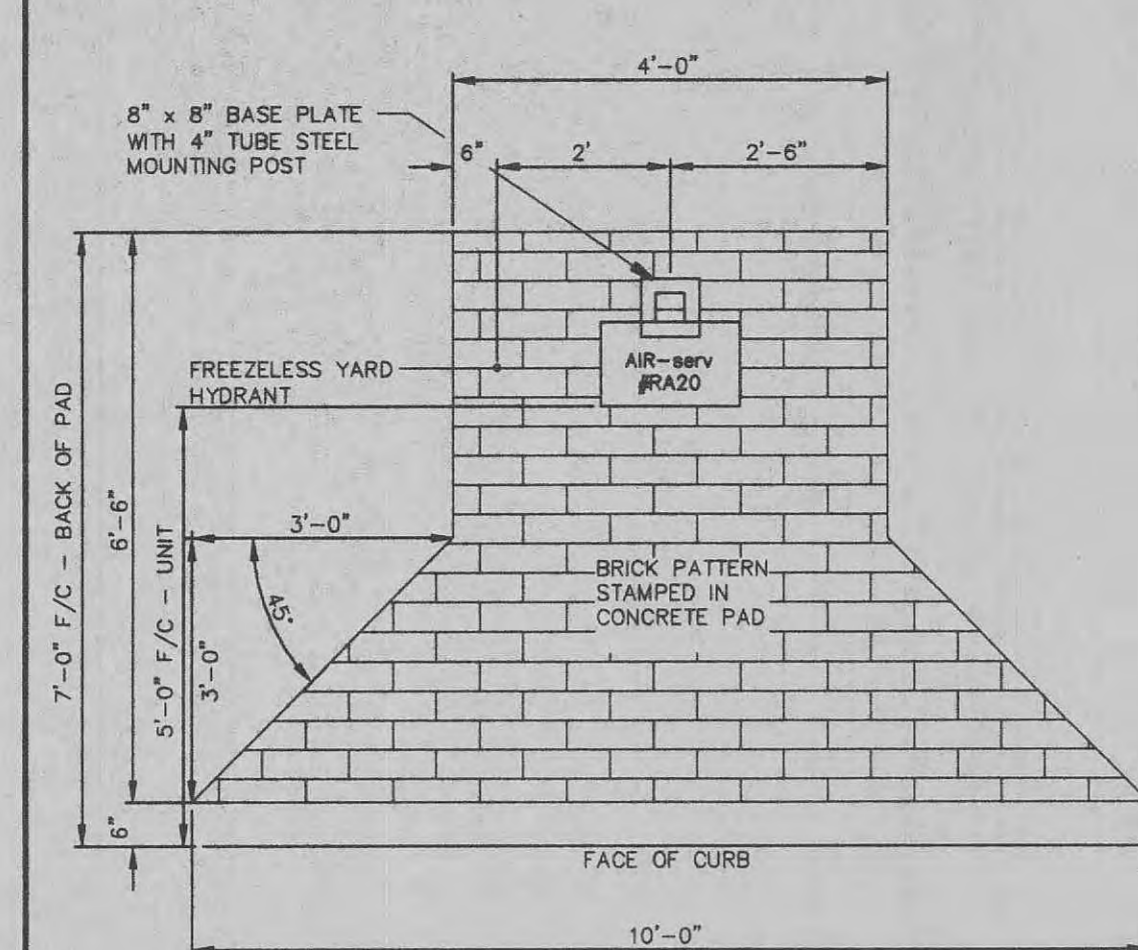
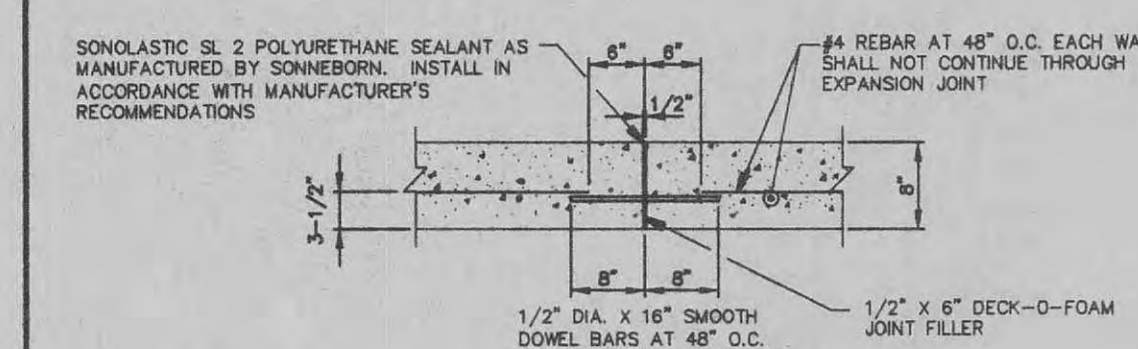


