

GENERAL NOTES

PROJECT NO. 2301010218

DATE MAR 2023

SCALE 1" = 20'

DESIGNED DRAWN CHECKED
KPG KPG KPG

HORIZONTAL DATUM:
KANSAS COORDINATE SYSTEM 1983 SOUTH ZONE
VERTICAL DATUM:
NAVD 88

NO. REVISION DATE

SHEET NO.

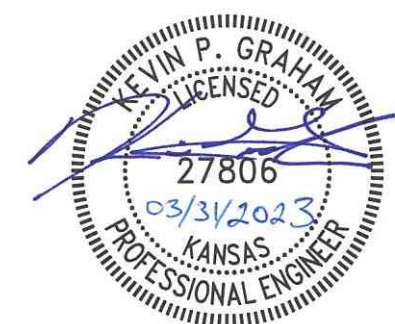
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CONTROL POINTS

CP 1	MAG NAIL N: 1557601.18 ELEV: 896.27	E: 2245518.23
CP 2	MAG NAIL N: 1557631.95 ELEV: 899.18	E: 2245783.22
CP 3	MAG NAIL N: 1557624.52 ELEV: 897.52	E: 2245989.23

HORIZONTAL DATUM:
KANSAS COORDINATE SYSTEM 1983 SOUTH ZONE
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NAVD 88

TOPOGRAPHIC SURVEY PREPARED BY:
FIELDER LAND SURVEYING
1652 S.E. WASHINGTON BLVD.
BARTLESVILLE, OK 74006



CONCRETE JOINTING NOTES

- IT IS IMPORTANT BOTH FUNCTIONALLY AND AESTHETICALLY FOR JOINTS IN CURB & GUTTER AND ABUTTING CONCRETE PAVEMENT TO HAVE A CONSISTENT PATTERN.
- JOINT SPACING SHOULD BE THOUGHT OUT AND ESTABLISHED PRIOR TO PLACING ANY CONCRETE. THIS INCLUDES JOINTING IN THE CURB & GUTTER ON BOTH SIDES OF PROPOSED CONCRETE PAVEMENT AND ON CURVES, DRIVES, ROUNDABOUTS, WHEELCHAIR RAMPS, ETC.
- PEDESTRIAN CONCRETE SIDEWALKS SHALL RECEIVE HAND TOOLED JOINTS.
- THE PAVING PLANS, DETAILS, SPECIFICATIONS AND NOTES CONTAIN SPECIFIC REQUIREMENTS FOR JOINTING. THE FOLLOWING ITEMS SHALL SERVE AS GUIDELINES FOR THE CONTRACTOR WHEN DEVELOPING THE JOINTING PLAN:
 - JOINTING IN PAVEMENT SHALL BE AT RIGHT ANGLES TO CURB LINES WHEREVER POSSIBLE
 - JOINT SPACING IN PAVEMENT SHALL GENERALLY NOT EXCEED 24 TIMES THE PAVEMENT THICKNESS
 - JOINTS IN PAVEMENT SHALL NOT CREATE "L" SHAPED OR ODD SHAPED SECTIONS OR SECTIONS WITH NARROW POINTED PORTIONS THAT COULD BE SUBJECT TO CRACKING AND BREAKING
 - CONTRACTION JOINT SPACING SHALL GENERALLY NOT EXCEED 1.5 TIMES LONGITUDINAL JOINT SPACING

