

BOEING COMMERCIAL AIRPLANE GROUP

WICHITA DIVISION

EROSION REPAIR SEE CORNER OF MASTER MODEL BUILDING

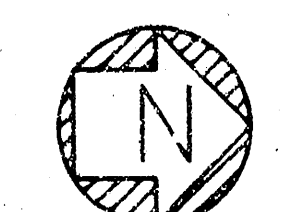
INDEX OF SHEETS

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105K-105-5 (C5) STORMWATER SKIMMER/TRAP

PROJECT AREA

LEGEND

- ▲ PERMANENT CONTROL MONUMENT
- ▲ SEMI-PERMANENT CONTROL MONUMENT

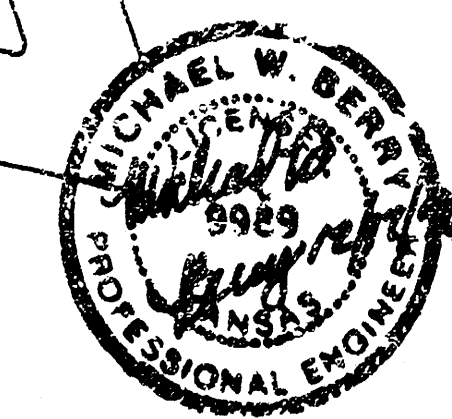


NO SCALE

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA

SANITARY SEWERS _____
STORM SEWERS VRH 12/19/96
DRIVEWAY APPROACHES _____
WATER MAINS _____
PAVING _____

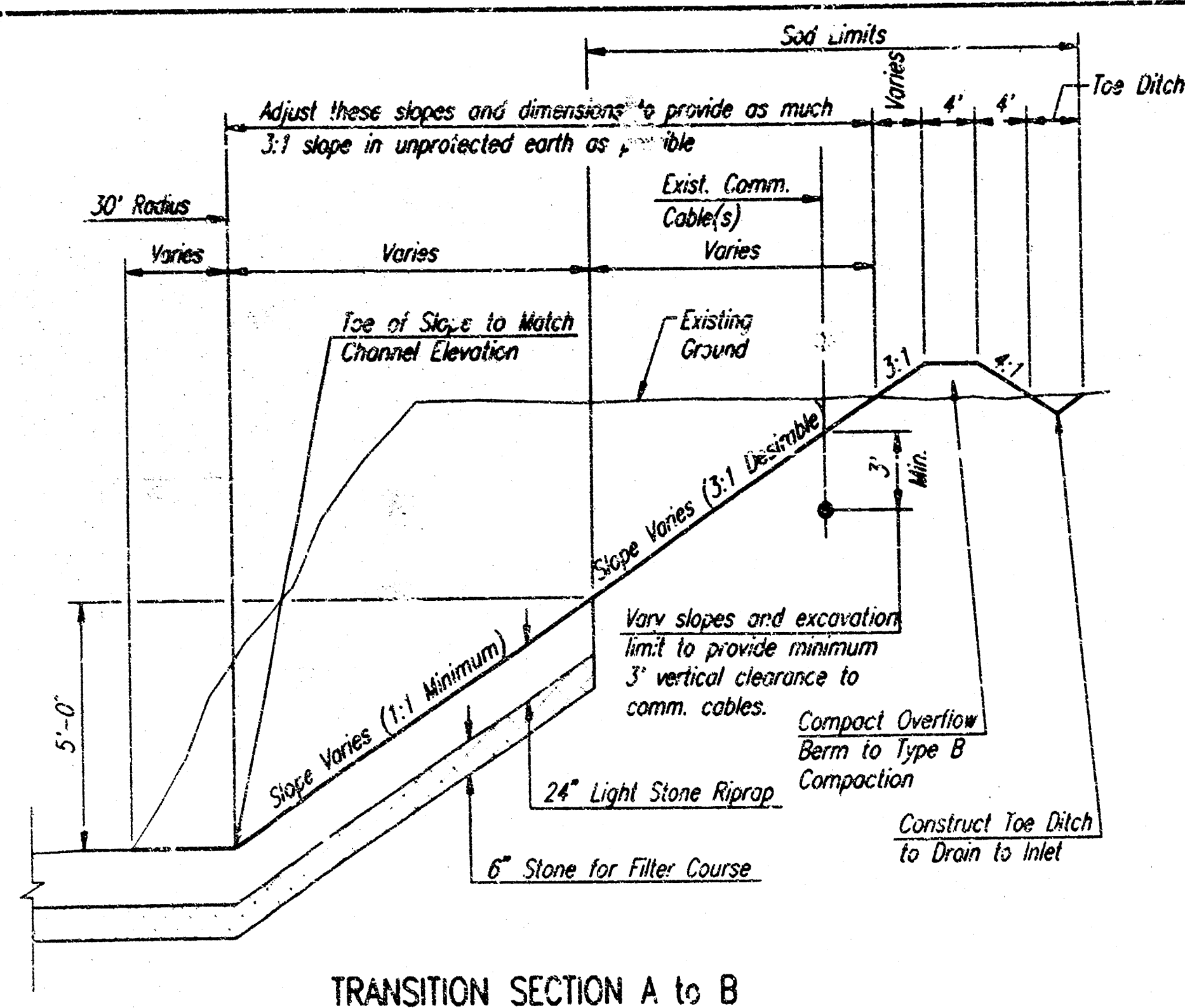
CITY OF WICHITA PRIVATE PROJECT
NO. 676PPS (607861)



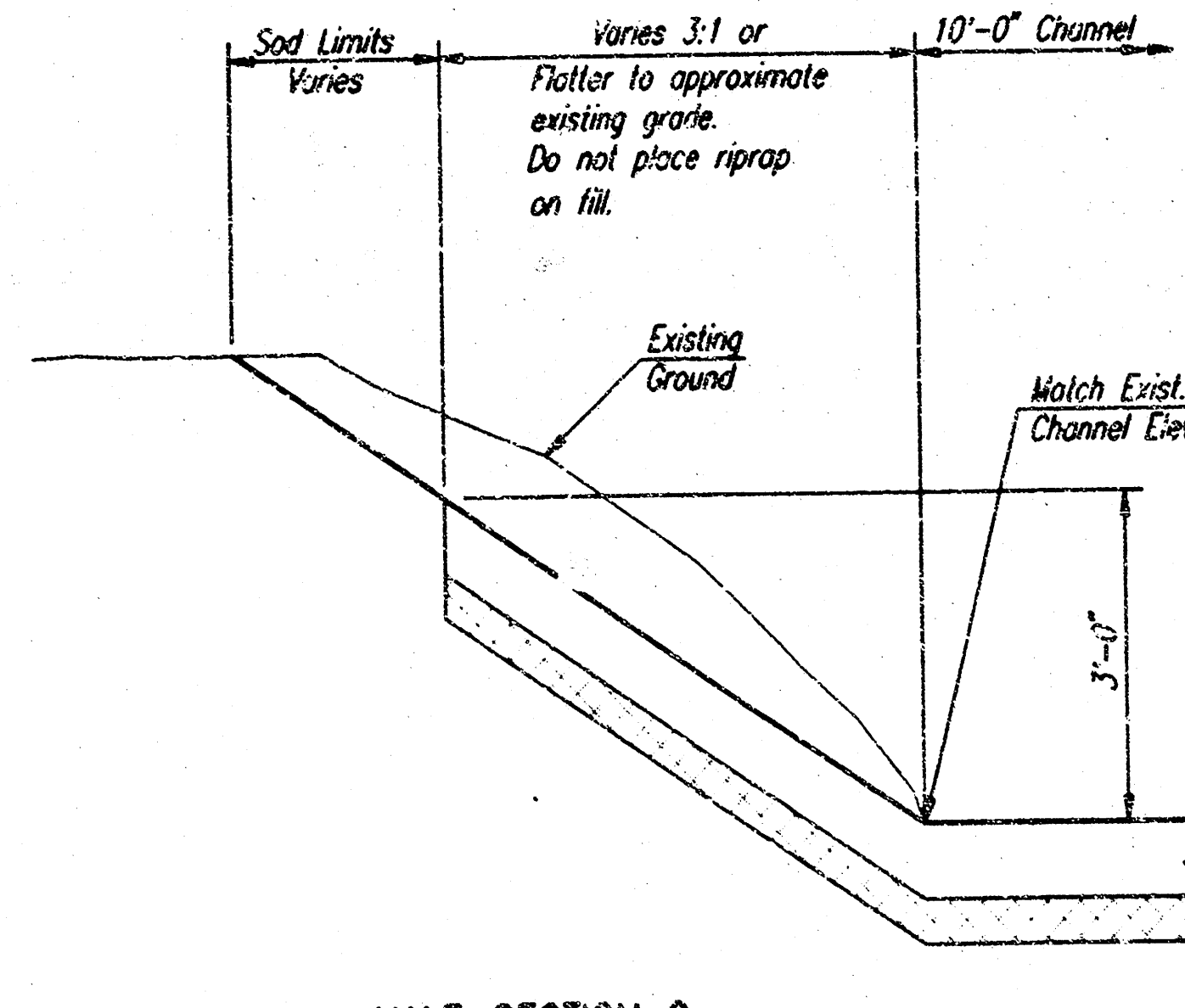
PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

