

1. CONDUCT SITE CLEARING OPERATIONS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. DO NOT CLOSE OR OBSTRUCT STREETS, WALKS, OR OTHER OCCUPIED OR USED FACILITIES WITHOUT PERMISSION FROM AUTHORITIES HAVING JURISDICTION. ROADWAYS SHALL BE THOROUGHLY CLEANED AND/OR SWEEP ON A DAILY BASIS OR MORE FREQUENTLY AS REQUIRED BY THE GOVERNING AUTHORITY. RESTORE DAMAGED IMPROVEMENTS TO ORIGINAL CONDITION AS ACCEPTABLE TO PARTIES HAVING JURISDICTION.
2. THE CONTRACTOR SHALL PROVIDE DUST CONTROL MEASURES IN ACCORDANCE WITH LOCAL AUTHORITIES.
3. ALL STREET SURFACES, DRIVEWAYS, CULVERTS, ROADSIDE DRAINAGE DITCHES, AND OTHER STRUCTURES THAT ARE DISTURBED OR DAMAGED IN ANY MANNER AS A RESULT OF CONSTRUCTION SHALL BE REPLACED IN ACCORDANCE WITH THE SPECIFICATIONS.
4. UNLESS SPECIFIED OTHERWISE, ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STANDARDS, SPECIFICATIONS, AND REGULATIONS OF THE CITY OF SALLISAW, OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY, AND STATE DEPARTMENT OF TRANSPORTATION, AND/OR THE APPROPRIATE LOCAL AUTHORITIES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS, PERMIT FEES, LICENSES, LICENSE FEES, TAP FEES, ETC.
6. ALL ELEVATIONS IN PAVED AREAS ARE TOP OF FINISHED PAVEMENT UNLESS OTHERWISE NOTED.
7. RELOCATION OF ANY UTILITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF THE APPROPRIATE UTILITY COMPANY AND/OR REGULATORY AGENCY. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FROM ENGINEER BEFORE ANY UTILITY RELOCATION.
8. NO DIMENSION MAY BE SCALED. REFER UNCLEAR ITEMS TO THE ENGINEER FOR INTERPRETATION.

1. ALL CONTRACTORS SHALL NOTIFY UTILITY COMPANIES AND GOVERNMENT AGENCIES IN WRITING OF THE INTENT TO EXCAVATE NO LESS THAN 72 HOURS PRIOR TO SUCH EXCAVATION (EXCLUSIVE OF SATURDAYS, SUNDAYS, AND HOLIDAYS).
2. CONTRACTORS TO CALL 811 (OR VISIT CALL811.COM) TO REQUEST UTILITY LOCATES. ONCE COMPLETION OF MARKINGS HAS BEEN CONFIRMED BY THE CONTRACTOR, NO AUTOMATED OR MECHANICAL EQUIPMENT SHOULD BE USED WITHIN TWO FEET ON EITHER SIDE OF THE MARKINGS (OR ANOTHER MORE STRINGENT TOLERANCE AS DIRECTED), AND EXISTING FACILITIES MUST BE EXPOSED BY HAND.
3. EXISTING UTILITY LOCATIONS SHOWN SHALL BE FIELD VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION. LOCATIONS OF UNDERGROUND UTILITIES SHOWN ON DRAWINGS ARE APPROXIMATE ONLY AND BASED ON ACTUAL FIELD LOCATIONS OF VISIBLE STRUCTURES AND PLAN COMPUTATIONS.

1. IF UNSUITABLE BEARING MATERIALS ARE ENCOUNTERED AT THE SPECIFIED SUBGRADE DEPTHS, THE CONTRACTOR SHALL NOTIFY THE OWNER. SOIL SUBGRADES WHICH ARE UNSTABLE DUE TO INADEQUATE CONSTRUCTION DEWATERING OR EXCESSIVE SUBGRADE DISTURBANCE ARE NOT DEEMED UNSUITABLE SOILS.
2. FILL SOIL THAT IS NOT WITHIN $\pm 2\%$ OPTIMUM MOISTURE FOR COMPACTION OF THE PARTICULAR MATERIAL, IN PLACE AS DETERMINED BY THE OWNER'S REPRESENTATIVE AND IS DISTURBED BY THE CONTRACTOR DURING CONSTRUCTION OPERATIONS SO THAT PROPER COMPACTION CANNOT BE REACHED SHALL NOT BE CONSTRUED AS UNSUITABLE BEARING MATERIAL.
3. THE CONTRACTOR SHALL FOLLOW A CONSTRUCTION PROCEDURE WHICH PERMITS VISUAL IDENTIFICATION OF FIRM NATURAL GROUND.
4. SURFACE RUNOFF: SURFACE WATER ON AND AROUND THE SITE SHALL BE COLLECTED INTO LOCAL SUMPS BY MEANS OF TRENCHES, PIPES, E, AND PUMPED INTO THE STORM WATER SYSTEM. USE APPROPRIATE FILTRATION OR SEDIMENTATION TO PREVENT PUMPING OF SUSPENDED SOLIDS INTO THE STORM SEWER. A PERMIT MUST BE OBTAINED FOR SUCH PUMPING.
5. DEWATERING OF TRENCHES AND EXCAVATIONS: TRENCHES AND EXCAVATIONS SHALL BE KEPT FREE OF STANDING WATER AT ALL TIMES. PUMPING IS TO BEGIN AS SOON AS WATER BEGINS TO ACCUMULATE AND IS TO CONTINUE UNTIL WATER IS REMOVED.

1. ALL FEATURES OF THIS PROJECT INCLUDING, BUT NOT LIMITED TO, SIDEWALKS, CURB RAMPS, ACCESSIBLE PARKING, AND ACCESSIBLE ROUTES SHALL COMPLY WITH THE APPLICABLE ACCESSIBILITY CODES (AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY GUIDELINES, THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) PUBLISHED IN THE FEDERAL REGISTER AUGUST 2023, INTERNATIONAL BUILDING CODE (IBC), ICC A117.1, ETC.)
2. WHERE SPATIAL LIMITATIONS OR EXISTING FEATURES WITHIN THE LIMITS OF THE PROJECT PREVENT FULL COMPLIANCE WITH ANY OF THE ABOVE, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER UPON DISCOVERY OF SUCH FEATURES. THE CONTRACTOR SHALL NOT PROCEED WITH ANY ASPECT OF THE WORK WHICH IS NOT IN FULL COMPLIANCE WITH THESE GUIDELINES WITHOUT PRIOR, WRITTEN PERMISSION FROM THE ENGINEER. ANY WORK WHICH IS NOT PERFORMED WITHIN THESE GUIDELINES, FOR WHICH THE CONTRACTOR DOES NOT HAVE WRITTEN APPROVAL, SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
3. GENERAL SLOPE GUIDANCE:
 - 3.1. CROSS SLOPES SHALL NOT EXCEED 1:50 (2.0%).
PREFERRED SLOPE IS 1.5%.
 - 3.2. RUNNING SLOPES SHALL NOT EXCEED 5% EXCEPT AT RAMPS.
PREFERRED MAXIMUM SLOPE IS 4.5%.
 - 3.3. RAMP RUNNING SLOPES SHALL NOT EXCEED 1:12 (8.3%).
PREFERRED MAXIMUM SLOPE IS 7.8%.
 - 3.4. SLOPES AT LANDINGS, ACCESSIBLE PARKING STALLS, AND ACCESSIBLE AISLES SHALL NOT EXCEED 2% IN ANY DIRECTION.
PREFERRED MAXIMUM SLOPE IS 1.5%.
 - 3.5. EXCEPTIONS WITHIN THE PUBLIC RIGHT-OF-WAY:
WHERE THE ESTABLISHED ADJACENT STREET GRADE EXCEEDS 5%, RUNNING SLOPES PARALLEL TO THE STREET SLOPES SHALL NOT EXCEED 5% TO MAINTAIN THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET.
CURB RAMP RUNNING SLOPE CAN EXCEED 8.3% TO LIMIT THE RESULTING RAMP LENGTH TO 15 FEET.

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL REPORT PREPARED BY PALMERTON AND PARRISH, INC. DATED 07/01/2019.

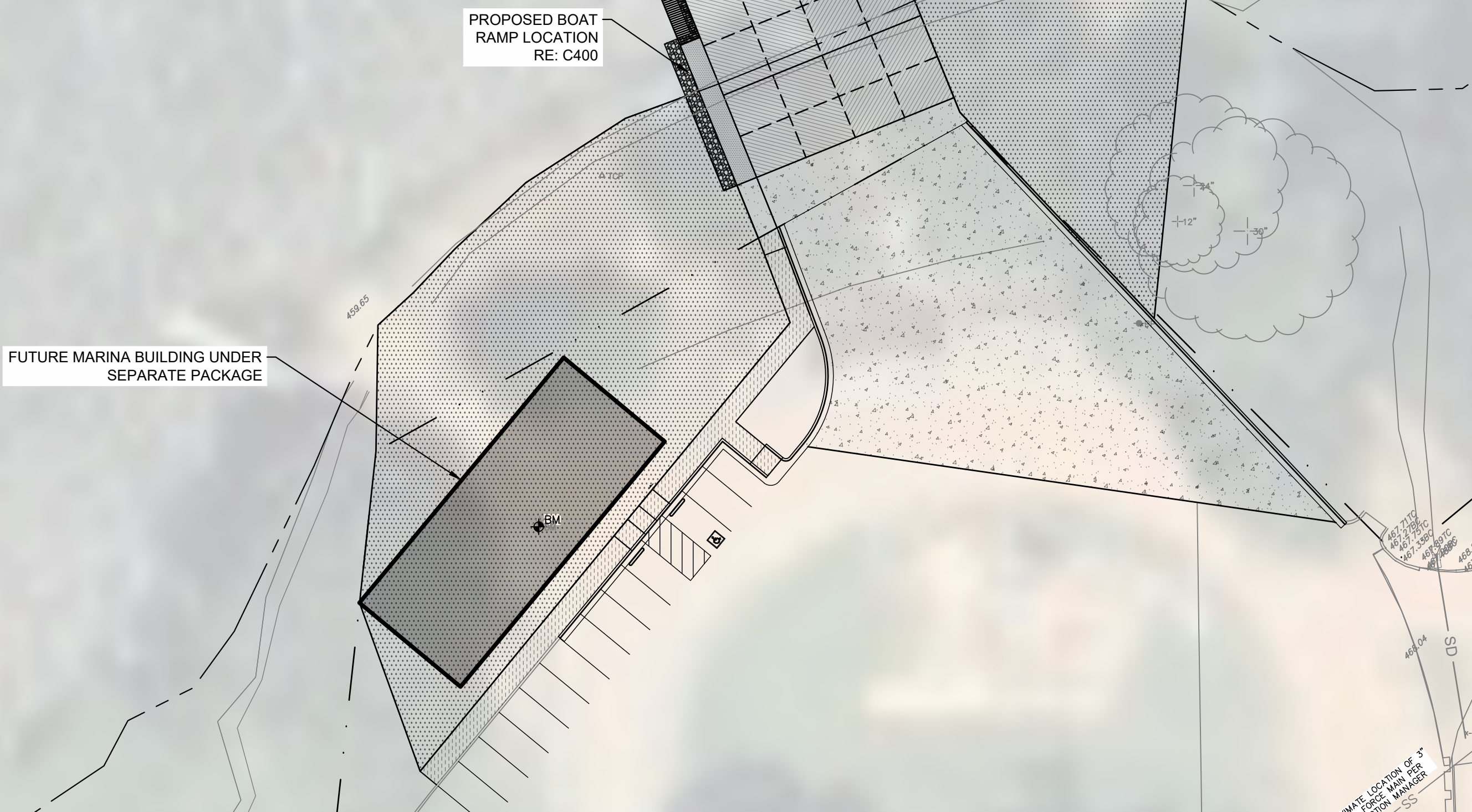
1. EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION ARE SHOWN PER THE FIELD SURVEY PERFORMED BY WALLACE DESIGN COLLECTIVE DATED 10/17/2024.

THE CONTRACTOR SHALL KEEP ON SITE A CURRENT SET OF THE APPROVED CONSTRUCTION WORKING DRAWINGS AT ALL TIMES. THE CONTRACTOR SHALL MARK (IN RED INK) ALL CHANGES MADE TO THE APPROVED PLANS. THESE CHANGES MAY BE REQUESTED BY THE ENGINEER OR BY THE CONTRACTOR. ALL CHANGES, RECORD, OF CHANGES REQUESTED BY REPRESENTATIVES OF THE JURISDICTIONS HAVING AUTHORITY, ALL CHANGES SHALL BE REVIEWED AND AGREED TO BY THE ENGINEER OR RECORD PER AN RFI SUBMITTAL PROCESS. THE CONTRACTOR SHALL SUBMIT THE WORKING DRAWINGS TO THE ENGINEER OF RECORD AFTER EACH INSPECTION OF THE PROJECT TO SERVE AS A BASIS FOR DEVELOPMENT OF FINAL AS-BUILT RECORD DOCUMENTS.