GRADING NOTES

- MKEC ENGINEERING, INC. HAS PREPARED THESE PLANS IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS.
- ALL SITE WORK FOR THIS PROJECT IS CONSIDERED "UNCLASSIFIED". THE TERM "UNCLASSIFIED" EXCAVATION SHALL BE DEFINED AS MEANING THE CONTRACTOR BEARS THE ENTIRE RISK OF THE SOIL QUANTITIES AND/OR TYPE (E.G. ROCK, CLAY, PEAT, SILT, SHALE, ETC.) ENCOUNTERED EITHER ABOVE OR BELOW PROPOSED SUBGRADES. IN THE EVENT IT BECOMES NECESSARY FOR UNSUITABLE SOIL TO BE HANDLED, REMOVED FROM THE SITE, OR FOR SUITABLE MATERIAL TO BE IMPORTED TO THE SITE, THE CONTRACTOR SHALL BEAR THE ENTIRE COST OF SUCH ADDITIONAL WORK. "UNSUITABLE" SOIL ALSO INCLUDES SATURATED SOILS THAT MAY NEED REPLACING AND/OR TREATING IN ORDER TO MEET SCHEDULE DATES. THIS DEFINITION OF "UNCLASSIFIED" SUPERCEDES ANY CONTRARY DEFINITIONS OR STATEMENTS WHICH MAY BE CONTAINED IN SPECIFICATIONS, PLANS, OR OTHER DOCUMENTS.
- EXISTING LAWN AND TREES OUTSIDE THE NOTED LIMITS OF CONSTRUCTION SHALL BE OFF LIMITS TO ANY TYPE OF CONSTRUCTION ACTIVITY EXCEPT TO FINAL SEEDING OPERATIONS. TEMPORARY CONSTRUCTION FENCE SHALL BE ERECTED AROUND THESE SITES PRIOR TO THE START OF ANY CONSTRUCTION. WORK SHALL BE LIMITED AS MUCH AS POSSIBLE TO WITHIN THE LIMITS OF GRADING. USE SMALLER EQUIPMENT WHERE NECESSARY.
- THIS IS DESIGN GRADING. ALL GRADES SHALL BE CONTOURED SMOOTHLY WITH GENTLE ROUNDING/SHAPING OF ALL AFFECTED LAND SURFACES. ABRUPT GRADE TRANSITIONS ARE NOT ACCEPTABLE. SURVEY STAKES ARE FOR GENERAL GRADING PURPOSES ONLY. NOT ALL SLOPES ARE CONSTANT AND THEREFORE THE GRADING PLANS SHALL BE REFERRED TO FOR FINAL GRADE SHAPING. THE GRADING SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO THE ADDITION OF THE TOPSOIL LAYER.
- EXISTING UTILITY VAULTS, MANHOLES, RISERS, ETC. SHALL BE ADJUSTED TO PROPOSED GRADES. WHEN LOCATED IN SIDEWALK OR PAVEMENT AREAS, TOPS SHALL BE SET FLUSH WITH THE SIDEWALK OR PAVEMENT.
- ALL SPOT ELEVATIONS REPRESENT FINISHED SURFACE OR FLOW LINE GRADES, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR IS TO PROVIDE TEMPORARY SEEDING, FERTILIZING, MULCHING, LANDSCAPING OR SODDING OF ALL DISTURBED AREAS.
- PROPOSED CONTOURS SHOWN ON THESE PLANS ARE FINAL SURFACE CONTOURS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING ADJUSTMENTS FOR PAVEMENT THICKNESS, SUBGRADE THICKNESS, TOPSOIL, REMOVALS, ETC.

PAVING NOTES

- REFER TO PAVING PLANS FOR CURRENT HORIZONTAL DIMENSIONS AND LAYOUT.
- ALL DIMENSIONS ARE SHOWN TO BACK OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- AGGREGATE BASE UNDER PAVEMENT SHALL EXTEND A MINIMUM OF 1' BEYOND THE BACK OF CURB.
- UNLESS OTHERWISE NOTED, ALL PARKING STALLS ARE 9' x 18'.
- UNLESS OTHERWISE NOTED, ALL ADA STALLS ARE 11' X 18' WITH A 5' LOADING AISLE.
- PARKING STRIPING SHALL BE 4" WIDE, WHITE IN COLOR.
- ADA PARKING STALL LOADING AISLE STRIPING SHALL BE 4" WIDE, 2' O.C. @ 45° ANGLE, WHITE IN COLOR.
- PAVEMENT MARKINGS SHALL BE AN UNDILUTED ALKYD TRAFFIC PAINT. APPLY PAINT WITH MECHANICAL EQUIPMENT TO PRODUCE PAVEMENT MARKINGS WITH UNIFORM, STRAIGHT EDGES. APPLY AT MANUFACTURER'S RECOMMENDED RATE TO PROVIDE A MINIMUM WET FILM THICKNESS OF 15 MILS. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR SURFACE PREPARATION AND APPLICATION.

GENERAL NOTES

- THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE COMMENCEMENT OF SITE WORK. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
- THE SITE PLAN IS BASED ON A SURVEY OF THE SITE. CONDITIONS OF THE SITE AT THE TIME OF CONSTRUCTION MAY VARY FROM THE SURVEYED CONDITIONS. CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS PRIOR TO CONSTRUCTION.
- THE CONTRACTOR WILL BE REQUIRED TO PROVIDE NOTICE TO UTILITY COMPANIES A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY EXCAVATION. AS FOLLOWS:

