAL SECTION OVERFLOW CHANNEL

General Notes:
Heavy line on each detail denotes Surface contoured on Plan Sheets and are the final shape after all topsoiling & Riprapping has been completed. This slope is also shown on Cross Sections.
Excavation for placing riprap shall not be a bid item but shall be Subsidiary to the bid item "Heavy Stone Riprap".
Main Channel Section Sta. 54+69.69 to Sta. 63+24.69 shall be 170 foot bottom with 2:1 sideslopes to original ground.

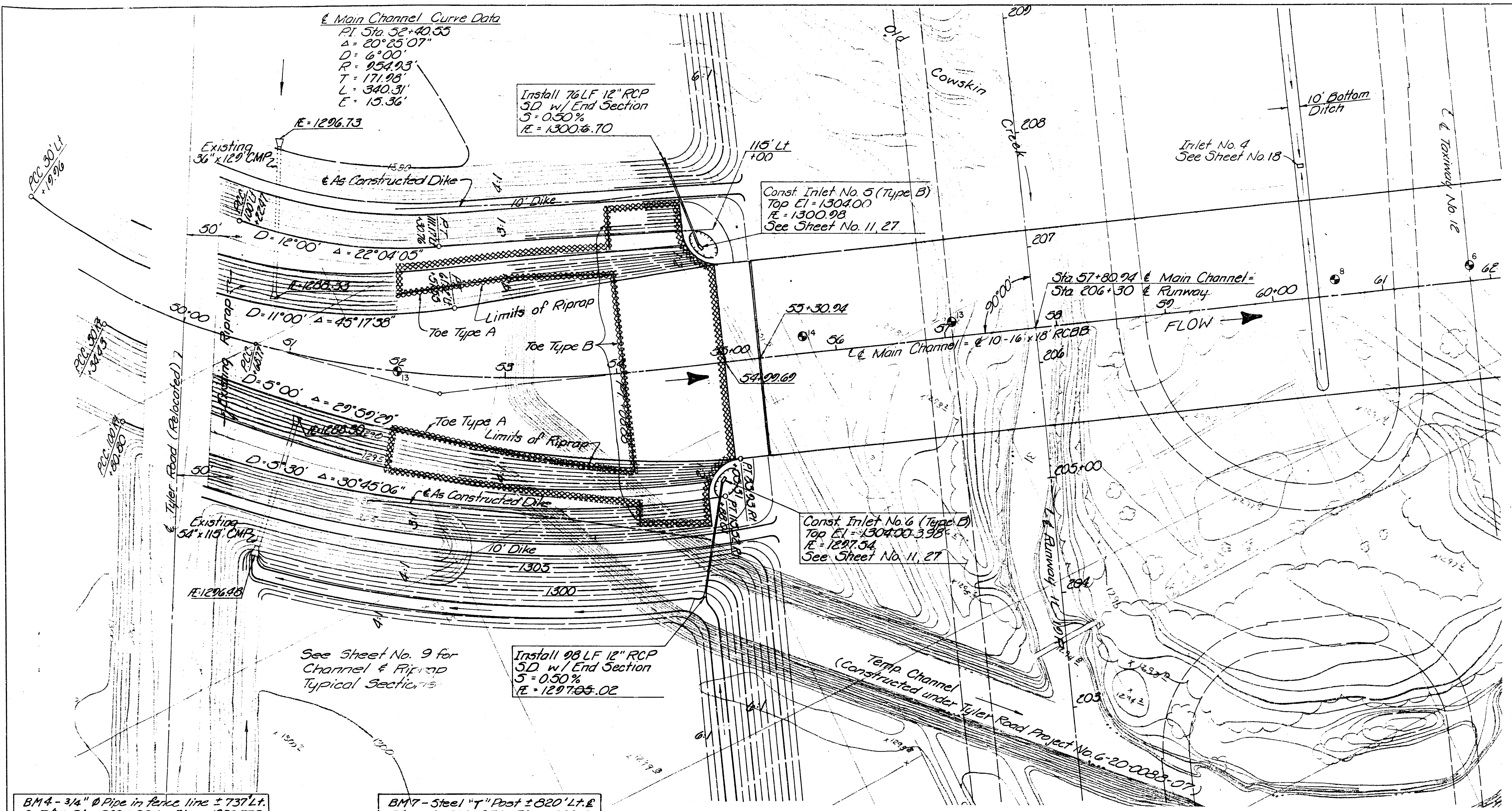


SECTION THRU CHANNEL RIPRAP
Sta. 65+00 to Sta. 83+68 Rt.
Sta. 65+00 to Sta. 84+33 Lt.

AS CONSTRUCTED
DRAWING
May, 1980

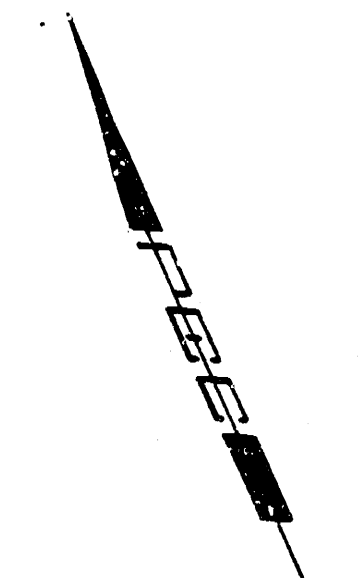
THE WICHITA AIRPORT AUTHORITY WICHITA, KANSAS			
CHANNEL & RIPRAP DETAILS			
PROJECT NO. 6-20-0088-08			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS WICHITA, KANSAS			
Designed by	O.D., CSB	Checked by	CSB, CJE
Drawn by	LR	Date	Nov., 77
		Job No.	76437-1

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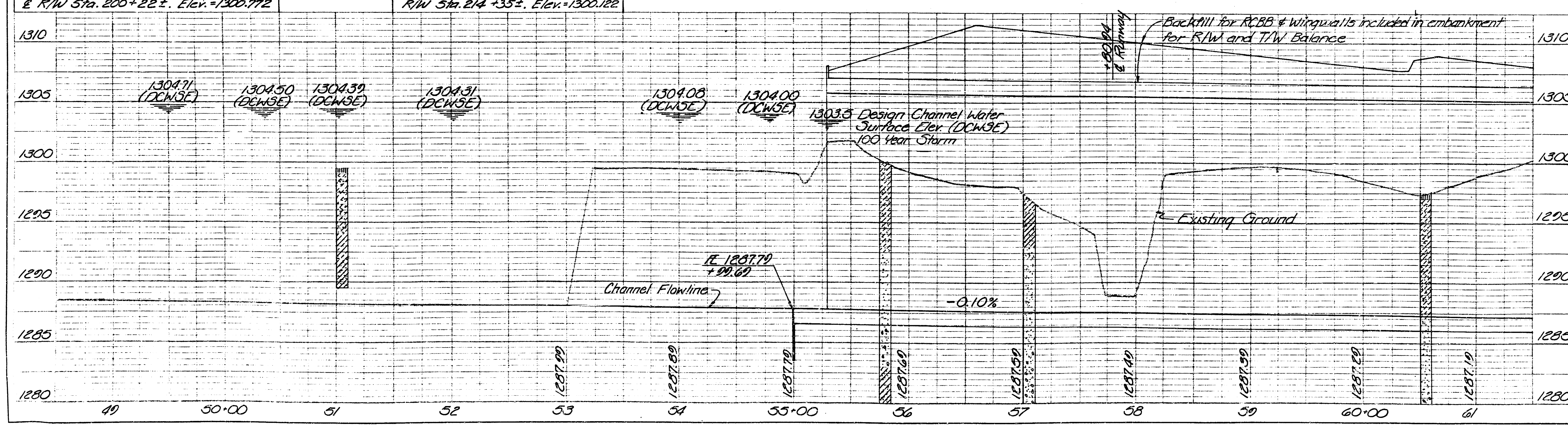


