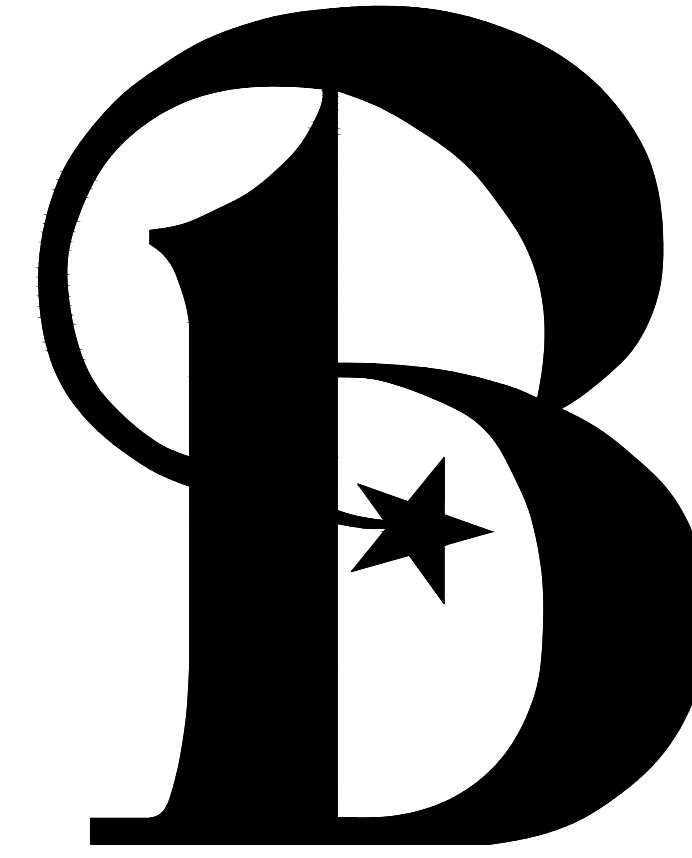


CONSTRUCTION PLANS
FOR



CITY OF BRYAN

The Good Life, Texas Style.

P.O. BOX 1000 BRYAN, TEXAS 77805

FUELING CENTER RECONSTRUCTION
AT MUNICIPAL SERVICE CENTER

CITY OF BRYAN JOB#700-ME-2525

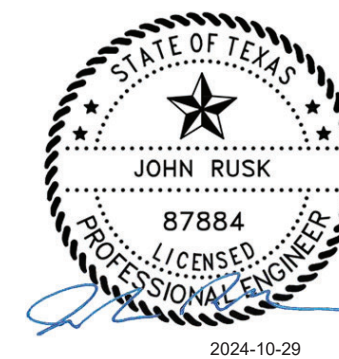
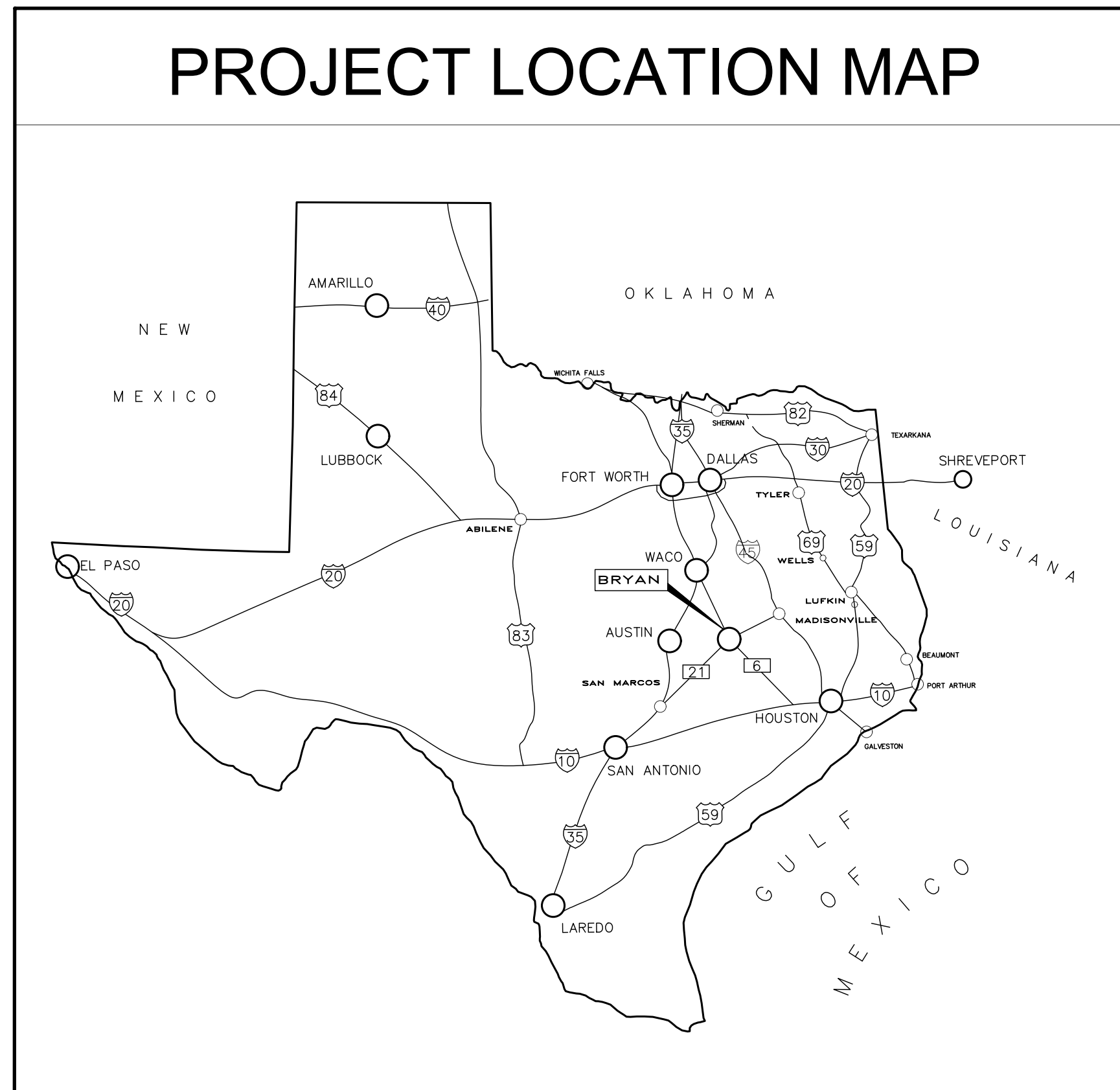
RFP NO. 25-007

NOVEMBER, 2024

MAYOR & CITY COUNCIL	
Bobby Gutierrez.....	Mayor
Paul Torres.....	City Council, District 1
Ray Arrington.....	City Council, District 2
Jared Salvato.....	City Council, District 3
James Edge.....	City Council, District 4
Marca Ewers-Shurtleff.....	City Council, District 5
Kevin Boriskie.....	City Council, Place 6
CITY ADMINISTRATION & STAFF	
Kean Register.....	City Manager
Jayson Barfknecht, PhD, P.E.....	Director of Public Works
Mark Jurica.....	Project Manager

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PROJECT LOCATION MAP



Submitted: _____
John Rusk, P.E.

PREPARED BY:



ARCHITECTURE - ENGINEERING - INTERIORS
LANDSCAPE - SURVEYING

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1. CONSTRUCTION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE CITY OF BRYAN AND THESE SPECIFICATIONS/PLANS.	10
2. CONTRACTOR SHALL VISIT THE CONSTRUCTION LOCATION AND FAMILIARIZE THEMSELVES WITH THE WORKING CONDITIONS (TRAFFIC, DEMOLITION WORK, PROPOSED/EXISTING UTILITIES, PAVING, DRAINAGE) OF THE SITE BEFORE BIDDING.	
3. CONTRACTOR IS TO DETERMINE ALL QUANTITIES OF WORK PRIOR TO BIDDING TO PROVIDE A COMPLETE AND APPROVED PROJECT TO THE CITY.	
4. THE CONTRACTOR IS REQUIRED TO ATTEND A PRE-CONSTRUCTION MEETING WITH CITY PROJECT MANAGER, CITY INSPECTOR AND CONSULTING ENGINEER PRIOR TO STARTING WORK. NO WORK IS TO BE PERFORMED UNTIL THIS MEETING IS COMPLETED AND A WRITTEN NOTICE TO PROCEED IS ISSUED BY THE CITY PROJECT MANAGER TO THE CONTRACTOR. MONTHLY CONSTRUCTION MEETINGS ON SITE DURING CONSTRUCTION ARE ALSO TO BE SCHEDULED WITH THE CITY'S PROJECT MANAGER, INSPECTOR, AND CONSULTANT ENGINEER.	
5. IN THE ABSENCE OF SPECIFIC REQUIREMENTS FOR ANY WORK, CONTRACTOR SHALL COORDINATE WITH CITY INSPECTOR FOR DIRECTION. CONTRACTORS ARE NOT TO PROCEED WITH ANY WORK WITHOUT PROPER AUTHORIZATION OF THE CITY PROJECT MANAGER. PROCEEDING WITHOUT PROPER DIRECTION FROM CITY PROJECT MANAGER WILL BE AT THE CONTRACTORS SOLE RISK.	
6. CONTRACTOR TO MAINTAIN SITE IN "FIRST CLASS" NEAT CONDITION. WORK SITE SHALL BE CLEANED UP AT END OF EACH DAY BY REMOVAL OF ANY TRASH AND/OR CONSTRUCTION DEBRIS. CITY PROJECT MANAGER WILL HAVE FINAL DECISION ON ACCEPTABLE "NEAT" CONDITIONS.	
7. CONTRACTOR SHALL COORDINATE A STATUS OF CONSTRUCTION SEQUENCE OR REQUEST PROPOSED CHANGES IN CONSTRUCTION SEQUENCE. CONSTRUCTION SEQUENCE IS PROVIDED WITHIN CONSTRUCTION PLANS. FINAL DECISION WILL BE MADE BY CITY PROJECT MANAGER TO ALTER SCHEDULE. FOR BIDDING PURPOSES, THE CONSTRUCTION SEQUENCE WITHIN THE PLANS ARE TO BE FOLLOWED. CONTRACTOR SHALL PREPARE SEQUENCING PLAN AT THE TIME OF PRE-CONSTRUCTION MEETING AND WILL UPDATE THE CITY'S PROJECT MANAGER AS NEEDED TO BE DETERMINED BY THE CITY.	
8. CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES, AND SERVICE LINES PRIOR TO EXCAVATING FOR UTILITY PLACEMENT. LOCATING METHODS INCLUDE, BUT ARE NOT LIMITED TO: LOCATING SERVICES, "POT HOLING" WITH WATER, SPOT DIGGING, ETC. COSTS FOR VERIFICATION OF EXISTING UTILITIES, AND TIE-IN LOCATIONS ARE TO BE INCLUDED IN BID. THE EXISTING LINES SHOWN ARE APPROXIMATE, BASED ON UTILITY MARKINGS AND CITY'S INFORMATION.	
9. CONTRACTOR TO PROTECT UTILITIES, MAIL BOXES, PAVEMENT, TRASH CANS, ETC. FROM DAMAGE DURING CONSTRUCTION. CONTRACTOR SHALL REPAIR DAMAGES RESULTING FROM THEIR ACTIVITIES. COSTS FOR REPAIRS ARE THE RESPONSIBILITY OF THE CONTRACTOR.	
10. CONTRACTOR IS RESPONSIBLE FOR LOCATING UNKNOWN UTILITIES AS ENCOUNTERED IN CONSTRUCTION. CONFLICTS WILL NOT BE REASON FOR CONTRACTOR TO CLAIM A DELAY OR ADDITIONAL COST ON THE PROJECT. CONTRACTOR SHALL ALERT THE CITY INSPECTOR IMMEDIATELY.	
11. CONTRACTOR TO COORDINATE WORK WITH THE FOLLOWING UTILITY COMPANIES, AGENCIES, AND THE CITY: WATER & SEWER CITY OF BRYAN (979)209-5900 GAS DEVON GAS (979)779-4460 ATMOS GAS (979)774-2540/(979)255-4511 TELEPHONE FRONTIER (800)921-8101 ELECTRIC BTU (979)921-5700 CABLE SUDENLINK (979)988-8885 TEXAS ONE CALL SYSTEM (800)245-4545	
12. CONTRACTOR TO CONTACT UTILITY & PIPELINE COMPANIES FORTY-EIGHT (48) HOURS IN ADVANCE OF WORK IN THE VICINITY OF THEIR LINES. TEXAS ONE CALL SYSTEM IS REQUIRED WITH TICKET NUMBER.	
13. CONTRACTOR TO MAINTAIN CLEARANCE OF ALL EXISTING UTILITIES AS REQUIRED BY THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ) AND THESE PLANS.	
14. REMOVE AND DISPOSE OF ALL MATERIALS AND STRUCTURES THAT ARE TO BE DEMOLISHED AND NOT NOTED FOR SALVAGE IN AN APPROVED CONTRACTOR DISPOSAL AREA. EXISTING CURBS, CULVERTS AND DRAINAGE RELATED STRUCTURES WITHIN RIGHT-OF-WAY ARE TO BE REMOVED COMPLETELY. STANDARD SPECIFICATION ("PREPARING R.O.W") ("REMOVING CONCRETE").	
15. CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING A TRAFFIC HANDLING PLAN. PROVIDE PROPER SIGNING FOR CONSTRUCTION, SAFETY, AND ROUTING OF TRAFFIC AT ALL TIMES DURING CONSTRUCTION. ANY DEVIATIONS FROM THIS PLAN SETS TRAFFIC CONTROL PLAN IS TO BE APPROVED BY THE CITY'S PROJECT MANAGER. POSITIONING AND CONTENT OF SIGNS, BARRICADES AND FLAGGING SHALL BE IN ACCORDANCE WITH THE CURRENT TEXAS MUTCD. CONTRACTOR SHALL CHECK TRAFFIC CONTROL SIGNAGE DAILY.	
16. CONTRACTOR TO PROVIDE BARRICADES, SIGNS, AND LIGHTING AROUND ALL OPEN CUTS ALONG STREETS IN ACCORDANCE WITH THE TEXAS MUTCD.	
17. CONTRACTOR TO MAINTAIN ACCESS TO EXISTING FUEL CENTER, FUEL TANKS, AND TRUCK WASH DURING CONSTRUCTION. DRIVE-WAYS & DOORWAY THRESHOLDS SHALL NOT BE IMPASSABLE OVERNIGHT. COORDINATE IN ADVANCE W/ PROPERTY OWNERS. PRIOR TO DISRUPTION OF SERVICE BY CONSTRUCTION, TO BE COMPLETED BY THE CONTRACTOR, COORDINATE W/ ENGINEERING INSPECTOR.	
18. A FIELD SET OF AS-BUILT DRAWINGS SHOULD BE MAINTAINED BY THE CONTRACTOR FOR TRANSFER TO PERMANENT RECORD DRAWINGS. THESE DRAWINGS SHOULD INCLUDE MEASUREMENTS FROM EACH UNIT INSTALLED TO TWO PERMANENT OBJECTS. UTILITY SERVICE LOCATIONS SHOULD ALSO BE DOCUMENTED. PROJECT WILL NOT BE CLOSED OUT UNTIL CONTRACTOR HAS PROVIDED THESE FIELD SET(S) TO THE CONSULTING ENGINEER.	
19. CONTRACTOR TO STORE MATERIALS AT LOCATION(S) APPROVED BY & COORDINATED WITH THE CITY. EQUIPMENT IS TO BE STORED OVERNIGHT AT LOCATIONS SO AS NOT TO BLOCK STREETS OR DRIVES. MATERIALS ARE TO BE PROTECTED FROM DAMAGE BY THE ELEMENTS. CITY IS NOT RESPONSIBLE FOR THEFT OR VANDALISM.	
20. CONTRACTOR TO MAINTAIN ADEQUATE SITE DRAINAGE FACILITIES AS REQUIRED DURING CONSTRUCTION. PROTECT EXCAVATIONS FROM FLOODING DUE TO GROUNDWATER INFILTRATION AND RUN-OFF. INSURE THAT NO DRAINAGE ON OR OFF THE SITE IS BLOCKED BY PROPOSED CONSTRUCTION.	
21. THE GEOTECHNICAL INVESTIGATION INCLUDES APPROXIMATE PAVEMENT THICKNESS. A COPY OF THE GEOTECHNICAL INVESTIGATION IS INCLUDED IN THE BID DOCUMENTS.	
22. CONTRACTOR TO BE RESPONSIBLE FOR EROSION CONTROL DURING AND AFTER CONSTRUCTION. CONTRACTOR SHALL INSTALL EROSION AND SILT CONTROL MEASURES AS REQUIRED DURING CONSTRUCTION AND SHALL REMOVE TEMPORARY MEASURES WHEN PERMANENT COVER IS ESTABLISHED.	
23. CONTRACTOR IS RESPONSIBLE FOR O.S.H.A. ESTABLISHED TRENCH SAFETY AS DESCRIBED IN THE FEDERAL REGISTER 29 CFR PART 1926. A TRENCH SAFETY PLAN SHOULD BE PREPARED AND A "COMPETENT PERSON" APPOINTED PRIOR TO ANY AND ALL EXCAVATING OPERATIONS EXCEEDING 5' DEPTH. THE PLAN IS TO BE PREPARED AND SEALED BY A REGISTERED TEXAS PROFESSIONAL ENGINEER AND SHALL BE SUBMITTED TO THE CITY OF BRYAN AND CONSULTING ENGINEER PRIOR TO ANY EXCAVATION ON THE PROJECT. INCLUDE PLAN WITH PROJECT SUBMITTALS.	
24. EXISTING GRADES SHALL BE RE-ATTAINED AND PROPOSED GRADES SHALL BE ATTAINED BY SHAPING BACKFILL MATERIAL BY CUT AND FILL. OPERATIONS ARE TO BE ACCOMPLISHED BY PLACING MATERIAL IN 6" BENCH (LOOSE MEASURE) LIFTS AND 98% DENSITY AS DETERMINED BY PLACING IN 6" LOCKS (STANDARD PRACTICE). 98% DENSITY PER DETAILS. CONCRETE CONTRACTORS (BIDDERS) ARE TO PERFORM THEIR OWN QUANTITIES DETERMINATION PRIOR TO BIDDING. ALL EARTHWORK TO BE INCLUDED IN BID.	
25. FINISHED GRADES OF NATURAL GROUND, SO, PAVEMENT, ETC. TO BE SLOPED TO PROVIDE PROPER DRAINAGE.	
26. SELECT BORROW MATERIAL SHALL HAVE A PLASTICITY INDEX (PI) OF 8 TO 20.	
27. CONTRACTORS ARE TO COORDINATE THE HOLDING/SUPPORT OF UTILITY POLES WITH RESPECTIVE OWNERS WHERE NECESSARY TO FACILITATE CONSTRUCTION. ALL COORDINATION WITH UTILITY COMPANIES IS TO BE INCLUDED WITH BID ITEMS FOR WORK TO BE PERFORMED.	
28. CULVERTS, DRIVEWAYS, SIDEWALKS, SIGNS, MAILBOXES, ETC. DISTURBED/DAMAGED BY CONSTRUCTION THAT ARE NOT SPECIFIED FOR REMOVAL/REPLACEMENT ARE TO BE RESET/REPLACED AT NO ADDITIONAL COST.	
29. ALL EARTHEN AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REGRADED, HYDROMULCHED, AND FERTILIZED. THIS WORK SHALL BE DONE AS OUTLINED IN THE SPECIFICATION. THIS WORK IS SUBSIDIARY TO SITE RESTORATION LINE ITEMS.	
30. EXISTING ON-SITE ELECTRICAL WIRES NOTED TO BE REMOVED SHALL BE REMOVED AND DISPOSED OF BY A LICENSED ELECTRICIAN.	
31. ITEMS ASSOCIATED WITH GAS SYSTEM ARE TO REMAIN. CONFLICTS TO BE REPORTED TO CITY INSPECTOR. GAS FACILITY OWNER WILL BE NOTIFIED TO ADDRESS THE CONFLICT.	
32. VERIFY LOCATION AND GRADE OF STORM SEWER OUTFALLS AND TIE-INS PRIOR TO CONSTRUCTION OF UPSTREAM IMPROVEMENTS.	
33. CONTRACTOR TO MAINTAIN STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ON SITE. BEST MANAGEMENT PRACTICES TO BE USED INCLUDING BUT NOT LIMITED TO ROCK FILTER DAMS, HAY BALES, INLET PROTECTION, SILT FENCES, ETC.	
34. THE FUEL CENTER INFRASTRUCTURE PLANNED (UNDERGROUND FUEL TANKS, ABOVE GROUND DEF TANK, MANHOLES, SUMPS, PUMPS, VENT STACK, SPILL BUCKETS, DISPENSERS, LINE LEAK DETECTORS, AUTOMATIC TANK GAUGE MODULE, FLEX BOOTS, COUPLINGS, PIPING, VALVES, FITTINGS, AND ALL RELATED APPURTENANCES) IS AN GASBOY FUEL MANAGEMENT SYSTEM. ALL APPURTENANCES REQUIRED, BUT NOT NOTED, FOR A COMPLETE AND OPERATIONAL SYSTEM, ARE CONSIDERED SUBSIDIARY AND SHALL BE INCLUDED IN THE BID.	
35. THE FUEL TANKS, FUEL LINES, & CONNECTIONS, ETC. SHALL BE TESTED PROPERLY PRIOR TO PAVING.	
36. THE FUELING CENTER AND ALL COMPONENTS SHALL CONFORM TO TITLE 30, TEXAS ADMINISTRATIVE CODE, CHAPTER 334.	
37. EXCAVATED MATERIALS FROM INSTALLING THE NEW FUEL TANKS SHALL BE STOCK PILED ON-SITE AT AN OWNER APPROVED LOCATION. EXCAVATED MATERIALS SHALL BE USED TO FILL HOLE AFTER REMOVING THE EXISTING FUEL TANK. FILL SHALL BE ACCOMPLISHED BY PLACING IN 6" LOCKS LIFTS AND COMPACTING TO 98% DENSITY PER ASTM D698. ANY EXCESS EXCAVATED MATERIAL NOT NEEDED FOR FILL SHALL BE REMOVED FROM THE SITE & DISPOSED OF BY CONTRACTOR.	
38. ALL FUEL/DEF DISPENSERS SHALL BE EQUIPPED WITH RADIO FREQUENCY IDENTIFICATION (RFID) READERS.	
39. ALL EQUIPMENT NEEDED FOR PROGRAMMING THE RFID TAGS SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR AT THE LOCATION DETERMINED BY THE CITY.	