KANSAS ONE-CALL 687-2470

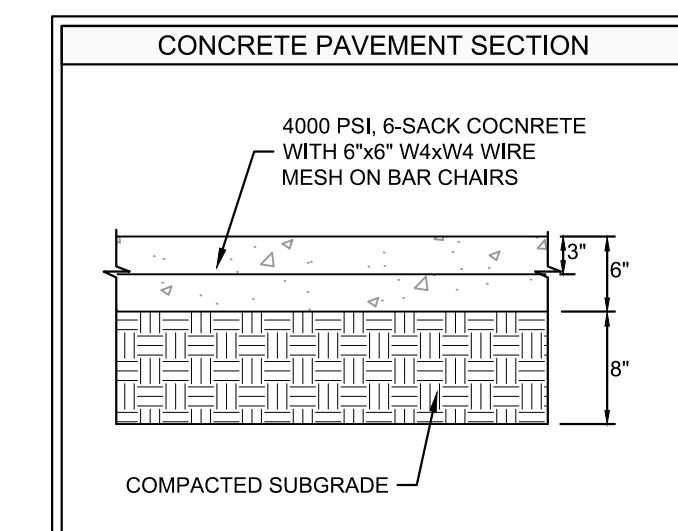
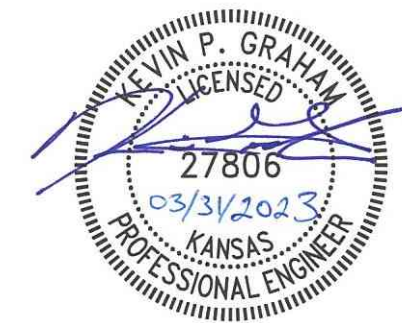
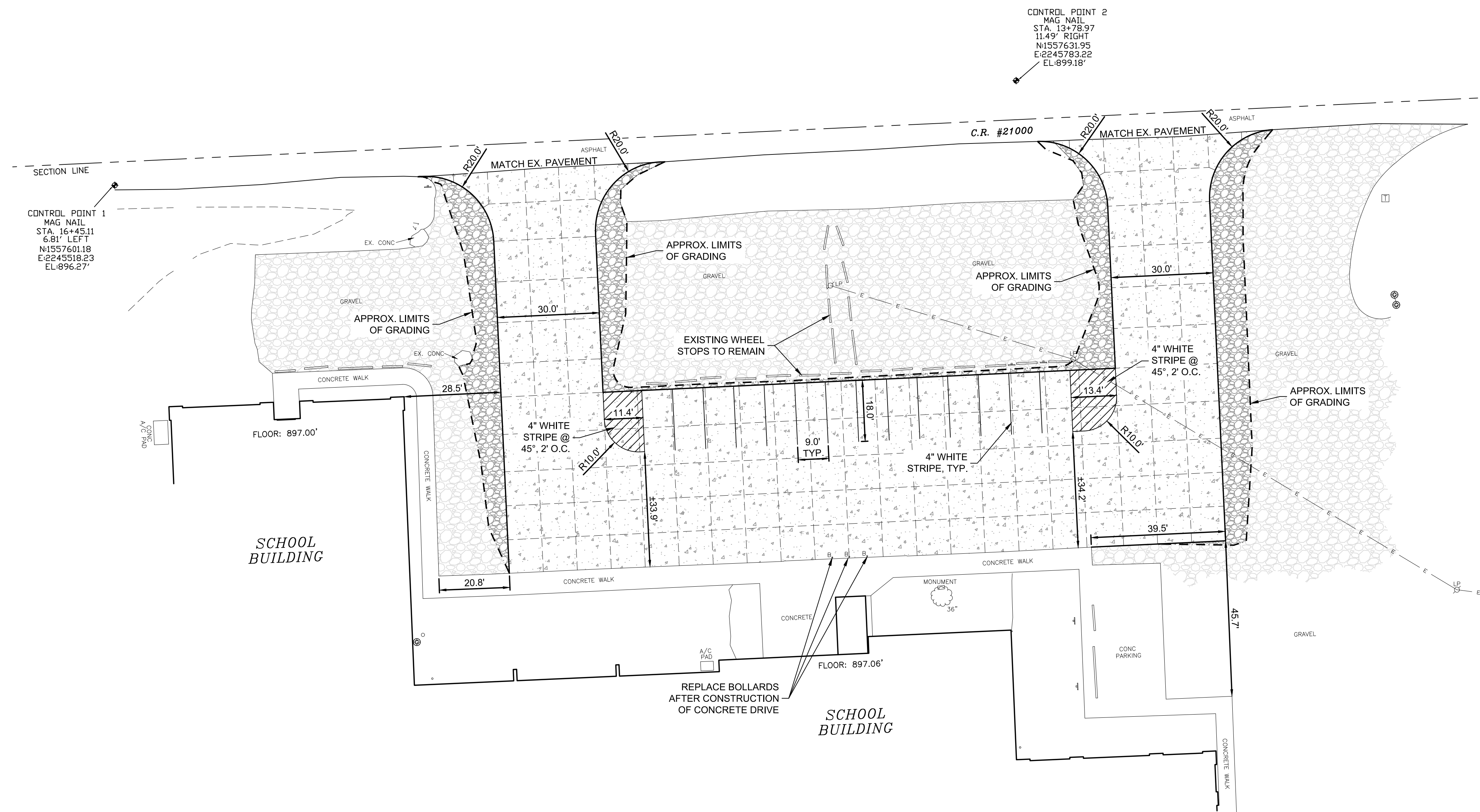
TRAFFIC CONTROL SIGNAGE (IF APPLICABLE) SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL". THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL TRAFFIC CONTROL DEVICES AND ENSURE ALL TRAFFIC CONTROL DEVICES ARE CLEAN, PROPERLY VISIBLE, OPERATING CORRECTLY AND LOCATED PROPERLY. THE CONTRACTOR SHALL IMMEDIATELY REPLACE ANY DAMAGED, DEFACED, INOPERABLE OR MISSING DEVICES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
- ANY CURB, GUTTER, SIDEWALKS OR PAVEMENT THAT IS DAMAGED IN EXCESS OF THE CONSTRUCTION SHOWN IN THIS PLAN SET SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
- ALL EXISTING UTILITIES AND SERVICE LINES SHALL BE KEPT IN SERVICE AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT, UNLESS OTHERWISE AUTHORIZED BY THE OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL REMOVE SURPLUS SOIL MATERIAL, UNSUITABLE TOPSOIL, OBSTRUCTIONS, DEMOLISHED MATERIALS AND WASTE MATERIALS INCLUDING TRASH AND DEBRIS, AND LEGALLY DISPOSE OF THEM OFF OWNER'S PROPERTY.
- THE OWNER HAS NOT PROVIDED A GEOTECHNICAL REPORT FOR THIS SITE. IT IS RECOMMENDED THAT THE OWNER/CONTRACTOR OBTAIN A GEOTECHNICAL REPORT, PREPARED BY A LICENSED GEOTECHNICAL ENGINEER, FOR RECOMMENDATIONS FOR PAVEMENT SECTIONS AND SUBGRADE PREPARATION.