Main Channel
Sta. 50+50 to Sta. 61+00
Excavation 56,941 C.Y. *
Embankment 6,537 C.Y.
Excess Excavation 48,770 C.Y. *
Rip Rap 4,681.3 Tons
* Includes 87 C.Y. Excavation
for topsoiling in Cut
* Allows for 25% shrinkage

Limits of Riprap (As Const.)
Limits of Riprap with Toe



SCALE
Plan: 1" = 50'
Profile: 1" = 50' Horiz.
1" = 5' Vert.



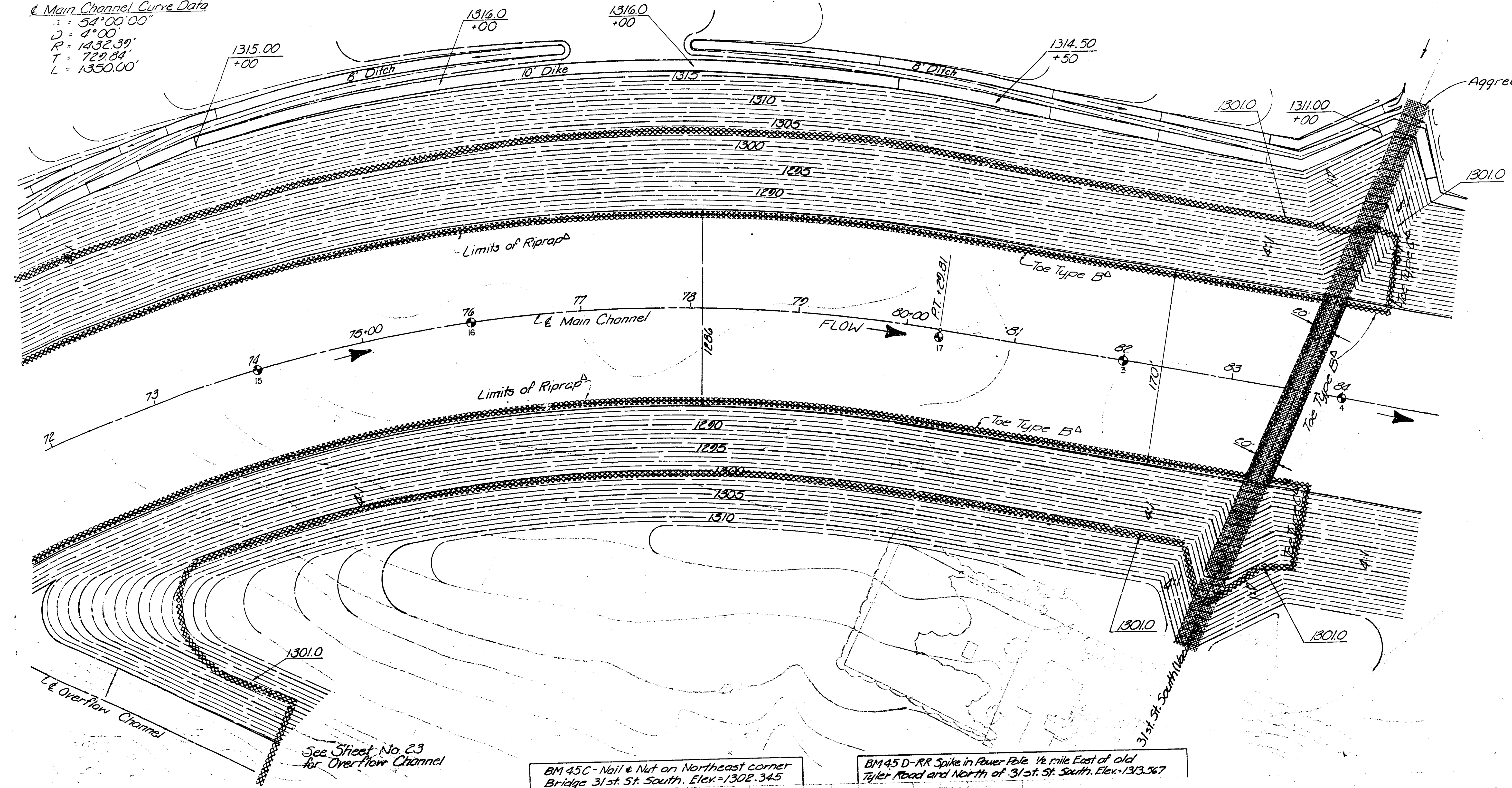
AS CONSTRUCTED
DRAWING
May, 1950

THE WICHITA AIRPORT AUTHORITY WICHITA, KANSAS			
PLAN & PROFILE-CHANNEL			
STA 50+50 TO STA 61+00			
PROJECT NO. 6-20-0088-08			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS WICHITA, KANSAS			
Designed by	Checked by	C.S.B., C.T.F.	
Drawn by	Date	Nov., 77	Job No. 76437-1

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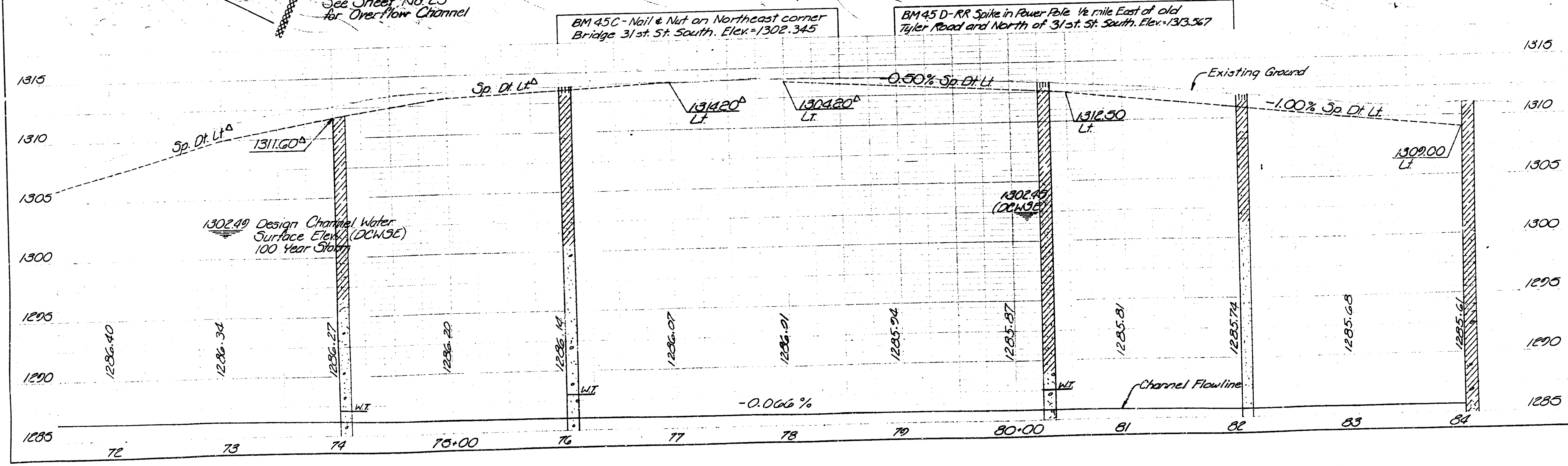
Main Channel Curve Data
 Δ = 54°00'00"
 D = 4°00'
 R = 1432.39'
 T = 729.84'
 L = 1350.00'