General Notes **10**

1. UTILITY CONSTRUCTION AND MATERIALS SHALL MEET THE REQUIREMENTS OF THESE PLANS: 2020 B/C/S UNIFIED DESIGN GUIDELINES, SPECIFICATIONS AND DETAILS AND TCEQ 'RULES & REGULATIONS FOR PUBLIC WATER SYSTEMS'.	9
2. CONTRACTOR AND HIS SUPPLIER TO SUPPLY & INSTALL FITTINGS AS DESIGNED. ANY ADDITIONAL FITTINGS REQUIRED BUT NOT NOTED ON PLANS BUT NECESSARY FOR CONSTRUCTION WILL BE CONSIDERED SUBSIDIARY. CONTRACTOR TO MAKE THEIR OWN DETERMINATION FOR SUBSIDIARY ITEMS. COST TO BE INCLUDED IN PIPE BIDS.	
3. CONTRACTOR IS TO COORDINATE BACKFILLING OF ALL ITEMS TO BE CONSTRUCTED WITH THE CITY PROJECT MANAGER. ALL UTILITIES TO BE TESTED IN ACCORDANCE WITH PROJECT SPECIFICATIONS. TESTS TO BE COORDINATED WITH & WITNESSED BY THE CITY INSPECTOR.	
4. EMBEDMENT REQUIREMENTS NOTED ON THESE PLANS ARE TO BE STRICTLY ADHERED TO.	
5. CONTRACTOR SHALL COORDINATE ALL SERVICE CONNECTIONS WITH THE CITY OF BRYAN (WHERE NECESSARY). CONTRACTOR WILL GIVE 72 HOUR NOTICE TO CUSTOMERS FOR DISRUPTION OF WATER SERVICE. WATER SERVICES SHALL NOT BE INTERRUPTED TO ANY PORTION OF THE SITE FOR LONGER THAN A SIX HOUR PERIOD.	
6. WATERLINE TO BE PVC (POLYVINYL CHLORIDE) AND CONFORM TO ASTM D2241. SERVICE LINES SHALL BE TYPE K COPPER (SIZE NOTED ON THE PLANS). PVC PIPE JOINTS TO HAVE SINGLE GASKET BELL TYPE JOINTS. PROVIDE 36" MINIMUM COVER FOR WATERLINES UNLESS NOTED.	
7. GATE VALVES TO BE SAME SIZE AS LINE IN WHICH INSTALLED UNLESS NOTED. PROVIDE IRON BODIED RESILIENT SEAT GATE VALVES.	
8. FITTINGS TO BE DUCTILE IRON CONFORMING TO AWWA C110 AND ANSI A21 10 FOR 2 INCHES IN DIAMETER AND LARGER.	
9. CITY WILL SHUT OFF WATER ONLY IF ABSOLUTELY NECESSARY FOR CONTRACTOR TO MAKE TIE-INS. CONTRACTOR WILL GIVE 72 HOUR NOTICE TO CITY. CLOSE COORDINATION IS REQUIRED TO ALLOW CITY SUFFICIENT TIME TO NOTIFY CUSTOMERS WATER WILL BE SHUT-OFF. CITY WILL SHUT WATER OFF ONLY ONCE. CONTRACTOR TO HAVE SUFFICIENT STAFF AND ALL REQUIRED MATERIALS ON SITE PRIOR TO BEGINNING OF WORK AND SYSTEM SHUT DOWN. ALL TIE-INS ARE TO BE COMPLETED WITHIN A 6 HOUR PERIOD.	
10. ALL NECESSARY ADJUSTMENTS TO UTILITY RELATED ITEMS (IE: WATER METERS, VALVE BOXES, GAS METERS, VALVE BOXES, MONITORING WELLS, MANHOLES, ETC.) ARE TO BE SUBSIDIARY. COSTS TO BE INCLUDED IN BID.	
11. A LICENSED PLUMBER IS REQUIRED FOR ALL WORK RELATED TO WATER SERVICES THAT IS ON PRIVATE PROPERTY.	
12. CONTRACTOR TO LOCATE ALL INTERCONNECT/DISCONNECT LOCATIONS PRIOR TO CONSTRUCTION. LINES TO BE CUT, DISCONNECTED & CAPPED AS NOTED IN PLANS.	

Utility Notes **9**

1. SUBGRADE SHALL BE PREPARED WITH A MINIMUM 6" THICKNESS, STABILIZED AS REQUIRED (6% LIME) BY THE GEOTECHNICAL REPORT, COMPACTED TO A MINIMUM OF 98% STANDARD EFFORT.	8
2. ASPHALT DESIGN SHALL CONFORM TO B/C/S UNIFIED DESIGN GUIDELINES AND TxDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS AND BRIDGES (LATEST EDITION). CONCRETE DESIGN, MATERIALS, AND WORKMANSHIP TO CONFORM TO THE CURRENT EDITION OF THE FOLLOWING STANDARDS UNLESS OTHERWISE MODIFIED ON THE DRAWINGS IN THE SPECIFICATIONS: ACI 318-02 "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE" ACI 315-99 "DETAILS AND DETAILING OF CONCRETE REINFORCEMENT" TxDOT STANDARD SPECIFICATION FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS AND BRIDGES (LATEST EDITION)	
3. MATERIALS TO BE AS FOLLOWS: ASPHALT - TYPE D ASPHALT SURFACE COURSE CONCRETE - 28-DAY COMPRESSIVE STRENGTH = 3500 PSI REINFORCING STEEL - ASTM A615, GRADE 60	
4. THE FOLLOWING CONCRETE COVER SHALL BE PROVIDED FOR REINFORCING STEEL, UNLESS OTHERWISE SHOWN: 3" - CONCRETE CAST DIRECTLY AGAINST THE GROUND 2" - FORMED SURFACES OR TOP OF FINISHED SURFACES	
5. LAP REINFORCING STEEL IN ACCORDANCE WITH ACI 318-02 (CLASS B). ALL DOWELS SHOULD BE PLACED STRAIGHT IN CONCRETE (NO BENDING) BY USING A DOWEL BASKET, ETC.	
6. PAVING RECONSTRUCTION IS NOT TO PROCEED UNTIL UTILITY CONSTRUCTION IS SUCCESSFULLY TESTED, NEW SYSTEM IS OPERATING, & ABANDONMENT OF OLD SYSTEM IS COMPLETE.	
7. EXCESS DIRT FROM EXCAVATIONS SHALL BE DISPOSED OF BY THE CONTRACTOR. CONTRACTOR MAY RETAIN DEMOLISHED ASPHALT. CITY WILL ACCEPT ASPHALT MILLINGS DELIVERED TO DESIGNATED STORAGE BY CONTRACTOR.	
8. PAVEMENT TIE-INS TO EXISTING PAVEMENT TO BE SUBSIDIARY TO THE PERTINENT BID ITEMS, SHALL BE SLOPED TO MATCH ADA AND CITY OF BRYAN SPECIFICATIONS, AND SLOPED TO ENSURE PROPER DRAINAGE.	
9. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING PAVEMENT TIE-IN ELEVATIONS PRIOR TO CONSTRUCTION TO ENSURE THAT TRANSITION FROM EXISTING TO NEW PAVEMENT IS FLUSH AND WITHIN ADA COMPLIANCE. CONTRACTOR SHALL REPORT DISCREPANCIES WITH TIE-IN ELEVATIONS TO CONSULTING ENGINEER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOT PROCEED WITHOUT DIRECTION TO RESOLVE THE DISCREPANCIES FROM THE CONSULTING ENGINEER. IF THE CONTRACTOR CONSTRUCTS THE NEW PAVEMENT WITHOUT DIRECTION FROM THE CONSULTING ENGINEER AND THE PAVEMENT IS OUT OF COMPLIANCE, THE CONTRACTOR SHALL REMOVE THE PAVEMENT REQUIRED TO MAKE THE NEW PAVEMENT COMPLIANT AT THE CONTRACTOR'S EXPENSE.	
10. COORDINATE CONSTRUCTION CLOSELY WITH CITY TO ASSURE THAT THERE ARE NO CONFLICTS BETWEEN GRADING, DRAINAGE AND PAVING IMPROVEMENTS.	
11. PROPOSED PAVEMENT ELEVATIONS SHOWN ARE TOP OF FINISHED PAVEMENT (P), OR CURB (T) AS NOTED. PROPOSED FLOWLINE ELEVATIONS ARE NOTED (FL). PROVIDE EXPANSION JOINTS AND CONTROL JOINTS IN ACCORDANCE WITH CONSTRUCTION PLANS. CITY OF BRYAN STANDARD SPECIFICATION AND DETAILS, CURB AND GUTTER SHALL HAVE 1/2" PREMOLDED OR 3/4" REDWOOD OR CYPRESS EXPANSION JOINT AS DETAILED (UNLESS NOTED OTHERWISE), AND SHALL HAVE GROOVED CONTROL JOINTS AS DETAILED. ALL JOINTS WILL BE SEALED IN ACCORDANCE W/ TECHNICAL SPECIFICATIONS. EXPANSION JOINTS FOR CURBS AND GUTTER SHALL MATCH EXPANSION JOINTS IN STREET.	
13. ALL FORMS MUST BE WELL STAKED AND THOROUGHLY BRACED SO THAT TAMPING OF MATERIALS WILL NOT DISTURB THEM OR MOVE THEM OUT OF LINE.	
14. CARE MUST BE TAKEN THAT THE CURB AND GUTTER SHALL NOT SHOW TROWEL MARKS, HIGH SPOTS, SAGS OR HORIZONTAL DEFLECTIONS AND ANY SECTION SHOWING SAME AFTER BEING FINISHED WILL NOT BE ACCEPTED BY THE CITY OF BRYAN AND MUST BE REPLACED BY THE CONTRACTOR. OTHER CONCRETE IMPERFECTIONS ON ROADWAY, SIDEWALK & OTHER STRUCTURES ARE TO BE HANDLED IN SIMILAR FASHION TO ENSURE HIGH QUALITY.	
15. THE COMPLETED CONCRETE PAVEMENT SHALL BE CURED BY A METHOD APPROVED BY THE CITY OF BRYAN. LIQUID MEMBRANE CURING COMPOUND WHICH COMPLIES WITH THE "STANDARD SPECIFICATIONS FOR LIQUID MEMBRANE FORMING COMPOUNDS FOR CURING CONCRETE", ASTM C309 TYPE 2 WHITE PIGMENTED MAY BE USED.	