EROSION CONTROL

- EROSION CONTROL SHOULD MEET ALL FEDERAL, STATE, COUNTY AND LOCAL CODE STANDARDS.
- THE CONTRACTOR SHALL COMPLETE STABILIZATION WHEN SOIL DISTURBING ACTIVITIES CEASE TEMPORARILY AND WILL NOT RESUME FOR 14 DAYS OR MORE.
- CONTRACTOR SHALL PROVIDE EROSION PROTECTION THROUGHOUT PROJECT CONSTRUCTION.
- THE CONTRACTOR(S) ARE RESPONSIBLE FOR EROSION CONTROL IN CONFORMANCE WITH THE APPROVED DRAWINGS UNTIL PROJECT COMPLETION.
- ALL EXISTING AND PROPOSED EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION BY THE CONTRACTOR UNTIL THE PROJECT IS COMPLETED AND THE EROSION CONTROL MEASURES ARE NO LONGER NEEDED.
- IN ORDER TO PREVENT SILT OR SEDIMENT FROM ENTERING ADJACENT PROPERTIES, APPROPRIATE BMP'S SHALL BE IMPLEMENTED WITHIN THE PROJECT.
- ANY MUD TRACKED ONTO ADJACENT PAVED AREAS OR STREETS SHALL BE REMOVED AT THE END OF EACH WORK DAY.