Note:
 Alignment and location of the channel sideslope transitions at the 31st Street crossing shall be determined by the Resident Engineer.

Main Channel
 Sta. 73+00 to Sta. 84+00
 Excavation 310,615 C.Y.*
 Embankment 509 C.Y.
 Excess Excavation 309,919 C.Y.*
 Riprap 19,098.9 tons
 *Includes 1,893 C.Y. Exc. for Topsoiling in Cut.
 *Allows for 25% shrinkage on Embank.

SCALE
 Plan: 1" = 50'
 Profile: 1" = 50' Horiz.
 1" = 5' Vert.

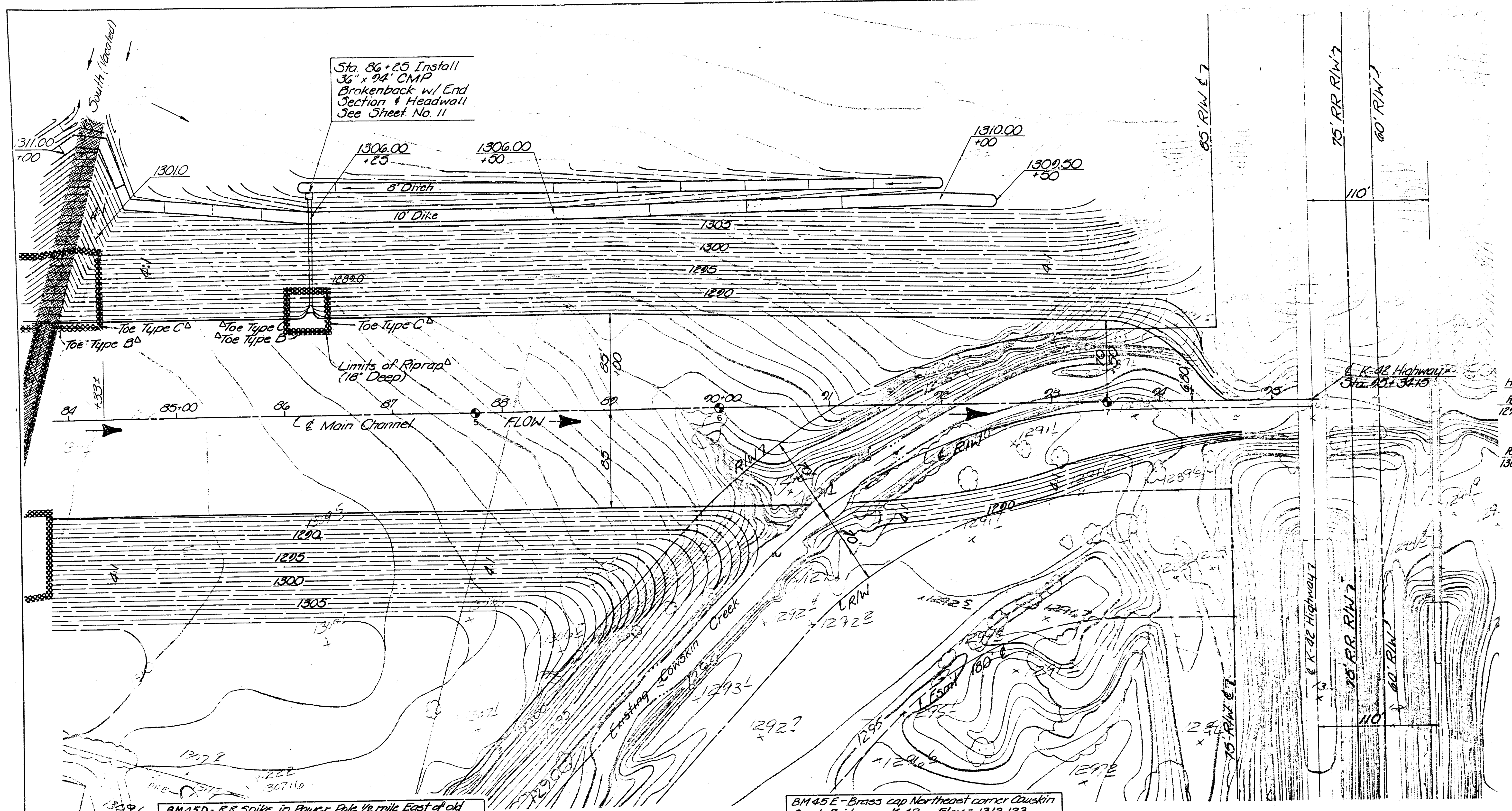


AS CONSTRUCTED
 DRAWING
 May, 1980

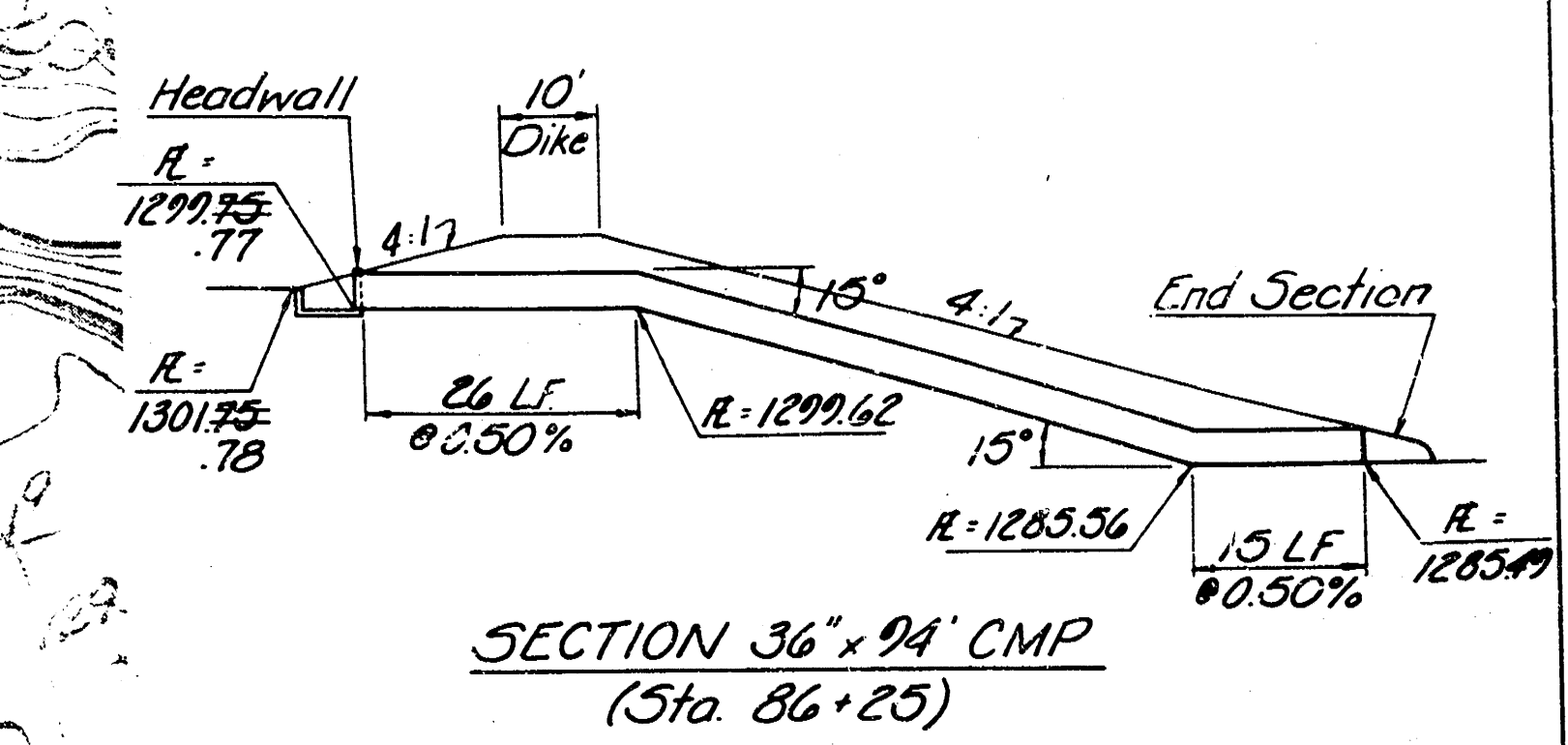
As constructed data

THE WICHITA AIRPORT AUTHORITY
 WICHITA, KANSAS
PLAN & PROFILE-CHANNEL
 STA. 72+00 TO STA. 84+00
 PROJECT NO. 6-20-0088-08
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS

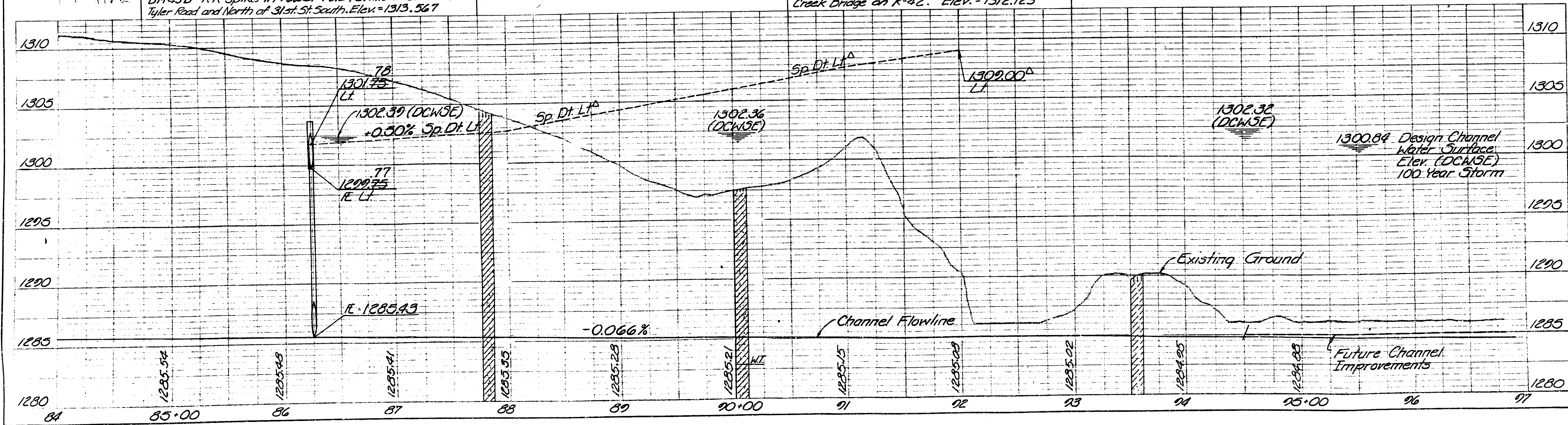
Designed by	Checked by	CSB, CJP
Drawn by	Date	Nov. 77
SG	Job No.	76-457-1



Main Channel
Sta. 84+00 to Sta. 95+00
Excavation 152,966 C.Y.*
Embankment 1,307 C.Y.*
Excess Excavation 151,332 C.Y.*
Riprap 212.8 Tons
* Includes 2,117 C.Y. Excavation for topsoiling in Cut
* Allows for 25% shrinkage



SCALE
Plan: 1" = 50'
Profile: 1" = 50' Horiz.
1" = 5' Vert.



**AS CONSTRUCTED
DRAWING
May, 1980**

Δ = As constructed Data

**THE WICHITA AIRPORT AUTHORITY
WICHITA, KANSAS**

PLAN & PROFILE-CHANNEL

STA. 84+00 TO STA. 95+34.15

PROJECT NO. 6-20-0088-08

ENGINEERS
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
WICHITA, KANSAS

Designed by	Checked by	CSB, CJE
Drawn by	Date	Nov. 77
	Job No.	76437-1

SHEET NO.	TOTAL SHEETS
23	83

Overflow Channel
Sta 12+65 to Sta 22+61
Excess Excavation 35,287 C.Y.*
Riprap 1,879.0 Tons
* Includes 865 C.Y. Excavation
for topsoiling in Cut

Overflow Channel
Curve Data
 $\Delta = 33^\circ 31' 12''$
 $D = 15^\circ 30' 00''$
 $R = 369.65$
 $T = 109.17'$
 $L = 216.25'$

Overflow Channel
Curve Data
 $\Delta = 34^\circ 30' 52''$
 $D = 14^\circ 00'$
 $R = 400.26$
 $T = 126.65$
 $L = 247.60'$

SCALE
Plan: 1" = 50'
Profile: 1" = 50' Horiz.
1" = 5' Vert.