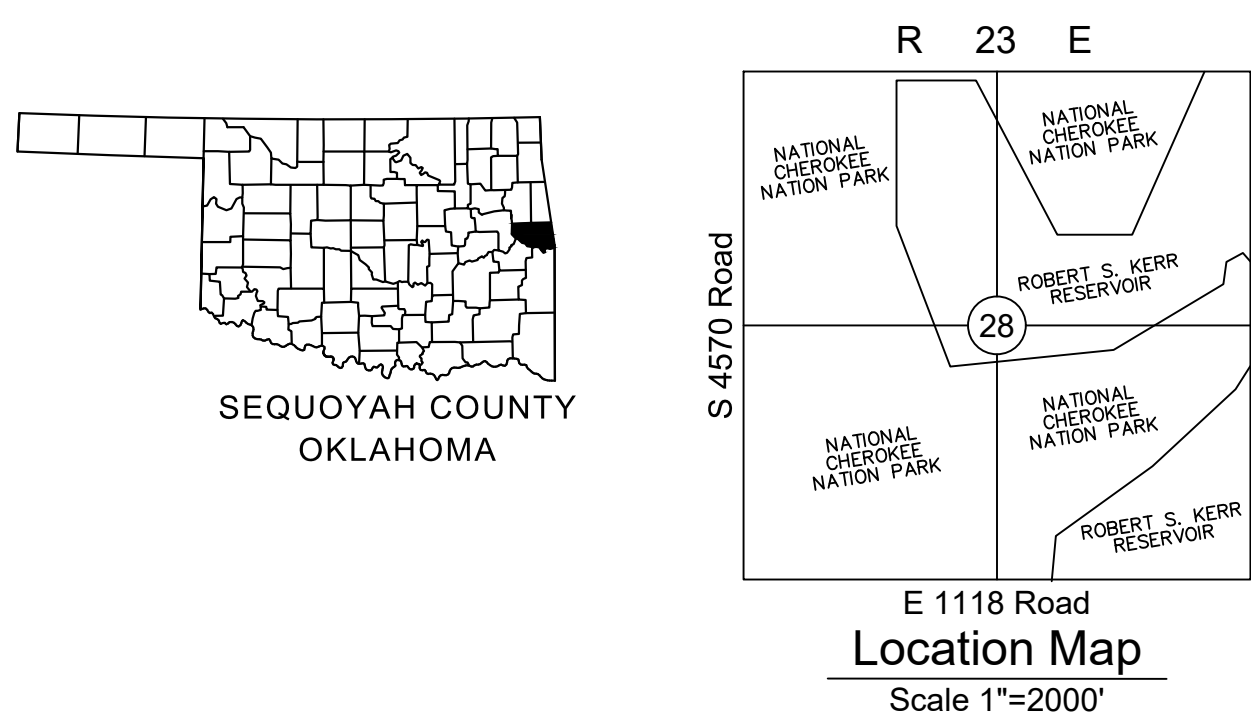
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THE LOCATION AND ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES.



E 1118 Rd,
SALLISAW, OK 74955



ABBREVIATIONS		LINTYPES		SYMBOLS	
(M)	MEASURED DATA	_____	CENTERLINE	Ø	UTILITY POLE
(R)	RECORD DATA	_____SF	SILT FENCE	○	LIGHT POLE
BC	BACK OF CURB	_____	LIMITS OF CONSTRUCTION	⊕	GUY ANCHOR
BL	BUILDING LINE	_____	PROPOSED MAJOR CONTOUR	⊞	ELECTRIC BOX
CL	CENTERLINE	_____	PROPOSED MINOR CONTOUR	⊞	ELECTRIC METER
EG	EXISTING GRADE	_____	EXISTING MAJOR CONTOUR	⊞	ELECTRIC TRANSFORMER
FF	FINISHED FLOOR	_____	EXISTING MINOR CONTOUR	⊞	AS UNIT
FG	FINISHED GRADE	_____	EASEMENT	○	ELECTRIC MANHOLE
FL	FLOWLINE	_____X_____X_____	FENCE	○	GAS METER
GL	GUTTER LINE	_____	PROPERTY LINE	⊞	GAS VALVE
HP	HIGH POINT	_____	LOT LINE	⊞	OIL/GAS WELLHEAD
INV	INVERT	_____	BUILDING SETBACK	○	VENT PIPE
LF	LINEAR FEET	FO	FIBER OPTIC	⊞	PIPELINE MARKER
LO	LOW POINT	OC	OVERHEAD COMMUNICATION	⊞	COMMUNICATION PEDESTAL
ME	MATCH EXISTING	UC	UNDERGROUND COMMUNICATION	⊞	COMMUNICATION MANHOLE
RW	RIGHT-OF-WAY	UE	OVERHEAD ELECTRIC	⊞	SEWER CLEAN-OUT
SF	SQUARE FEET	UE	UNDERGROUND ELECTRIC	⊞	SANITARY SEWER MANHOLE
SQ	SQUARE FEET	G	NATURAL GAS	⊞	DOWNSPOUT
TBK	TOP OF BANK	FM	SEWER FORCE MAIN	⊞	ROOF DRAIN
TO	TOP OF CURB	SS	SANITARY SEWER MAIN	⊞	STORM DRAIN MANHOLE
TO	TOP OF GRATE	SS	SANITARY SEWER SERVICE	⊞	WIRE DEPARTMENT CONNECT
TOE	TOP OF BANK	_____	DRAINAGE AREA, MAJOR	⊞	FIRE HYDRANT
TO	TOP OF PAVEMENT	_____	DRAINAGE AREA, MINOR	⊞	IRRIGATION CONTROL VALVE
TO	TOP OF RIM	_____	DRAINAGE FLOW PATH	⊞	SHUT-OFF VALVE
TR	TOP OF RIM	_____	STORM DRAINAGE PIPE	⊞	SPRINKLER HEAD
TS	TOP OF SIDEWALK	SD	FIRE LINE	⊞	WATER METER
TW	TOP OF WALL	_____	WATER LINE	⊞	WATER VALVE
		WSL	WATER SERVICE LINE	⊞	YARD HYDRANT
		IRR	IRRIGATION LINE	⊞	PIPE BOLLARD
				⊞	BENCHMARK
				⊞	ACCESSIBLE PARKING
				⊞	MAILBOX
				⊞	MONITORING WELL
				⊞	FOTHOLE
				⊞	SIGN



Sheet List Table	
SHEET NUMBER	SHEET TITLE
C100	COVER SHEET
C300	DEMOLITION AND EROSION CONTROL PLAN
C400	SITE PLAN
C401	SITE PLAN
C402	BOAT RAMP DESIGN
C500	GRADING PLAN
C501	GRADING PLAN
C502	BOAT RAMP SECTION
C800	DETAILS
C801	DETAILS

CONTRACTOR SHALL COMPLY WITH ALL USACE
NATIONWIDE PERMIT REQUIREMENTS. CONSTRUCTION
ACTIVITIES WITHIN CORPS PROPERTY MAY NOT
COMMENCE UNTIL APPROVAL IS RECEIVED FROM THE
LAKE MANAGER.

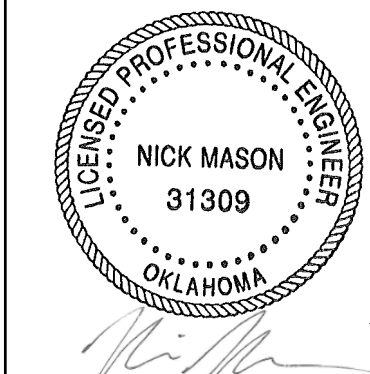
ENGINEER:
WALLACE DESIGN COLLECTIVE, PC
123 N. MARTIN LUTHER KING, JR. BLVD
TULSA, OK 74103
918.584.5858

OWNER:
NATHAN LIMORE
CHEROKEE NATION BUSINESSES
777 WEST CHEROKEE
CATOOSA, OK 74015
NATHAN.LIMORE@CN-BUS.COM

CITY OF SALLISAW
115 E. CHOCTAW
SALLISAW, OK 74955
918.775.6241

OKLAHOMA STATE FIRE MARSHALL
2401 NW 23RD, SUITE 4
OKLAHOMA CITY, OK 73107
405.522.5005

ARKANSAS OKLAHOMA GAS COMPANY
ALLEN SOPHIRE
115 N, 12TH STREET
FORT SMITH, AR
479.783.3181



11/05/2025

CNB SALLISAW CREEK PARK
BOAT RAMP

SALLISAW, OKLAHOMA

REV	DESCRIPTION	DATE

DATE 11/05/2021
PROJECT NO. 2440476.0
SHEET NAME

COVER SHEET
SHEET NO.

C100

1. ALL CONCRETE NOTED FOR REMOVAL SHALL BE SAW CUT FULL DEPTH AND REMOVED OFF SITE.
2. CONTRACTOR SHALL PROTECT ALL SURVEY CONTROL POINTS.
3. CONTRACTOR SHALL REMOVE ALL WASTE MATERIALS OFF SITE.
4. ALL EXISTING STRUCTURES, UNLESS OTHERWISE NOTED TO REMAIN, FENCING, TREES, ETC., WITHIN CONSTRUCTION AREA SHALL BE REMOVED & DISPOSED OF OFF SITE. ALL COST SHALL BE INCLUDED IN BASE BID.
5. WITH PRIOR APPROVAL, CONTRACTOR MAY ESTABLISH AN ON-SITE STAGING AREA. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING STAGING AREA TO ITS ORIGINAL CONDITION. SECURITY OF STAGING AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
6. ON-SITE VEGETATION SHALL BE PROTECTED AS NOTED. IN DESIGNATED PROTECTION AREAS WHERE THE CONTRACTOR DOES NOT PROTECT VEGETATION AS NOTED, CONTRACTOR SHALL RESTORE VEGETATION TO EXISTING CONDITION AT NO ADDITIONAL EXPENSE TO THE OWNER, TO THE SATISFACTION OF THE OWNER.
7. CONTRACTOR SHALL PROTECT ALL ABOVE GROUND UTILITY FEATURES NOT BEING REMOVED INCLUDING, BUT NOT LIMITED TO, MANHOLES, VALVES, AND INLETS. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR OR REPLACE THE EXISTING STRUCTURE AS NECESSARY.
8. TOPSOIL STOCKPILES AND DISTURBED PORTIONS OF THE SITE, WHERE CONSTRUCTION ACTIVITY TEMPORARILY CEASES FOR AT LEAST 14 DAYS SHALL BE STABILIZED IMMEDIATELY WITH TEMPORARY SEED AND MULCH PER THE AUTHORITY HAVING JURISDICTION.
9. CONTRACTOR IS RESPONSIBLE FOR ALL TRAFFIC CONTROL DURING CONSTRUCTION INCLUDING, BUT NOT LIMITED TO, LANE CLOSURES, DETOURS, ETC. BOTH VEHICULAR AND PEDESTRIAN.
10. CONTRACTOR SHALL PROVIDE TEMPORARY UTILITY SERVICE IF REQUIRED.
11. CONTRACTOR SHALL ENSURE CONSTRUCTION SITE HAS POSITIVE DRAINAGE THROUGHOUT THE DURATION OF CONSTRUCTION.
12. PRIOR TO UTILITY DEMOLITION COORDINATE WITH AUTHORITY HAVING JURISDICTION.
13. NO UTILITY INTERRUPTIONS WILL BE ALLOWED WITHOUT CONSENT OF THE OWNER. CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER A MINIMUM OF FOUR WORKING DAYS PRIOR TO THE REQUESTED SHUT DOWN.