DWG. NO. 105K-101-5

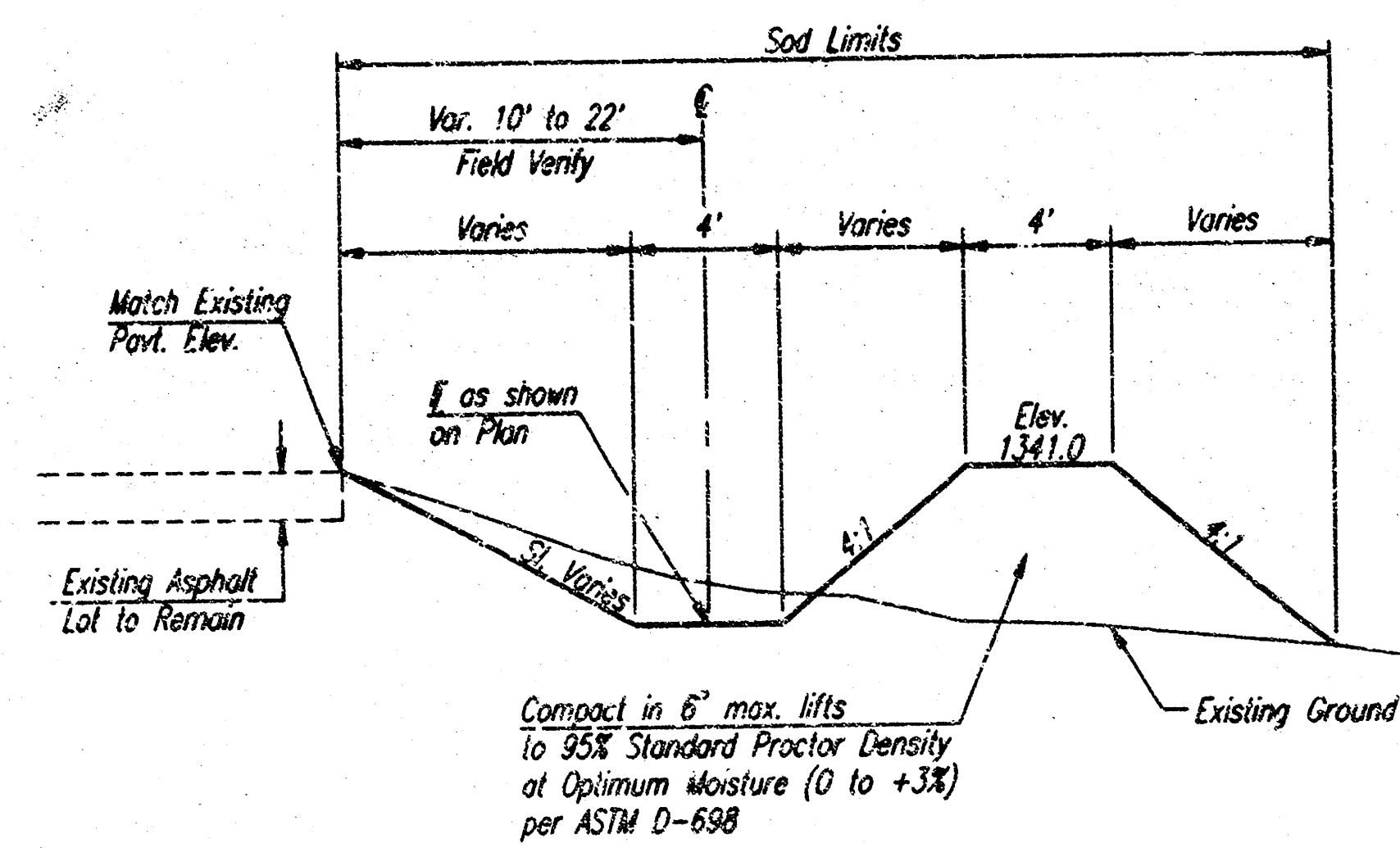
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11-17-1996 11:59:17 am