BM 45 A - Northwest corner Outlet Headwall
9' x 7' RCBC Storm Drain Sewer Elev. = 1305.066

BM 45 C - Nail & Nut on Northeast corner
Bridge 31st St. South Elev. = 1302.345

AS CONSTRUCTED
DRAWING
May, 1980

Δ = As constructed Data

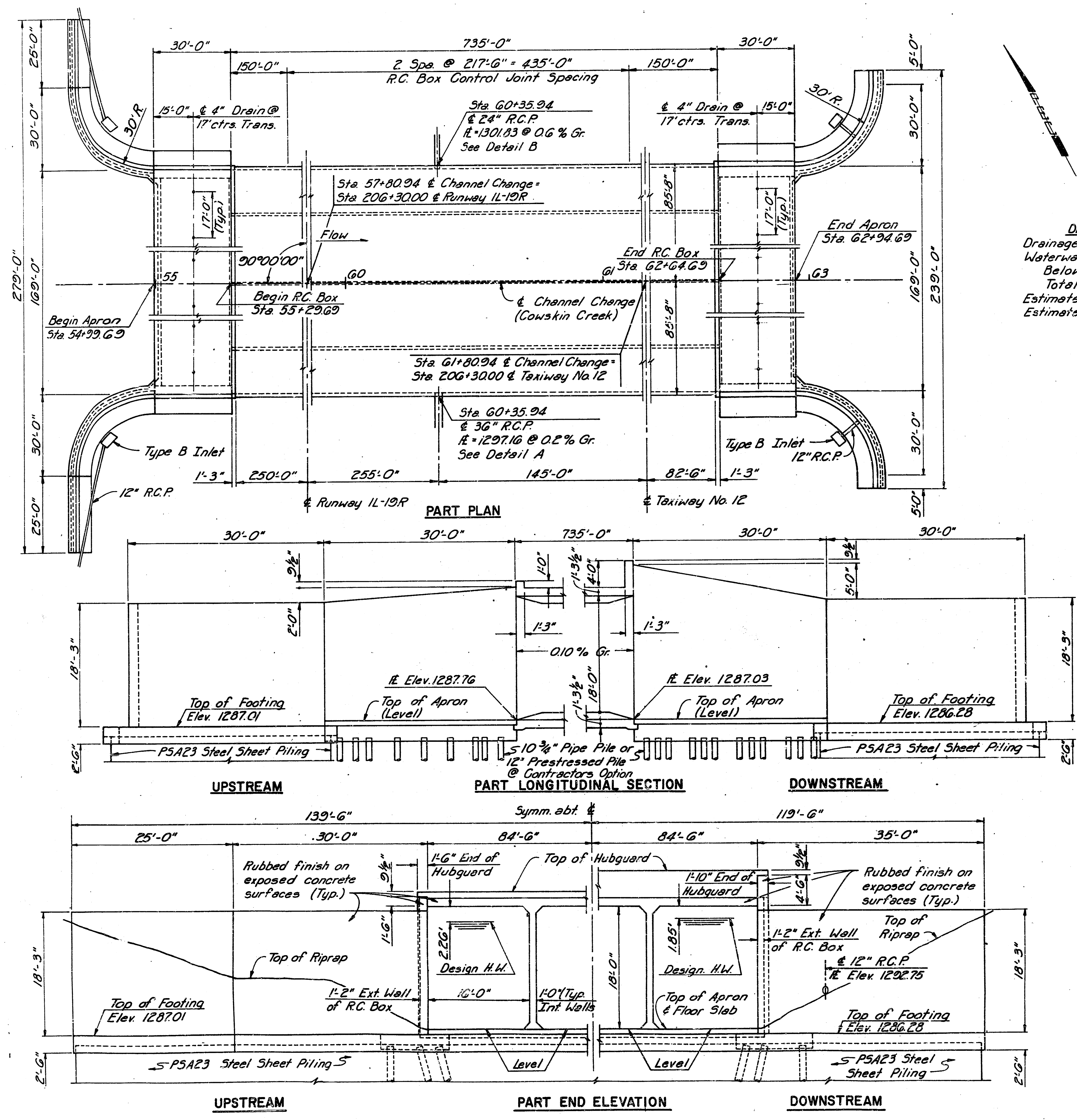
THE WICHITA AIRPORT AUTHORITY
WICHITA, KANSAS
PLAN & PROFILE
OVERFLOW CHANNEL

PROJECT NO. 6-20-0088-08
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by
Drawn by SG
Checked by CSB CIE
Date Nov. 77
Job No. 74437-1
8/10 23

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SHEET NO.	TOTAL SHEETS
24	33