GENERAL NOTES

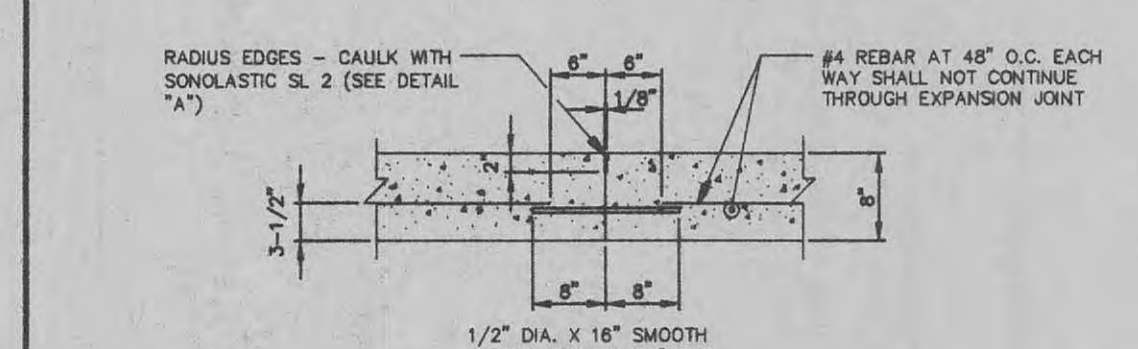
- Underground facilities, structures and utilities have been plotted from available surveys, records and information, and, therefore, do not necessarily reflect the actual existence, non-existence, size, depth, type, number or location of these facilities, structures and utilities. The Contractor shall be responsible for verifying the actual location of all underground facilities, structures and utilities, either shown or not shown on these plans. The underground facilities, structures and utilities shall be located in the field prior to any grading, excavation or construction of improvements. These provisions shall in no way absolve any party from complying with the Underground Facility Safety and Damage Prevention Act, Chapter 319, RSMo. Contractor to contact MUDOT Traffic Division to locate existing signal & lighting & underground wires or cable prior to construction.
- Contractor to verify location and flowline of existing sewers and utilities prior to construction.
- All site preparation, grading or fill for construction of the footings, slabs and parking areas to be in accordance with the requirements outlined in the Investigation of Subsurface Conditions and Foundation recommendations.
- All trenches under, or adjacent to proposed pavement shall be backfilled to subgrade elevation with compacted 3/4" minus crushed limestone. Crushed limestone shall be compacted to 95% density as determined by the Standard Proctor Test AASHTO T-99/ASTM D-698. All other trenches within the road right-of-way shall be backfilled with suitable earth embankment material free from rubbish and debris and lumps, clods or rocks larger than 2 inches placed in 6" layers and compacted to the same density as above. Trenches not in road right-of-way or under or adjacent to pavement may be backfilled with earth embankment material defined above, jetted and neatly rounded to allow for subsequent settlement, unless otherwise directed by the Engineer.
- On site pavement shall consist of 8 inches of 4000 PSI concrete with #4 rebar 48" on center each way but not continuing through construction joints. Construction joints shall be placed every 20' parallel to store front with smooth greased dowels 48" on center and control joints every 20' perpendicular to store front with smooth greased dowels 48" on center. Rebar shall not continue through any joints. Eliminate all keyways. Expansion joints to be provided along curb and gutter. Construction joints not to exceed 20' on center with saw joints maximum of 20' on center.
- The General Contractor shall be responsible for rough grading of all landscape areas. Grade to match top of proposed pavement elevation, not top of curb elevation. All areas shall be free of debris. Landscape Contractor shall be responsible for a minimum of 6" of topsoil in all landscape areas.
- Contractor to notify Engineer as soon as possible if conditions on ground differ from those shown on plans.
- All materials and methods of construction for the entrance onto MEXICO ROAD to meet the requirements of the CITY OF O'FALLON, MISSOURI. Entire subgrade shall be shaped, compacted and rolled prior to placing base course. Local soft spots in subgrade encountered during pavement construction shall be undercut and replaced with a thicker rolled stone base section.
- Benchmark - RM 66-CROSS CUT ON THE WEST BOLT OF A FIRE HYDRANT LOCATED AT THE NORTHEAST CORNER OF MILL POND DRIVE AND SPRING HILL DRIVE. ELEVATION=561.74  
Site Benchmark - BM#1-CENTER OF HEADWALL ON THE WEST SIDE OF HWY "K" AT BELLEAU CREEK ELEVATION= 511.13
- STORM SEWERS  
10. Face of inlet to be set 2 feet behind face of curb. Top of inlet shall be set flush with top of curb where 6" vertical curbs are installed.
- All on-site storm sewer will remain privately owned and maintained.
- CONTROLLED FILL/EXCAVATION  
12. Quiktrip will employ the services of a Geotechnical Engineer to observe, test and approve all excavation, fill and backfill work and to determine that subgrade conditions are compatible with those used in the design.  
13. All footings are designed to bear on natural undisturbed soil or controlled fill capable of adequately sustaining a maximum bearing pressure of 1500 PSF. If suitable bearing capacity is not encountered at the elevation indicated on the drawing, contractor shall notify the architect immediately.  
14. All topsoil, organic material and existing structures shall be removed from areas to be paved. Stockpile all topsoil for reuse.  
15. Controlled fill material:  
A. Granular fill: shall consist of washed, evenly graded mixture of crushed stone, or crushed or uncrushed gravel, with 100% passing a 1-1/2" sieve and not more than 5% passing a No. 4 sieve.  
B. Controlled fill: shall consist of material having a relatively low plasticity with a liquid limit of less than 45% and a plasticity index of less than 21% or as recommended by the Geotechnical Engineer.  
C. All material proposed for use as controlled fill shall be approved by the Geotechnical Engineer.
- Foundation Preparation:  
A. Scarify and/or proof roll subgrade in which controlled fill is to be placed as recommended by the Geotechnical Engineer.  
B. Backfill directly under slabs-on-grade with minimum of 4" of granular fill.  
17. Control fill and backfill compaction:  
A. All controlled fill and backfill shall be placed in lifts having maximum loose lift thickness of 8".  
B. All fill material shall be free of roots, organic material and trash and consist only of acceptable material. All embankments shall be placed in accordance with the lines and grades indicated in the plans. All fill material shall be compacted to minimum of 95% of the maximum laboratory dry density in accordance with the standard proctor compaction test (ASTM D-698), unless otherwise noted.  
C. Cut slopes shall not exceed 3H:1V. Fill slopes shall not exceed 3H:1V. (Unless prior approval received by Geotechnical Engineer).  
D. The brick pattern for all concrete radius protectors, at entrances, to be laid out parallel to Frontage Road, or match existing pattern.