Paving Notes **8**

1. SYSTEM COMPONENTS AND DESIGNS MUST ADHERE TO TITLE 30, TEXAS ADMINISTRATIVE CODE, CHAPTER 334.	7
2. DUAL AUTHORIZATION AND ACTIVATION OF FUEL PUMPS: <ul style="list-style-type: none"> • PRIMARY AUTHORIZATION: FUEL ISLAND TERMINAL SHALL BE CAPABLE OF AUTHORIZING AND ACTIVATING FUEL PUMPS THROUGH USE OF BOTH A RADIO FREQUENCY IDENTIFICATION (RFID) BADGE AND CHIP KEY WHILE VEHICLE IS PARKED ADJACENT TO FUEL ISLAND. • SECONDARY AUTHORIZATION: FUEL ISLAND TERMINAL SHALL BE CAPABLE OF AUTHORIZING AND ACTIVATING FUEL PUMPS THROUGH USE OF RFID WIRELESS TECHNOLOGY WHILE VEHICLE IS PARKED ADJACENT TO FUEL ISLAND. • FUEL ISLAND TERMINAL SHALL BE CAPABLE OF GROUPING VEHICLES BY DEPARTMENT • FUEL ISLAND TERMINAL SHALL BE CAPABLE OF GROUPING VEHICLES BY CITY-SPECIFIED CLASSIFICATIONS (GARBAGE TRUCK, PICKUP, ETC.) • FUEL ISLAND TERMINAL SHALL BE CAPABLE OF MANAGING RFID EQUIPMENT FOR 300 VEHICLES, HAVING A MIX OF OBD, OBD-II AND DATA LINK I1939 SYSTEMS. • FUEL ISLAND TERMINAL SHALL BE CAPABLE OF PRODUCING THE FOLLOWING TRANSACTION DATA: <ul style="list-style-type: none"> •• TRANSACTION TIME AND DATE •• DRIVER ID (RFID BADGE) •• VEHICLE ID (CHIP KEY, RFID TAG, OR COMBINATION) •• FUEL TYPE •• FUEL QUANTITY DISPENSED (GALLONS) •• SITE LOCATION AND PUMP NUMBER •• VEHICLE MILEAGE AND VEHICLE HOURS 	
3. FUEL MANAGEMENT SOFTWARE MUST BE CAPABLE OF PROVIDING A COMPLETE FUEL RECONCILIATION (FUEL RECEIPT, DELIVERY, INVENTORY) FOR BOTH FUEL TERMINALS, AND MUST BE COMPATIBLE FOR SEAMLESS DATA ENTRY INTO THE CITY'S ENTERPRISE SYSTEM (NAVLINE, SELECT VERSION 9.1.21.2).	
4. FUEL ISLAND TERMINAL MUST HAVE A LOCAL BACKUP SAVED TO AN EXTERNAL MEMORY SOURCE ACCESSIBLE BY THE CITY.	
5. FUEL ISLAND TERMINAL MUST HAVE THE ABILITY TO DIAGNOSE, COMMAND, DEACTIVATE DISPENSERS AND OBSERVE TRANSACTIONS IN REAL-TIME.	
6. FUEL ISLAND TERMINAL MUST HAVE ALARM SYSTEM WITH THE ABILITY TO GENERATE ALARM HISTORY.	
7. FUEL ISLAND TERMINAL MUST HAVE SOFTWARE REPORTING WITH THE ABILITY TO GENERATE THE FOLLOWING CRITERIA: <ul style="list-style-type: none"> • PER DRIVER • PER VEHICLE • PER GROUP OR DEPARTMENT • DISPENSER OUTPUT HISTORY • CRITERIA THAT IS CUSTOMIZABLE BY THE CITY OF BRYAN THAT CAN BE SAVED FOR REPEATED GENERATION OF THE SAME REPORT • QUERY BASED UPON USER-DEFINED TIME PERIODS • ABILITY TO AUTOMATICALLY POLL TRANSITIONS FROM BOTH SITES BASED UPON USED-DEFINED TIME PERIODS • ABILITY TO SAVE REPORTS ELECTRONICALLY DIRECTLY FROM THE SOFTWARE • ABILITY TO SCHEDULE REPORTS TO AUTOMATICALLY GENERATE, EMAIL OR SAVE TO A SPECIFIED LOCATION 	
8. SOFTWARE SHALL BE "CLOUD-BASED" TO PROVIDE ACCESS FROM MULTIPLE LOCATIONS AND COMPUTERS PER THE FOLLOWING: <ul style="list-style-type: none"> • MULTIPLE ADMINISTRATIVE USERS (SET-UP, MONITOR, ETC.) • MULTIPLE STANDARD USERS (RUN REPORTS, VIEW DATA, ETC.) • CONCURRENT USERS - AT LEAST ONE ADMINISTRATOR USER AND THREE STANDARD USERS 	
9. NETWORK SECURITY/SOFTWARE APPLICATIONS: <ul style="list-style-type: none"> • THE SOFTWARE SUPPLIER SHALL PROVIDE SUMMARY DOCUMENTATION OF PROCURED PRODUCTS SECURITY FEATURES AND SECURITY-FOCUSED INSTRUCTIONS ON PRODUCT MAINTENANCE, SUPPORT, AND RECONFIGURATION OF DEFAULT SETTINGS. • THE SUPPLIER SHALL NOT, UNLESS SPECIFICALLY REQUESTED BY THE CITY, ALLOW MULTIPLE CONCURRENT LOGINS USING THE SAME AUTHENTICATION CREDENTIALS. ALLOW APPLICATIONS TO RETAIN LOGIN INFORMATION BETWEEN SESSIONS, PROVIDE ANY AUTO-FILL FUNCTIONALITY DURING LOGIN, OR ALLOW ANONYMOUS LOGINS, UNLESS SPECIFICALLY REQUESTED BY THE CITY. • THE SUPPLIER SHALL PROVIDE A METHOD TO RESTRICT COMMUNICATION TRAFFIC BETWEEN DIFFERENT NETWORK SECURITY ZONES (WHERE TECHNICALLY FEASIBLE). THE SUPPLIER SHALL PROVIDE DOCUMENTATION ON ANY METHOD OR EQUIPMENT USED TO RESTRICT COMMUNICATION TRAFFIC. • THE SUPPLIER SHALL REMOVE ALL SOFTWARE COMPONENTS THAT ARE NOT REQUIRED FOR THE OPERATION AND/OR MAINTENANCE OF THE PROCURED PRODUCT. IF REMOVAL IS NOT TECHNICALLY FEASIBLE, THEN THE SUPPLIER SHALL DISABLE SOFTWARE NOT REQUIRED FOR THE OPERATION AND/OR MAINTENANCE OF THE PROCURED PRODUCT. THIS REMOVAL SHALL NOT IMPED THE PRIMARY FUNCTION OF THE PROCURED PRODUCT. • THE SUPPLIER SHALL CONFIGURE EACH COMPONENT OF THE PROCURED PRODUCT TO OPERATE USING THE PRINCIPLE OF LEAST PRIVILEGE. THIS INCLUDES OPERATING SYSTEM PERMISSIONS, FILE ACCESS, USER ACCOUNTS, APPLICATION-TO-APPLICATION COMMUNICATIONS, AND ENERGY DELIVERY SYSTEM SERVICES. • THE SUPPLIER SHALL CHANGE DEFAULT ACCOUNT SETTINGS TO CITY-SPECIFIC SETTINGS (E.G., LENGTH, COMPLEXITY, HISTORY, AND CONFIGURATIONS) OR SUPPORT THE CITY IN THESE CHANGES. THE SUPPLIER SHALL NOT PUBLISH CHANGED ACCOUNT INFORMATION. THE SUPPLIER SHALL PROVIDE NEW ACCOUNT INFORMATION TO THE CITY VIA A PROTECTED MECHANISM OF DEFAULT SETTINGS. 	

Terminal/Software Notes **7**



Utility Locate Service **N.T.S.** **6**

THIS PROJECT GENERALLY CONSISTS OF (BUT NOT LIMITED TO) THE FOLLOWING:
DEMOLITION OF THE EXISTING FUEL ISLAND, STORAGE TANKS, FUEL PIPING, AND ASSOCIATED APPURTENANCES. PROVISION OF A NEW FUEL ISLAND TO THE PROJECT SITE AS SHOWN ON THE DRAWINGS. THE NEW FUEL ISLAND CONSISTS OF NEW UNDERGROUND STORAGE TANKS, AN ABOVEGROUND STORAGE TANK FOR DEF, WEATHER CANOPY, AND APPURTENANCES.

UNDERGROUND STORAGE TANK INSTALLATION, CLOSURE, AND REGULATORY COORDINATION IS REQUIRED. THE CONTRACTOR SHALL COORDINATE THESE REQUIREMENTS USING AN INDIVIDUAL OR FIRM HOLDING A TCEQ UST ON-SITE SUPERVISOR A&B CERTIFICATION. IDENTIFICATION OF THE LICENSE OF THE LICENSE HOLDER SHALL BE PROVIDED AS PART OF THE CONTRACTOR'S SUBMITTED BID.

FUEL DISPENSERS, ISLAND TERMINALS, AND MONITORING EQUIPMENT IS LIMITED TO A SOLE MANUFACTURER - GASBOY - AS SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE COMMISSIONING AND STARTUP OF GASBOY EQUIPMENT AND SOFTWARE BYWAY OF A GASBOY AUTHORIZED SERVICE CONTRACTOR. THE PROJECT SCOPE INCLUDES MIGRATION OF THE CITY'S DRIVER AND VEHICLE LIST TO GASBOY'S EKOS PLATFORM. IDENTIFICATION OF THE LICENSE HOLDER SHALL BE PROVIDED AS PART OF THE CONTRACTOR'S SUBMITTED BID.

EKOS LICENSING AGREEMENT SHALL INCLUDE ONE (1) YEAR OF CONTINUOUS SERVICE FOR TWO (2) FUEL SITE TERMINALS PLUS CELLULAR DEVICES AND MONTHLY CELLULAR FEES. INCLUDED IN THIS SCOPE ARE SETUP FEES FOR EKOS PRODUCTS FOR BOTH TERMINALS: FUEL SITE MODULE, EKOS GPS, AND SINGLE SIGN ON INTEGRATION.

- THE FOLLOWING EQUIPMENT SHALL BE PURCHASED BY THE CONTRACTOR AND DELIVERED TO THE CITY:
- (1) WIRELESS VEHICLE PROGRAMMER (Z-FLO-WP001)
 - (1) FLEET HEAD OFFICE MILFARE READER (Z-FLO-PMTR01)
 - (65) BLUE MILFARE TAGS (BOX OF 10) (Z-FLO-MTUB01)
 - (1) STANDARD FLOW NANO NOZZLE READER (M09677B035)
 - (10) SELF-INSTALLED 105mm RING (Z-FLO-VTR002)
 - (10) FUEL CUBES (Z-FLO-VTR021)
 - (10) MICRO DATA-PASS (GDZFLODPVB09)

PROJECT COMPLETION WILL RESULT IN A COMPLETE AND OPERATIONAL FUEL ISLAND OPERATION WITH GASBOY DISPENSING AND MONITORING EQUIPMENT SUPPORTED BY EKOS USING A CELLULAR COMMUNICATION PATH.