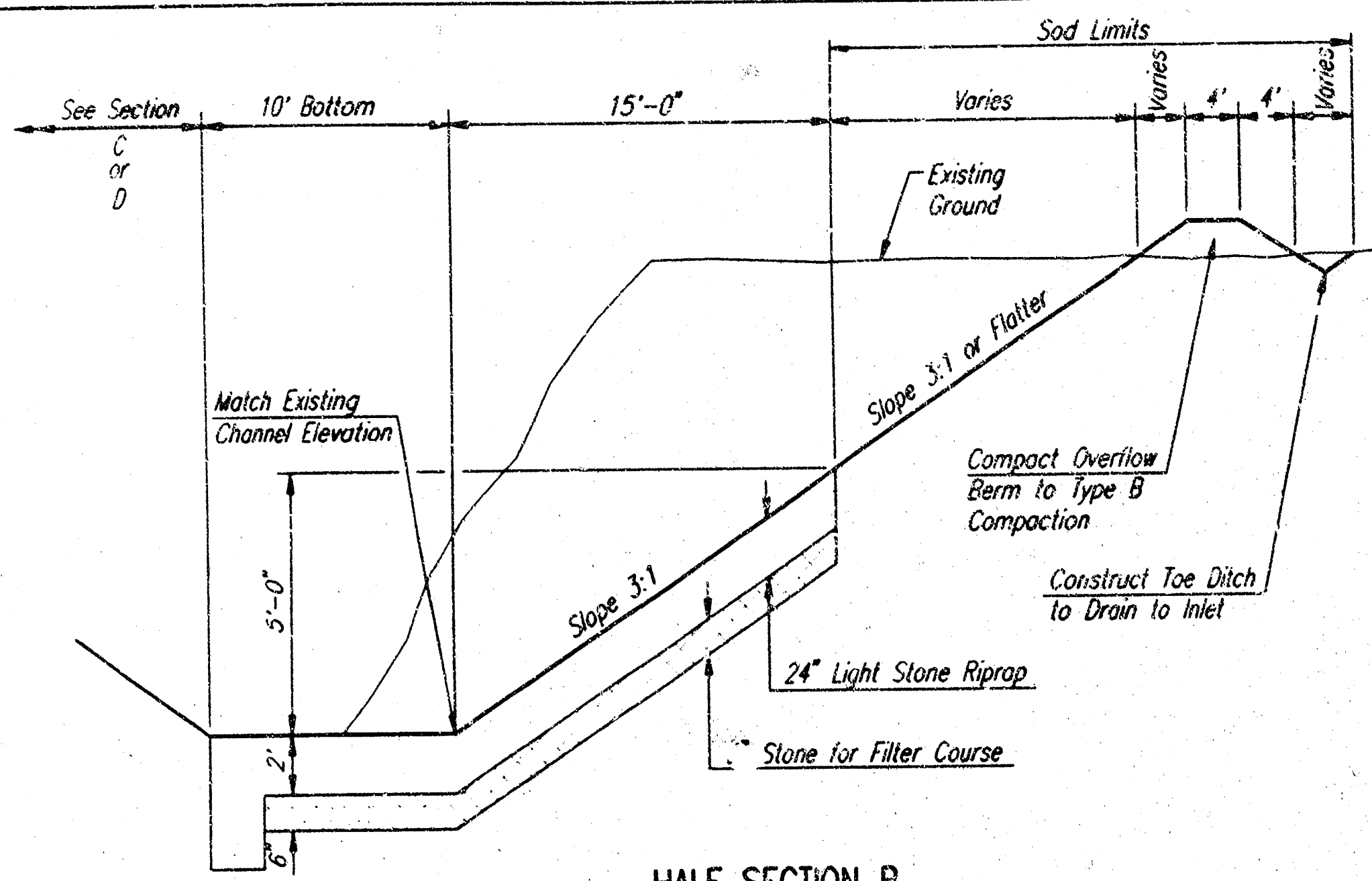
TRANSITION SECTION A to B



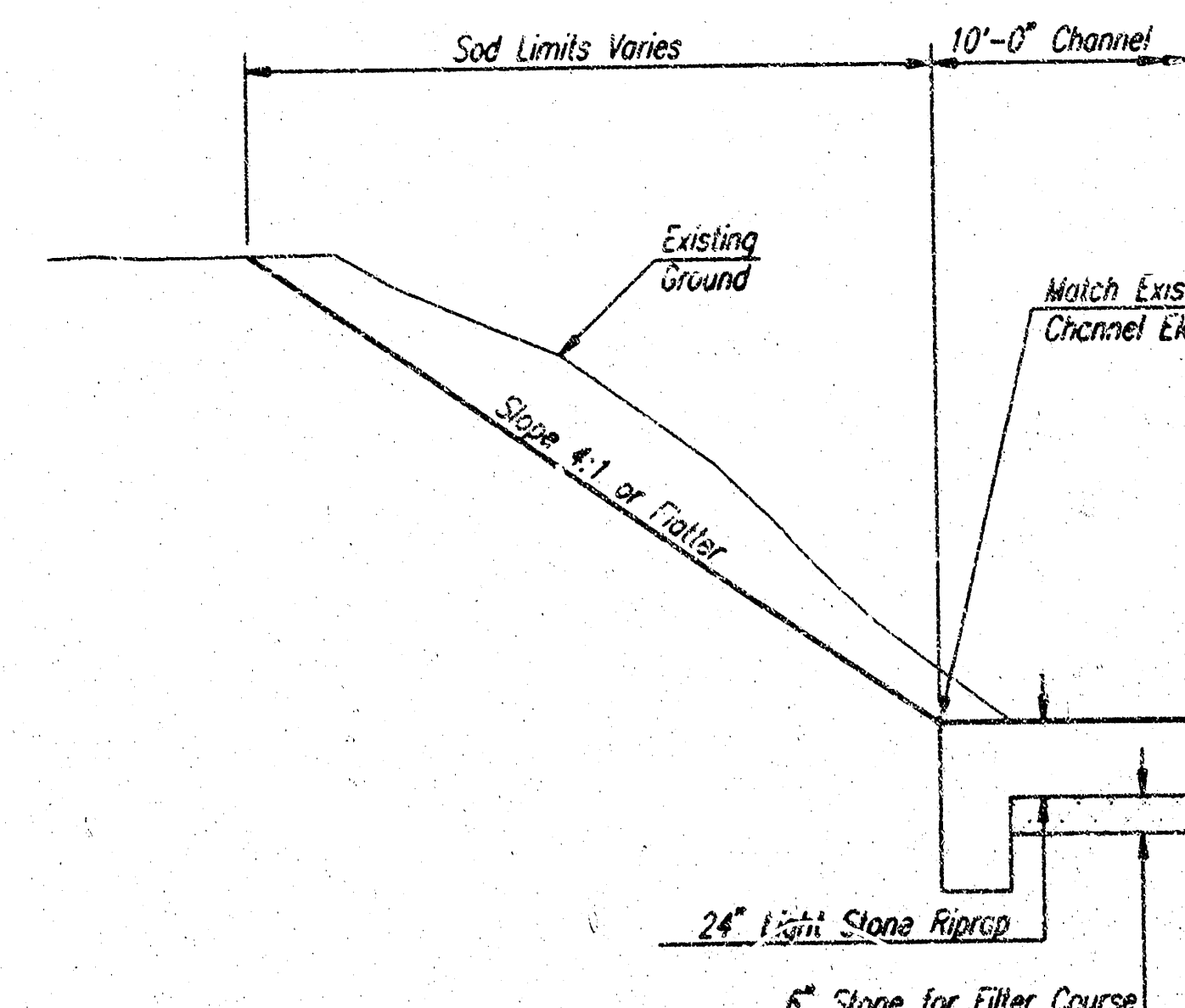
HALF-SECTION C



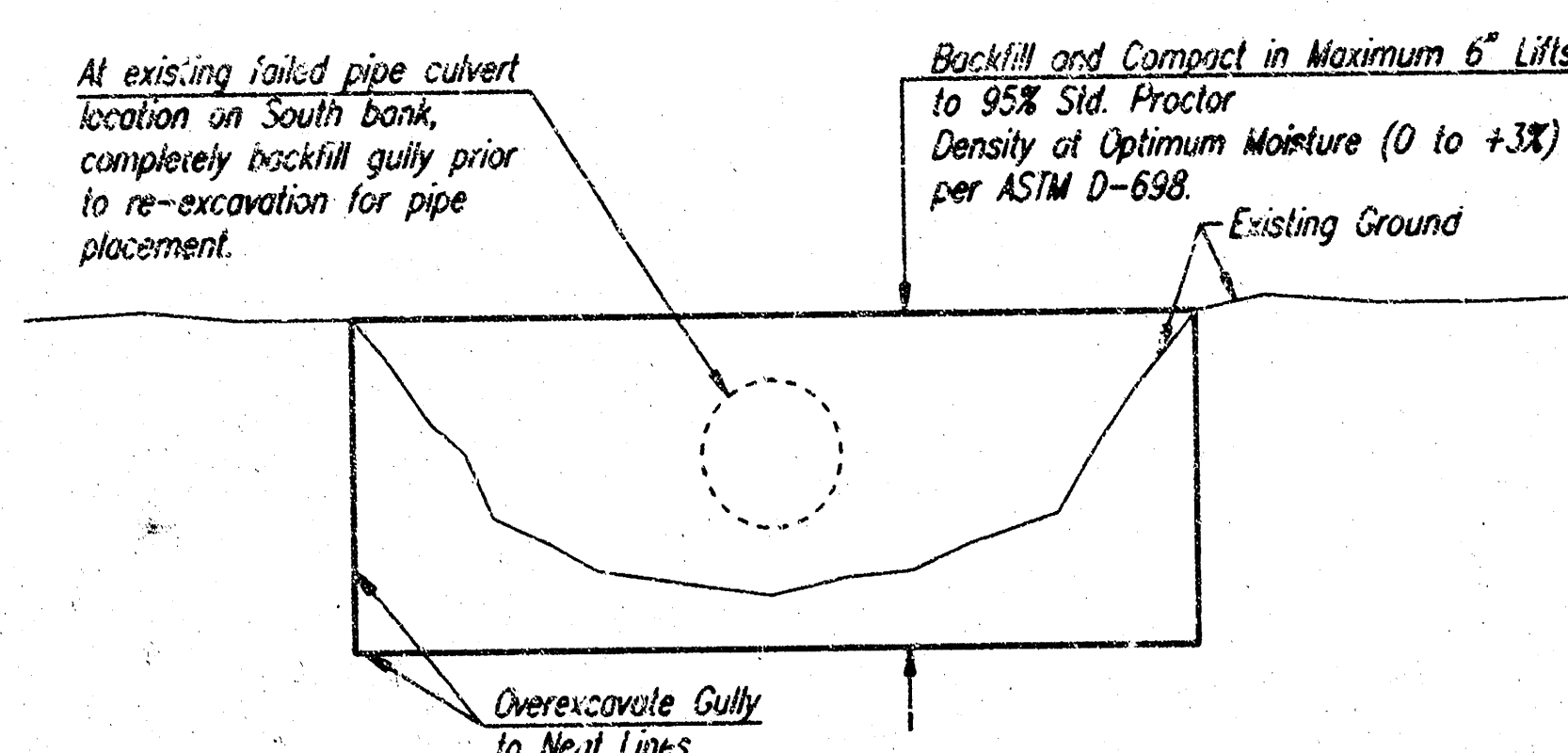
DITCH / BERM



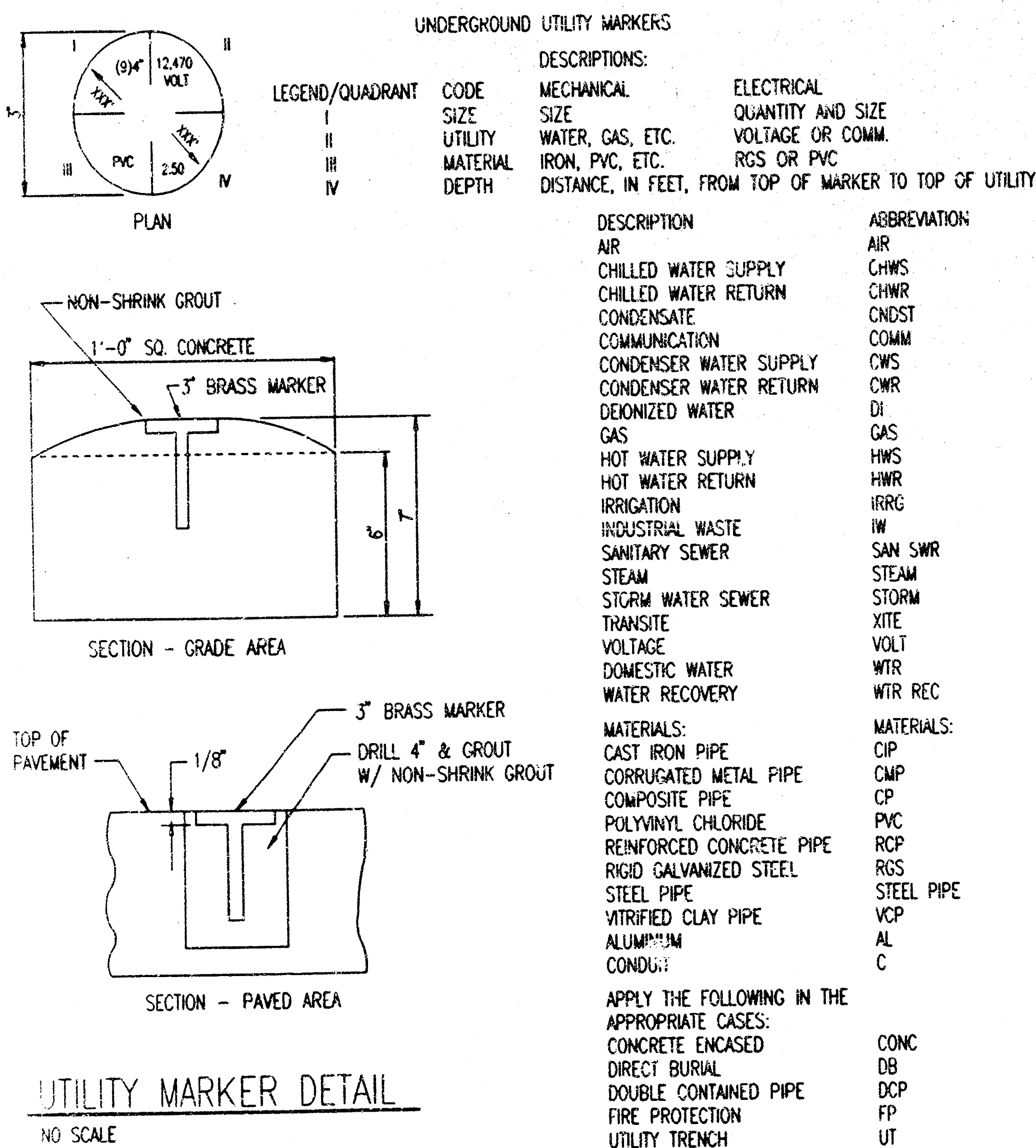
HALF SECTION B



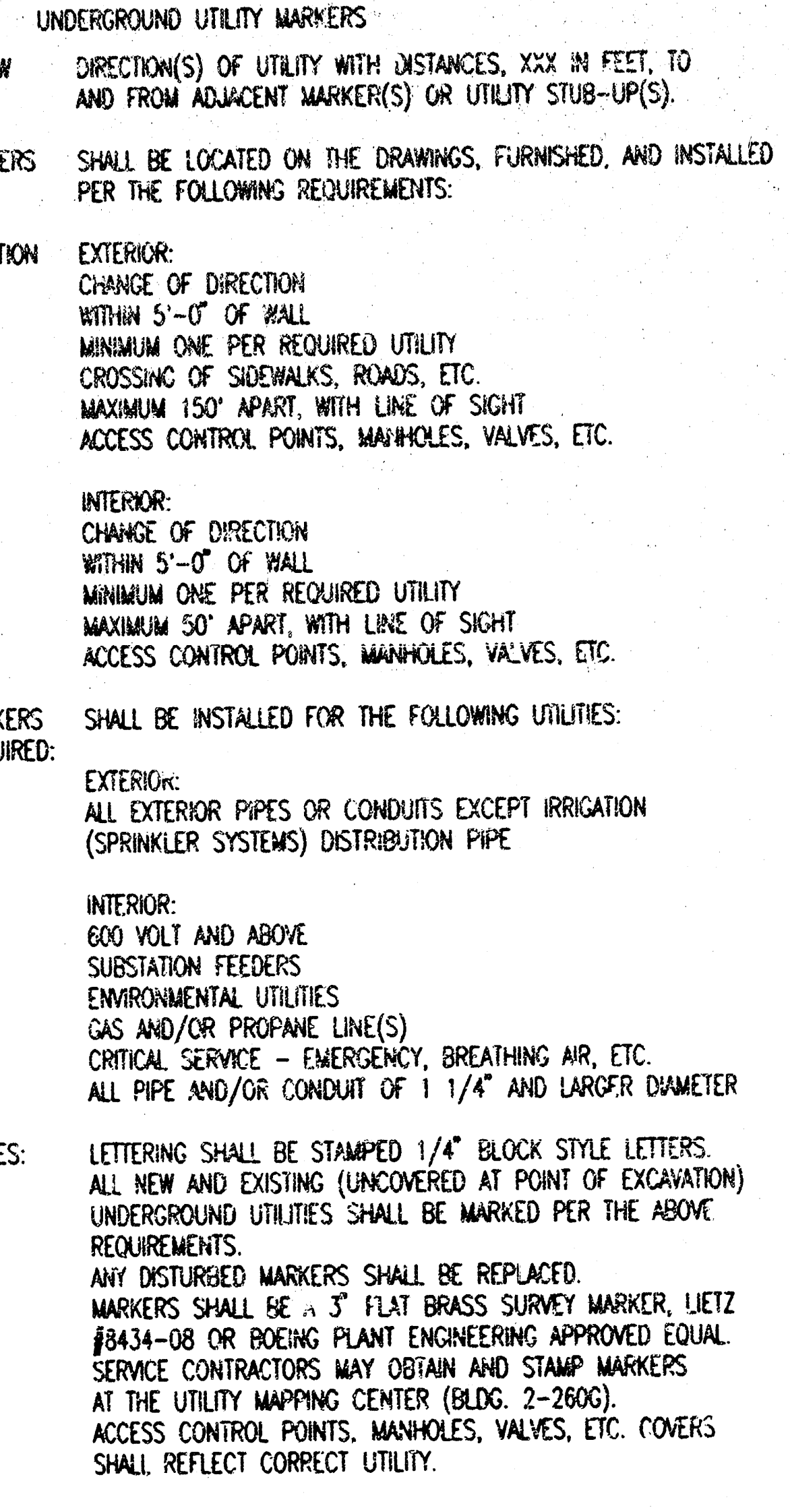
SECTION D



GULLY REPAIR
OUTSIDE CHANNEL CONSTRUCTION LIMITS



UTILITY MARKER DETAIL
NO SCALE



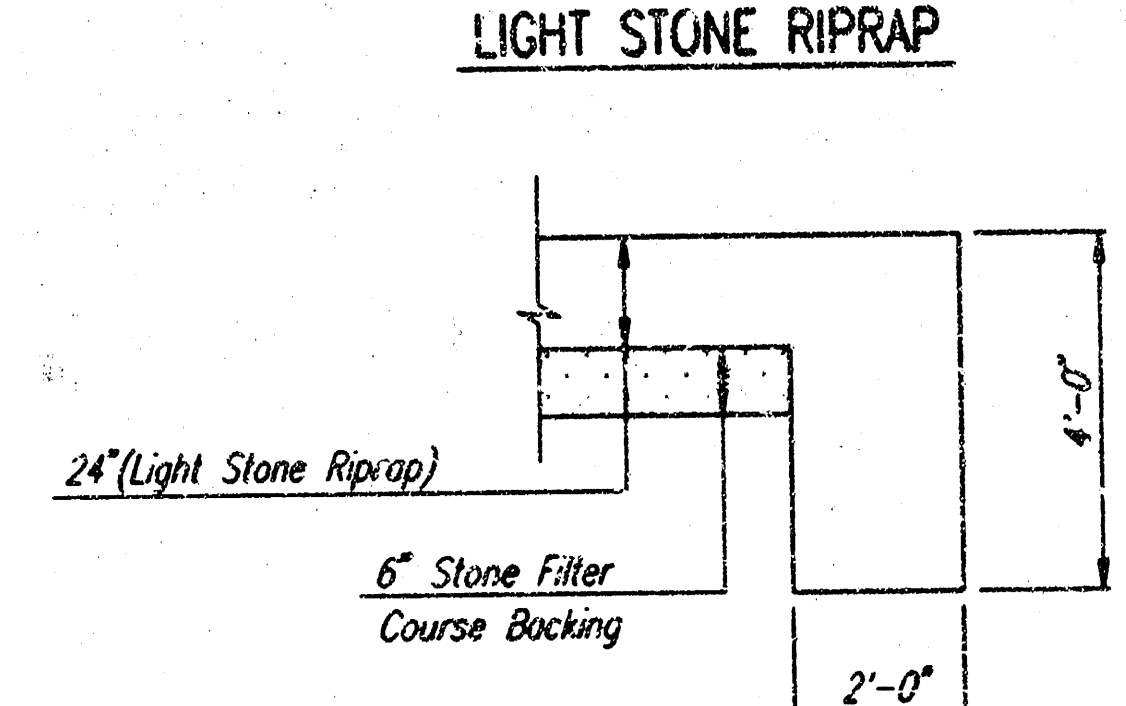
SODDING

ALL DISTURBED AND EXCAVATED AREAS SHALL BE SODDED WITH K-31 FESCUE SOD AS SHOWN ON THE DETAILS. THE SOD PLANTING SEASON SHALL BE MARCH 1, TO APRIL 15 OR SEPTEMBER 1 TO NOVEMBER 15.

AREAS TO BE SODDED SHALL BE PREPARED BY THOROUGH CULTIVATION, SMOOTHING, REMOVAL OF CLODS AND STONES GREATER THAN ONE INCH IN SIZE, REMOVAL OF WEEDS, AND THOROUGHLY WATERING THE AREA.

SOD SHALL BE STAKED WITH TWO TO FOUR WOOD LATH STAKES OR ELEVEN GAUGE GALVANIZED WIRE STAPLES PER SQUARE YARD. SOD SHALL BE FIRMED AFTER PLACEMENT WITH A ROLLER OR TAMPER. ALL AIR POCKETS SHALL BE REMOVED, AND THE SOD ROOTS SHALL BE PACKED FIRMLY INTO THE PREPARED SOIL.

THE CONTRACTOR SHALL WATER ALL SOD IMMEDIATELY AFTER PLACEMENT. ALL SODDED AREAS SHALL BE KEPT THOROUGHLY WATERED BY THE CONTRACTOR FOR THIRTY DAYS AFTER PLACEMENT.