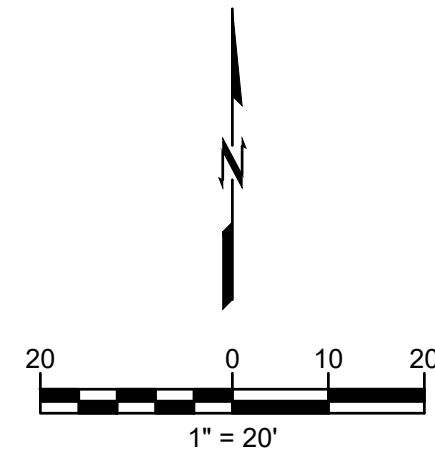
1. ALL GRADING AND EROSION CONTROL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE CITY OF SALLISAW STANDARDS AND SPECIFICATIONS, AND STATE PERMITTING REQUIREMENTS, RE: ODEQ PERMIT OKR10.
2. THE PERMITTEE SHALL BE RESPONSIBLE FOR NOTIFYING THE LAND OWNER AND EACH CONTRACTOR OR ENTITY (INCLUDING UTILITY CREWS) WHO WILL PERFORM WORK AT THE SITE NAD WHAT ACTIONS OR PRECAUTIONS SHALL BE TAKEN WHILE ON-SITE TO MINIMIZE THE POTENTIAL FOR EROSION AND THE POTENTIAL FOR DAMAGE TO THE EROSION CONTROL BMP. THE PERMITTEE IS RESPONSIBLE FOR ANY DAMAGE A SUBCONTRACTOR MAY DO TO ESTABLISHED BMPS AND ANY SUBSEQUENT WATER QUALITY VIOLATION RESULTING FROM THE DAMAGE.
3. ENSURE THE DESIGN, INSTALLATION, AND MAINTENANCE OF EFFECTIVE EROSION AND SEDIMENT CONTROLS TO MINIMIZE THE DISCHARGE OF POLLUTANTS, AT A MINIMUM, SUCH CONTROLS MUST BE DESIGNED, INSTALLED, AND MAINTAINED TO:
 - 3.1. MINIMIZE STORMWATER VOLUME, VELOCITY, AND PEAK FLOW RATES WITHIN THE SITE TO MINIMIZE SOIL EROSION.
 - 3.2. CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOW RATES AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND TO MINIMIZE DOWNSTREAM CHANNEL AND CHANNEL BANK EROSION AND SCOUR.
 - 3.3. MINIMIZE THE AMOUNT OF EXPOSED SOIL DURING CONSTRUCTION ACTIVITY;
 - 3.4. MINIMIZE THE DISTURBANCE OF STEEP SLOPES;
 - 3.5. MINIMIZE SEDIMENT DISCHARGES FROM THE SITE, ADVERSE FACTORS SUCH AS:
 - 3.5.1. PROVIDE AND MAINTAIN NATURAL BUFFERS AROUND SURFACE WATERS
 - 3.5.2. CONTROL STORMWATER TO VEGETATED AREAS TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORMWATER INFILTRATION AND FILTERING, UNLESS INFEASIBLE, AND
 - 3.5.3. MINIMIZE SOIL COMPACTION AND PERSISTENT TOPSOIL WORK PRACTICABLE
4. INSTALLATION OF BMPs NECESSARY TO PREVENT SOIL EROSION AND SEDIMENTATION AT THE DOWNGRADEMENT PROJECT BOUNDARY (E.G. BUFFERS, PERIMETER CONTROLS, EXIT POINT CONTROLS, STORM DRAIN INLET PROTECTION) MUST BE COMPLETE PRIOR TO THE START OF ALL PHASES OF CONSTRUCTION. UNTIL THE TIME CONSTRUCTION ACTIVITY IN ANY GIVEN PORTION OF THE SITE BEGINS, DOWNGRADEMENT BMPs MUST BE INSTALLED AND OPERATIONAL TO CONTROL DISCHARGES FROM THE INITIAL SITE CLEARING, GRADING, EXCAVATING, AND OTHER EARTH-DISTURBING ACTIVITIES. ADDITIONAL BMPs SHALL BE INSTALLED AS NECESSARY THROUGHOUT THE PROJECT, FOLLOWING THE INSTALLATION OF THESE INITIAL BMPs. ALL BMPs NEEDED TO CONTROL DISCHARGES SHALL BE INSTALLED AND MADE OPERATIONAL PRIOR TO SUBSEQUENT EARTH DISTURBING ACTIVITIES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A STABILIZED CONSTRUCTION ENTRANCE AND FOR CLEANING OF VEHICLE WHEELS IN ACCORDANCE WITH THE CITY OF SALLISAW STANDARDS AND SPECIFICATIONS.
6. SILT FENCES: PLACEMENT OF SILT FENCES SHALL AS BE SHOWN ON THESE PLANS. FENCING WHICH BECOMES DAMAGED SHALL BE REPLACED PROMPTLY. DEPOSITS OF SILT WHICH BUILD UP BEHIND DIKES MAY BE DISKED ONTO THE SITE BEFORE PLACEMENT OF TEMPORARY COVER. AFTER TEMPORARY COVER IS PLACED OR AFTER LANDSCAPING COMMENCES, SILT SHALL BE REMOVED AND DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.
7. UNLESS LOCAL OR STATE REQUIREMENTS NECESSITATE MORE FREQUENT MONITORING, CONTRACTOR SHALL INSPECT EROSION CONTROL DEVICES EVERY 7 DAYS OR WITHIN 24 HOURS OF A RAIN EVENT 0.5 INCH OR GREATER IN DEPTH. IF INSPECTION REVEALS COVER CONTRACTOR SHALL REPAIR DAMAGE, CLEAN OUT SEDIMENT, AND ADD ADDITIONAL CONTROL DEVICES AS NEEDED AS SOON AS POSSIBLE AFTER INSPECTION. DEFICIENCIES MUST BE CORRECTED WITHIN 7 DAYS.
8. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ANY AND ALL FINES ASSOCIATED WITH EROSION CONTROL VIOLATIONS.

1. INITIATE THE INSTALLATION OF STABILIZATION MEASURES IMMEDIATELY IN ANY DISTURBED AREAS WHERE CONSTRUCTION ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE OR WILL BE TEMPORARILY INACTIVE FOR 14 OR MORE CALENDAR DAYS ON ANY PORTION OF THE SITE.
2. TEMPORARY STABILIZATION SHALL INCLUDE TEMPORARY SEEDING, GEOTEXTILES, MULCHES, AND/OR OTHER TECHNIQUES TO REDUCE OR ELIMINATE EROSION UNTIL EITHER FINAL STABILIZATION CAN BE ACHIEVED OR UNTIL FURTHER CONSTRUCTION ACTIVITIES TAKE PLACE TO RE-DISTURB THE AREA.
3. TEMPORARY STABILIZATION SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL AND STATE REQUIREMENTS.

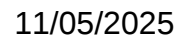
1. FINAL STABILIZATION SHALL BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE PLANS AND LOCAL AND STATE REQUIREMENTS.
2. CONTRACTOR SHALL MAINTAIN PERENNIAL VEGETATION UNTIL UNIFORM COVER IS ESTABLISHED. UNLESS OTHERWISE INDICATED IN THE CONTRACT DOCUMENTS, THIS SHALL INCLUDE A MINIMUM OF 70% COVERAGE AND NO BARE AREAS OF 10 SQUARE FEET OR MORE.



THE CONTRACTOR IS SPECIFICALLY CAUTIONED THE LOCATION AND ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES.



— SF — SILT FENCE
RE: 1/C800



CNB SALLISAW CREEK PARK
BOAT RAMP

SALLISAW, OKLAHOMA

[illegible]

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL MUNICIPAL REGULATIONS AND CODES, WHICHEVER IS MORE STRINGENT.
2. ALL WORK AND MATERIALS SHALL COMPLY WITH O.S.H.A. STANDARDS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES' SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
4. ALL DIMENSIONS AND COORDINATES ARE FROM EDGE OF PAVEMENT UNLESS SHOWN OTHERWISE.

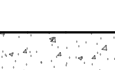
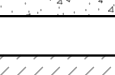
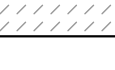
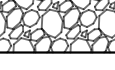
1. ALL MATERIALS, EXECUTION, AND TESTING TO CONFORM TO AHJ REQUIREMENTS (I.E. LOCAL OR STATE DOT STANDARDS AND SPECIFICATIONS).
2. ALL PAVING AND EARTHWORK OPERATIONS SHALL CONFORM TO THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT.
3. CONTRACTOR TO PROVIDE PRODUCT DATA SUBMITTALS INCLUDING, BUT NOT LIMITED TO, DESIGN MIXES, MATERIAL CERTIFICATES, AND MATERIAL TEST REPORTS FOR MATERIALS AND PRODUCTS ASSOCIATED WITH PAVING AND PAVEMENT MARKING OPERATIONS.
4. CONTRACTOR SHALL DEVELOP AND IMPLEMENT PROPER TRAFFIC CONTROL IN CONFORMANCE WITH THE LATEST REVISION OF THE MUTCD. ACCESS FOR EMERGENCY VEHICLES AND LOCAL TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
5. PAVEMENT SUBGRADE SHALL BE PREPARED IN ACCORDANCE WITH THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT AND TO THE GRADES AND ELEVATIONS REQUIRED BY THE CONSTRUCTION DOCUMENTS.
6. PAVEMENT CONTRACTOR TO INSPECT PAVEMENT SUBGRADE AND CORRECT ANY DEFICIENCIES PRIOR TO PAVING OPERATIONS.
7. CONTRACTOR TO COORDINATE CONSTRUCTION TESTING UNLESS OTHERWISE INDICATED IN THE CONTRACT DOCUMENTS.
8. THE PAVEMENT SECTIONS SHOWN IN DETAIL 4/C800 ARE SHOWN FOR REFERENCE AND WERE PROVIDED BY PALMERTON & PARRISH, INC., BASED ON SITE SPECIFIC CONDITIONS AS OUTLINED IN THEIR REPORT DATED 07.01.2019. ANY QUESTIONS REGARDING THE SUITABILITY OF THESE OR ALTERNATE PAVEMENTS SECTIONS, SPECIFIC PAVEMENT MAINTENANCE REQUIREMENTS, OR POTENTIAL PAVEMENTS ARE SHOULD BE DIRECTED TO BRANDON PARRISH, AS THIS IS BEYOND WALLACE'S SCOPE OF SERVICES FOR THIS PROJECT.

10. CONCRETE MATERIAL TO CONFORM TO ACI 301 / 306 / 330 REQUIREMENTS.
- 10.1. CONCRETE MATERIAL:
 - 10.1.1. 28 DAY COMPRESSIVE STRENGTH: 5000 PSI MINIMUM AT PUSH-IN SECTIONS, 4000 PSI MINIMUM ELSEWHERE, TYPICAL.
 - 10.1.2. MAXIMUM W/C RATIO AT POINT OF PLACEMENT: 0.45
 - 10.1.3. SLUMP: 4 INCHES PLUS OR MINUS 1 INCH
 - 10.1.4. AIR CONTENT: 6 PERCENT PLUS OR MINUS 1-1/2 PERCENT
 - 10.1.5. HIGH-EARLY STRENGTH CONCRETE AT PUSH-IN SECTIONS
11. STEEL:
 - 11.1. GRADE #0
 - 11.2. COMPLY WITH CRSI'S "MANUAL OF STANDARD PRACTICE" FOR FABRICATION, PLACEMENT, AND SUPPORT
 - 11.3. REBAR SHALL BE EPOXY-COATED.
12. JOINTS:
 - 12.1. FORM CONSTRUCTION, ISOLATION, AND CONTRACTION JOINTS WITH FACES PERPENDICULAR TO SURFACE PLANE OF CONCRETE. WHEN JOINING EXISTING PAVING, PLACE JOINTS TO ALIGN WITH PREVIOUSLY PLACED JOINTS UNLESS OTHERWISE INDICATED.
 - 12.2. FORM ISOLATION JOINTS OF PREFORMED JOINT-FILLER STRIPS ABUTTING LIGHT STANDARD FOUNDATIONS, MANHOLES, INLETS, STRUCTURES, OR OTHER FIXED OBJECTS. EXTEND JOINT FILLERS THE FULL WIDTH AND DEPTH OF PAVEMENT.
 - 12.3. CONTRACTION JOINT DEPTH TO BE 1/4 OF THE TOTAL CONCRETE THICKNESS.
 - 12.4. JOINTS SHOULD EXTEND THROUGH ADJACENT CURB AND GUTTER.
13. JOINT SPACING
 - 13.1. JOINT SPACING SHALL NOT EXCEED 24 TO 30 TIMES THE PAVEMENT THICKNESS (E.G. 0.5" THICK PAVEMENT IS 15 MAXIMUM JOINT SPACING) WITH A MAXIMUM SPACING OF 35 FEET.
 - 13.2. LAY OUT JOINTS TO FORM SQUARE PANELS. WHEN THIS IS NOT PRACTICAL, RECTANGULAR PANELS CAN BE USED, BUT THE LENGTH SHALL NOT BE MORE THAN 25% LONGER THAN THE WIDTH (E.G. A 15' LONG PANEL CANNOT BE WIDER THAN 18').
 - 13.3. CONTRACTOR TO PREPARE A JOINT LAYOUT PLAN FOR REVIEW AND APPROVAL PRIOR TO COMMENCING PAVING OPERATIONS. CONTRACTOR TO TAKE INTO ACCOUNT REVIEW TIME AND CHANGES PRIOR ANY COMMENTS WHEN SCHEDULING THE SUBMISSION OF THE JOINT LAYOUT PLAN.
14. REINFORCEMENT OF IRREGULARLY SHAPED PANELS OR MISMATCHED JOINTS
 - 14.1. ON PANELS WITH RADII, ON PANELS THAT TAPER TO A SHARP ANGLE, AND/OR WHEN THE LENGTH TO WIDTH RATIO IS GREATER THAN 25, PROVIDE A MINIMUM OF 0.5% PERCENT STEEL IN BOTH DIRECTIONS ACROSS THE ENTIRE PANEL.
 - 14.2. WHERE JOINT PATTERNS OF ABUTTING PAVEMENTS DO NOT MATCH AND ARE NOT SEPARATED BY AN EXPANSION JOINT, PROVIDE A MINIMUM OF 0.05 PERCENT STEEL IN THE PAVEMENT OPPOSITE OF THE MISMATCHED JOINT FOR A DISTANCE OF THREE FEET BACK FROM THE JOINT ALONG THE FULL WIDTH OF THE PANEL.
15. WHERE DIFFERENT THICKNESS PAVEMENTS ABUT, PROVIDE A THICKENED EDGE ON THE THINNER PAVEMENT SECTION WHICH TRANSITIONS TO THE THICKER PAVEMENT DEPTH ACROSS FOUR FEET.
16. PROVIDE MEDIUM TO FINE TEXTURED BROOM FINISH UNLESS OTHERWISE INDICATED ON THE PLANS.
17. INSTALLATION TOLERANCES
 - 17.1. ELEVATION: 1/4 INCH
 - 17.2. THICKNESS: PLUS 3/8 INCH, MINUS 1/4 INCH
 - 17.3. SURFACE: 1/4 INCH IN 10 FEET

18. ALLOW PAVING TO AGE A MINIMUM OF 30 DAYS BEFORE STARTING PAVEMENT MARKING OPERATIONS.
19. PAVEMENT MARKING PAINT SHALL BE ACRYLIC, WATERBORNE EMULSION, LEAD AND CHROMATE FREE, READY MIXED, COMPLYING WITH FS TT-P-1952, TYPE II, WITH A DRYING TIME OF LESS THAN THREE MINUTES.
20. COLOR AS INDICATED.