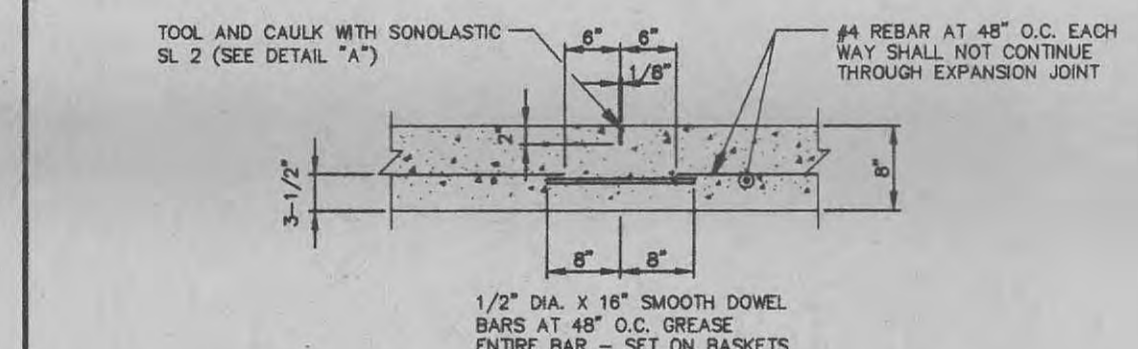
AIR COMPRESSOR AND FREEZELESS YARD HYDRANT PAD - PLAN



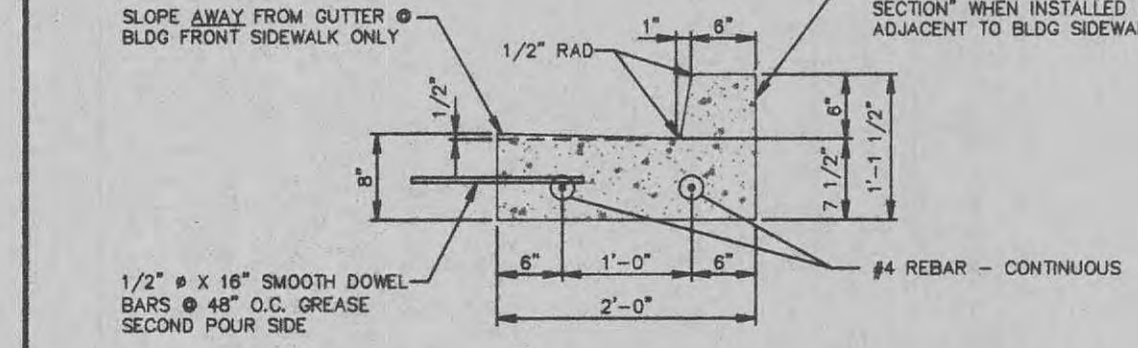
TYPICAL CONCRETE EXPANSION JOINT - DETAIL "A"



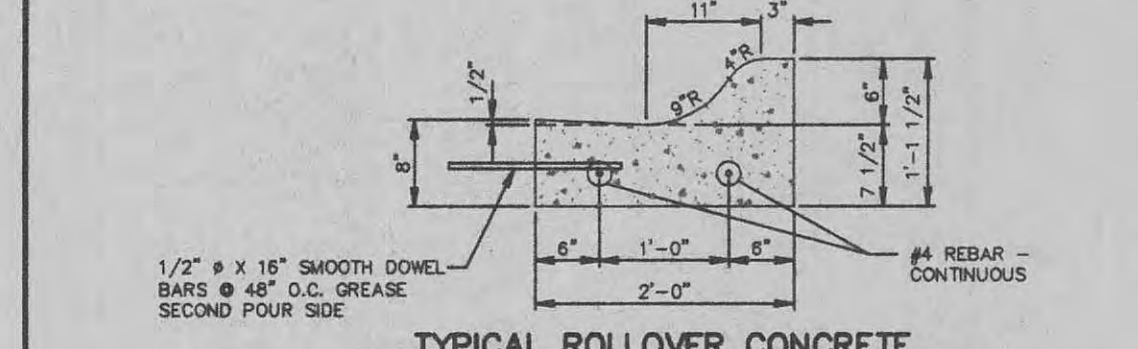
TYPICAL CONCRETE CONTROL JOINT - DETAIL "B"