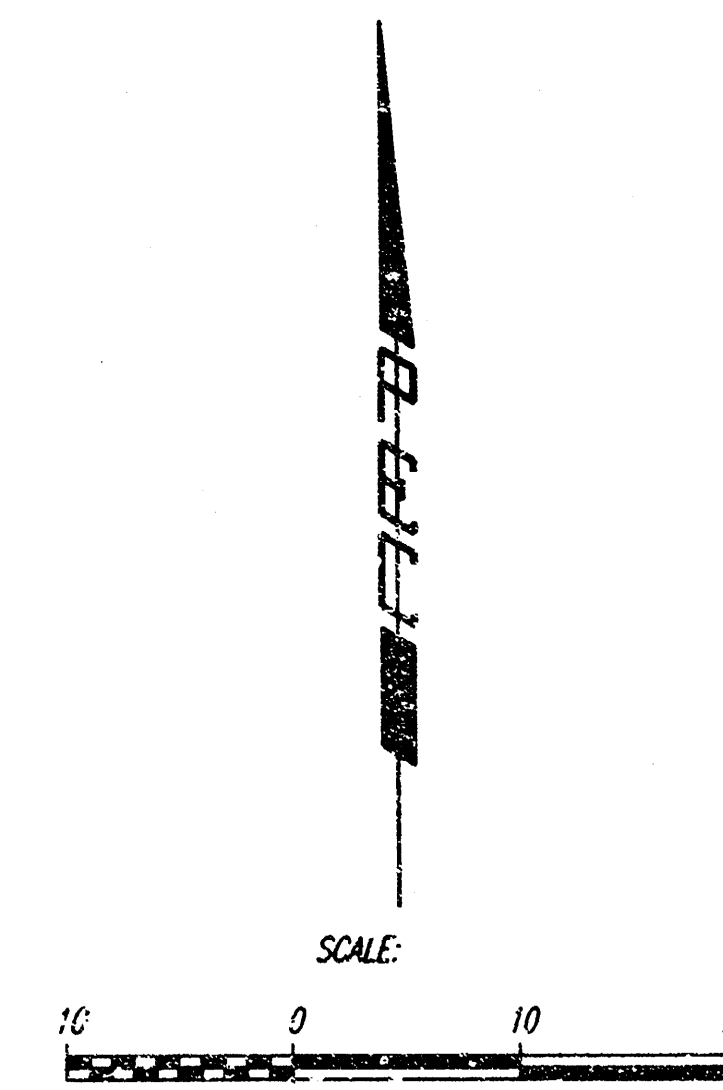
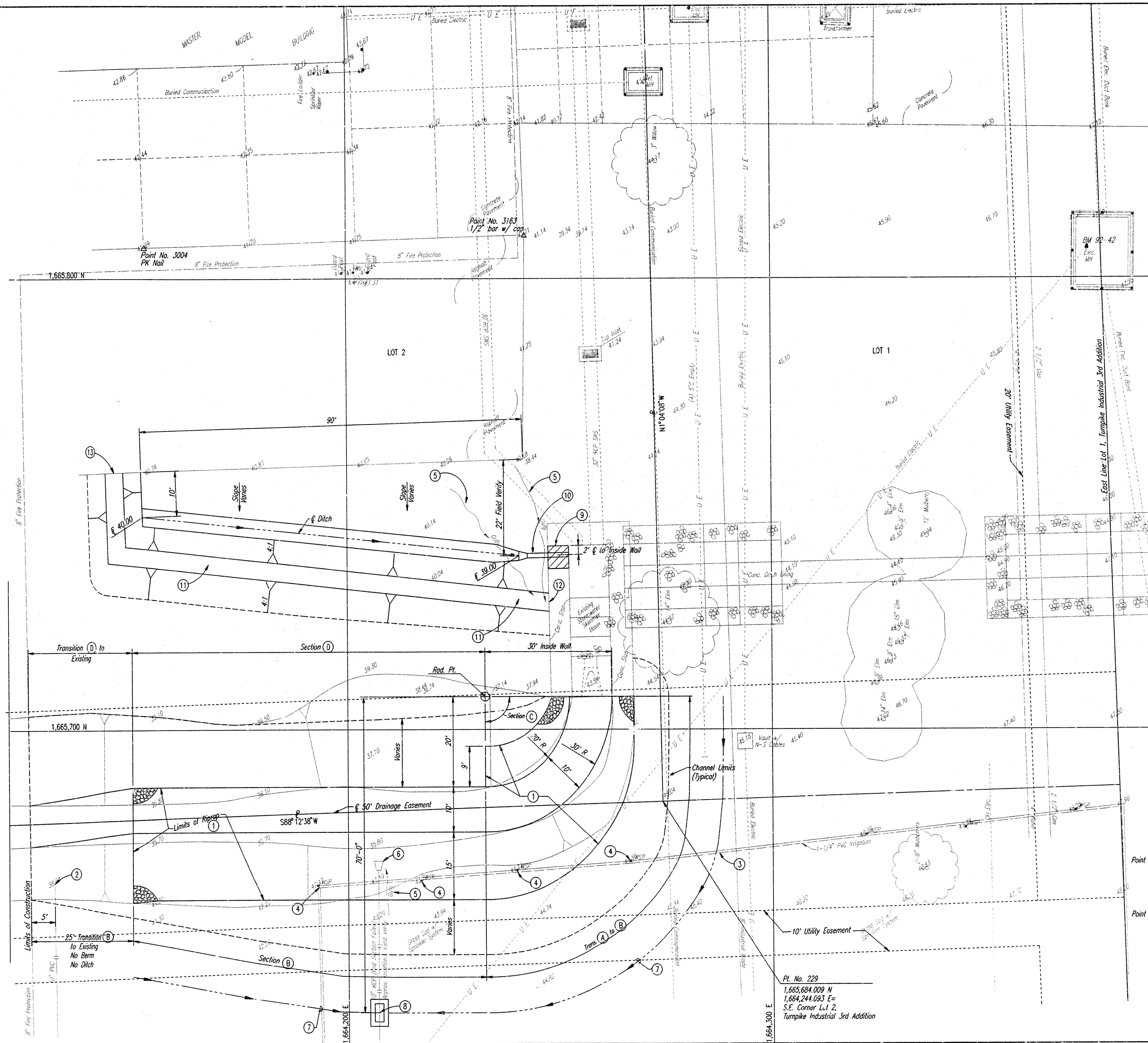


TYPICAL SECTION THRU TOEWALL
NO SCALE

- NOTES**
- ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED.
 - TOEWALLS SHALL BE INSTALLED ALONG EDGES OF STONE RIPRAP AS SHOWN IN SECTIONS.
 - STONE FOR RIPRAP AND STONE FOR FILTER COURSE SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1116 OF "STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION", KANSAS DEPARTMENT OF TRANSPORTATION, EDITION 1980. GRADATION OF RIPRAP SHALL BE LIGHT SERIES, 24" AS STATED IN TABLE II. STONE FOR FILTER COURSE SHALL BE TYPE III. CONTRACTOR SHALL SUPPLY MANUFACTURER'S MATERIAL CERTIFICATION FOR THESE MATERIALS.

C.O.W. PROJ. NO. PPS (607861)
MICRO FILM ☐ YES ☐ NO
PLANT ENGINEERING CONTACT: JERRY PUCKETT 526-1894

APPROVED	BY	DATE	REVISION	DATE	ENGINEER	FOR	APPROVED	DATE	NOT REVIEWED	NOT REQUIRED
ACCEPTABILITY	THIS DESIGN AND/OR SPECIFICATION IS APPROVED	DATE	APPROVED BY	DATE	DEPT	DATE				
EROSION REPAIR S.E. CORNER OF MASTER MODEL BUILDING MISCELLANEOUS DETAILS BOEING COMMERCIAL AIRPLANE GROUP KANSAS WICHITA										
PROFESSIONAL ENGINEERING CONSULTANTS professional association 303 South Tequesta / (316) 262-2881 Wichita, Kansas 67202 Job No. 36-94400-50-196 Sheet C2 Drawn by MMB Checked by DCP Date Dec 96 Project No. 6C-2632-00 Drawing No. 105K-102-5										



- ① INSTALL 24" LIGHT STONE RIPRAP ON 6" STONE FILTER COURSE.
- ② ABANDON IN PLACE
- ③ CAP AND ABANDON IRRIGATION MAIN. REPAIR AFTER PROJECT CONSTRUCTION BY BOEING PERSONNEL.
- ④ SALVAGE MATERIALS FROM ABANDONED SPRINKLER LINE AND DELIVER TO BOEING AS DIRECTED.
- ⑤ OVEREXCAVATE, BACKFILL AND COMPACT GULLY AREA. SEE DETAIL.
- ⑥ SALVAGE FAILED PIPE AN/OR END SECTION. RESET TO GRADE AFTER GULLY BACKFILL IS COMPLETE.
- ⑦ TOE DITCH AND OVERFLOW BERM. SEE TYPICAL SECTIONS.
- ⑧ CONSTRUCT 4'X2' AREA INLET. TOP ELEVATION = 1342.0. CONNECT TO EXISTING RCP. FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS.
- ⑨ REMOVE AND REPLACE 5'X5' CONCRETE SLAB IN KIND.
- ⑩ INSTALL 12"X10" RCP WITH END SECTION UPSTREAM FLOWLINE = 1339.0. DOWNSTREAM FLOWLINE = 1338.9. SAW CUT NEAT LINES IN BASIN WALL. GROUT IN WITHIN NON-SHRINK GROUT.
- ⑪ DITCH AND BERM. SEE DETAILS.
- ⑫ BLEND BERM INTO BASIN WALL.
- ⑬ BLEND BERM INTO PAVEMENT.