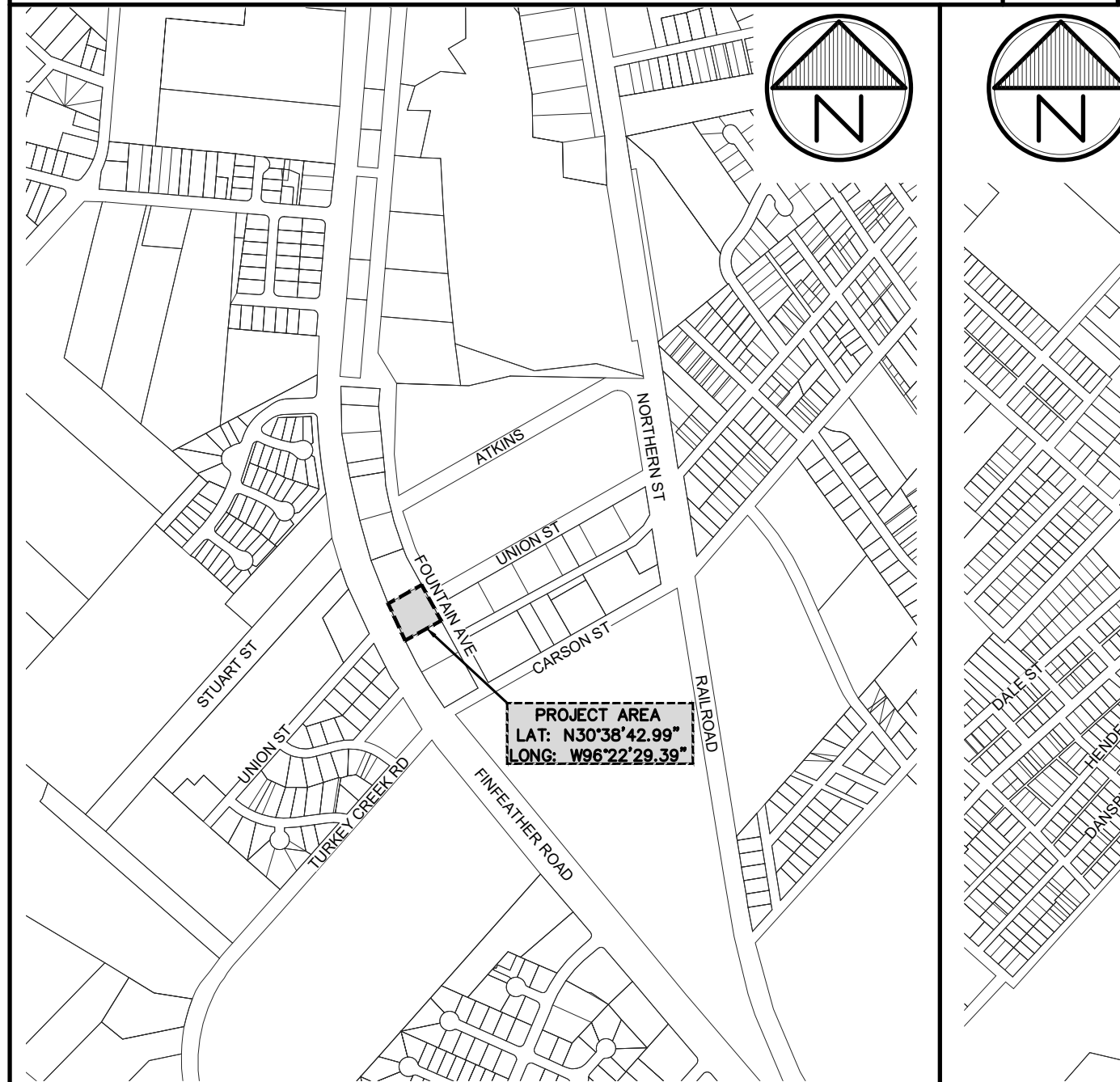
General Project Scope **5**

Bench Mark List		
NO.	DESCRIPTION	ELEVATION
2	1/2" IRON ROD LOCATED ALONG THE WEST SIDE OF WACO STREET APPROX. 46' IN A SOUTHWESTERLY DIRECTION FROM THE FEDERAL PARK SIGN, AND APPROX. 52' IN A SOUTHWESTERLY DIRECTION FROM THE SOUTHWEST POST OF THE CHAIN LINK FENCE.	326.65
5	1/2" IRON ROD LOCATED IN THE MEDIAN ON WACO STREET APPROX. 402' IN A SOUTHERLY DIRECTION FROM THE SOUTH CORNER OF THE EXISTING FUEL CENTER, AND APPROX. 480' IN A SOUTHWESTERLY DIRECTION FROM THE WATER METER LOCATED IN THE GRASS MEDIAN IN THE PARKING LOT.	332.71
6	'X' IN CONCRETE SIDEWALK LOCATED APPROX. 7.5' IN A SOUTHWESTERLY DIRECTION FROM THE SOUTHWEST FACING EDGE OF THE SIDEWALK LEADING TO THE BRYAN CITY FACILITY SERVICES BUILDINGS, AND APPROX. 6' IN A NORTHWESTERLY DIRECTION FROM THE CHAIN LINK FENCE.	324.23

Control Point List		
NO.	DESCRIPTION	ELEV./COORD
1	60D NAIL LOCATED APPROX. 78' IN AN EASTERLY DIRECTION FROM THE VACUUM AT THE EXISTING TRUCK WASH, AND APPROX. 54' IN A SOUTHEASTERLY DIRECTION FROM THE SOUTH CORNER OF THE TRUCK WASH BUILDING.	N: 3547152.0363 E: 10235587.7196
7	60D NAIL LOCATED ON THE WEST SIDE OF WACO STREET APPROX. 380' IN A WESTERLY DIRECTION FROM THE SOUTHWESTERN MOST LIGHT POLE APPEARING ON PLAN, AND APPROX. 404' IN A WESTERLY DIRECTION FROM THE WEST CORNER OF THE EXISTING FUEL CENTER PAVEMENT.	N: 3546495.0090 E: 10235502.6765

NOTE: CONTRACTOR SHALL REESTABLISH PROJECT CONTROL ON SITE PRIOR TO BEGINNING ANY WORK.

Bench Mark/Control Point List **4** **Legend** **3**



Fountain Street **N.T.S.** **2**

Existing	
---	EXISTING RIGHT-OF-WAY
---	WATER LINE
---	UNDERGROUND ELECTRIC LINE
---	CHAINLINK FENCE
---	ELECTRICAL BOX
---	BENCH MARK
---	CONTROL POINT
---	LIGHT POLE
---	AIR CONDITIONER UNIT
---	WATER VALVE
---	WATER METER
---	SANITARY SEWER CLEANOUT
---	BREAKER BOX
---	ASPHALT PAVEMENT
---	CONCRETE
---	TREE

Proposed	
---	AIR LINE (SIZE NOTED)
---	UNDERGROUND ELECTRIC CONDUIT
---	UNDERGROUND FIBER CONDUIT
---	UNDERGROUND LOW VOLTAGE COMMUNICATION CONDUIT
---	UNDERGROUND DATA CONDUIT
---	WATERLINE (SIZE NOTED)
---	DEF LINE
---	DIESEL FUEL LINE
---	UNLEADED FUEL LINE
---	FUEL REMOTE FILL LINE
---	FUEL TANK VENT LINE
---	SILT FENCE
---	CONCRETE PAVEMENT
---	UNLEADED/DIESEL DISPENSER
---	DEF DISPENSER
---	ISLANDER PRIME TERMINAL
---	CANOPY COLUMN
---	EMERGENCY SHOWER
---	PIPE BOLLARD
---	AIRWATER DISPENSER RACK

---	1" A	---	DATA
---	UD	---	DEF
---	DEF	---	D
---	T	---	U
---	C	---	F
---	I	---	V
---	S	---	SF

---	CONCRETE PAVEMENT
---	UNLEADED/DIESEL DISPENSER
---	DEF DISPENSER
---	ISLANDER PRIME TERMINAL
---	CANOPY COLUMN
---	EMERGENCY SHOWER
---	PIPE BOLLARD
---	AIRWATER DISPENSER RACK

G=GROUND
T=TOP OF CURB
P=TOP OF PAVEMENT
FL=FLOW LINE

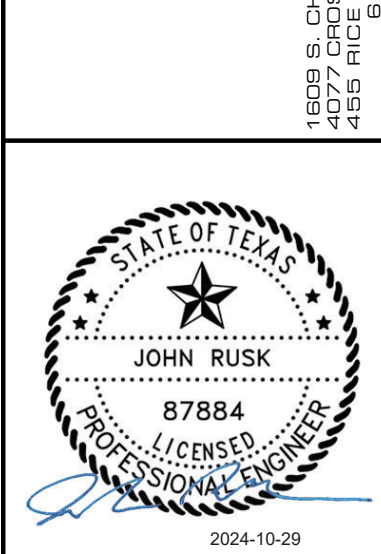
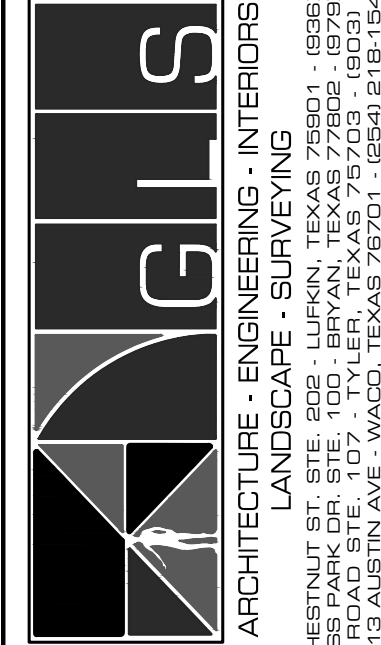
NOTE: LEGENDS WITHIN SPECIFIC SECTIONS APPLY ONLY TO THOSE SECTIONS. THE LEGENDS LISTED ABOVE ARE TYPICAL UNLESS NOTED OTHERWISE.

Waco Street - M.S.C. Building N.T.S. 1	
--	--

REVISIONS	DATE	BY	APP'D BY	ISSUED
1			JR	###
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3				
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T.B.P.E.L.B. FIRM NO. F-413
T.B.A.E. FIRM NO. BR 201
T.B.P.E.L.B. FIRM NO. 101110000

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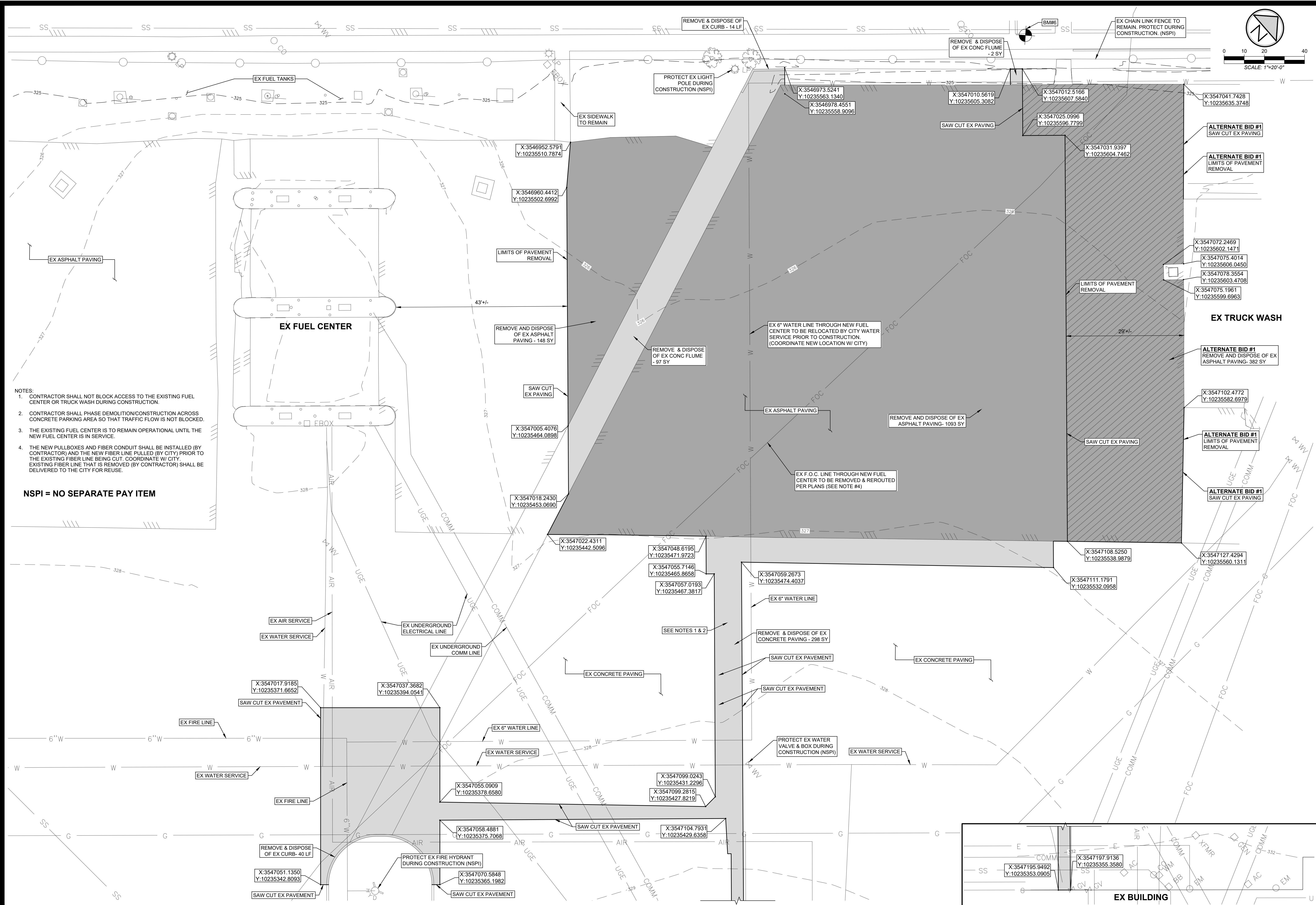


Fueling Center Reconstruction
City of Bryan
Bryan, Texas
Project Notes and Information

JOB NUMBER
600230

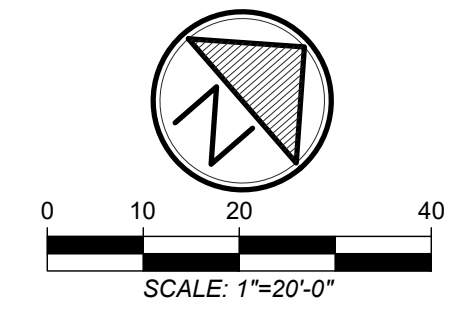
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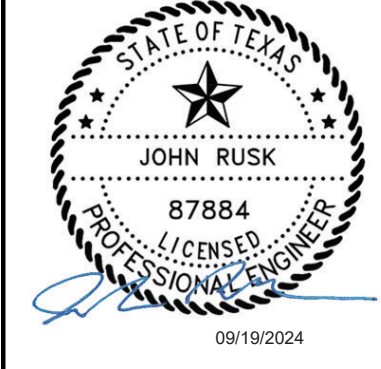
- NOTES:
1. CONTRACTOR SHALL NOT BLOCK ACCESS TO THE EXISTING FUEL CENTER OR TRUCK WASH DURING CONSTRUCTION.
 2. CONTRACTOR SHALL PHASE DEMOLITION/CONSTRUCTION ACROSS CONCRETE PARKING AREA SO THAT TRAFFIC FLOW IS NOT BLOCKED.
 3. THE EXISTING FUEL CENTER IS TO REMAIN OPERATIONAL UNTIL THE NEW FUEL CENTER IS IN SERVICE.
 4. THE NEW PULLBOXES AND FIBER CONDUIT SHALL BE INSTALLED (BY CONTRACTOR) AND THE NEW FIBER LINE PULLED (BY CITY) PRIOR TO THE EXISTING FIBER LINE BEING CUT. COORDINATE W/ CITY. EXISTING FIBER LINE THAT IS REMOVED (BY CONTRACTOR) SHALL BE DELIVERED TO THE CITY FOR REUSE.