PARKING LOT IMPROVEMENTS FOR
USD 506 - MEADOW VIEW ELEMENTARY
 PARSONS, KANSAS

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LEGEND

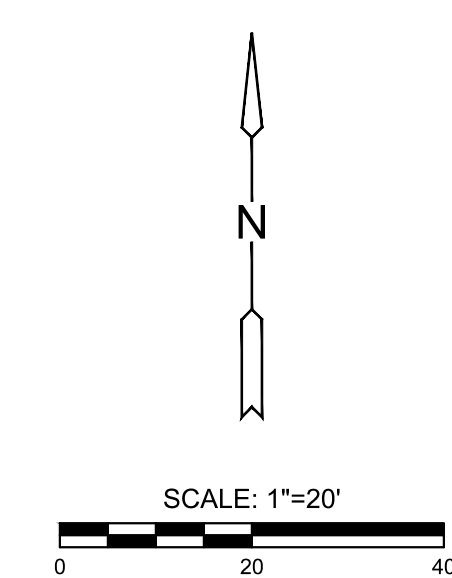
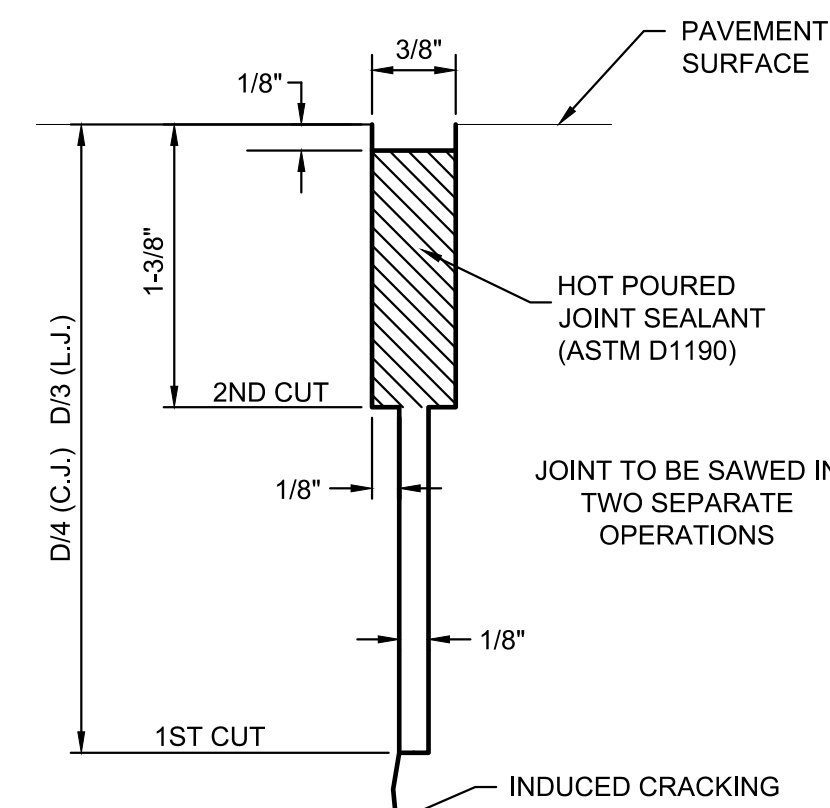
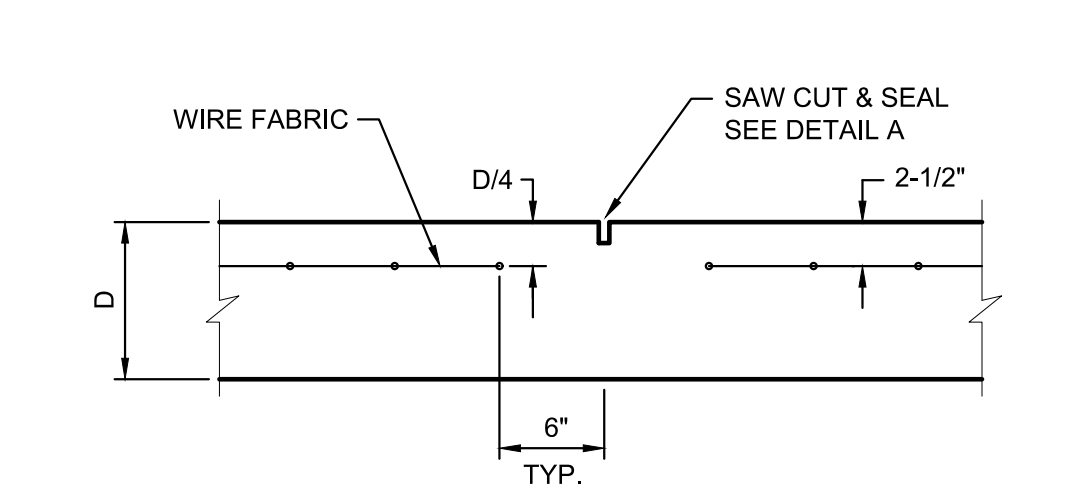
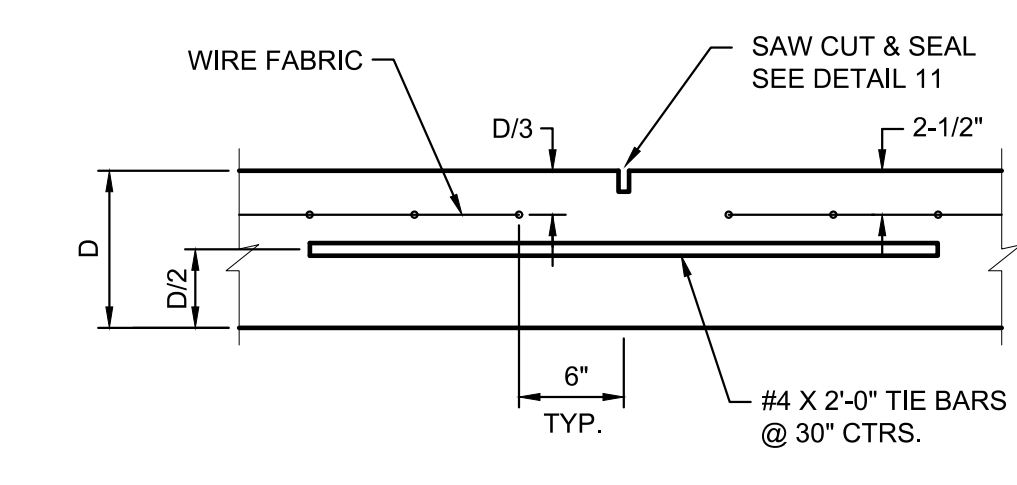
	EXISTING GRAVEL
	RE-GRADED GRAVEL (REF: CX)
	PROPOSED 6" CONCRETE