Bench Mark List

BM 92-42 Chiseled "+" North Rim MH of Concrete
Electric Vault, 47' South & 172' East of
SE corner Master Model Bldg. El. 1347.31

Reference Ties

Point No. 3004 - PK Nail at South edge conc. drive
Chis. "+" at SE Cor. Tool Fab Bldg. 63.63' NE
SE bolt on Guard Post base 46.01' NW
PK Nail & Shiner near Post Ind. Valve 29.40' SW
At North edge Asphalt parking area

Point No. 3163 - 1/2" Rebar w/ PEC ID Cap
At SE Cor. Conc. Parking
At NE Cor. Asphalt Parking
PK Nail & Shiner 25.00' S
Chis. "4" at SE Cor. Master Model Bldg. 56.31' NW
PK Nail 89.59' W

C.O.W. PROJ. NO. 676PPS (607861)

MICRO FILM ☐ YES ☐ NO

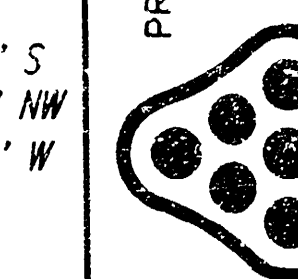
PLANT ENGINEERING CONTACT:
JERRY PUCKETT 526-1894

ACCEPTABILITY THIS DESIGN AND/OR SPECIFICATION IS APPROVED		DATE	BY	REASON	DATE	BY	APPROVED
APPROVED BY	DEPT.	DATE	ENGINEER	FOR			
			☐	APPROVED			
			☐	NOT REVIEWED			
			☐	NOT REQUIRED			

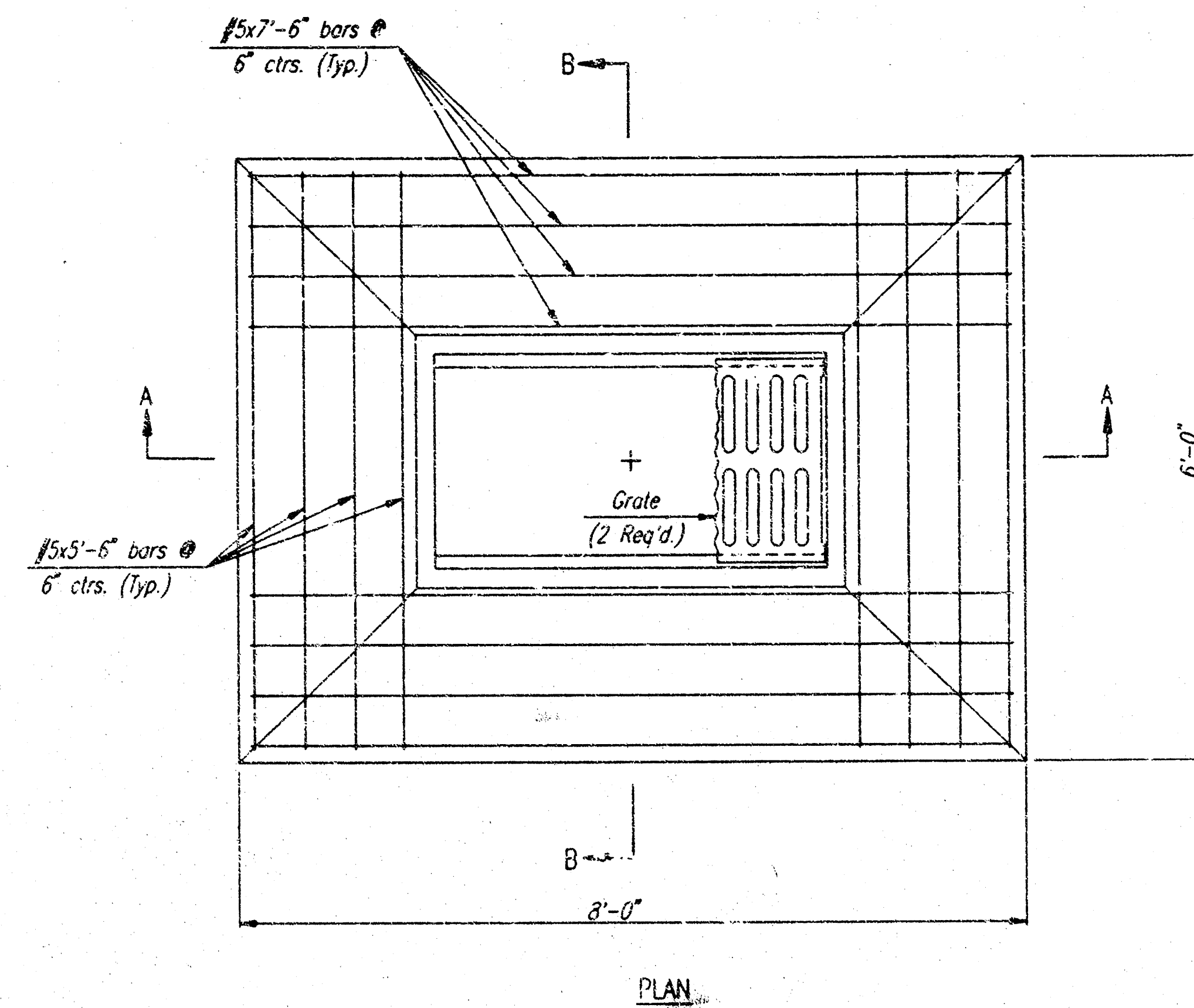
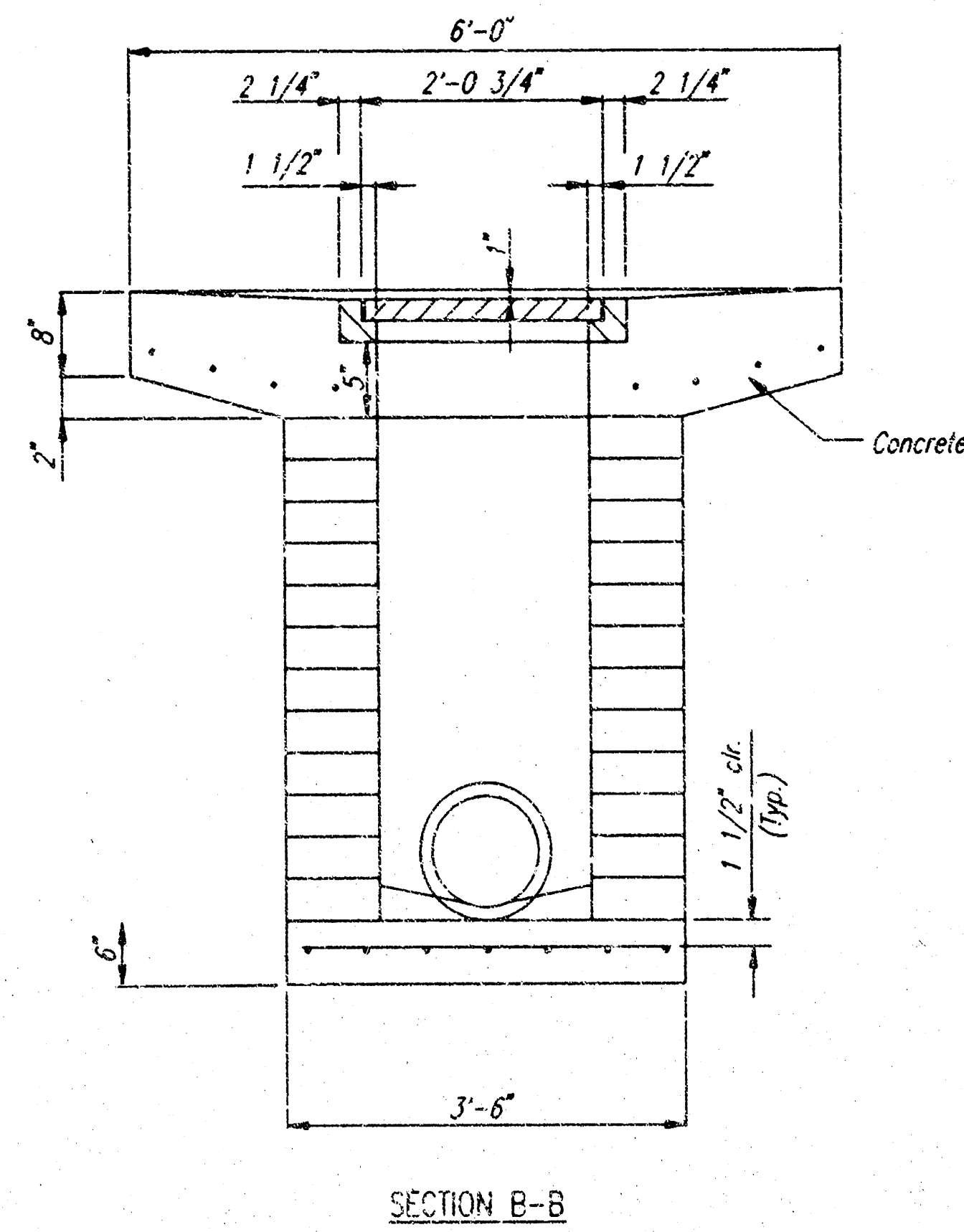
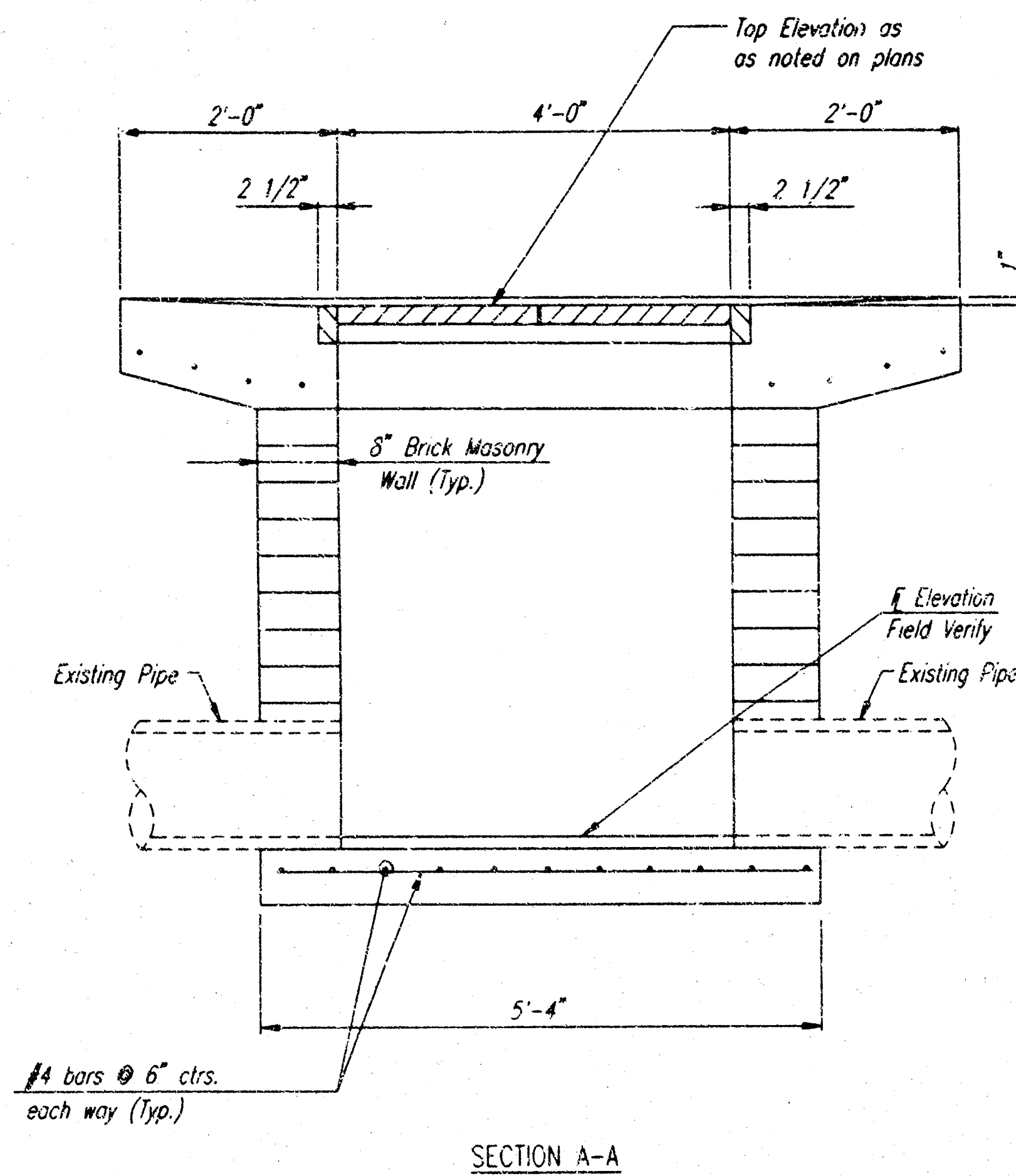
EROSION REPAIR S.E. CORNER OF
MASTER MODEL BUILDING
PLAN
BOEING COMMERCIAL AIRPLANE GROUP
WICHITA KANSAS