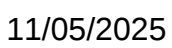
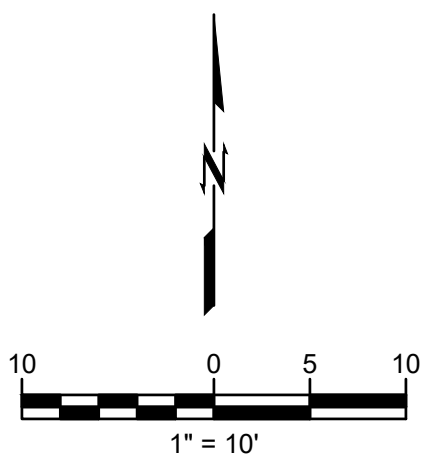


LEGEND

	HEAVY DUTY CONCRETE PAVEMENT RE: 4/C800
	CONCRETE SIDEWALK RE: 5/C800
	RIP RAP RE: 7/C800
	SOD AREA
	HEAVY DUTY PUSH-IN CONCRETE RE: 13 & 14/C801
	CONCRETE ABUTMENT RE: 17 & 18/C801



THE CONTRACTOR IS SPECIFICALLY CAUTIONED THE LOCATION AND ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES.



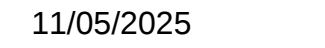
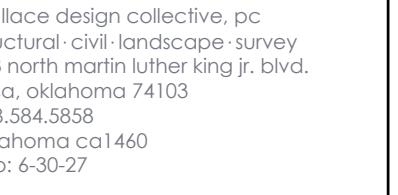
CNB SALLISAW CREEK PARK
BOAT RAMP

SALLISAW, OKLAHOMA

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SITE PLAN

C400

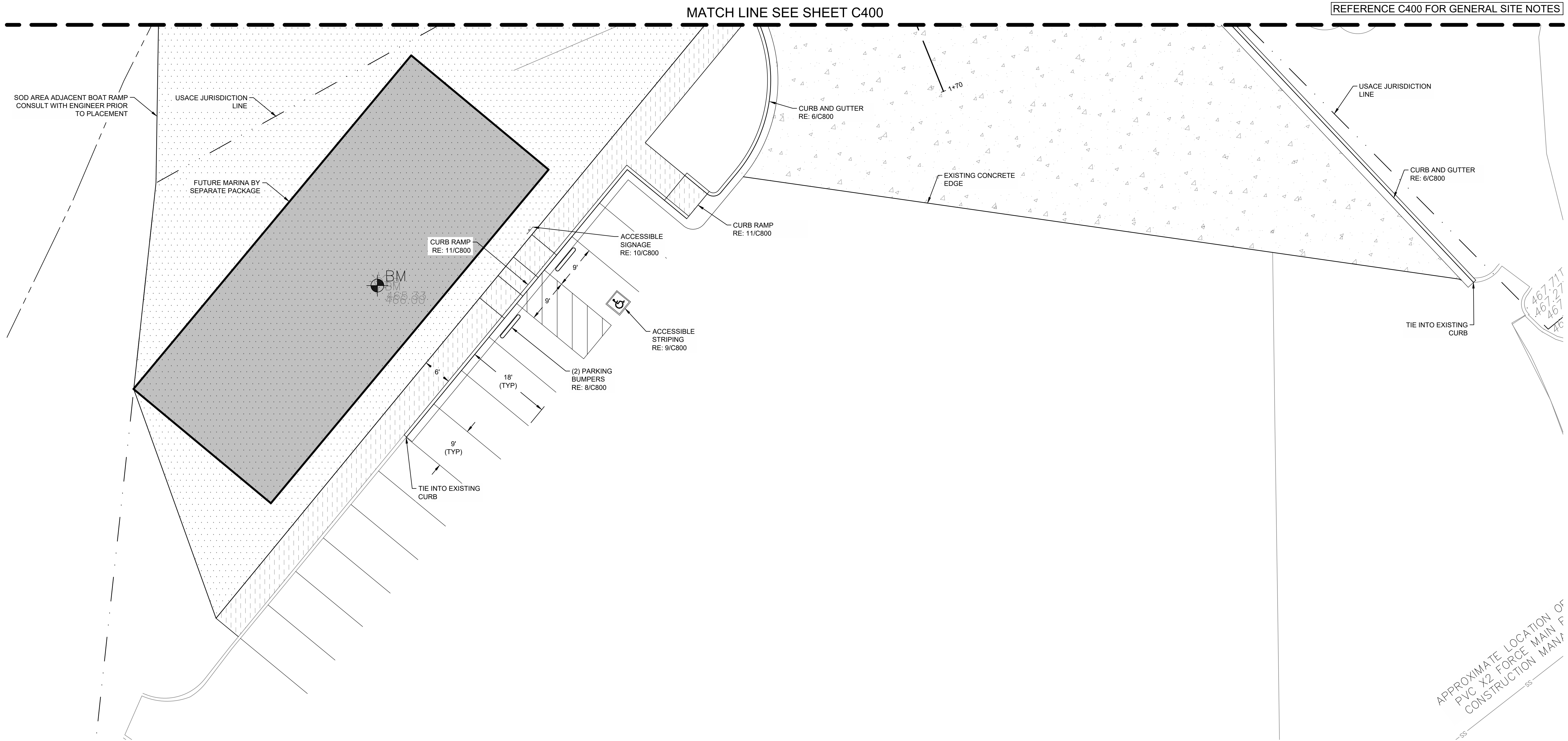
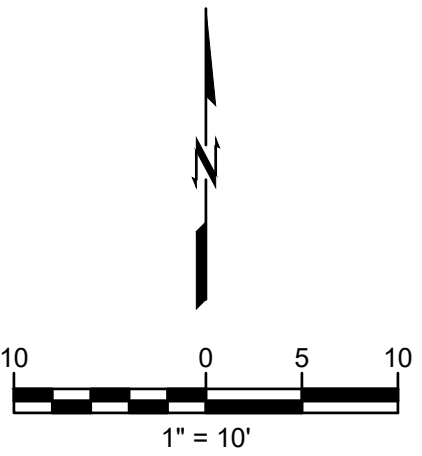


CNB SALLISAW CREEK PARK
BOAT RAMP

SALLISAW, OKLAHOMA

DATE	11/05/2025
PROJECT NO.	2440476.04
SHEET NAME	

SITE PLAN
SHEET NO.
C401



LEGEND

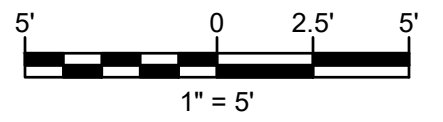
	HEAVY DUTY CONCRETE PAVEMENT RE: 4/C800
	CONCRETE SIDEWALK RE: 5/C800
	SOD AREA



CAUTION

NOTICE TO CONTRACTOR

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RE: C400 FOR GENERAL PAVING NOTES



alliance design collective, pc
structural · civil · landscape · survey
18 north martin luther king jr. blvd.,
okla, oklahoma 74103
t: 584.5858
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p: 6-30-27



11/05/2025

CNB SALLISAW CREEK PARK
BOAT RAMP

SALLISAW, OKLAHOMA

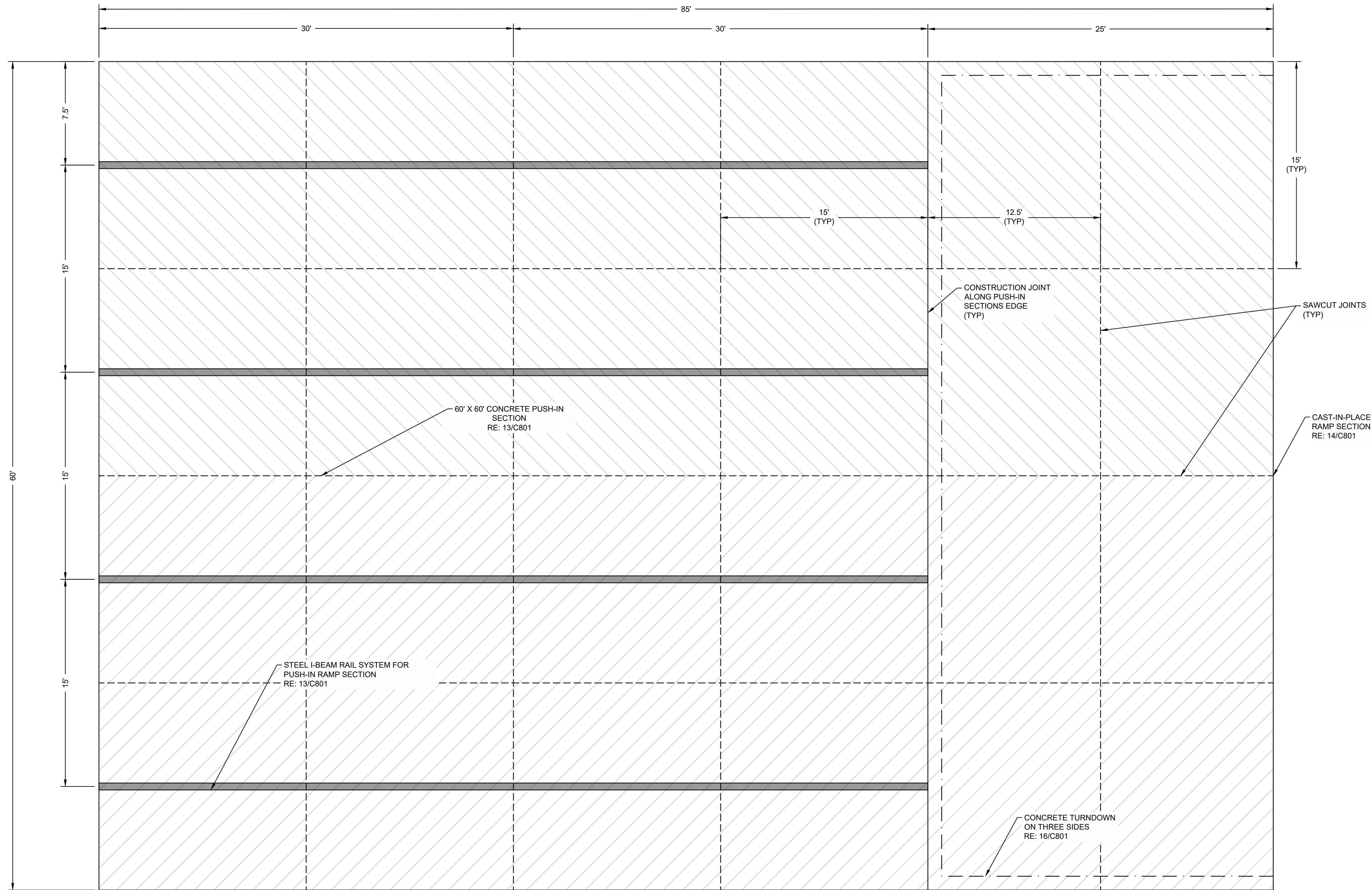
DATE	11/05/2025
PROJECT NO.	2440476.04
SHEET NAME	

BOAT RAMP DESIGN



CAUTION
NOTICE TO CONTRACTOR

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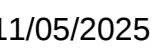
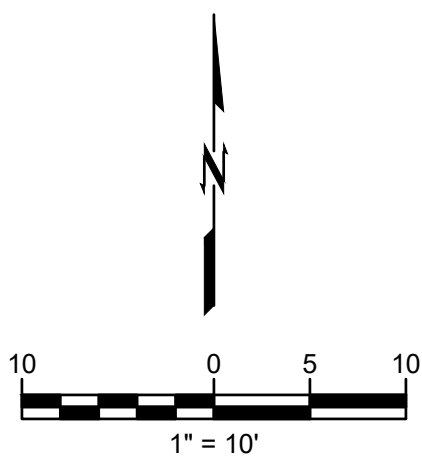
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\\CIVIL-SERVER\Projects\2440476 CNB Sallisaw Creek National Park\Boat Ramp\2440476 Site Design Plan.dwg

1. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES. SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY LOCAL AUTHORITIES.
2. ALL BENCHMARKS, CONTROL POINTS, PROPERTY MARKERS, AND RIGHT-OF-WAY MONUMENTS DISTURBED OR DESTROYED SHALL BE RESET UNDER THE SUPERVISION OF A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF ILLINOIS. ALL SURVEYING COSTS SHALL BE THE CONTRACTOR'S.
3. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS BEFORE EXCAVATING.
 4. TOPSOIL SHALL BE STRIPPED TO A DEPTH WHERE SOIL IS FREE OF ROOTS AND VEGETATION.
 5. REFERENCE GEOTECHNICAL ENGINEERING REPORT BY PALMERTON AND PARRISH, INC., DATED 07/01/2019 FOR COMPLETE PAVING AND SUBGRADE RECOMMENDATIONS. CIVIL ENGINEER WILL NOT INTERPRET SOILS REPORTS OR ACCEPT RESPONSIBILITY FOR ALTERNATIVE METHODS PROPOSED BY THE CONTRACTOR.
 6. UNDERCUTTING OF SOFT SPOTS AND PLACEMENT OF EARTHWORK IS GOVERNED FIRST BY THE GEOTECHNICAL REPORT. OBSERVATION AND TESTING SHALL BE PERFORMED BY A QUALIFIED GEOTECHNICAL ENGINEER TO VERIFY THAT THE SOFT SPOTS ARE PROPERLY OVEREXCAVATED AND REPLACED OR STABILIZED.
 7. IF EXCAVATED MATERIAL IS UNSUITABLE FOR COMPACTION, AS DETERMINED BY THE GEOTECHNICAL ENGINEER, THE CONTRACTOR SHALL FURNISH SUITABLE BORROW.
 8. STRIPPING, PROOFROLLING, SUBGRADE SCARIFICATION, COMPACTION, AND FILL CONSTRUCTION IN THE BUILDING AND PAVING AREAS SHALL BE PERFORMED ACCORDING TO THE GEOTECHNICAL REPORT. EMBANKMENT BENEATH BUILDING PADS OR FOR PAVING SUBGRADE SHALL BE PLACED IN LIFTS NOT EXCEEDING EIGHT (8) INCHES AND COMPACTED TO A MINIMUM OF 98% AND 95% STANDARD PROCTOR DENSITY, RESPECTIVELY, AT OPTIMUM MOISTURE CONTENT UNLESS OTHERWISE SPECIFIED THEREIN. CONTRACTOR SHALL PROVIDE WATER AS REQUIRED TO OBTAIN SPECIFIED COMPACTION.
 9. EXCAVATE TO INDICATED ELEVATIONS AND DIMENSIONS WITHIN A TOLERANCE OF PLUS OR MINUS 1 INCH. IF APPLICABLE, EXTEND EXCAVATIONS A SUFFICIENT DISTANCE FROM STRUCTURES FOR PLACING AND REMOVING CONCRETE FORMWORK, FOR INSTALLING SERVICES AND OTHER CONSTRUCTION, AND FOR INSPECTIONS.
10. PAVING CONTRACTOR IS RESPONSIBLE TO REVIEW ALL FIELD ESTABLISHED GRADES PRIOR TO PLACEMENT OF MATERIALS SO AS TO PROVIDE POSITIVE DRAINAGE IN ALL CASES.
11. CONTRACTOR SHALL COORDINATE AND PROVIDE ALL STAKING NECESSARY TO INSTALL CONDUITS SUFFICIENT FOR UTILITY AND IRRIGATION SERVICES WHETHER OR NOT SHOWN ON THE CIVIL ENGINEER'S PLANS.
12. GRADES NOT OTHERWISE INDICATED ON THE PLANS SHALL BE UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE GIVEN. ABRUPT CHANGES IN SLOPES SHALL BE WELL ROUNDED. THE CONTRACTOR IS RESPONSIBLE FOR POSITIVE SITE DRAINAGE.
13. CONTRACTOR IS RESPONSIBLE TO MEET AND MATCH NEW PAVEMENT WITH EXISTING ADJACENT PAVEMENT AREAS. THE TRANSITION BETWEEN THIS SITE AND ADJACENT SITES MUST BE SMOOTH AND MONOLITHIC. ALL GRADING MUST MEET AND MATCH GRADES ON ALL SIDES.
14. ACCESSIBLE ROUTES AND SIDEWALKS ARE NOT TO EXCEED .5% RUNNING SLOPE (EXCEPT AT RAMPS) AND 2% CROSS. ACCESSIBLE PARKING AND ACCESS AISLES NOT TO EXCEED .2% SLOPE IN ANY DIRECTION. ALL RAMPS SHALL COMPLY WITH THE APPLICABLE ACCESSIBLE DESIGN GUIDELINES.
15. ALL CUT OR FILL SLOPES SHALL BE 3H:1V OR FLATTER UNLESS OTHERWISE NOTED.
16. LANDSCAPE ISLANDS TO BE FILLED WITH SOIL SUITABLE FOR VEGETATION. THE CONTRACTOR WILL ENSURE THAT NO PONDING WILL OCCUR AT LANDSCAPE ISLANDS. ALL SURFACE WATER MUST DRAIN AROUND THE ISLAND WITH POSITIVE SLOPE. NO WATER SHALL BE TRAPPED.
17. CONTRACTOR SHALL MEET AND MATCH TOP OF JUNCTION BOXES/MANHOLES OR CLEANOUTS WITH FINISHED PAVING GRADES. FINAL GRADES OF ABOVE SURFACE UTILITIES NOT IN PAVED AREAS, INCLUDING BUT NOT LIMITED TO JUNCTION BOX/MANHOLE LIDS, WATER METER LIDS, AND SEWER CLEANOUTS, ARE TO BE ADJUSTED BY THE UTILITY CONTRACTOR TO CONFORM TO LANDSCAPING SOD INSTALLATIONS.
18. EXISTING DRAINAGE STRUCTURES TO BE INSPECTED AND REPAIRED AS NEEDED. EXISTING PIPES ARE TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS AT THE COMPLETION OF THE PROJECT.
19. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR OR REPLACE THE EXISTING STRUCTURE AS NECESSARY.
20. CONTRACTOR IS RESPONSIBLE FOR TEMPORARY ACCESS ROADS AND SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDING AND STRUCTURES FOR ALL GRASSED AND PAVED AREAS OF ENTIRE SITE THROUGHOUT CONSTRUCTION AND AVOID PONDING OR RUTTING. TEMPORARY DEWATERING, INCLUDING PUMPING, MAY BE REQUIRED AND SHALL BE INCLUDED IN THE SCOPE OF WORK.
21. UNLESS OTHERWISE INDICATED, ALL DISTURBED SOIL AREAS SHALL RECEIVE FOUR (4) INCHES OF TOPSOIL AND SHALL BE PERMANENTLY STABILIZED WITH BERMU DA GRASS SOLID SLAB SOD.
22. REMOVE ALL TREES (INCLUDING ROOTBALLS), GRASS, WEEDS, ROOTS, AND OTHER DEBRIS FROM THE AREA TO BE EXCAVATED, FILLED, OR GRADED.
23. EXISTING TREES WHERE INDICATED SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES. ALL TREE PROTECTION MEASURES SHALL BE INSTALLED PRIOR TO GRADING. ALL TREE PROTECTION FENCING TO BE INSTALLED DAILY AND ALL GRADING ACTIVITIES TO REMAIN OUTSIDE THE DRIP LINES.

1. IF UNSUITABLE BEARING MATERIALS ARE ENCOUNTERED AT THE SPECIFIED SUBGRADE DEPTHS, THE CONTRACTOR SHALL NOTIFY THE OWNER. SOIL SUBGRADES WHICH ARE UNSTABLE DUE TO INADEQUATE CONSTRUCTION DEWATERING OR EXCESSIVE SUBGRADE DISTURBANCE ARE NOT DEEMED UNSUITABLE SOILS.
2. FILL SOIL THAT IS NOT WITHIN $\pm 2\%$ OPTIMUM MOISTURE FOR COMPACTION OF THE PARTICULAR MATERIAL IN PLACE AS DETERMINED BY THE OWNER'S REPRESENTATIVE AND IS DISTURBED BY THE CONTRACTOR DURING CONSTRUCTION OPERATIONS SO THAT PROPER COMPACTION CANNOT BE REACHED SHALL NOT BE CONSTRUED AS UNSUITABLE BEARING MATERIAL.
3. THE CONTRACTOR SHALL FOLLOW A CONSTRUCTION PROCEDURE WHICH PERMITS VISUAL IDENTIFICATION OF FIRM NATURAL GROUND.
4. SURFACE RUNOFF: SURFACE WATER ON AND AROUND THE SITE SHALL BE COLLECTED INTO LOCAL SUMPS BY MEANS OF TRENCHES, PIPES, ETC., AND PUMPED INTO THE STORM WATER SYSTEM. USE APPROPRIATE FILTRATION OR SEDIMENTATION TO PREVENT PUMPING OF SUSPENDED SOLIDS INTO THE STORM SEWER. A PERMIT MUST BE OBTAINED FOR SUCH PUMPING.
5. DEWATERING OF TRENCHES AND EXCAVATIONS: TRENCHES AND EXCAVATIONS SHALL BE KEPT FREE OF STANDING WATER AT ALL TIMES. PUMPING IS TO BEGIN AS SOON AS WATER BEGINS TO ACCUMULATE AND IS TO CONTINUE UNTIL WATER IS REMOVED.

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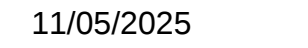
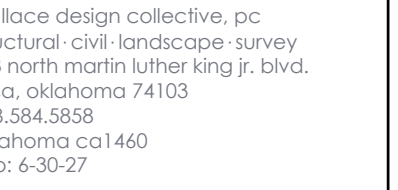


SALLISAW, OKLAHOMA

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C500



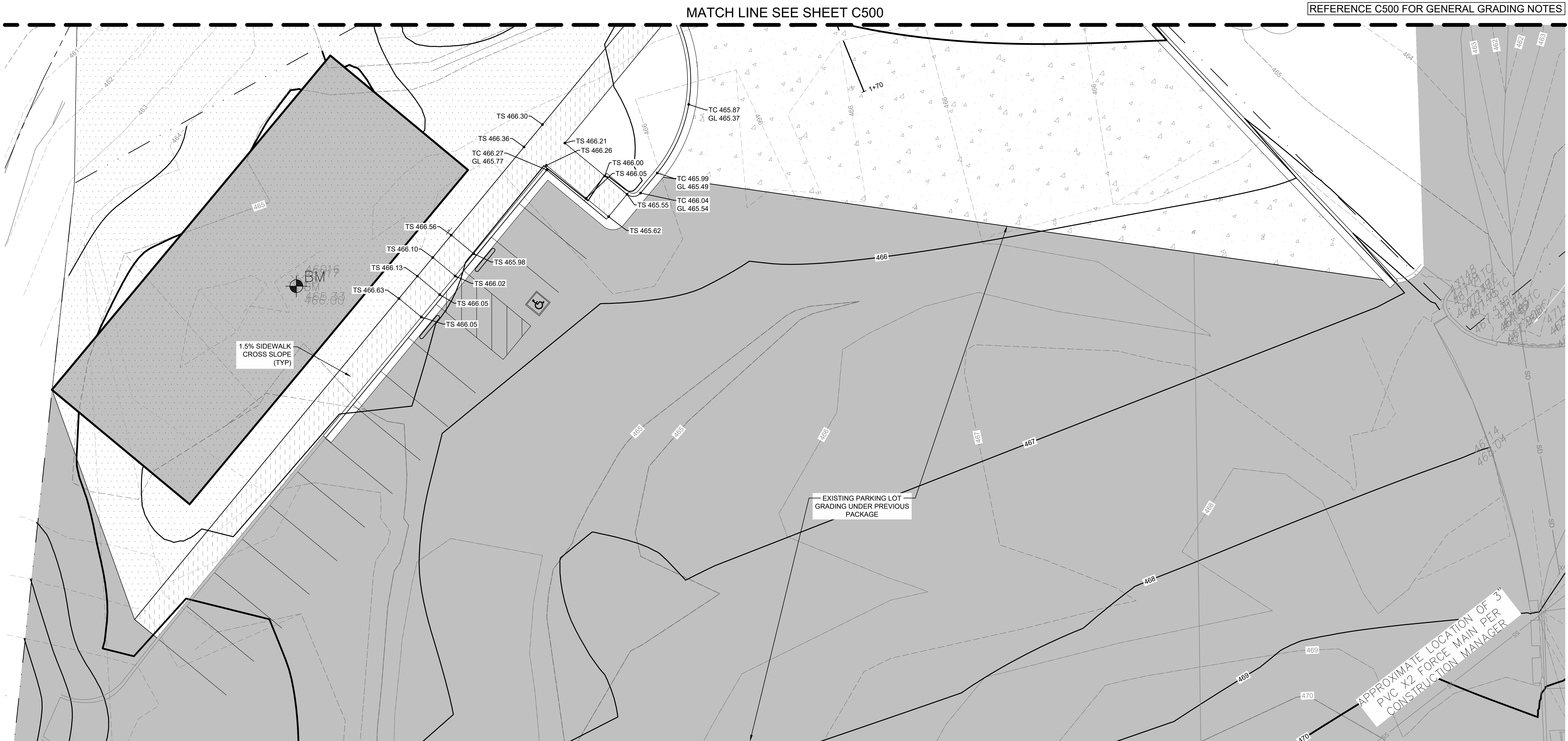
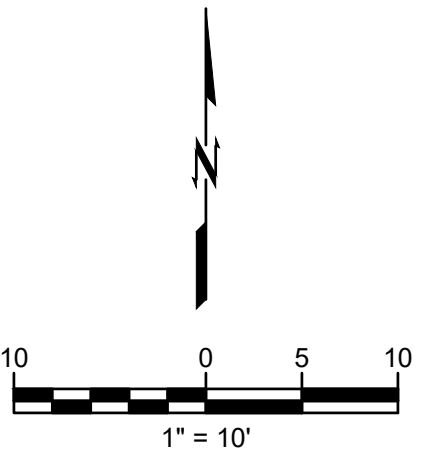