NSPI = NO SEPARATE PAY ITEM



DATE	REVISIONS

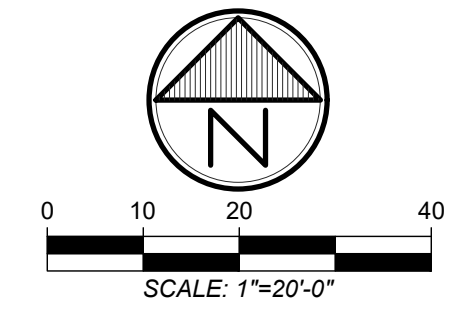
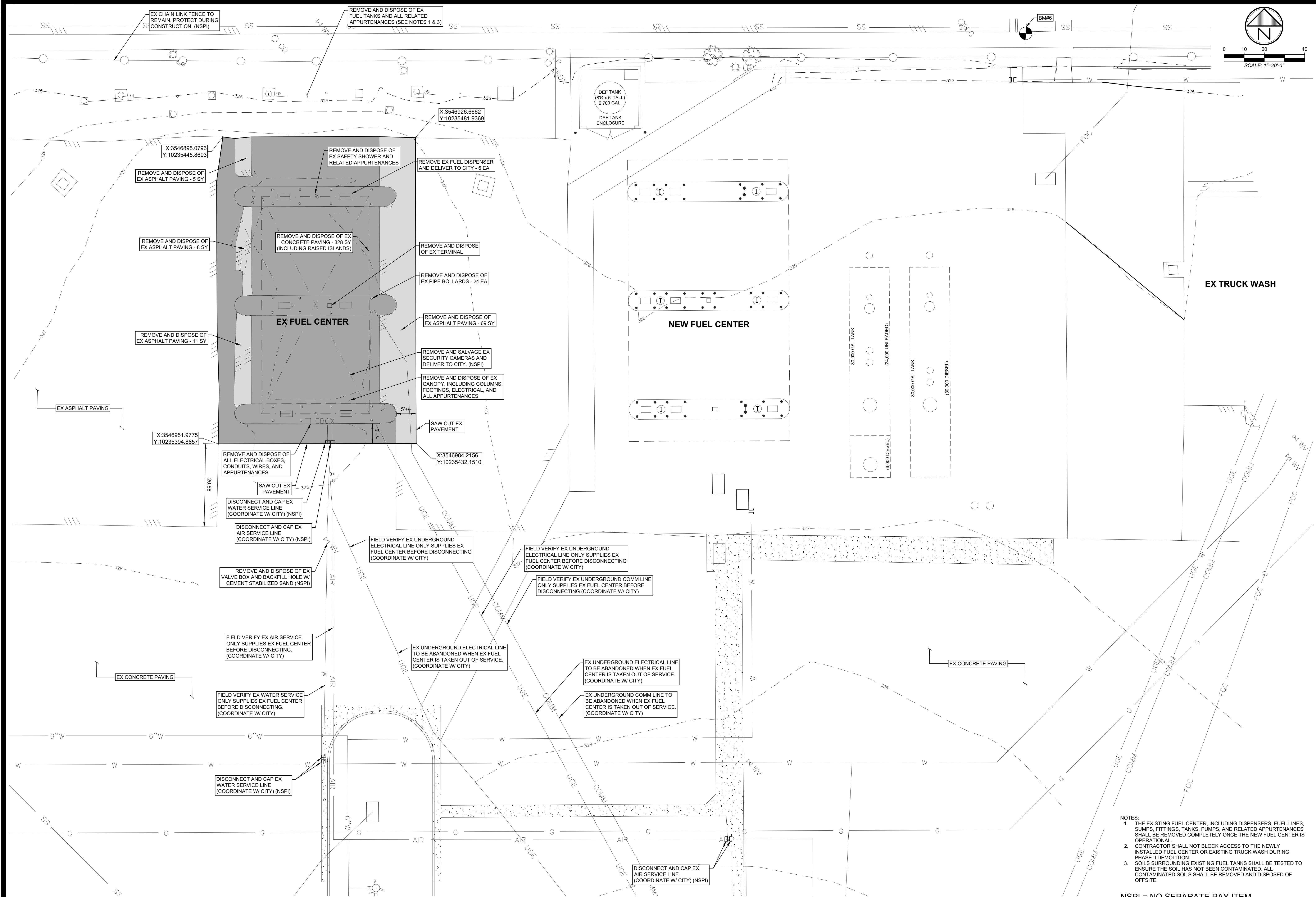
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Fueling Center Reconstruction
 City of Bryan
 Bryan, Texas
Ex. Conditions & Demo. Plan - Ph. 1

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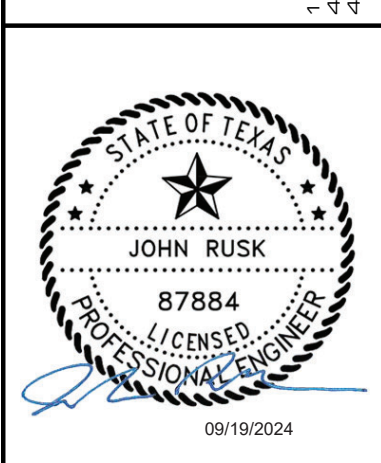
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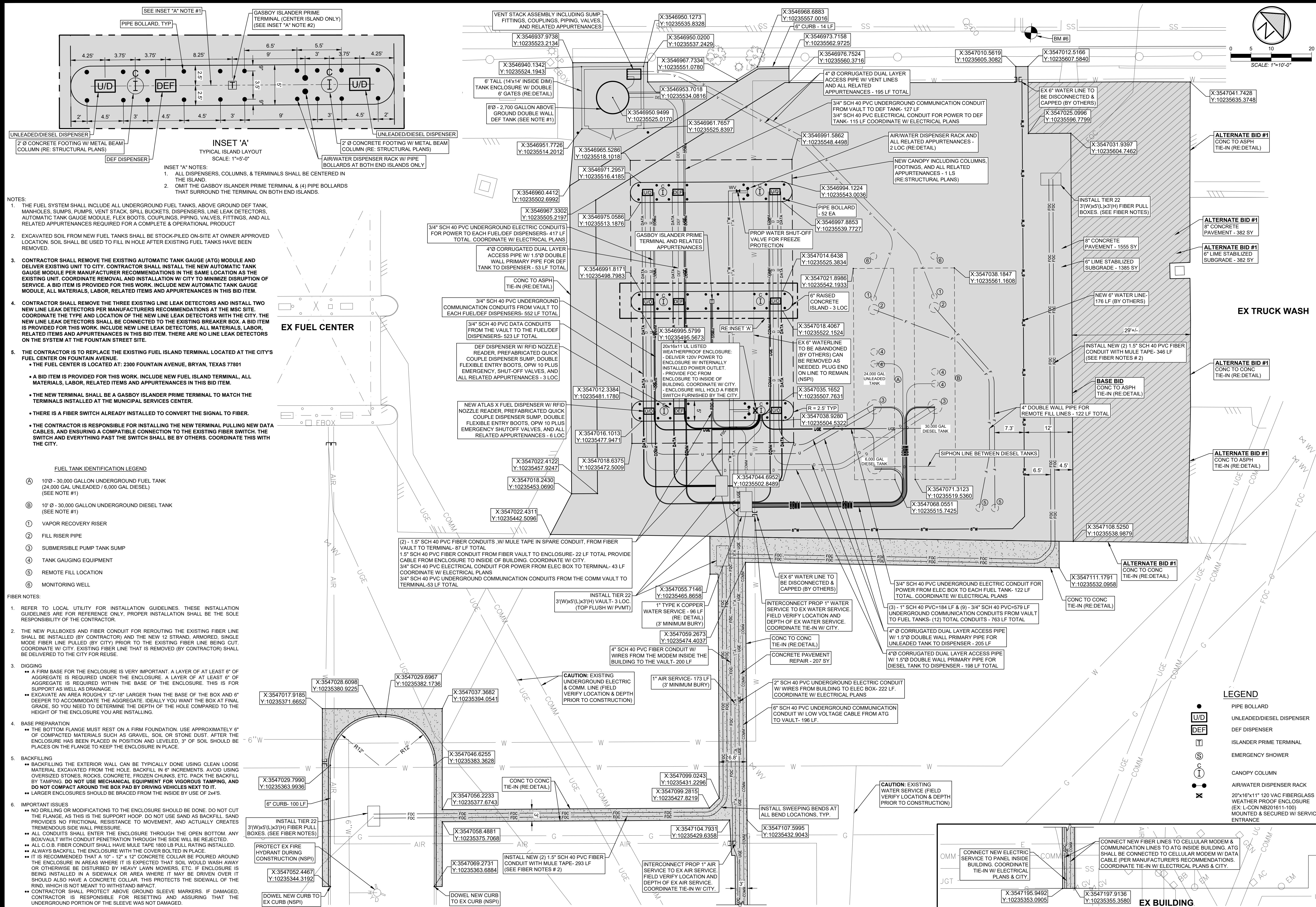


Fueling Center Reconstruction
 City of Bryan
 Bryan, Texas
Ex. Conditions & Demo. Plan - Ph. 2

JOB NUMBER
600230

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- NOTES:
1. THE EXISTING FUEL CENTER, INCLUDING DISPENSERS, FUEL LINES, SUMPS, FITTINGS, TANKS, PUMPS, AND RELATED APPURTENANCES SHALL BE REMOVED COMPLETELY ONCE THE NEW FUEL CENTER IS OPERATIONAL.
 2. CONTRACTOR SHALL NOT BLOCK ACCESS TO THE NEWLY INSTALLED FUEL CENTER OR EXISTING TRUCK WASH DURING PHASE II DEMOLITION.
 3. SOILS SURROUNDING EXISTING FUEL TANKS SHALL BE TESTED TO ENSURE THE SOIL HAS NOT BEEN CONTAMINATED. ALL CONTAMINATED SOILS SHALL BE REMOVED AND DISPOSED OF OFFSITE.
- NSPI = NO SEPARATE PAY ITEM



- NOTES:**
- THE FUEL SYSTEM SHALL INCLUDE ALL UNDERGROUND FUEL TANKS, ABOVE GROUND DEF TANK, MANHOLES, SUMPS, PUMPS, VENT STACK, SPILL BUCKETS, DISPENSERS, LINE LEAK DETECTORS, AUTOMATIC TANK GAUGE MODULE, FLEX BOOTS, COUPLINGS, PIPING, VALVES, FITTINGS, AND ALL RELATED APPURTENANCES REQUIRED FOR A COMPLETE & OPERATIONAL PRODUCT
 - EXCAVATED SOIL FROM NEW FUEL TANKS SHALL BE STOCK-PILED ON-SITE AT OWNER APPROVED LOCATION. SOIL SHALL BE USED TO FILL IN HOLE AFTER EXISTING FUEL TANKS HAVE BEEN REMOVED.
 - CONTRACTOR SHALL REMOVE THE EXISTING AUTOMATIC TANK GAUGE (ATG) MODULE AND DELIVER EXISTING UNIT TO CITY. CONTRACTOR SHALL INSTALL THE NEW AUTOMATIC TANK GAUGE MODULE PER MANUFACTURER RECOMMENDATIONS IN THE SAME LOCATION AS THE EXISTING UNIT. COORDINATE REMOVAL AND INSTALLATION W/ CITY TO MINIMIZE DISRUPTION OF SERVICE. A BID ITEM IS PROVIDED FOR THIS WORK. INCLUDE NEW AUTOMATIC TANK GAUGE MODULE, ALL MATERIALS, LABOR, RELATED ITEMS AND APPURTENANCES IN THIS BID ITEM.
 - CONTRACTOR SHALL REMOVE THE THREE EXISTING LINE LEAK DETECTORS AND INSTALL TWO NEW LINE LEAK DETECTORS PER MANUFACTURER'S RECOMMENDATIONS AT THE MSC SITE. COORDINATE THE TYPE AND LOCATION OF THE NEW LINE LEAK DETECTORS WITH THE CITY. THE NEW LINE LEAK DETECTORS SHALL BE CONNECTED TO THE EXISTING BREAKER BOX. A BID ITEM IS PROVIDED FOR THIS WORK. INCLUDE NEW LINE LEAK DETECTORS, ALL MATERIALS, LABOR, RELATED ITEMS AND APPURTENANCES IN THIS BID ITEM. THERE ARE NO LINE LEAK DETECTORS ON THE SYSTEM AT THE FOUNTAIN STREET SITE.
 - THE CONTRACTOR IS TO REPLACE THE EXISTING FUEL ISLAND TERMINAL LOCATED AT THE CITY'S FUEL CENTER ON FOUNTAIN AVENUE.
 - THE FUEL CENTER IS LOCATED AT: 2300 FOUNTAIN AVENUE, BRYAN, TEXAS 77801
 - A BID ITEM IS PROVIDED FOR THIS WORK. INCLUDE NEW FUEL ISLAND TERMINAL, ALL MATERIALS, LABOR, RELATED ITEMS AND APPURTENANCES IN THIS BID ITEM.
 - THE NEW TERMINAL SHALL BE A GASBOY ISLANDER PRIME TERMINAL TO MATCH THE TERMINALS INSTALLED AT THE MUNICIPAL SERVICES CENTER.
 - THERE IS A FIBER SWITCH ALREADY INSTALLED TO CONVERT THE SIGNAL TO FIBER.
 - THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING THE NEW TERMINAL PULLING NEW DATA CABLES, AND ENSURING A COMPATIBLE CONNECTION TO THE EXISTING FIBER SWITCH. THE SWITCH AND EVERYTHING PAST THE SWITCH SHALL BE BY OTHERS. COORDINATE THIS WITH THE CITY.

- FUEL TANK IDENTIFICATION LEGEND**
- Ⓐ 10' Ø - 30,000 GALLON UNDERGROUND FUEL TANK (24,000 GAL UNLEADED / 6,000 GAL DIESEL) (SEE NOTE #1)
 - Ⓑ 10' Ø - 30,000 GALLON UNDERGROUND DIESEL TANK (SEE NOTE #1)
 - ① VAPOR RECOVERY RISER
 - ② FILL RISER PIPE
 - ③ SUBMERSIBLE PUMP TANK SUMP
 - ④ TANK GAUGING EQUIPMENT
 - ⑤ REMOTE FILL LOCATION
 - ⑥ MONITORING WELL

- FIBER NOTES:**
- REFER TO LOCAL UTILITY FOR INSTALLATION GUIDELINES. THESE INSTALLATION GUIDELINES ARE FOR REFERENCE ONLY. PROPER INSTALLATION SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
 - THE NEW PULLBOXES AND FIBER CONDUIT FOR REROUTING THE EXISTING FIBER LINE SHALL BE INSTALLED (BY CONTRACTOR) AND THE NEW 12 STRAND, ARMORED, SINGLE MODE FIBER LINE PULLED (BY CITY) PRIOR TO THE EXISTING FIBER LINE BEING CUT. COORDINATE W/ CITY. EXISTING FIBER LINE THAT IS REMOVED (BY CONTRACTOR) SHALL BE DELIVERED TO THE CITY FOR REUSE.
 - DISSIPATING
 - A FIRM BASE FOR THE ENCLOSURE IS VERY IMPORTANT. A LAYER OF AT LEAST 6" OF AGGREGATE IS REQUIRED UNDER THE ENCLOSURE. A LAYER OF AT LEAST 6" OF AGGREGATE IS REQUIRED WITHIN THE BASE OF THE ENCLOSURE. THIS IS FOR SUPPORT AS WELL AS DRAINAGE.
 - EXCAVATE AN AREA ROUGHLY 12" X 18" LARGER THAN THE BASE OF THE BOX AND 6" DEEPER TO ACCOMMODATE THE AGGREGATE. IDEALLY YOU WANT THE BOX AT FINAL GRADE, SO YOU NEED TO DETERMINE THE DEPTH OF THE HOLE COMPARED TO THE HEIGHT OF THE ENCLOSURE YOU ARE INSTALLING.
 - BASE PREPARATION
 - THE BOTTOM FLANGE MUST REST ON A FIRM FOUNDATION. USE APPROXIMATELY 6" OF COMPACTED MATERIALS SUCH AS GRAVEL, SOIL OR STONE DUST. AFTER THE ENCLOSURE HAS BEEN PLACED IN POSITION AND LEVELLED, 3" OF SOIL SHOULD BE PLACED ON THE FLANGE TO KEEP THE ENCLOSURE IN PLACE.
 - BACKFILLING
 - BACKFILLING THE EXTERIOR WALL CAN BE TYPICALLY DONE USING CLEAN LOOSE MATERIAL EXCAVATED FROM THE HOLE. BACKFILL IN 6" INCREMENTS, AVOID USING OVERSIZED STONES, CONCRETE, FROZEN CHUNKS, ETC. PACK THE BACKFILL BY TAMPING. DO NOT USE MECHANICAL EQUIPMENT FOR VIGOROUS TAMPING, AND DO NOT COMPACT AROUND THE BOX PAD BY DRIVING VEHICLES NEXT TO IT.
 - LARGER ENCLOSURES SHOULD BE BRACED FROM THE INSIDE BY USE OF 2x4'S.
 - IMPORTANT ISSUES
 - NO DRILLING OR MODIFICATIONS TO THE ENCLOSURE SHOULD BE DONE. DO NOT CUT THE FLANGE, AS THIS IS THE SUPPORT HOOP. DO NOT USE SAND AS BACKFILL. SAND PROVIDES NO FRICTIONAL RESISTANCE TO MOVEMENT, AND ACTUALLY CREATES TREMENDOUS SIDE WALL PRESSURE.
 - ALL CONDUITS SHALL ENTER THE ENCLOSURE THROUGH THE OPEN BOTTOM. ANY BOX/Vault WITH CONDUIT PENETRATION THROUGH THE SIDE WILL BE REJECTED.
 - ALL C.O.B. FIBER CONDUIT SHALL HAVE MULE TAPE 1800 LB PULL RATING INSTALLED.
 - ALWAYS BACKFILL WITH THE COVER BOLTED IN PLACE.
 - IT IS RECOMMENDED THAT A 10" X 12" X 12" CONCRETE COLLAR BE POURED AROUND THE ENCLOSURE IN AREAS WHERE IT IS EXPECTED THAT SOIL WOULD WASH AWAY OR OTHERWISE BE DISTURBED BY HEAVY LAWN MOWERS, ETC. IF ENCLOSURE IS BEING INSTALLED IN A SIDEWALK OR AREA WHERE IT MAY BE DRIVEN OVER IT SHOULD ALSO HAVE A CONCRETE COLLAR. THIS PROTECTS THE SIDEWALL OF THE RIND, WHICH IS NOT MEANT TO WITHSTAND IMPACT.
 - CONTRACTOR SHALL PROTECT ABOVE GROUND SLEEVE MARKERS. IF DAMAGED, CONTRACTOR IS RESPONSIBLE FOR RESETTING AND ASSURING THAT THE UNDERGROUND PORTION OF THE SLEEVE WAS NOT DAMAGED.