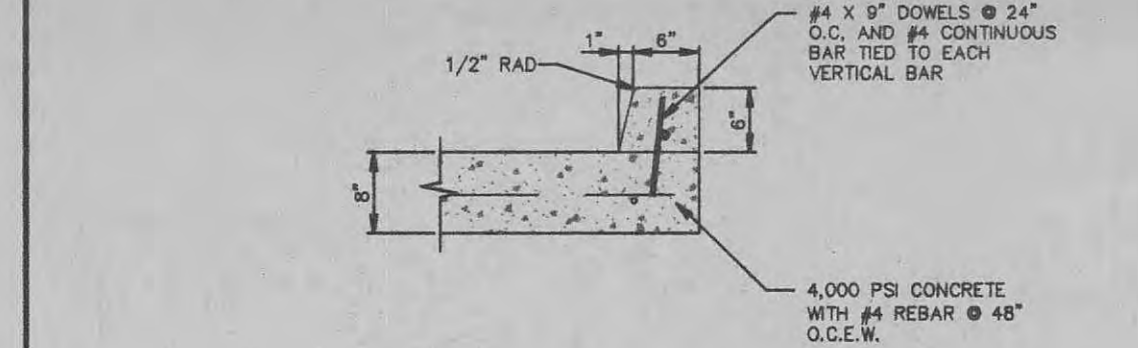
TYPICAL CONCRETE CONTROL JOINT - DETAIL "C"



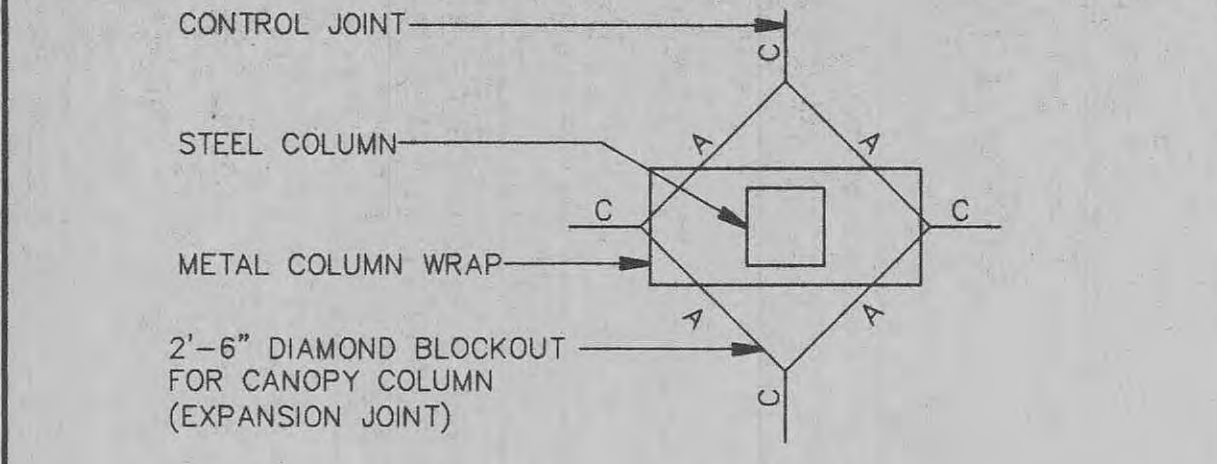
TYPICAL BARRIER CONCRETE CURB AND GUTTER - SECTION "D"



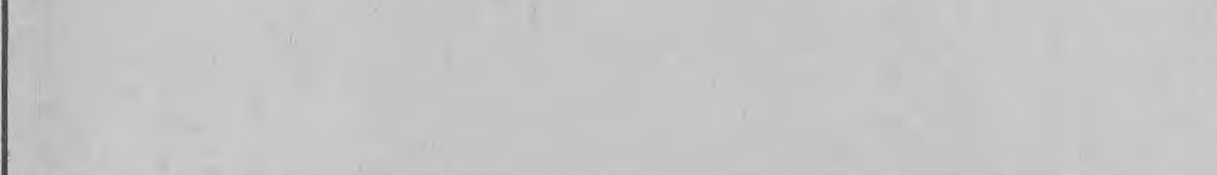
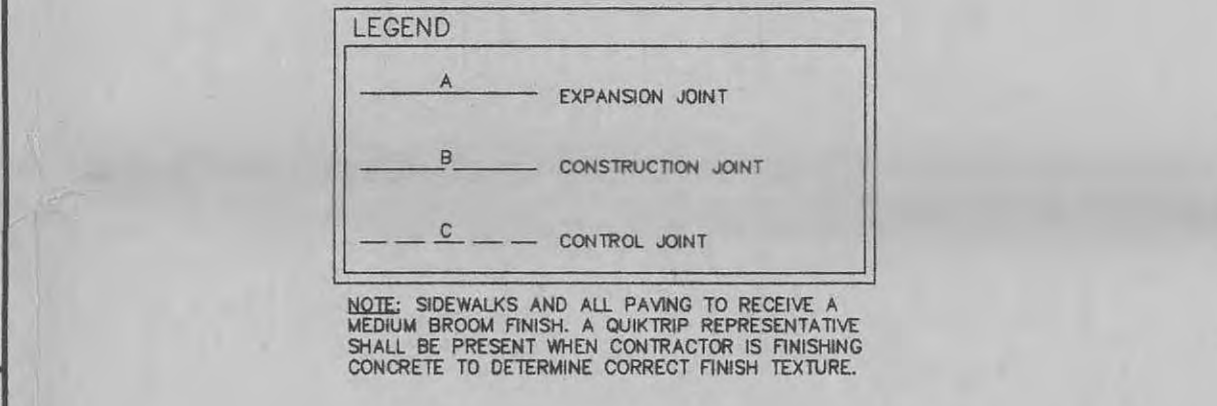
TYPICAL ROLLOVER CONCRETE CURB AND GUTTER - SECTION "E"