DRAINAGE DATA

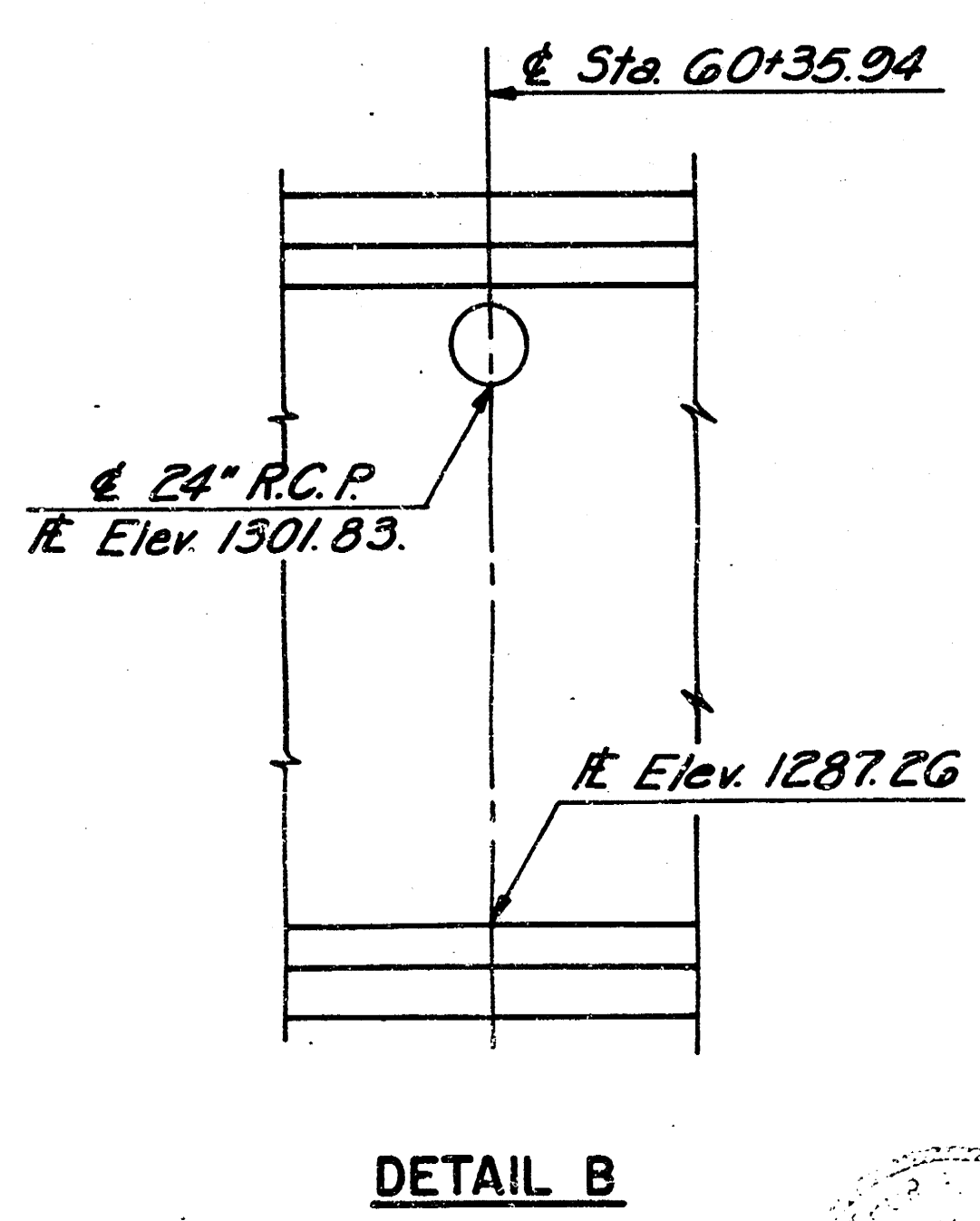
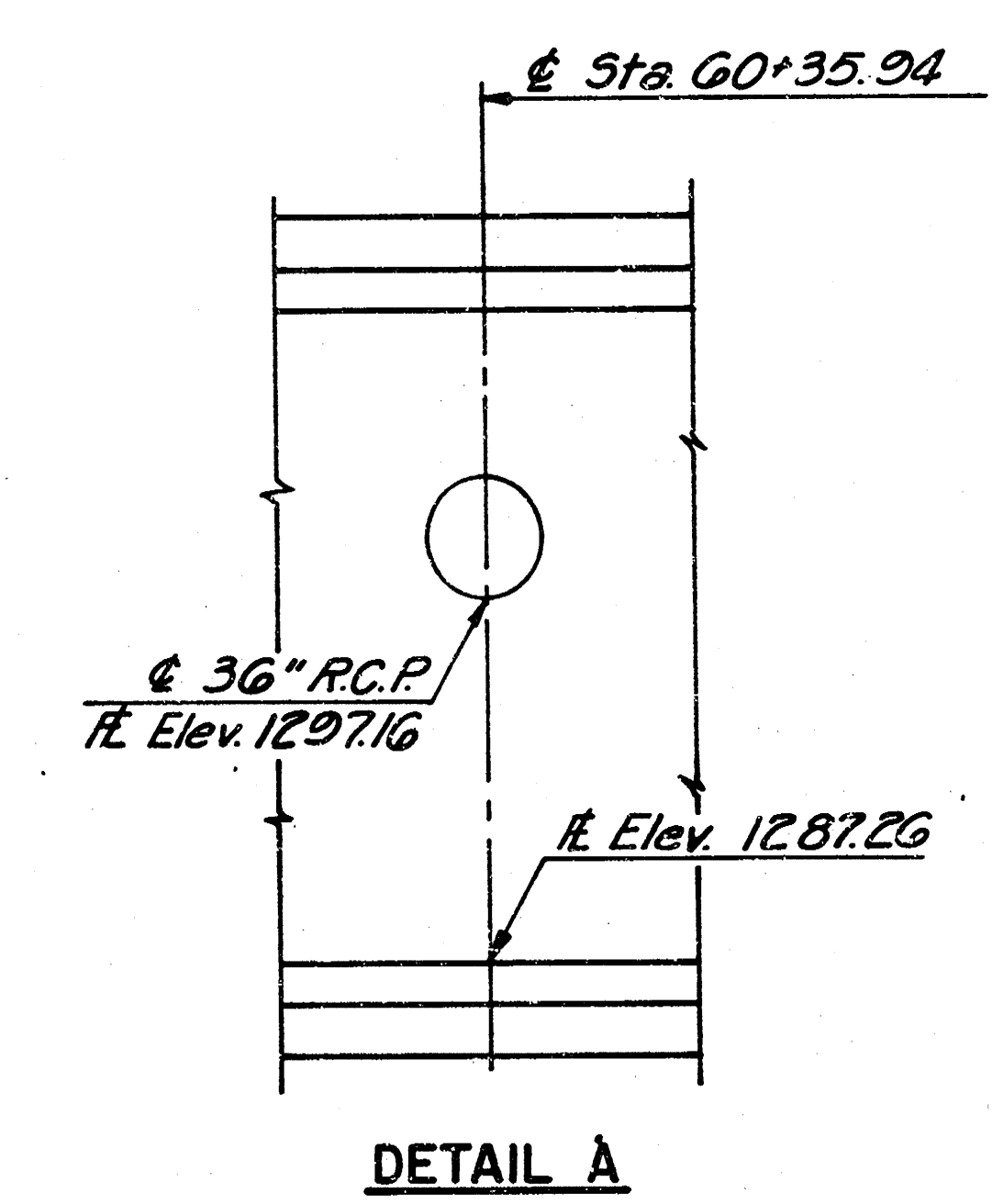
Drainage Area 122.6 Sq. Mi.

Waterway Provided Below H.W. 2,508 Sq. Ft.

Total 2,806 Sq. Ft.

Estimated Discharge 17,400 c.f.s.

Estimated Frequency 100 yrs.



GENERAL NOTES

Design Loading: 1,500,000 lb. Aircraft

Unit Stresses: $f'_c = 4,000 \text{ p.s.i.}$; $f_c = 1,600 \text{ p.s.i.}$; $f_s = 24,000 \text{ p.s.i.}$

Concrete: Class I Concrete shall be used throughout, except for piling. Bevel all exposed edges with a 1/2" triangular molding unless otherwise noted. (See Item P-610)

Reinforcing Steel: All reinforcing steel shall conform to A.S.T.M. Specifications A-615 Grade 60. All dimensions relative to reinforcing steel are to centerline of bars unless otherwise noted. (See Item B-804)

Piles: All concrete piles shall be driven to a minimum computed bearing value of 35 Tons per Pile. (See Item B-805)

Test Piles: Three concrete test piles shall be driven at the locations shown on the plans or as directed by the Engineer. Test piles shall remain in place as permanent piling. (See Item B-805)

Engineering Geology: The soundings shown on these plans are taken from notes obtained in the field and represent the best information available to the Wichita Airport Authority. The logs of these soundings are on file in the office of the Wichita Airport Authority, Wichita Mid-Continent Airport. For Sounding Data, see Sh. No. 32.

Weepholes: Coarse aggregate shall be deposited behind each weephole to occupy a space extending 15" in all directions above the weephole flowline. Weepholes and coarse aggregate shall not be paid for directly but shall be considered a part of the concrete work.

Joint filler and P.V.C. waterstop shall not be paid for directly but shall be included in the price bid for Class I Concrete.

For Type B Inlet details, see Sh. No. 11.