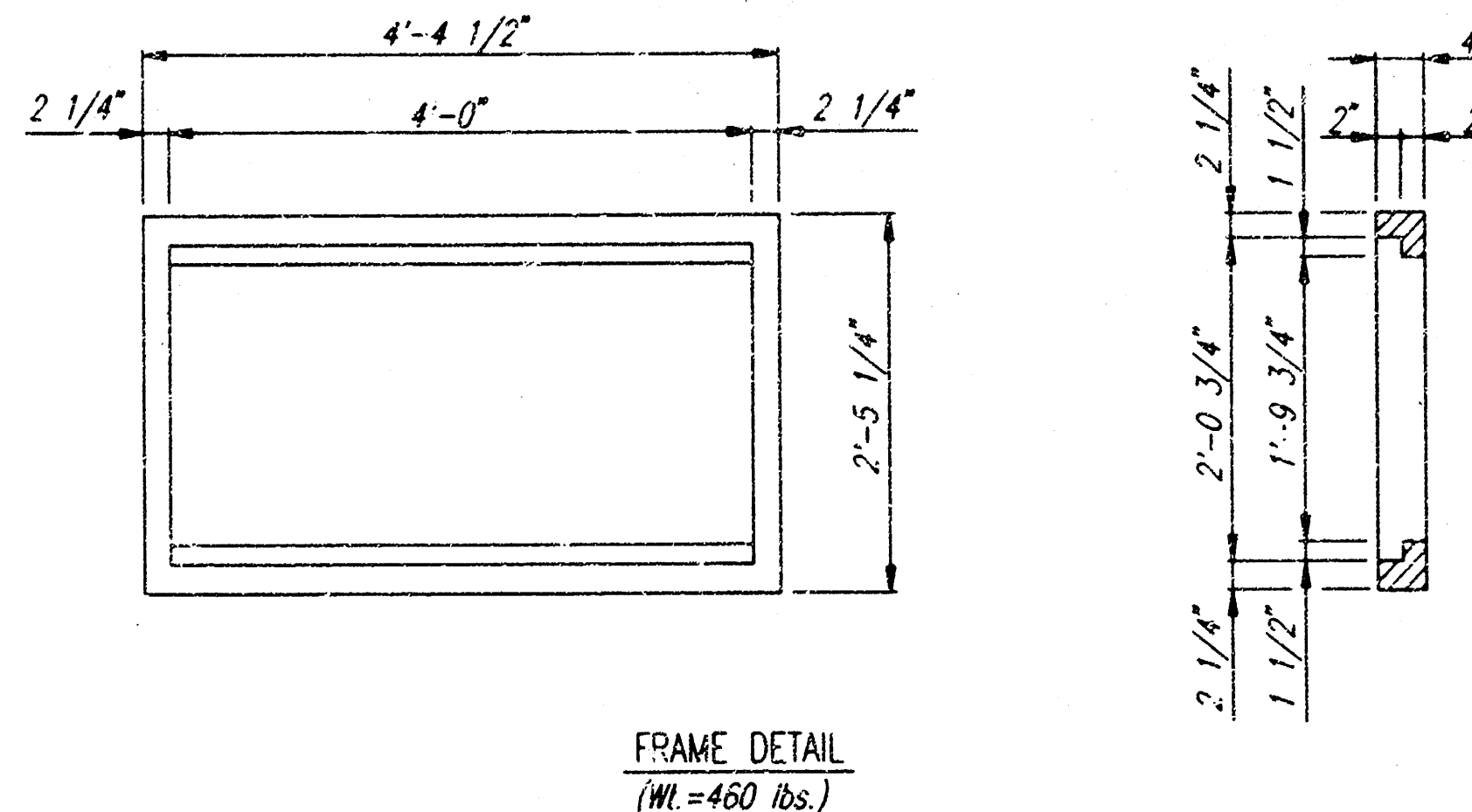
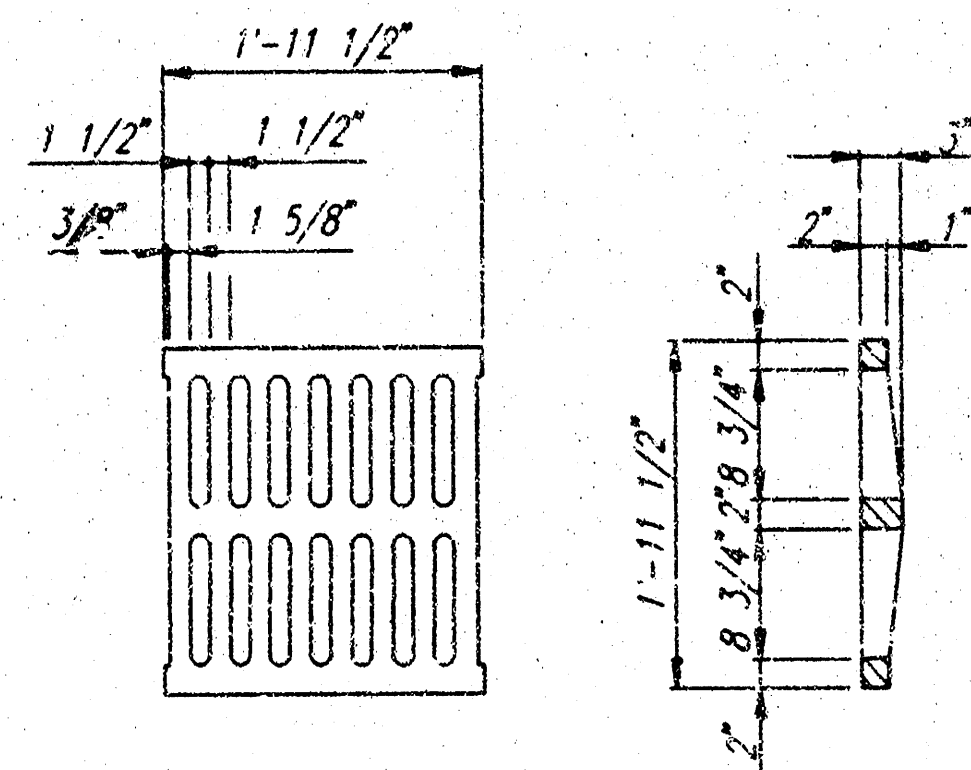
PROFESSIONAL ENGINEERING CONSULTANTS



Sym	0	Date	Dec.
Project No.	5C-6092-		
Sheet	C3		
Drawing No.	105K-103-		



STANDARD AREA INLET



GENERAL NOTES

CONCRETE SHALL BE 3000 PSI 28-DAY STRENGTH. ALL EXPOSED EDGES SHALL BE FINISHED WITH AN APPROVED EDGING TOOL.