TYPICAL DOWELED CURB - SECTION "F"



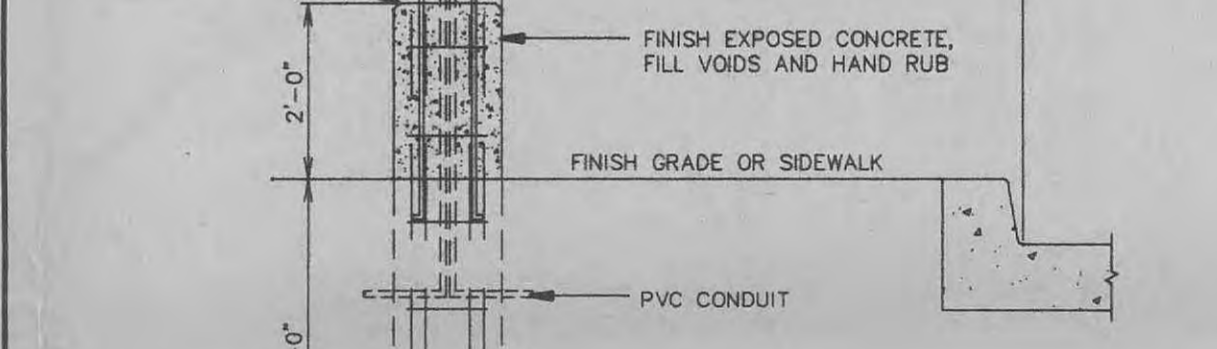
"DIAMOND" COLUMN BLOCKOUT - PLAN FOR USE WHEN MATCHING EXISTING ISLANDS ONLY



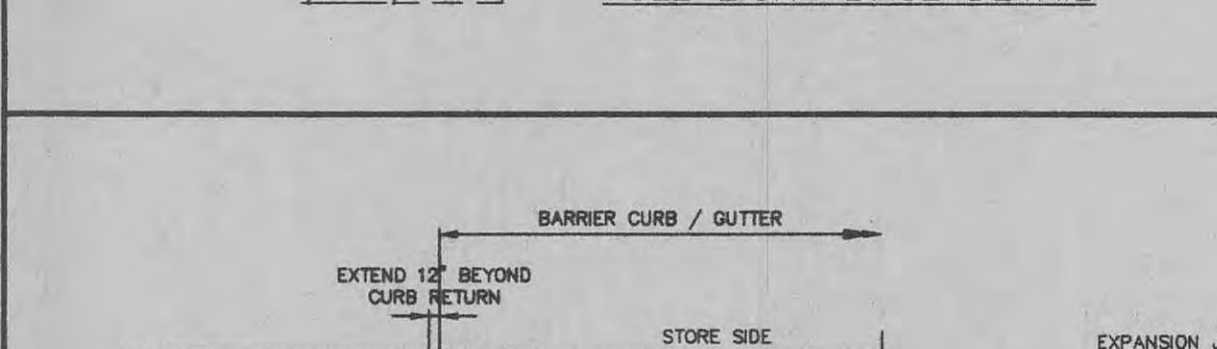
TYPICAL RADIUS PROTECTOR SECTION



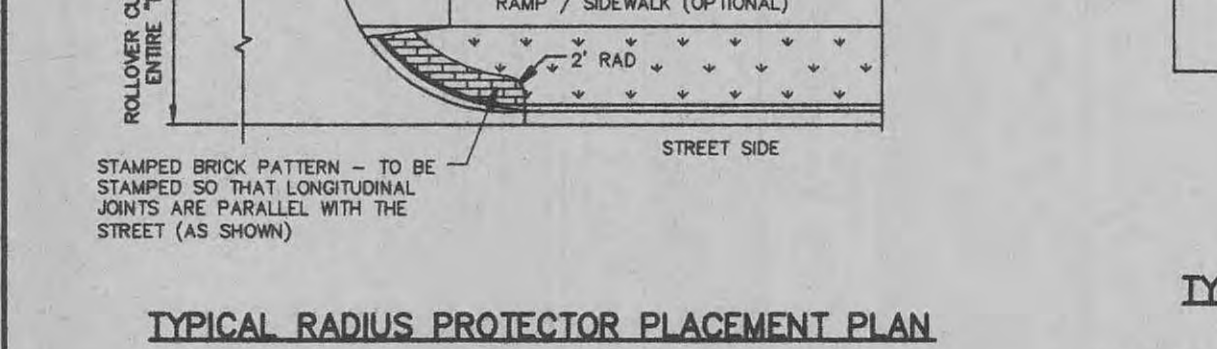