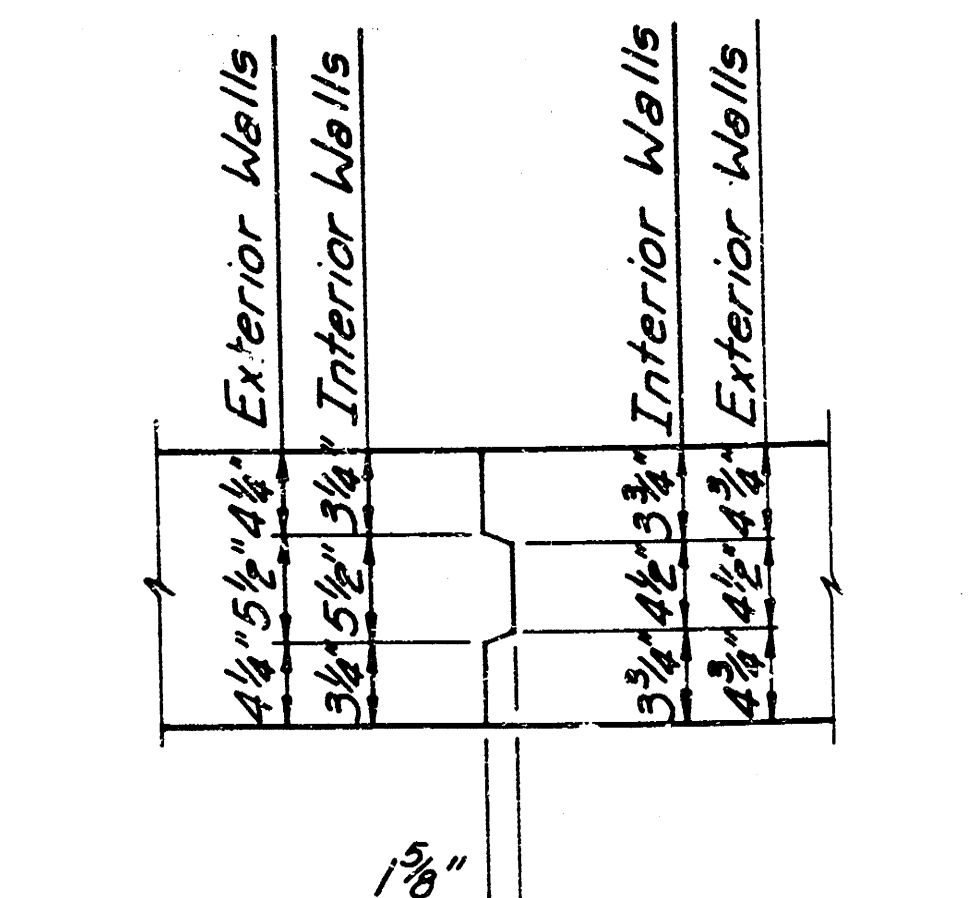
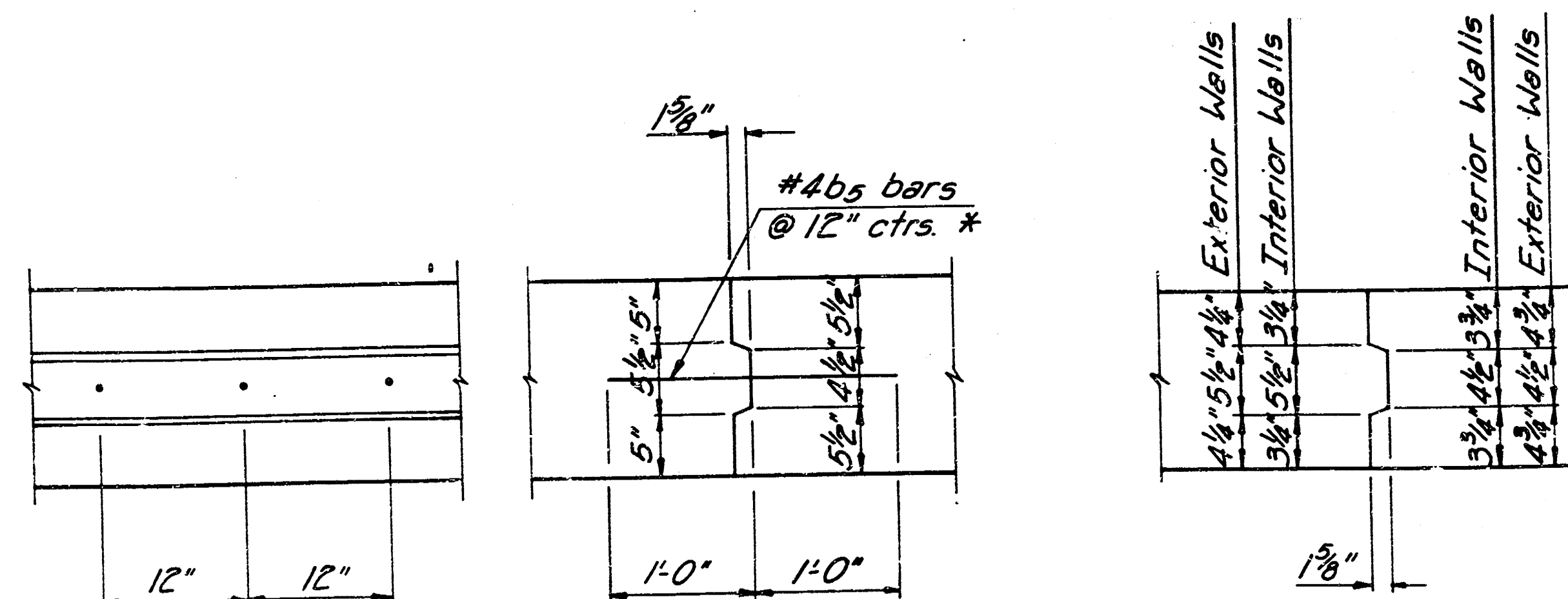