- LEGEND**
- PIPE BOLLARD
 - UNLEADED/DIESEL DISPENSER
 - DEF DISPENSER
 - ISLANDER PRIME TERMINAL
 - EMERGENCY SHOWER
 - CANOPY COLUMN
 - AIR/WATER DISPENSER RACK
 - 20"x16"x11" 120 VAC FIBERGLASS WEATHER PROOF ENCLOSURE (EX-L-COM NB201611-100) MOUNTED & SECURED W/ SERVICE ENTRANCE

SCALE: 1"=10'-0"

REVISIONS

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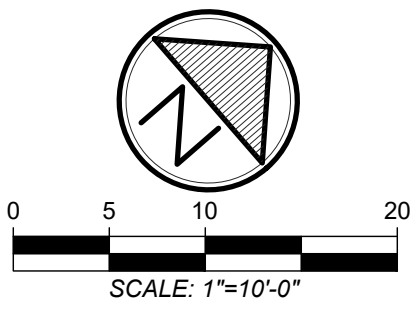
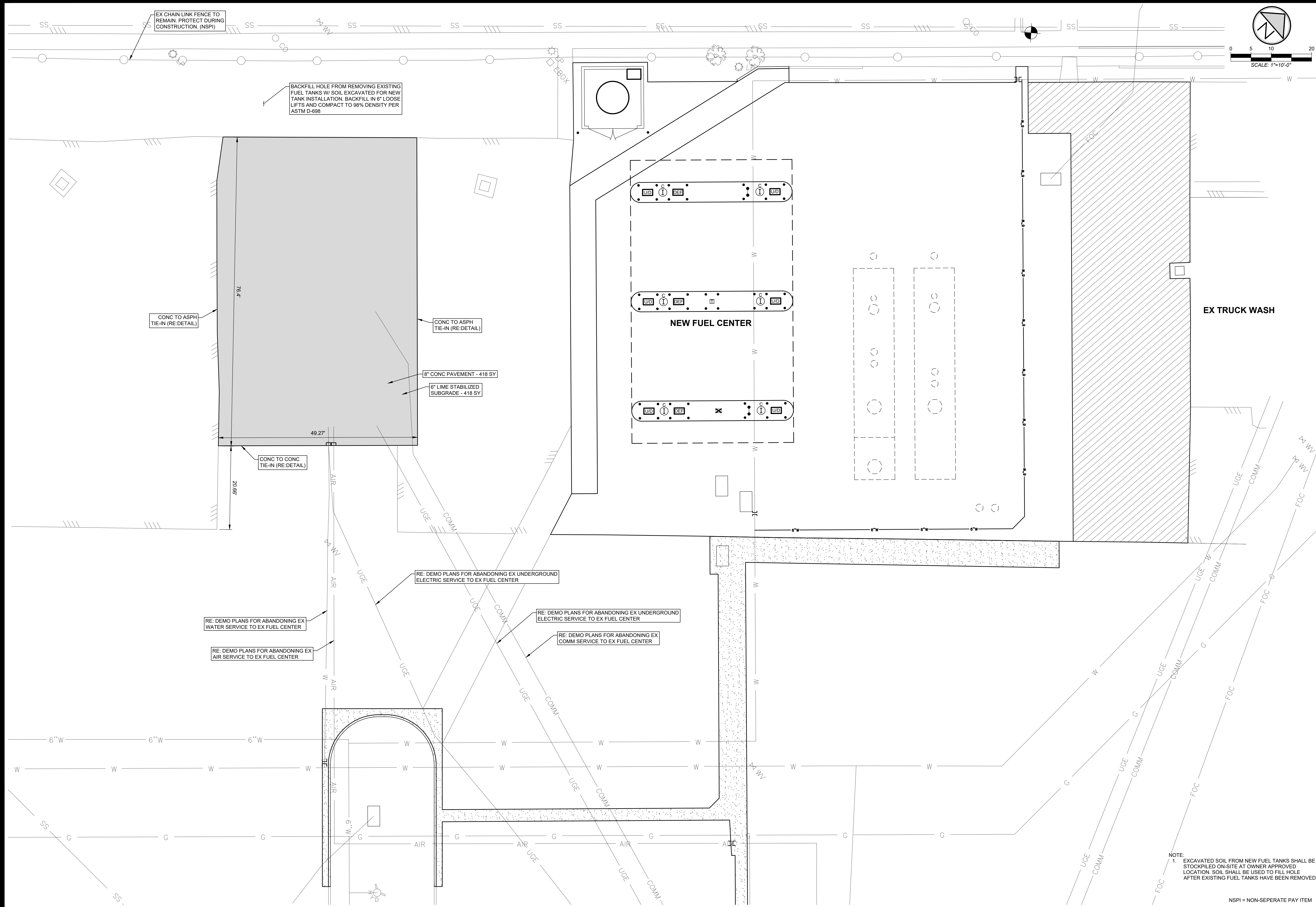
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STATE OF TEXAS
PROFESSIONAL ENGINEER
JOHN RUSK
87884
2024-10-29

Fueling Center Reconstruction
City of Bryan
Bryan, Texas
Site Plan - Phase 1

JOB NUMBER
600230

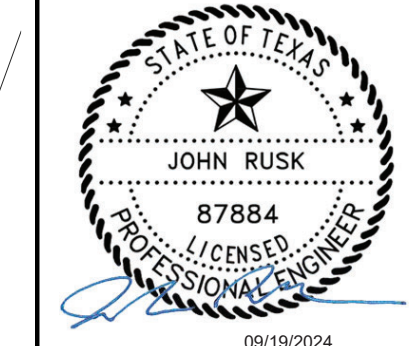
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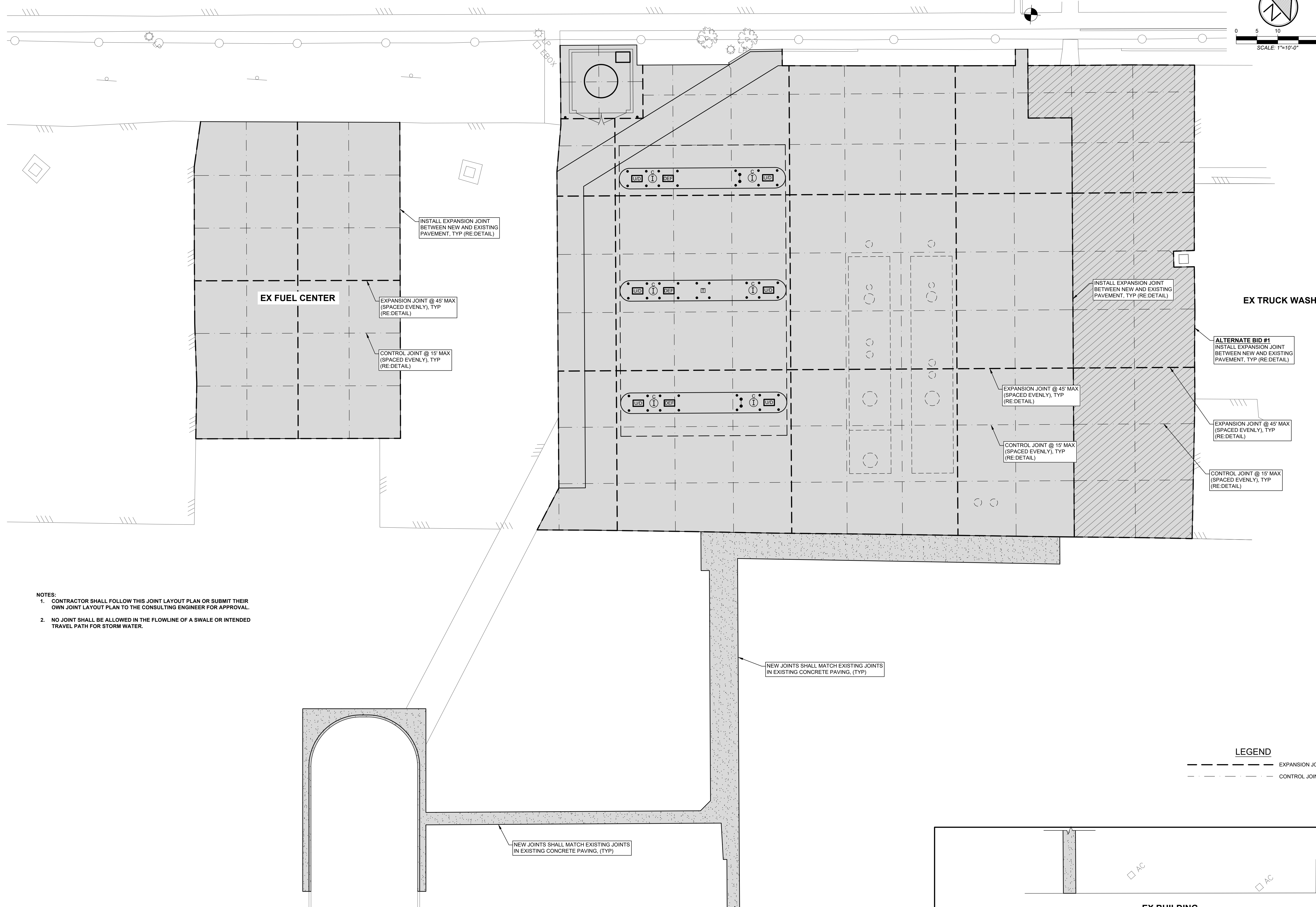
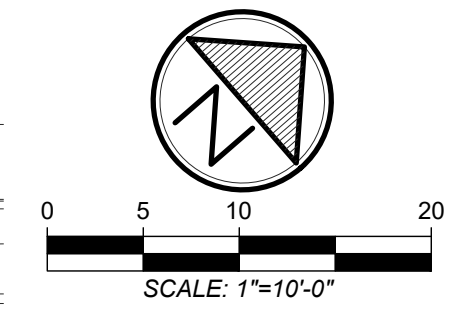
Fueling Center Reconstruction
 City of Bryan
 Bryan, Texas
Site Plan - Phase 2

JOB NUMBER
 600230
 SHEET NO.

C1.4

NOTE:
 1. EXCAVATED SOIL FROM NEW FUEL TANKS SHALL BE STOCKPILED ON-SITE AT OWNER APPROVED LOCATION. SOIL SHALL BE USED TO FILL HOLE AFTER EXISTING FUEL TANKS HAVE BEEN REMOVED.

NSPI = NON-SEPARATE PAY ITEM



- NOTES:**
1. CONTRACTOR SHALL FOLLOW THIS JOINT LAYOUT PLAN OR SUBMIT THEIR OWN JOINT LAYOUT PLAN TO THE CONSULTING ENGINEER FOR APPROVAL.
 2. NO JOINT SHALL BE ALLOWED IN THE FLOWLINE OF A SWALE OR INTENDED TRAVEL PATH FOR STORM WATER.

LEGEND

	EXPANSION JOINT
	CONTROL JOINT

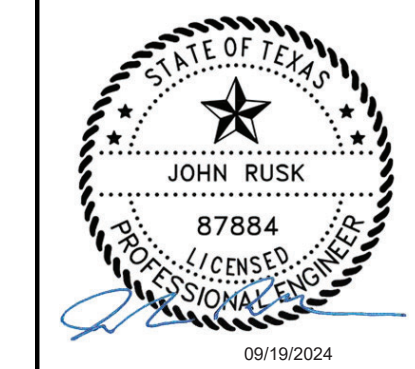
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T.B.P.E.L.L.B. FIRM NO. F-413
 T.B.A.E. FIRM NO. BR 201
 T.B.P.E.L.L.B. FIRM NO. 13110000

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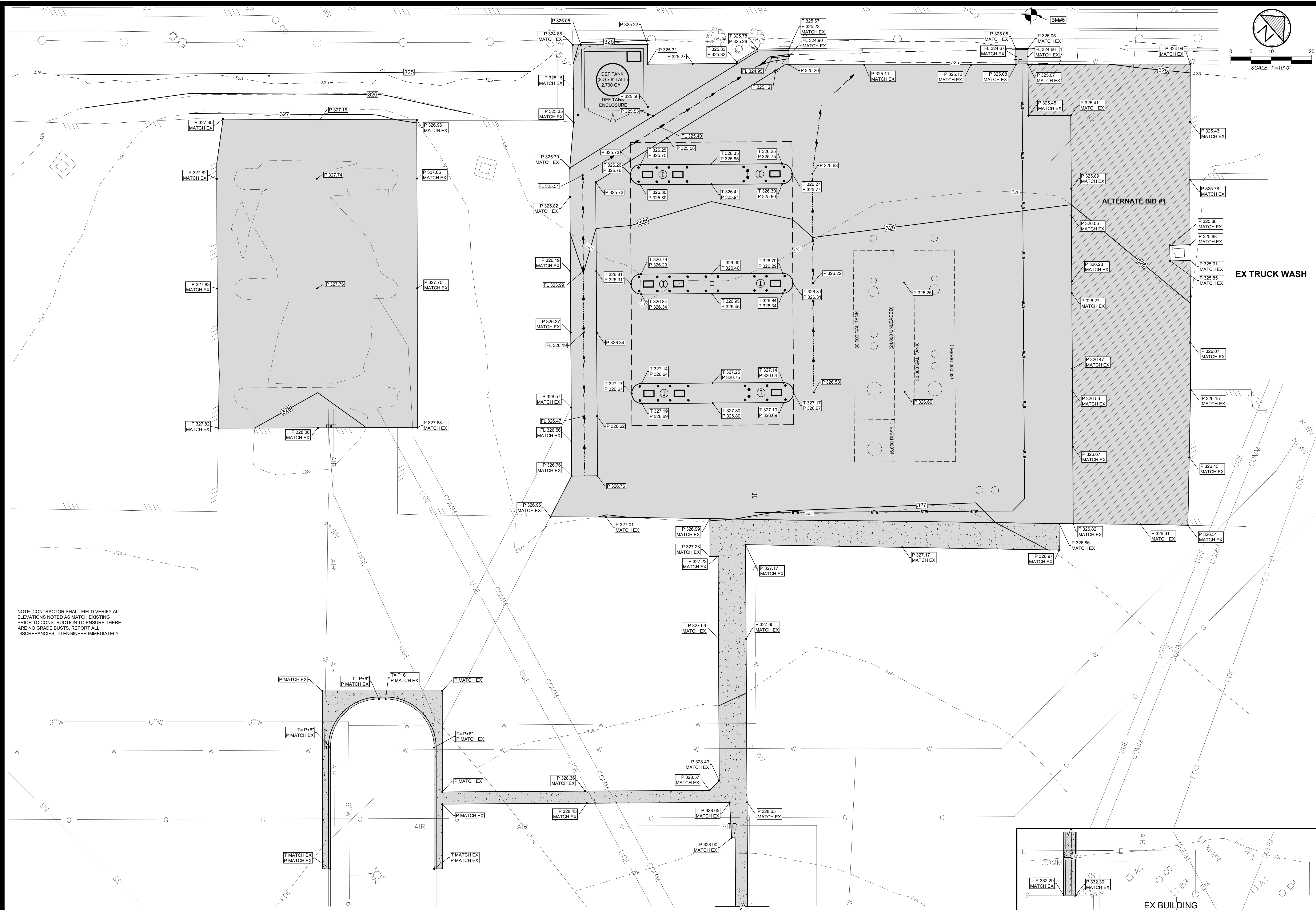