CONTROL POINTS

CP	MAG NAIL	N	E	ELEV.
CP 1	MAG NAIL	1557601.18	2245518.23	896.27
CP 2	MAG NAIL	1557631.95	2245783.22	899.18
CP 3	MAG NAIL	1557624.52	2245989.23	897.52

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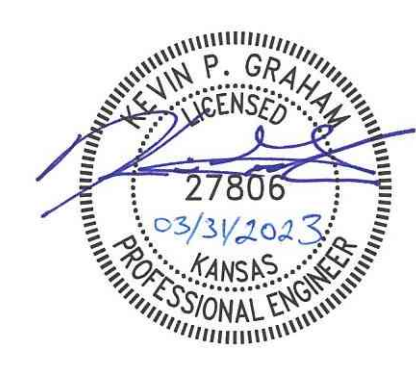
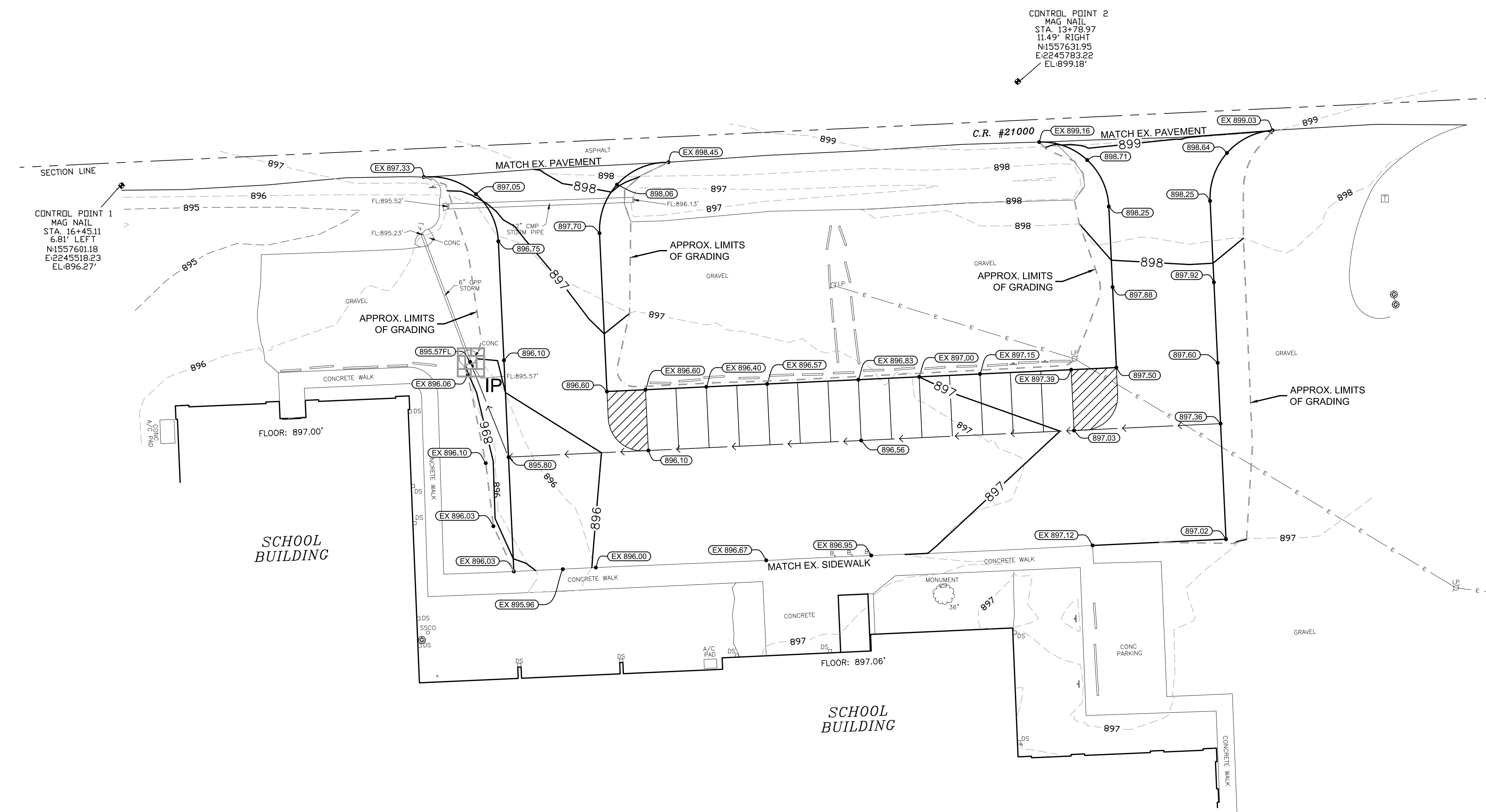