REINFORCING STEEL SHALL BE A MINIMUM GRADE 40, A.S.T.M. A615. ALL DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO THE CENTERLINE OF BARS UNLESS OTHERWISE NOTED.

INLET CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-48. DIMENSIONS AND WEIGHTS SHOWN ON THE DETAILED DRAWINGS SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS AND ANY DEVIATIONS FROM THE DIMENSIONS SHOWN MUST BE SPECIFICALLY APPROVED. THE FINISHED CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE DISTORTIONS OR OTHER EFFECTS.

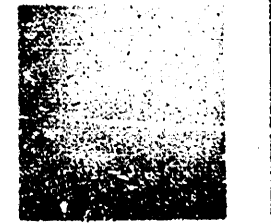
MASONRY WALLS SHALL BE CONSTRUCTED IN A WORKMANLIKE MANNER. ONLY SEWER BRICK MAY BE USED.

INLET FLOOR SHALL BE SHAPED WITH UNREINFORCED CONCRETE (8 SACK SAND MIX) TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

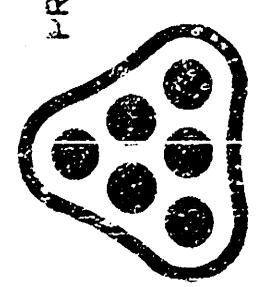
EXISTING PIPES ENTERING STRUCTURE SHALL BE CENTERED ON INSIDE FACE OF WALL, AND SHALL BE CUT FLUSH WITH THE INSIDE FACE WALL.

PRECAST CONCRETE INLET MAY BE USED IN LIEU OF MASONRY, AS SHOWN, SUBJECT TO APPROVAL OF SHOP DRAWINGS BY THE ENGINEER.

EROSION REPAIR S.E. CORNER OF
MASTER MODEL BUILDING
AREA INLET DETAILS
BOEING COMMERCIAL AIRPLANE GROUP
WICHITA KANSAS

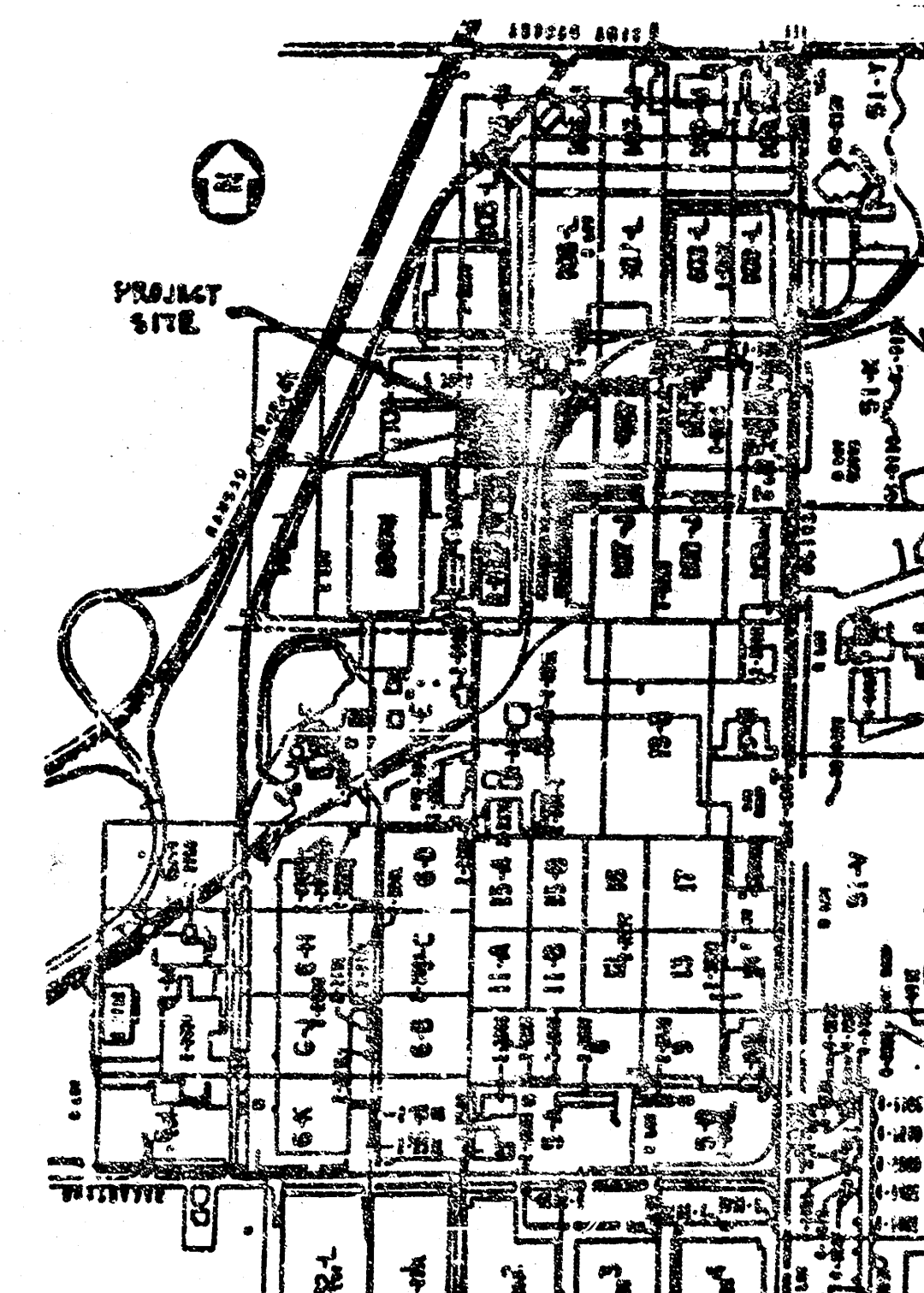


PROFESSIONAL ENGINEERING CONSULTANTS
Professional Association
V.L. Smith, Wichita, Kansas 67202
Job No. 36-94400-50-196
Sheet 1 of 1



Drawn by: MMB
Checked by: DEP
Date: Dec. 96

C.O.W. PROJ. NO. PPS (607661)
Project No. 6C-6092-00
MICRO FILM ☐ YES ☐ NO
Plant Engineering Contact: JERRY PUCKETT 526-1894
Drawing No. 105K-104-5



NOTES:
CONCRETE: 4000 PSI, 3/4" ROCK, 5% AIR, 4" MAX. SLUMP.
REBAR: ASTM - A615, GRADE 60.
CUT CATCH ON EAST SIDE TO MATCH FUME PROFILE, FILL AND
BACKFILL AS REQUIRED TO SEED GRASS.
STEEL PIPE GUARDRAIL TO BE PAINTED.
SLICE GATE TO BE FRESHNO 20-10C, 36"DIA., CAST IRON
PROVIDE SKIMMER AND DRAIN PIPING TO REMOTE COUPLING
AT ADJACENT CONCRETE SLAB TO THE NORTH.
REMOVE RCP PIPE AS REQUIRED ON NORTH INCOMING 36" LINE TO
PROVIDE 45 DEGREE TRANSITION TO AND AT NEW BAFFLE STRUCTURE.

SECTION A

$$1/4" = 1'-0"$$

SECTION B

$$1/4'' = 1' - 0''$$

FOR INFORMATION ONLY

THIS SHEET PROVIDED AS BEST AVAILABLE
RECORD OF STRUCTURE IN PLACE. CONTRACTOR
SHALL VERIFY CONDITIONS IN FIELD.

BOEING STORMWATER SKIMMER / TRAP

SNODGRASS CONSTRUCTION CO.

7/17/95

REVISIONS:



RAY E. LOWEN, ARCHITECT
11255 S. SAGEBRUSH CT.
WICHITA, KANSAS 67230

FOR CONSTRUCTION

BOEING COMPANY
3801 S. OLIVER,
WICHITA, KANSAS 67210

STORMWATER SKIMMER / TRAP

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