POLE LIGHT BASE DETAIL



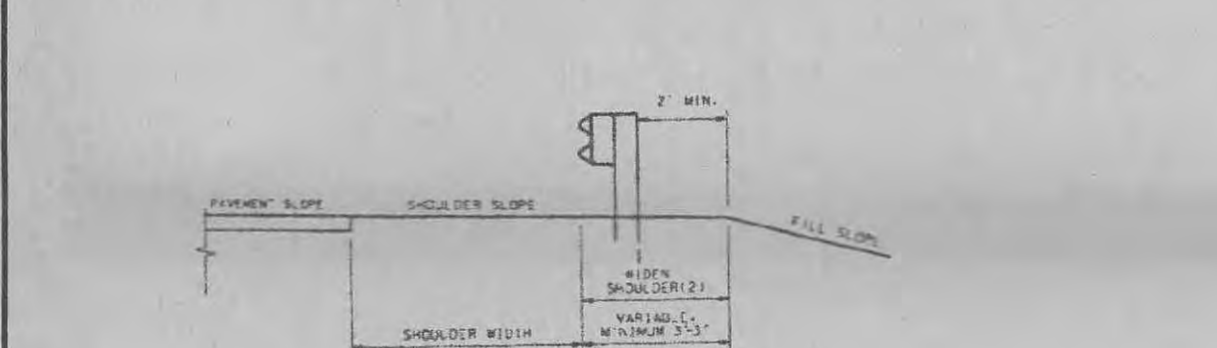
TYPICAL RADIUS PROTECTOR PLACEMENT PLAN



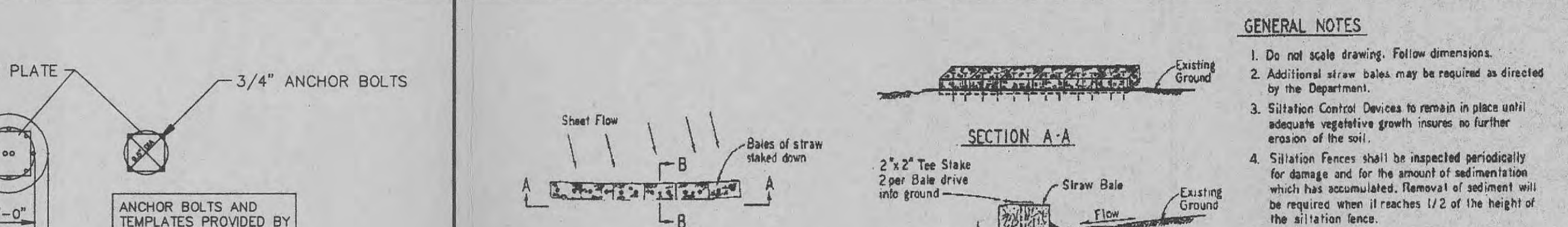
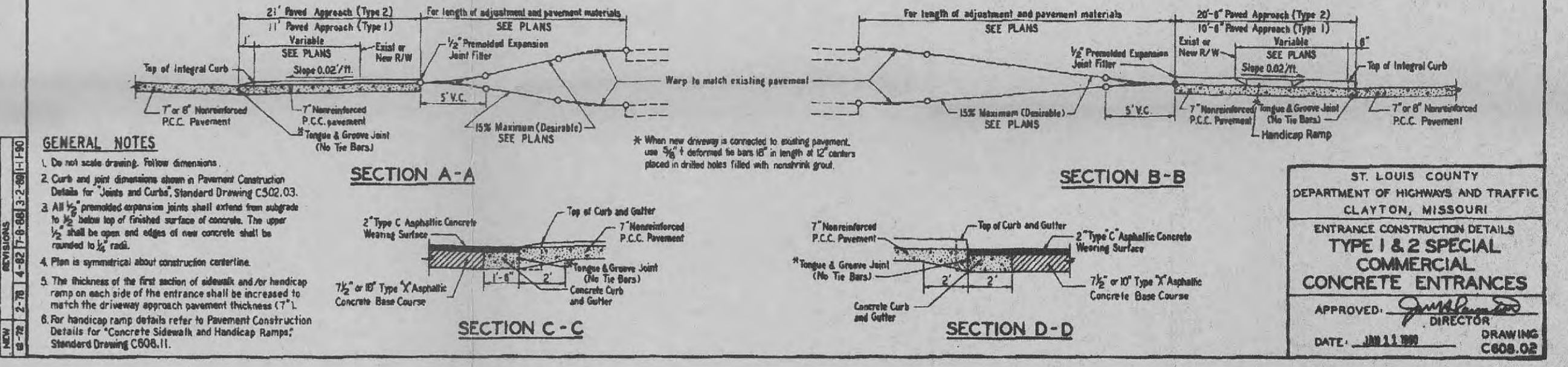
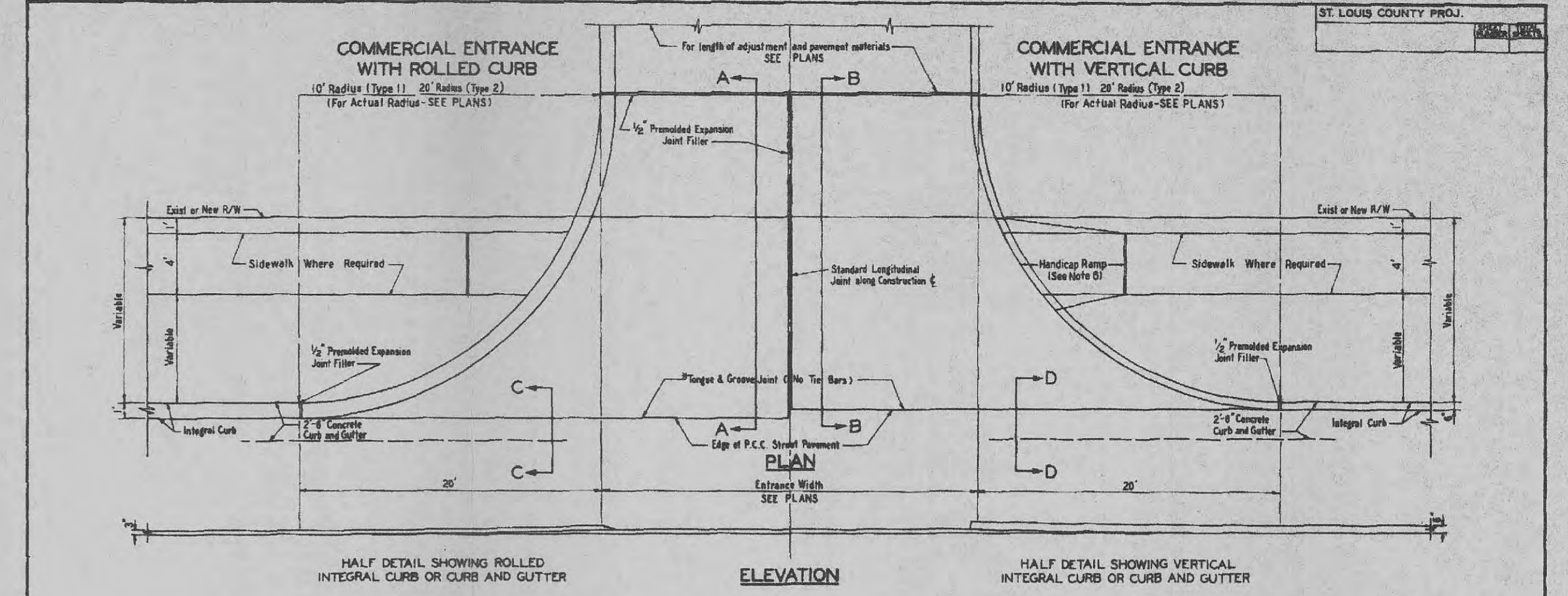
TYPICAL RADIUS PROTECTOR SECTION