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PAVING PLAN

PROJECT NO.	2301010218	
DATE	MAR 2023	
SCALE	1" = 20'	
DESIGNED	DRAWN	CHECKED
KPG	KPG	KPG
NO.	REVISION	DATE
SHEET NO. C2.0		

PLOTTED: Friday, March 31, 2023 @ 10:14 AM



NOTES

- ALL SPOT ELEVATIONS REPRESENT FINISHED SURFACE OR FLOW LINE GRADES, UNLESS OTHERWISE NOTED.
- GRADES IN ALL SIDEWALK, ACCESSIBLE ROUTES, INCLUDING DRIVEWAY CROSSINGS, SHALL CONFORM TO ALL APPLICABLE A.D.A STANDARDS. NOT TO EXCEED 5% ALONG TRAVEL PATH WITH NOT MORE THAN 2% CROSS SLOPE AND NOT TO EXCEED 2% IN ANY DIRECTION IN ACCESSIBLE PARKING AREAS.
- MAXIMUM SLOPE IN TURF AREAS SHALL BE 4:1.

LEGEND

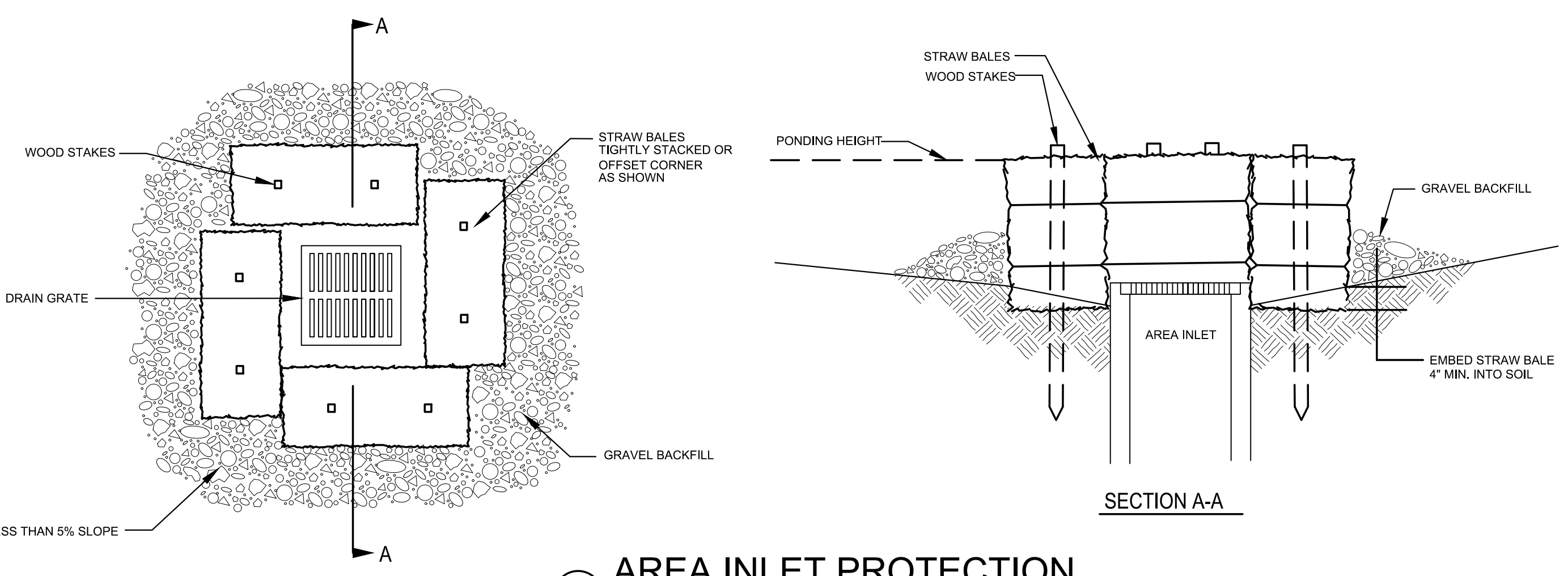
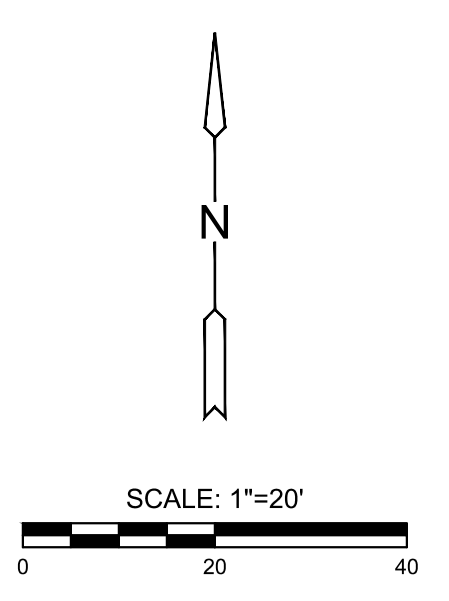
- 1.389- EXISTING GRADES
- 1.389- PROPOSED GRADES
- >- DRAINAGE PATH
- - - - APPROX. LIMITS OF GRADING
- 506.50 x SPOT ELEVATION
- EX506.50 x MATCH EXISTING ELEVATION
- 506.50FL x SWALE FLOW LINE ELEVATION
- IP AREA INLET PROTECTION