Fueling Center Reconstruction
 City of Bryan
 Bryan, Texas
Joint Layout Plan

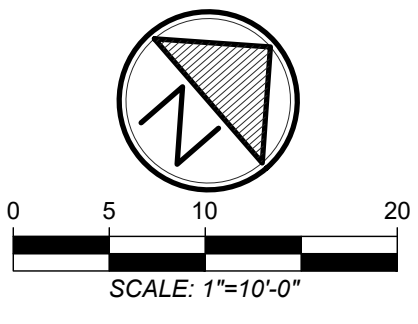
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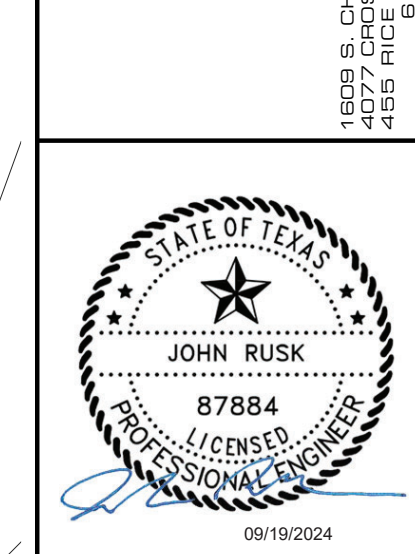
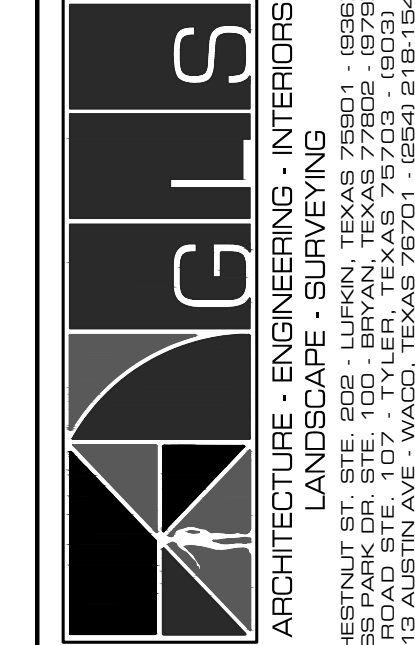


NOTE: CONTRACTOR SHALL FIELD VERIFY ALL ELEVATIONS NOTED AS MATCH EXISTING PRIOR TO CONSTRUCTION TO ENSURE THERE ARE NO GRADE BUSTS. REPORT ALL DISCREPANCIES TO ENGINEER IMMEDIATELY



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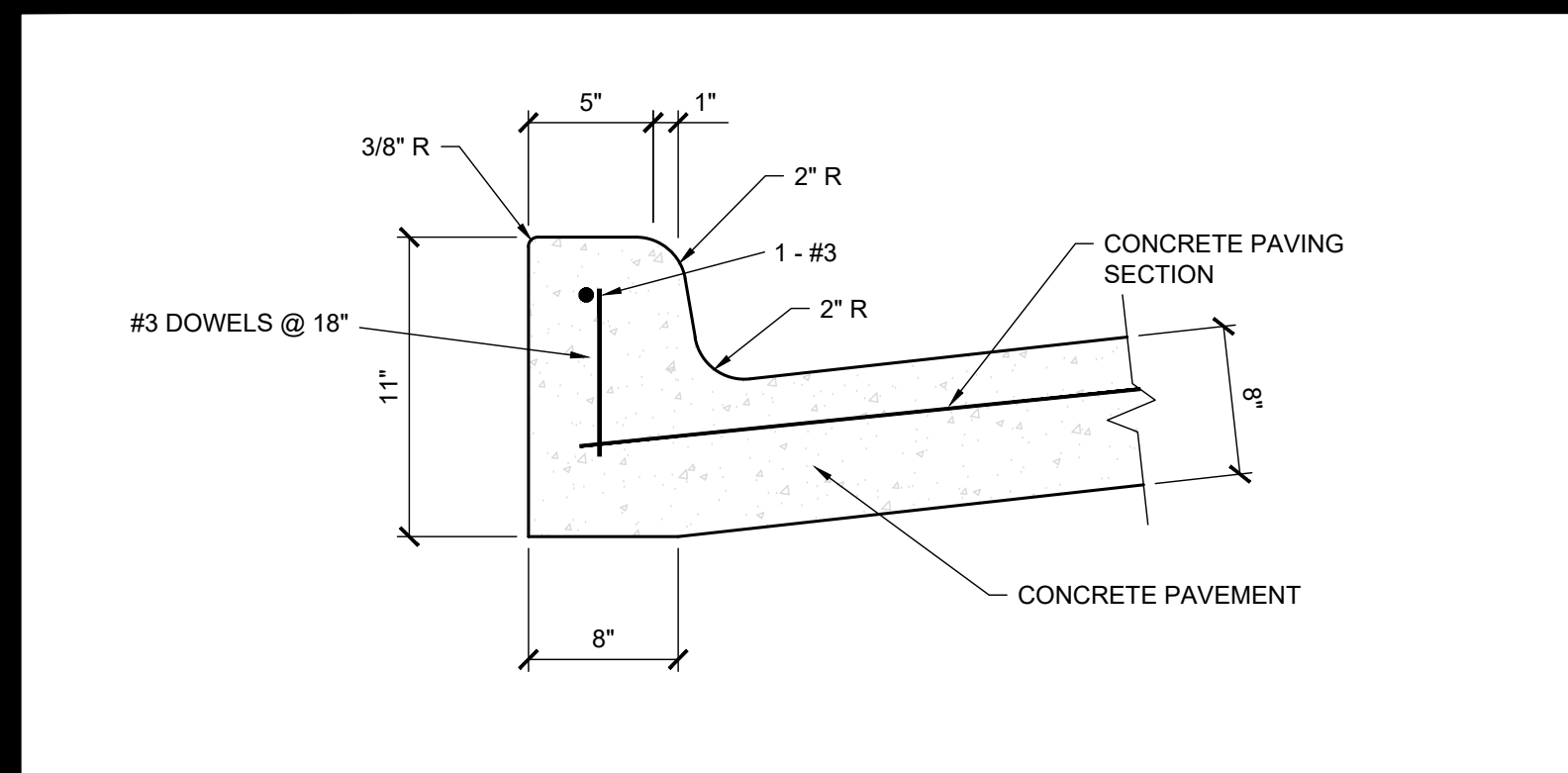
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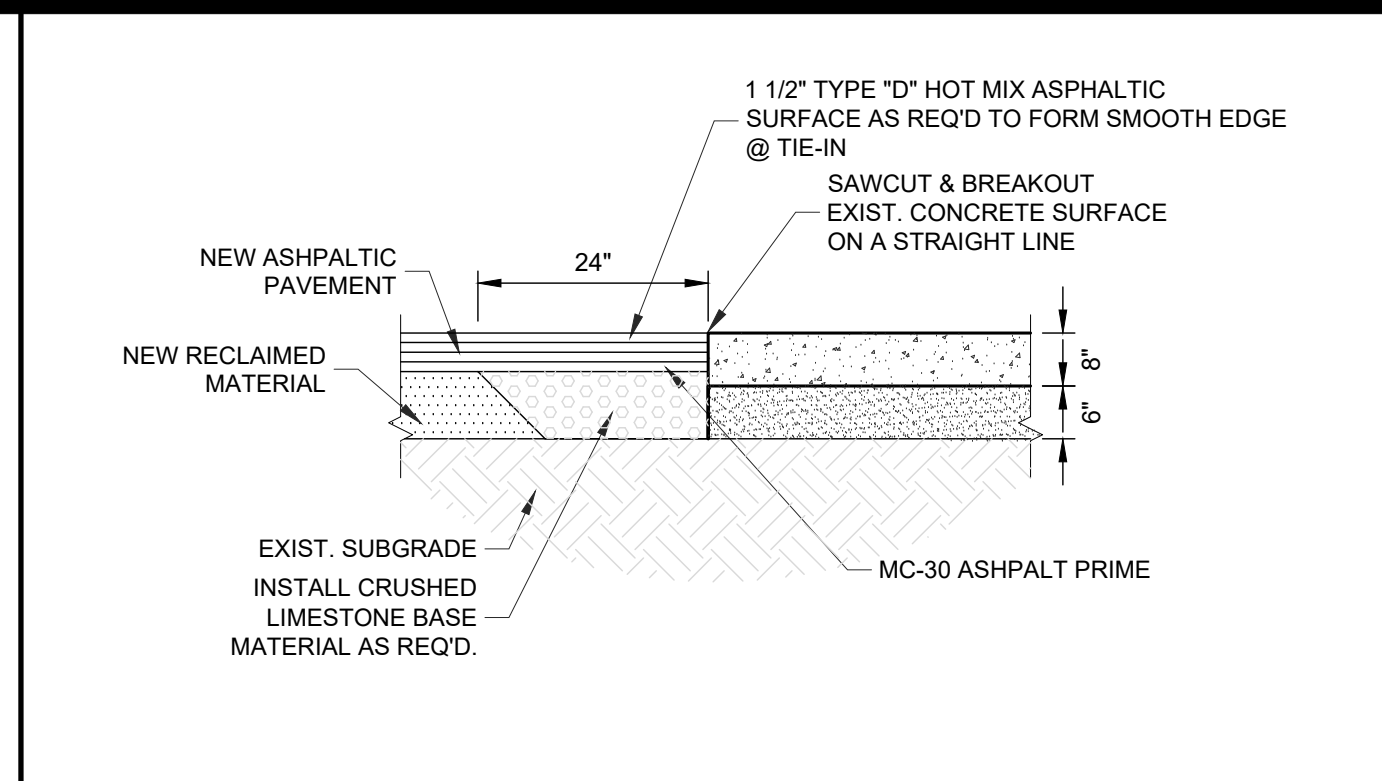
Fueling Center Reconstruction
 City of Bryan
 Bryan, Texas
Grading Plan

JOB NUMBER
 600230
 SHEET NO.

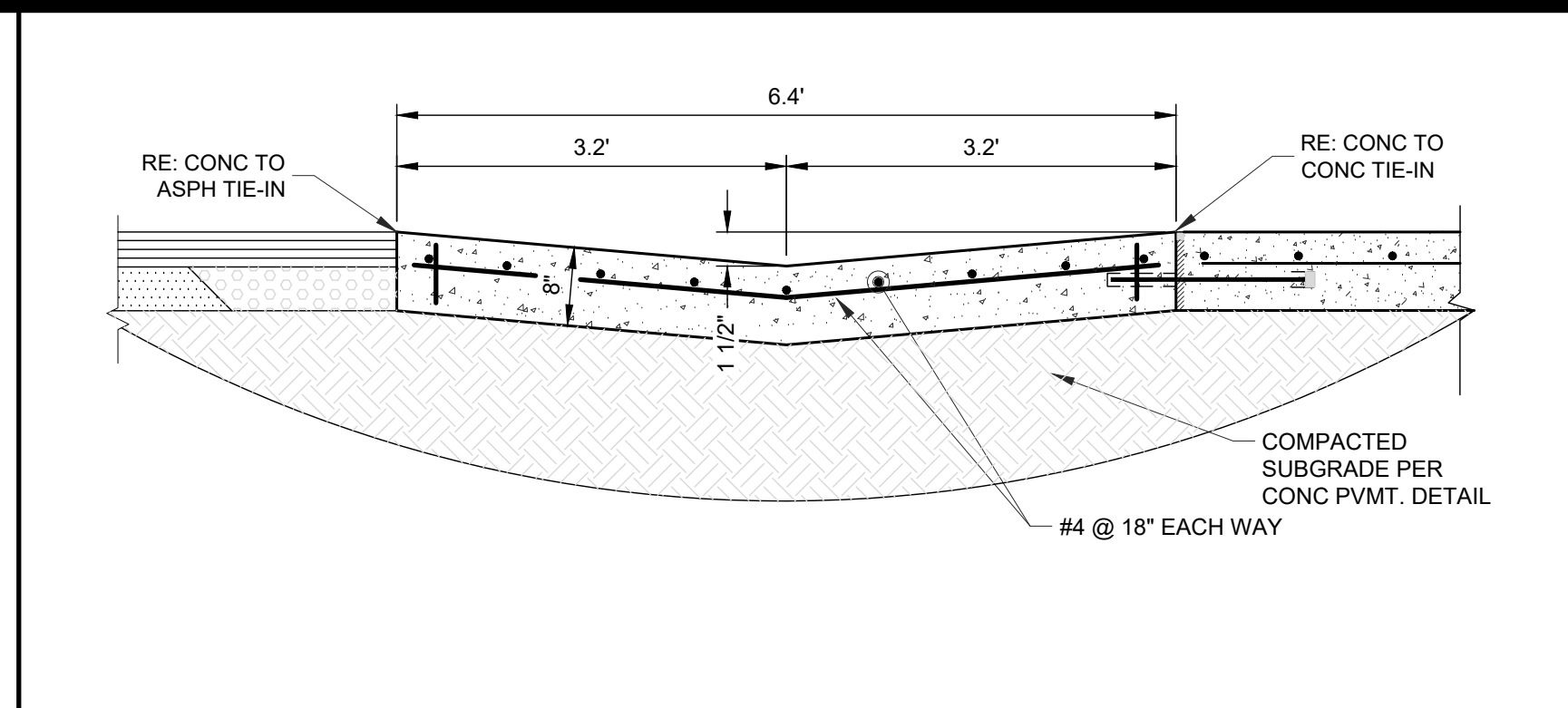
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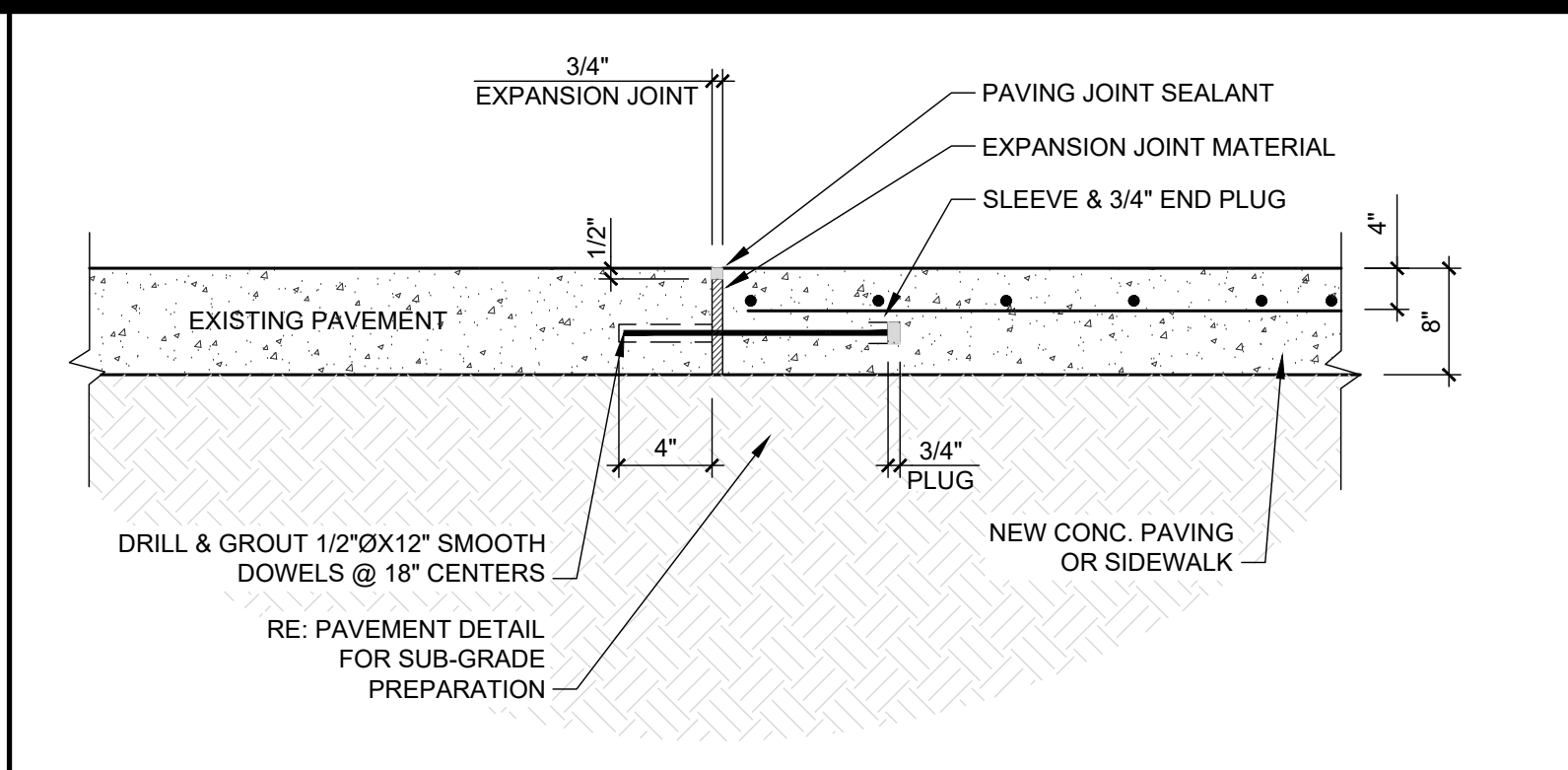
Monolithic Curb N.T.S. 12