CNB SALLISAW CREEK PARK
BOAT RAMP

SALLISAW, OKLAHOMA

DATE	11/05/2025
PROJECT NO.	2440476.04
SHEET NAME	

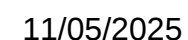
GRADING PLAN
SHEET NO.
C501



CAUTION
NOTICE TO CONTRACTOR

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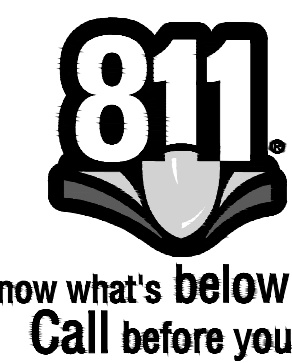
wallace design collective, pc
structural · civil · landscape · survey
123 north martin luther king jr. blvd.
tulsa, oklahoma 74103
918.584.5858
oklahoma ca1460
exp: 6-30-27



CNB SALLISAW CREEK PARK
BOAT RAMP

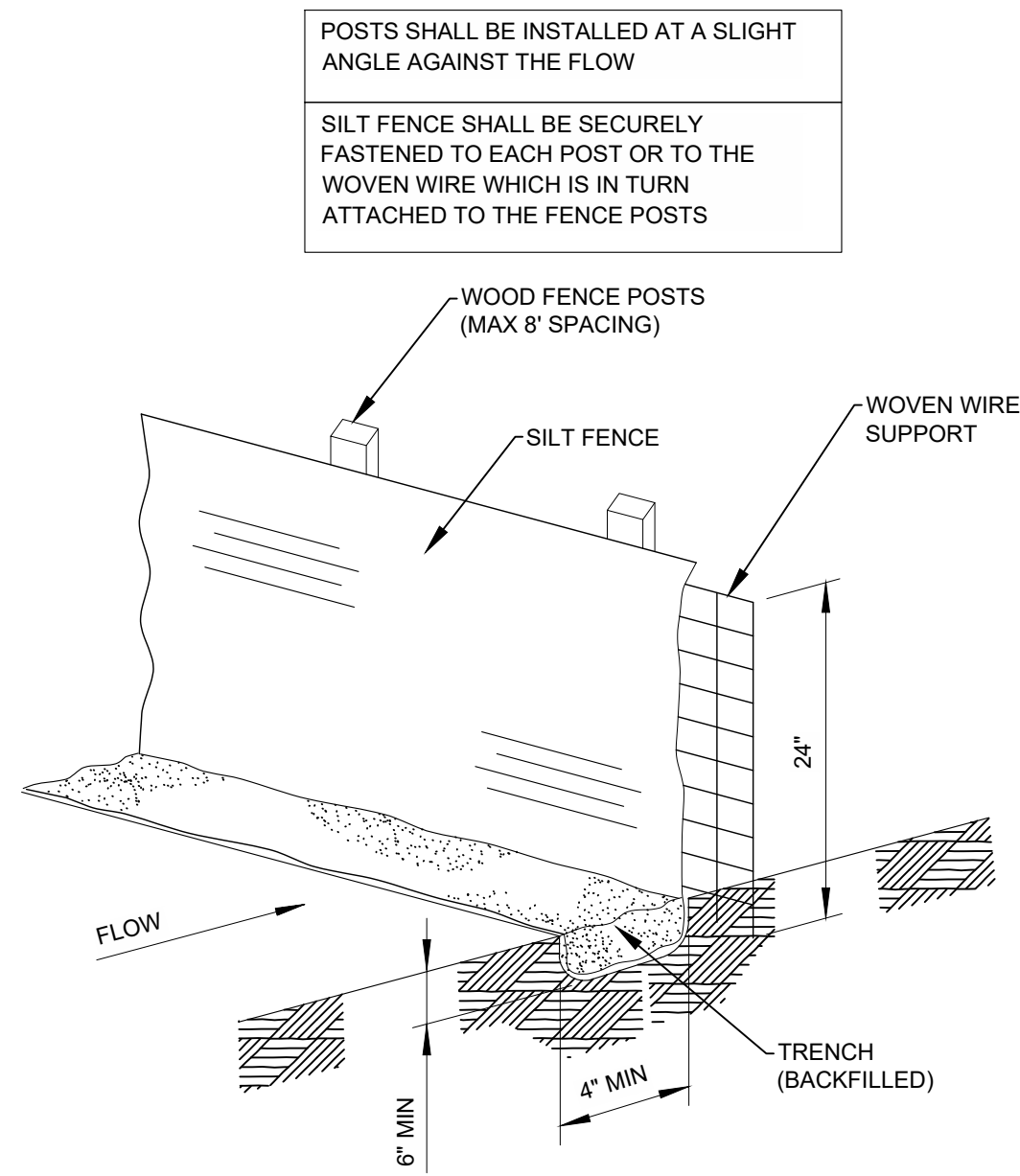
SALLISAW, OKLAHOMA

BOAT RAMP
SECTION
SHEET NO.
C502

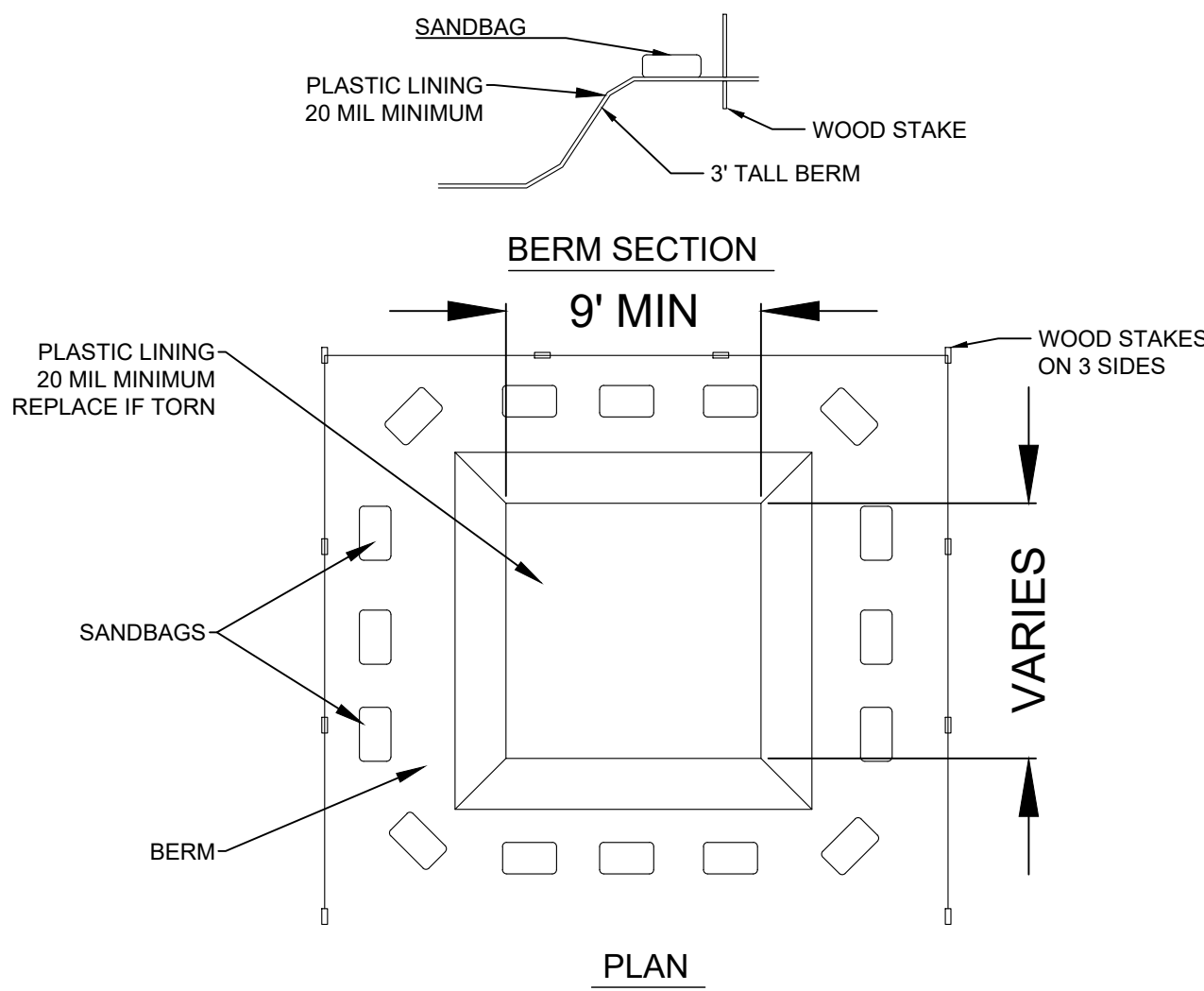


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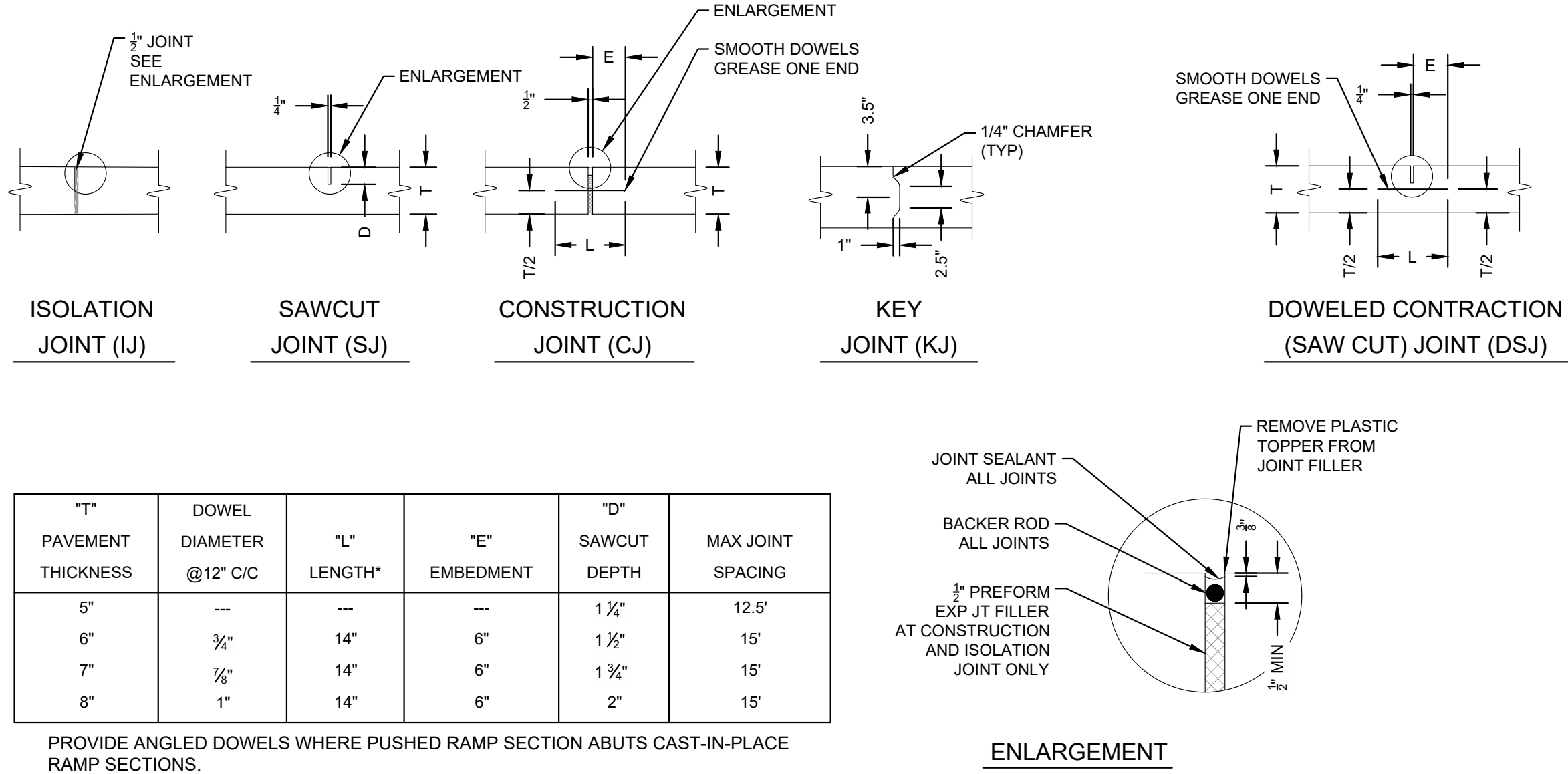