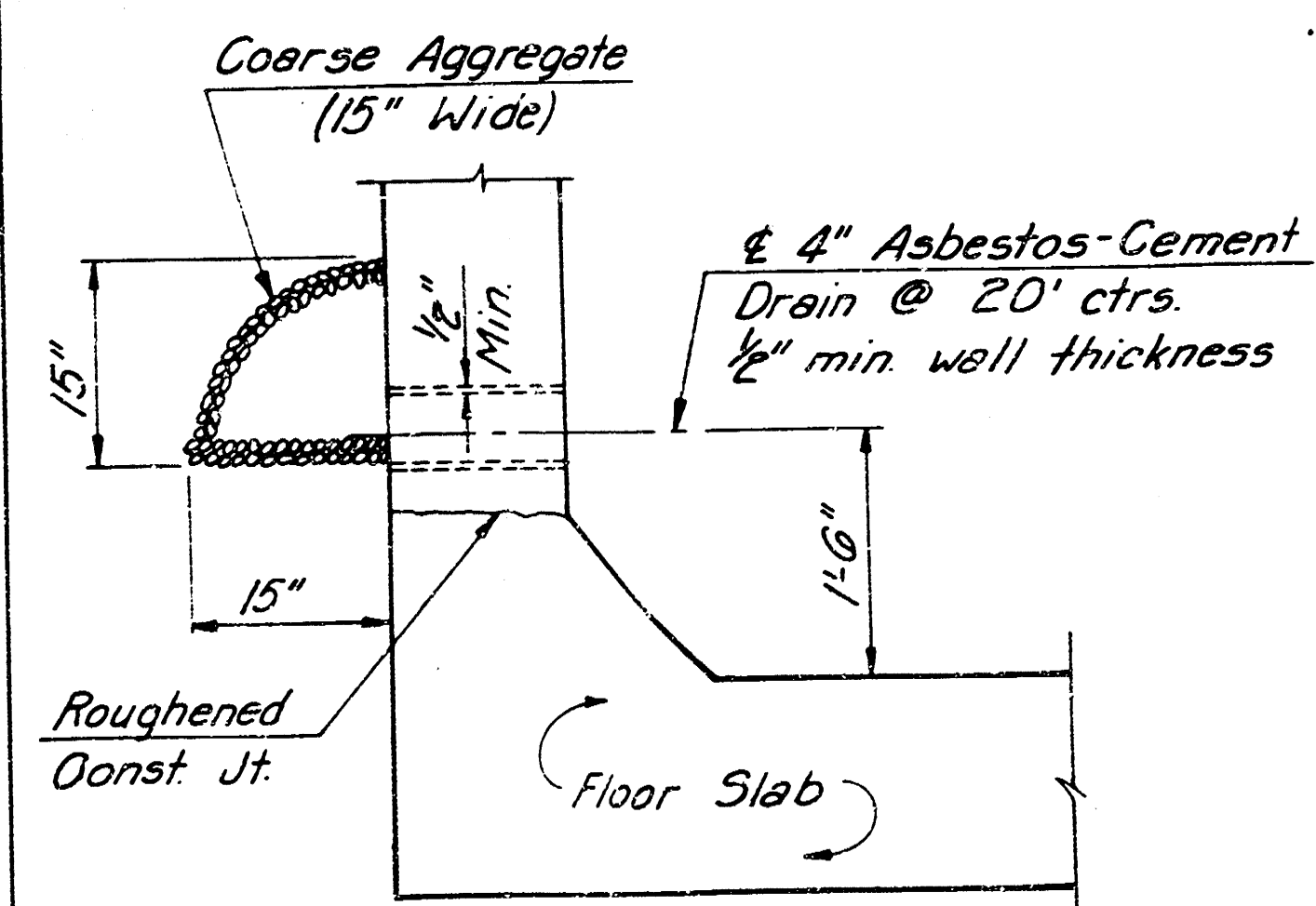
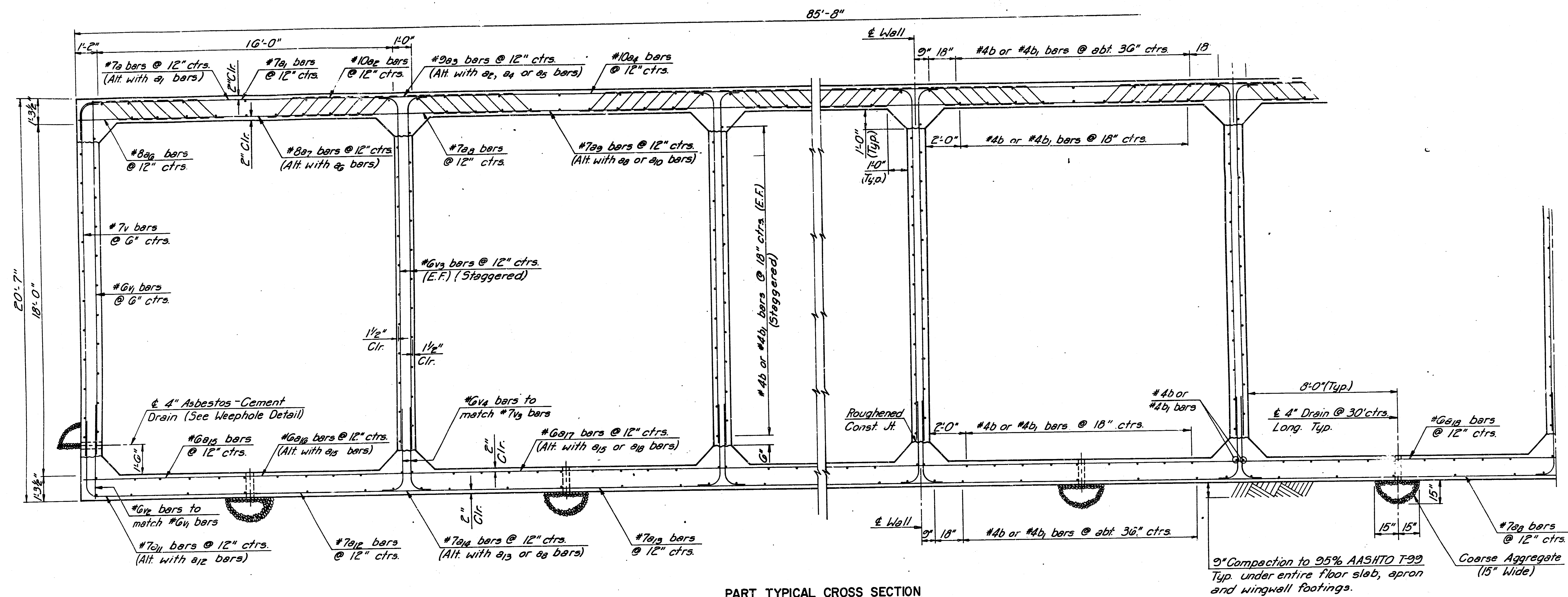
CONSTRUCTION SEQUENCE