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1652 S.E. WASHINGTON BLVD.
BARTLESVILLE, OK 74006



1 AREA INLET PROTECTION
SCALE: NTS

MATERIAL SPECIFICATION

BALE AREA INLET BARRIERS SHOULD BE CONSTRUCTED OF WHEAT STRAW, OAT STRAW, PRAIRIE HAY, OR BONEGRASS HAY THAT IS FREE OF WEEDS DECLARED NOXIOUS BY THE KANSAS STATE BOARD OF AGRICULTURE. THE STAKES USED TO ANCHOR THE BALES SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG.

PLACEMENT

BALE AREA INLET BARRIERS SHOULD BE PLACED DIRECTLY AROUND THE PERIMETER OF A DROP INLET. WHEN A BALE AREA INLET BARRIER IS LOCATED NEAR AN INLET THAT HAS STEEP APPROACH SLOPES, THE STORAGE CAPACITY BEHIND THE BARRIER IS DRASTICALLY REDUCED. TIMELY REMOVAL OF SEDIMENT MUST OCCUR FOR A BARRIER TO OPERATE PROPERLY IN THIS LOCATION.

PROPER INSTALLATION METHOD

EXCAVATE A TRENCH AROUND THE PERIMETER OF THE AREA INLET THAT IS AT LEAST 4" DEEP BY A BALE'S WIDTH WIDE. PLACE THE BALES IN THE TRENCH MAKING SURE THAT THEY ARE BUTTED TIGHTLY. SOME BALES MAY NEED TO BE SHORTENED TO FIT INTO THE TRENCH AROUND THE AREA INLET. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE, APPROXIMATELY 6" TO 8" FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND. ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE RECEIVING SIDE OF THE BARRIER AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP. NOTE: WHEN A BALE AREA INLET BARRIER IS PLACED IN A SHALLOW MEDIAN DITCH, MAKE SURE THAT THEY TOP OF THE BARRIER IS NOT HIGHER THAN THE PAVED ROAD. IN THIS CONFIGURATION, WATER MAY SPREAD ONTO THE ROADWAY CAUSING HAZARDOUS CONDITIONS.

LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID

BALES SHOULD BE PLACED DIRECTLY AGAINST THE PERIMETER OF THE AREA INLET. THIS AVOIDS OVERTOPPING WATER TO FLOW DIRECTLY INTO THE INLET INSTEAD OF ONTO NEARBY SOIL CAUSING SCOUR. BALE AREA INLET BARRIERS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE BARRIER.

INSPECTION AND MAINTENANCE

BALE AREA INLET BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED.
DOES WATER FLOW UNDER THE AREA INLET BARRIER?
DOES WATER FLOW THROUGH SPACES BETWEEN ABUTTING BALES?
ARE ANY BALES DISLODGED?
ARE BALES DECOMPOSING DUE TO AGE AND/OR WATER DAMAGE?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE AREA INLET BARRIER?

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GRADING PLAN

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