1 SILT FENCE
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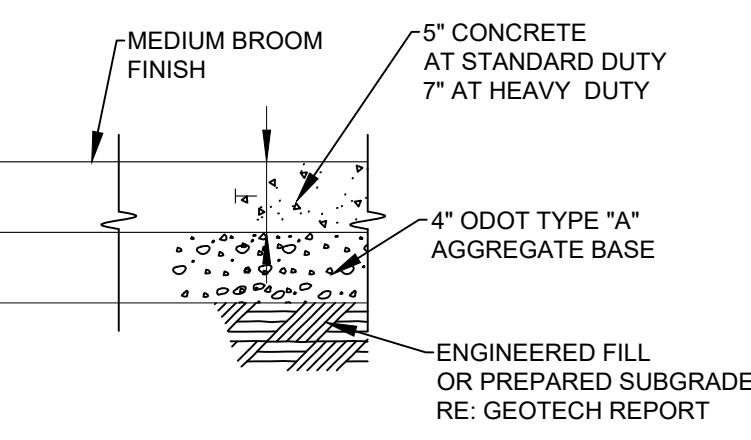
2 CONCRETE WASHOUT PIT
SCALE: NTS

1. JOINTS NOT SHOWN OTHERWISE SHALL BE SAW JOINTS. SAW JOINTS SHALL BE MADE WITHIN 10 HOURS AFTER CONCRETE POUR.
2. CONCRETE PAVING JOINT SPACING, SEE SCHEDULE.
3. LENGTH $\leq$ 1.25 W. RE: SHEET NOTES FOR ADDITIONAL JOINT INFORMATION.
4. ALL DOWELS AND BARS TO BE EPOXY COATED. DOWEL BASKETS SHALL BE USED AT ALL DOWELED CONTRACTION JOINTS.
5. ISOLATION JOINTS REQUIRED WHERE CONCRETE ABUTS CURBS, CATCH BASINS, MANHOLES, INLETS, STRUCTURES, OTHER FIXED OBJECTS, OR EXISTING PAVEMENT

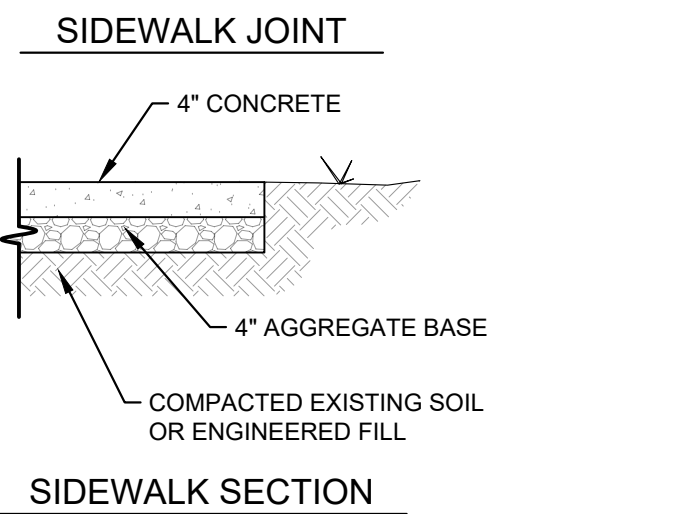
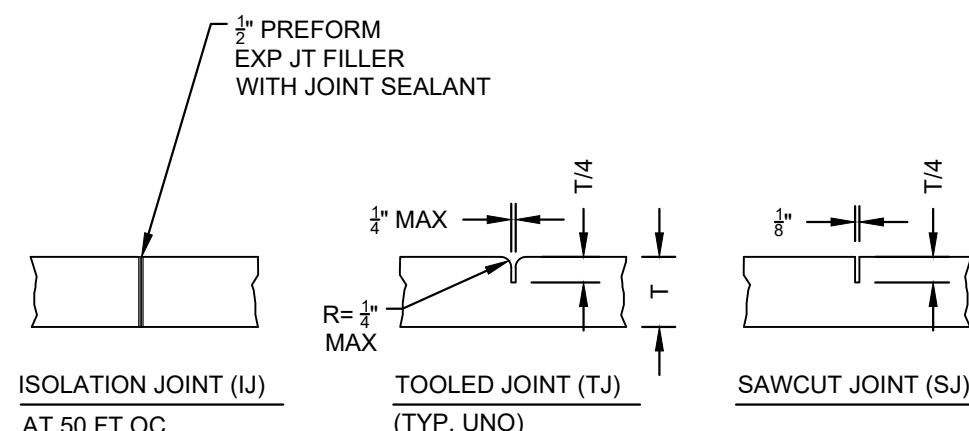


3 PAVING JOINT DETAIL
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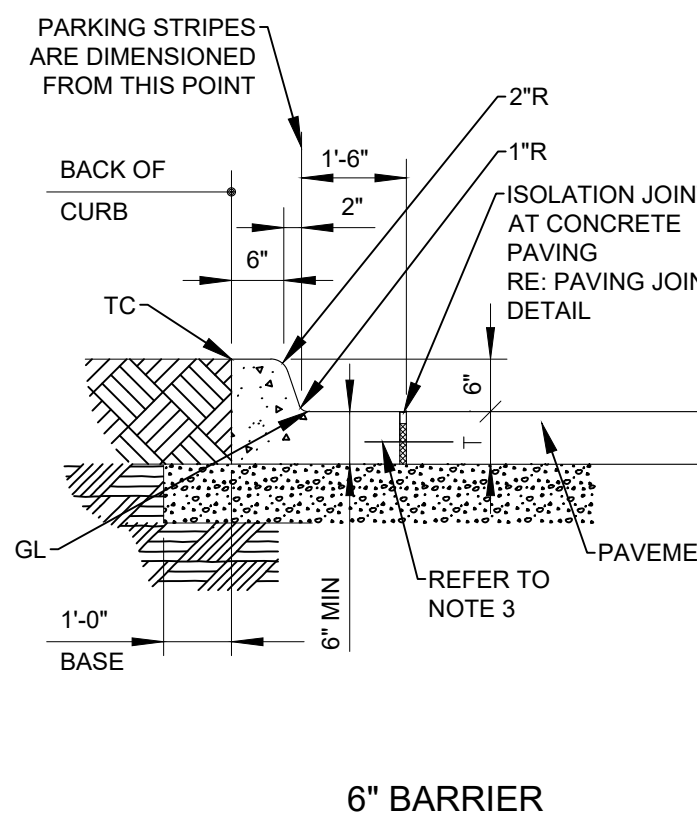
REFER TO PAVEMENT REQUIREMENTS AND PAVEMENT JOINT DETAILS FOR ADDITIONAL REQUIREMENTS



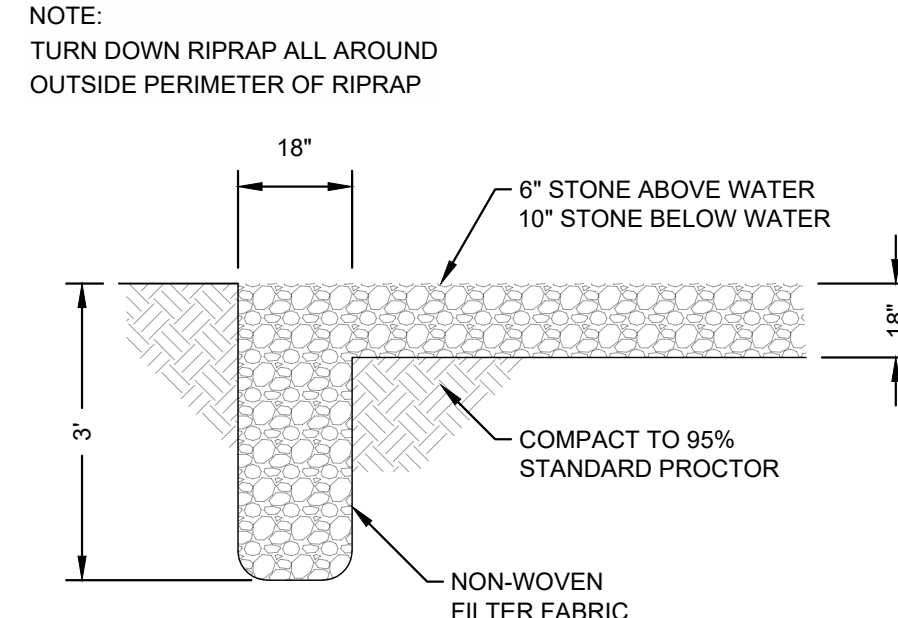
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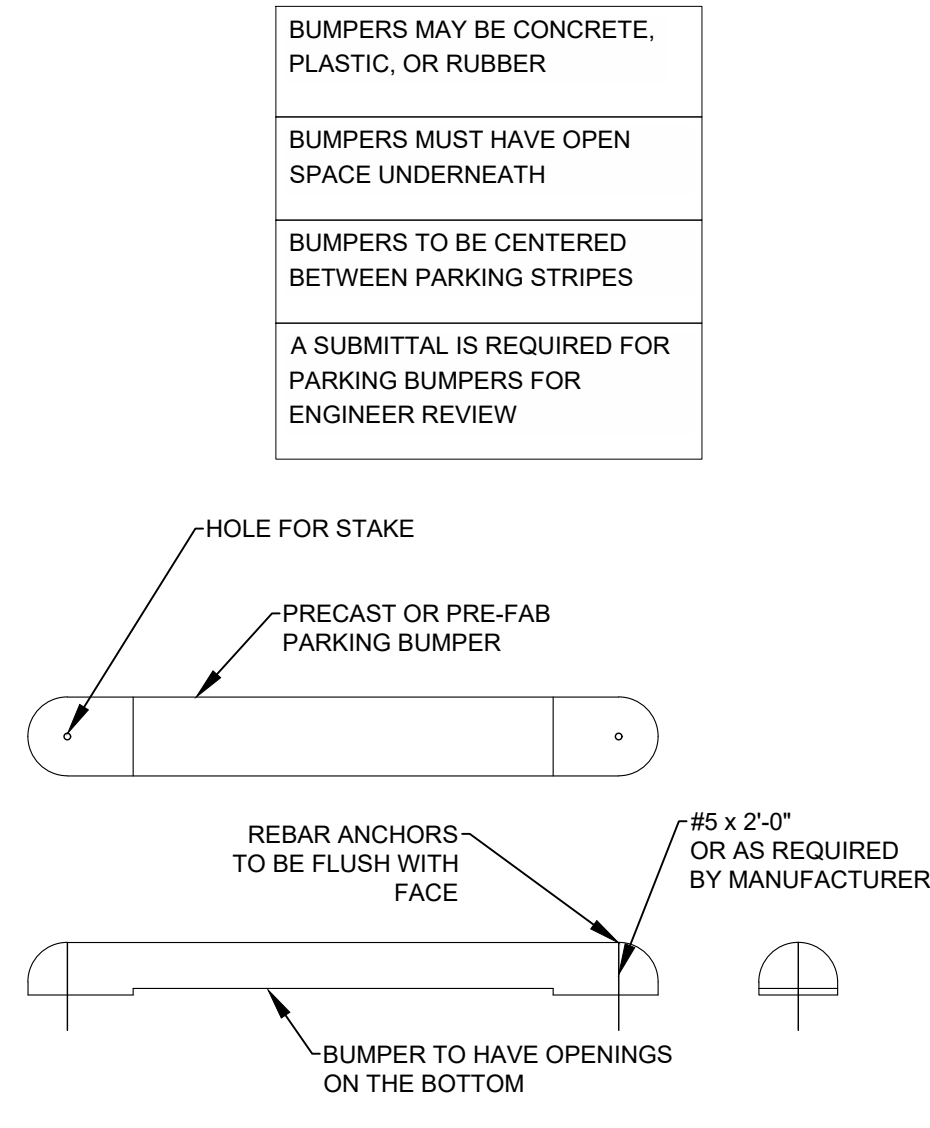
5 SIDEWALK
SCALE: NTS