The R.C. Box Bridge shall be constructed in sections not exceeding 75' in length. The floor and top slab in each section shall be placed in units not exceeding 60 ft. in width. The longitudinal construction joints in the slab and floor may be located in any cell and shall be no closer than one foot from the end of the fillet. The control joints as shown in plan above shall be constructed in a single plane thru all walls, and floor and slab as detailed.

AS CONSTRUCTED
 DRAWING
 May, 1980

THE WICHITA AIRPORT AUTHORITY WICHITA, KANSAS			
PLAN & ELEVATION			
10-16'x18' R.C. BOX BRIDGE			
PROJECT NO. 6-20-G088-08			
PROFESSIONAL ENGINEERING CONSULTANTS, P.C.			
ENGINEERS WICHITA, KANSAS			
Designed by	Checked by	Date	Job No.
Drawn by		Nov. 77	2437

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Notes:
E.F. denotes each face.
For Transverse Reinforcement in slab and floor, see Sh. No. 25
For General Notes, see Sh. No. 24.
For Bar Bending Diagrams, see Sh. No. 30.

AS CONSTRUCTED
DRAWING
May, 1980

THE WICHITA AIRPORT AUTHORITY
WICHITA, KANSAS.

CROSS SECTION

10-16'x18' R.C. BOX BRIDGE

PROJECT NO. 6-20-0088-08

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS
WICHITA, KANSAS

Designed by	Checked by
Drawn by	Date Nov 77

10-16'x18' R.C. BOX BRIDGE

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