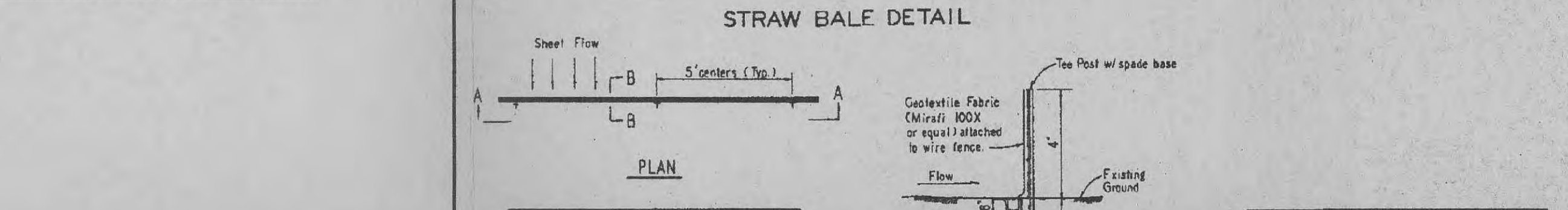
GRADING LIMITS FOR TYPE A NON-FLARED CRASHWORTHY END TERMINAL



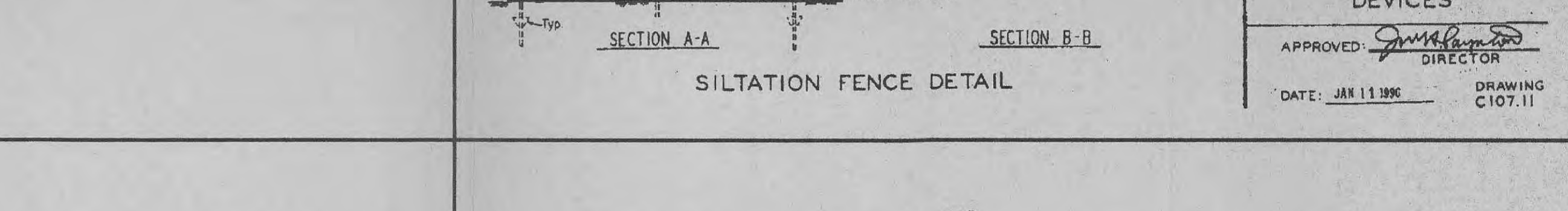
GUARDRAIL DETAILS



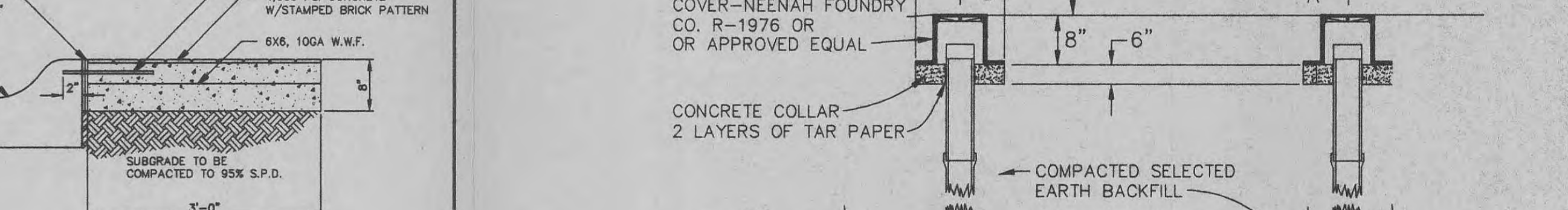
STRAW BALE DETAIL



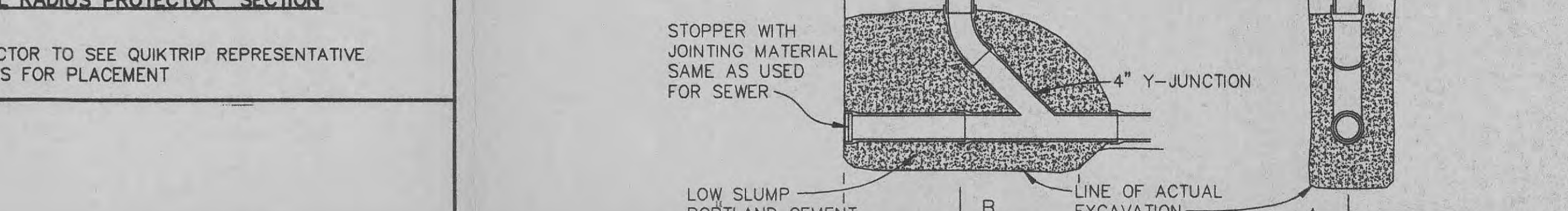
SILTATION FENCE DETAIL



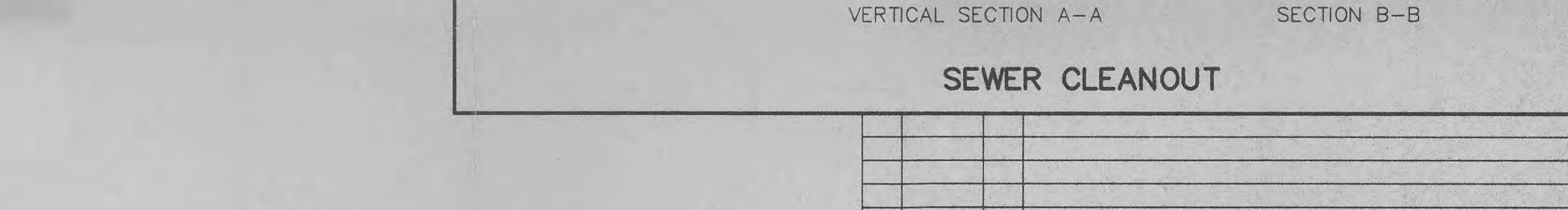
SEWER CLEANOUT



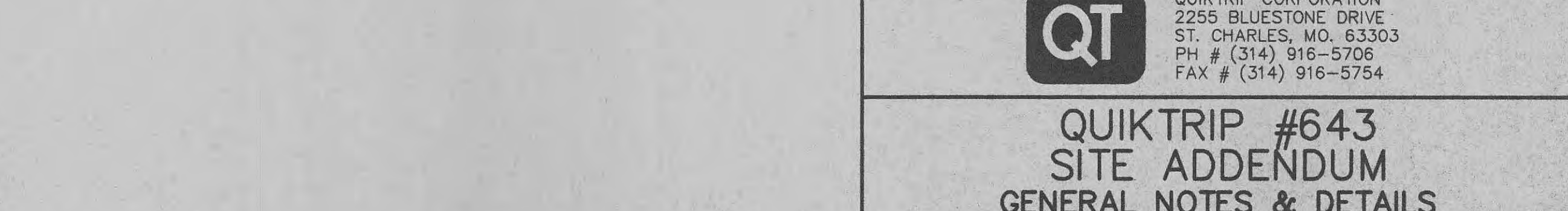
SEWER CLEANOUT



SEWER CLEANOUT



SEWER CLEANOUT



SEWER CLEANOUT

1 3/27/00 JP REV. UPDATED DETAILS PER CLIENT REQ., MISC REVS.

QUIKTRIP CORPORATION  
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**QT**

**QUIKTRIP #643**  
**SITE ADDENDUM**  
**GENERAL NOTES & DETAILS**

8601 MEXICO ROAD @ MO. STATE HWY "K" CITY OF O'FALLON, ST. CHARLES, MO. 63366

the clayton engineering company  
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12755 OLIVE BOULEVARD - SUITE 100  
ST. LOUIS, MISSOURI 63141-8200  
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Drawn	JMP
Checked	DJB
Date	1/27/2000
Project Number	94140
Sheet Number	2 of 3

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MISSOURI DIG-LOCATE SYSTEM

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