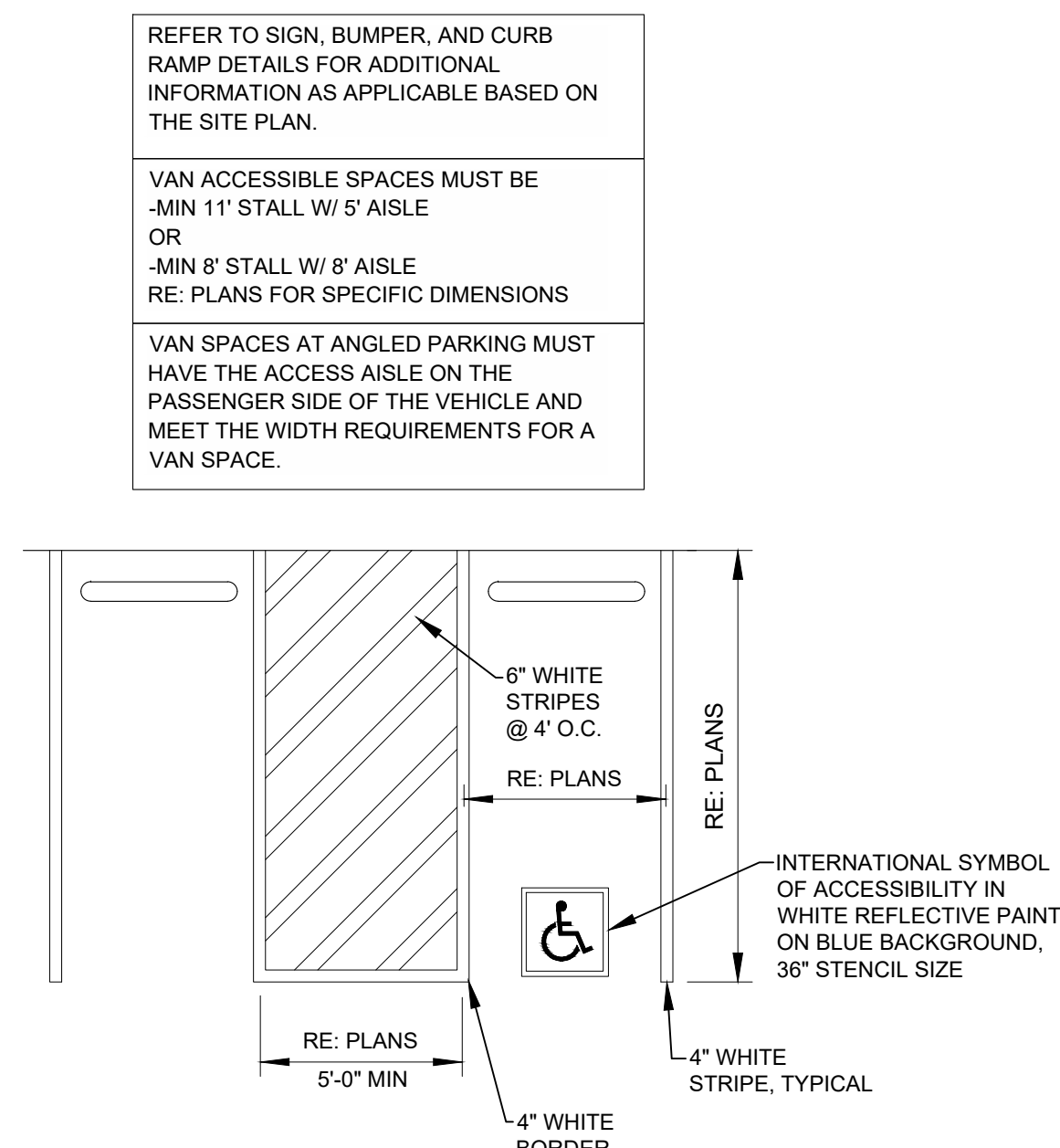
6 CURB AND GUTTER
SCALE: NTS



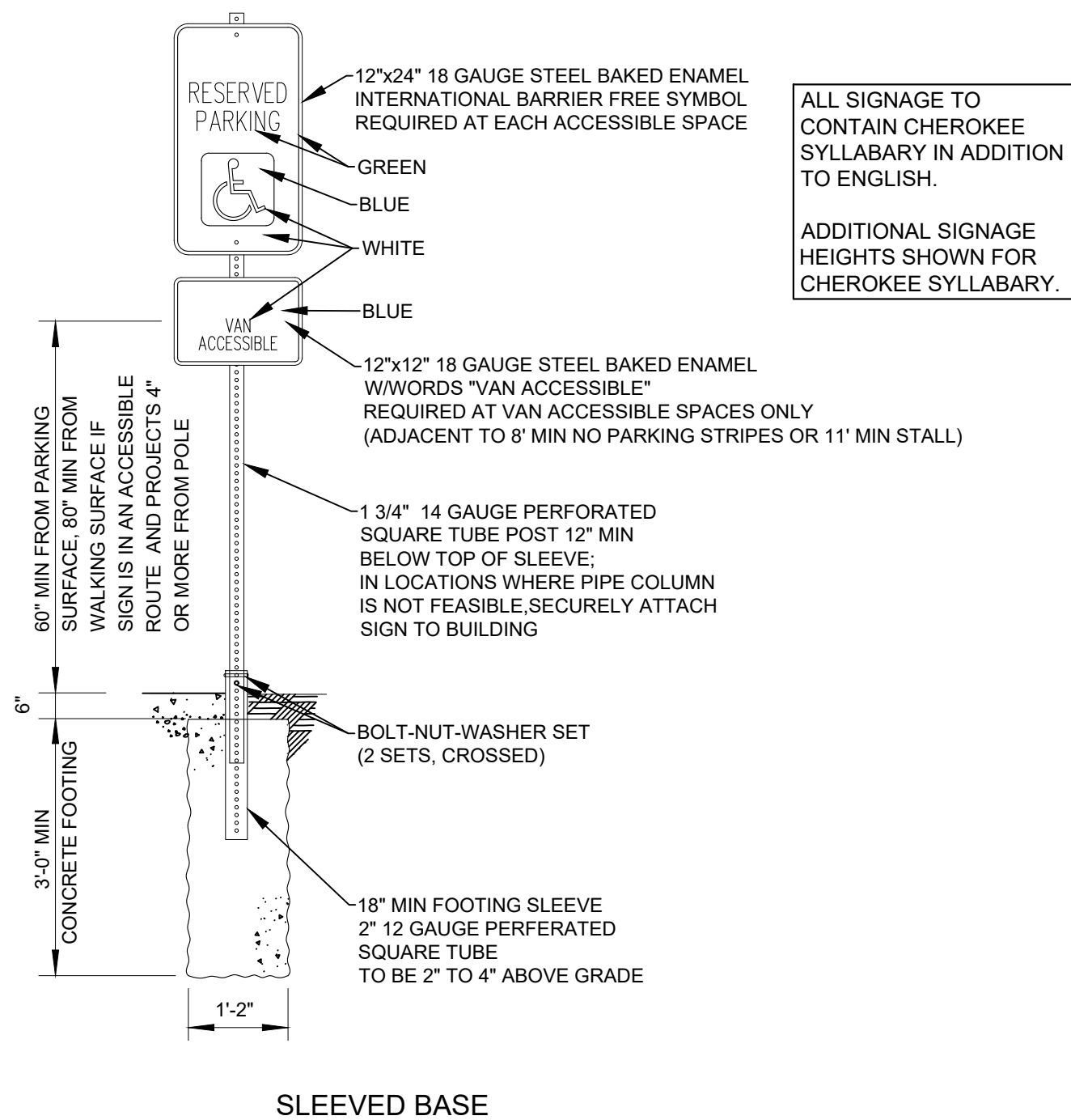
7 RIP RAP
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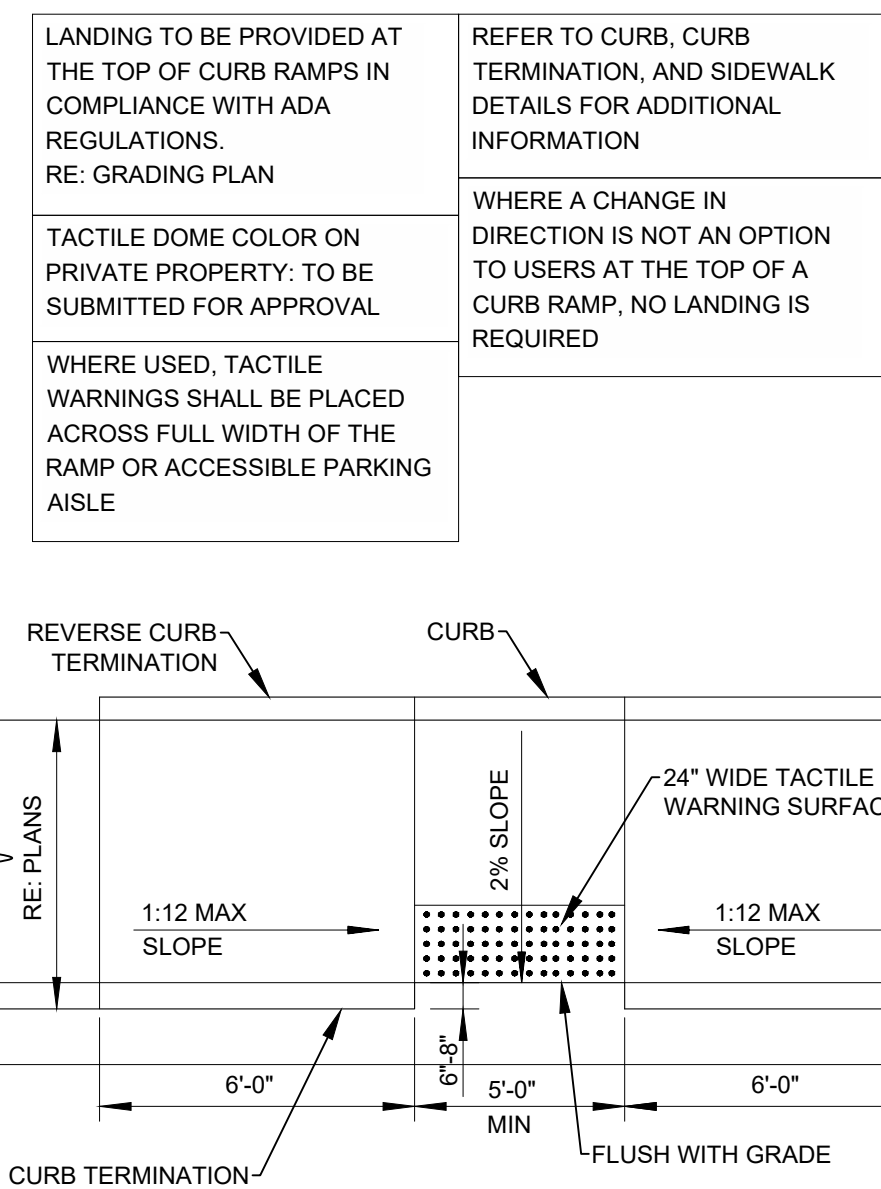
8 PARKING BUMPER
SCALE: NTS



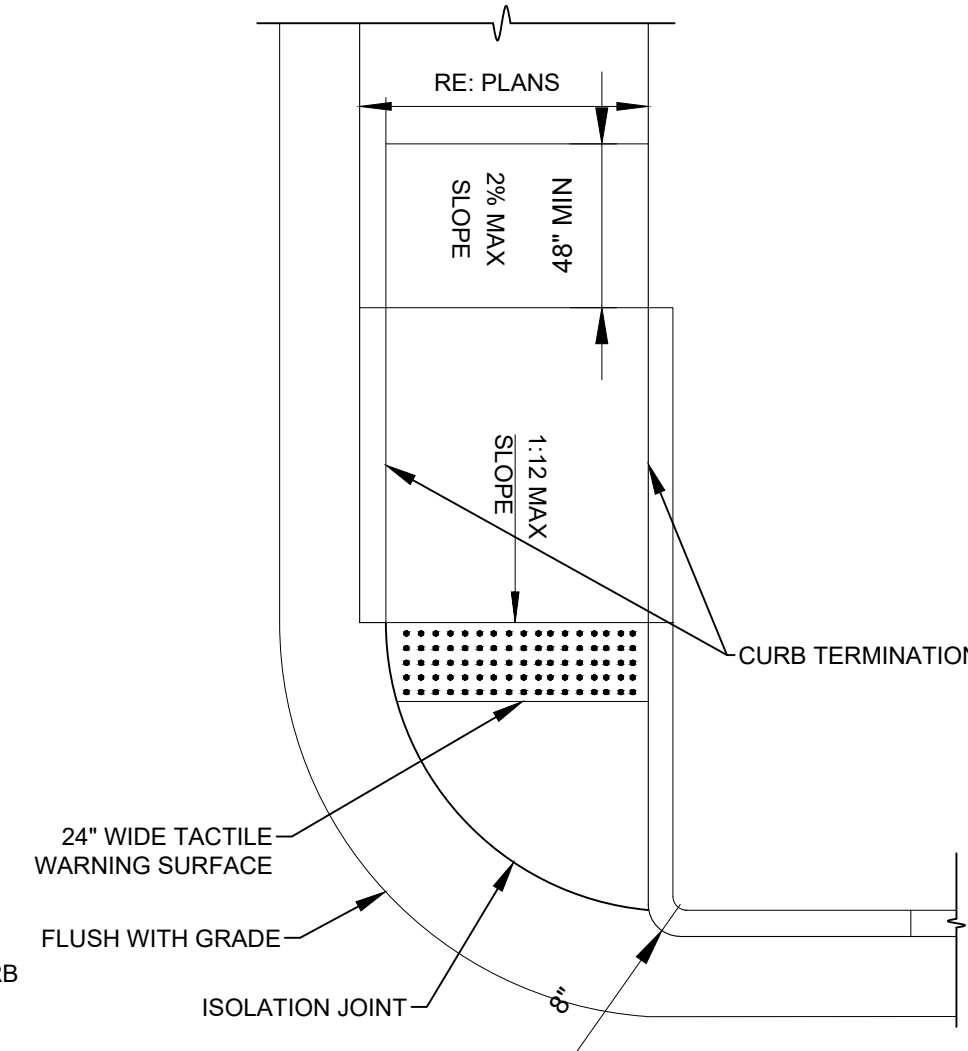
9 ACCESSIBLE STRIPING



10 ACCESSIBLE SIGNAGE
SCALE: NTS



11 CURB RAMPS
SCALE: NTS



12 CURB TERMINATION
SCALE: NTS



11/05/2025

CNB SALLISAW CREEK PARK
BOAT RAMP

SALLISAW, OKLAHOMA

[illegible]

DETAILS
SHEET NO.

C801