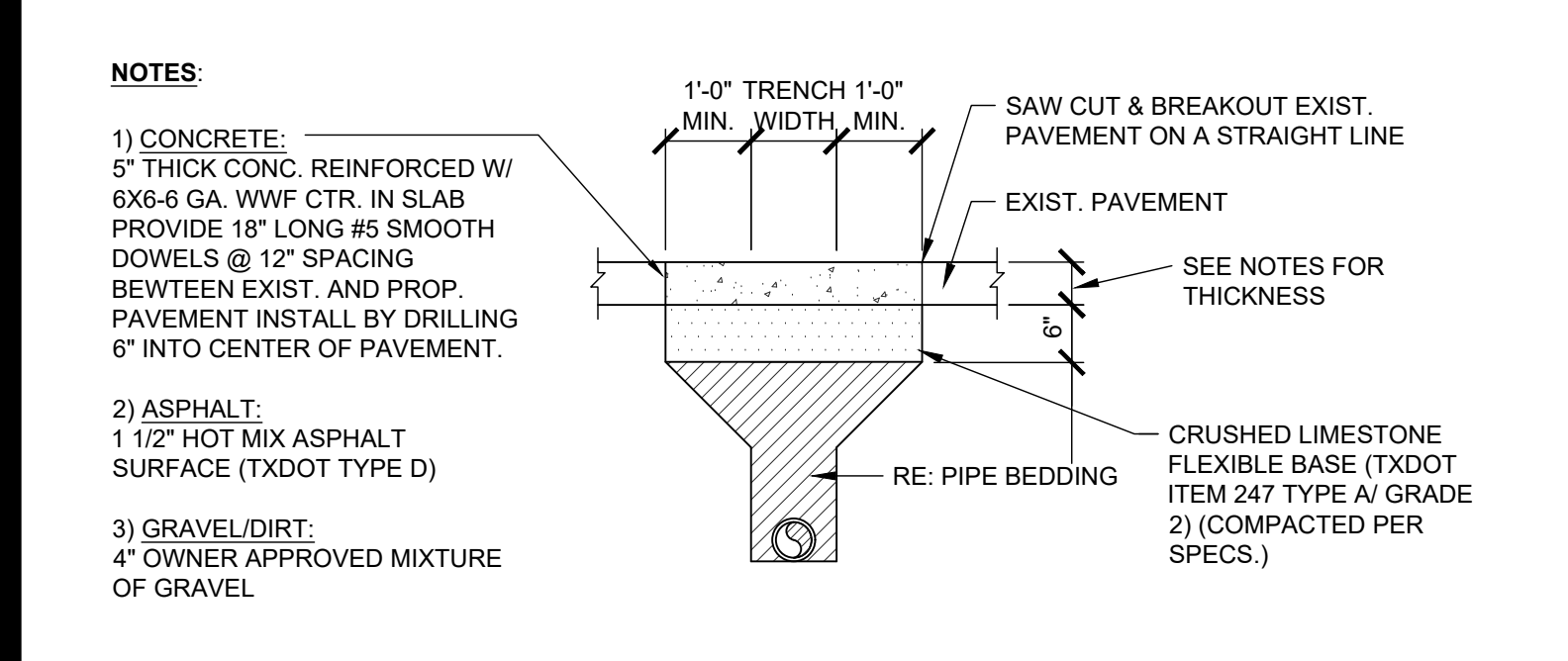
Conc to Asphalt Tie-In N.T.S. 9



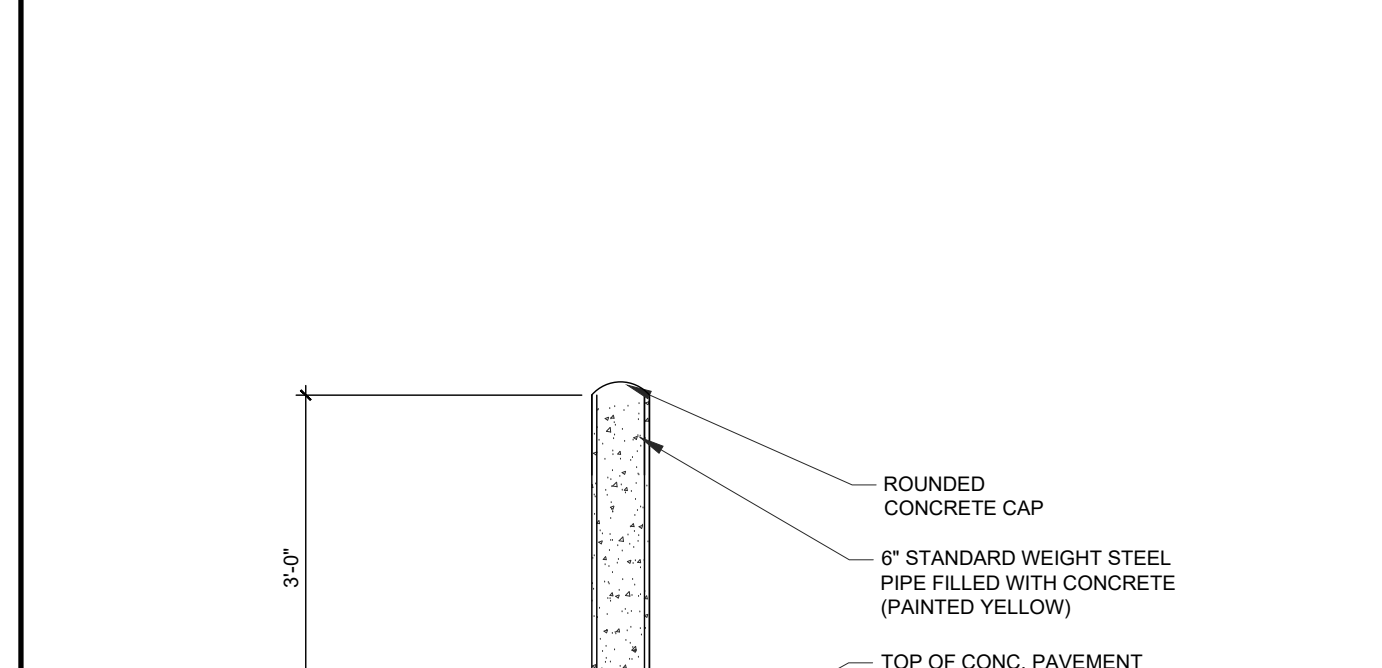
Concrete Flume N.T.S. 6



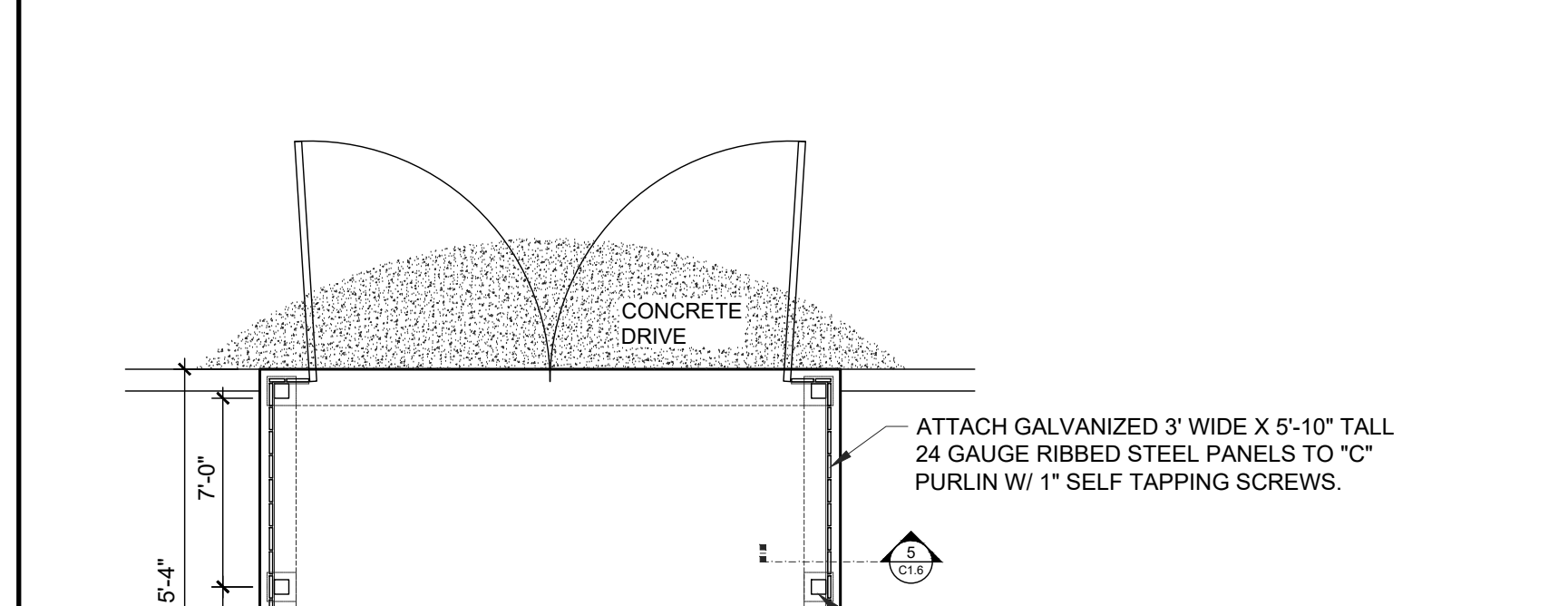
Conc to Conc Tie-In N.T.S. 3



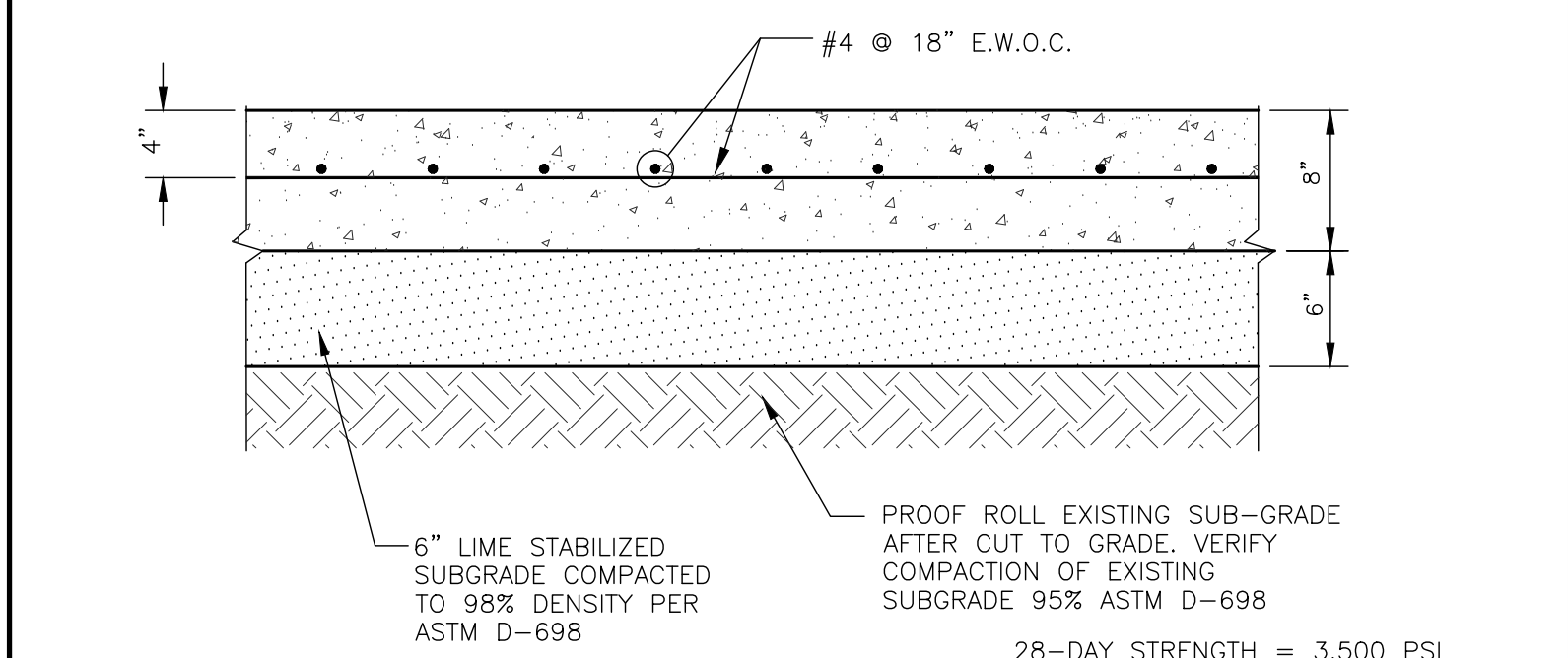
Pavement Repair N.T.S. 11



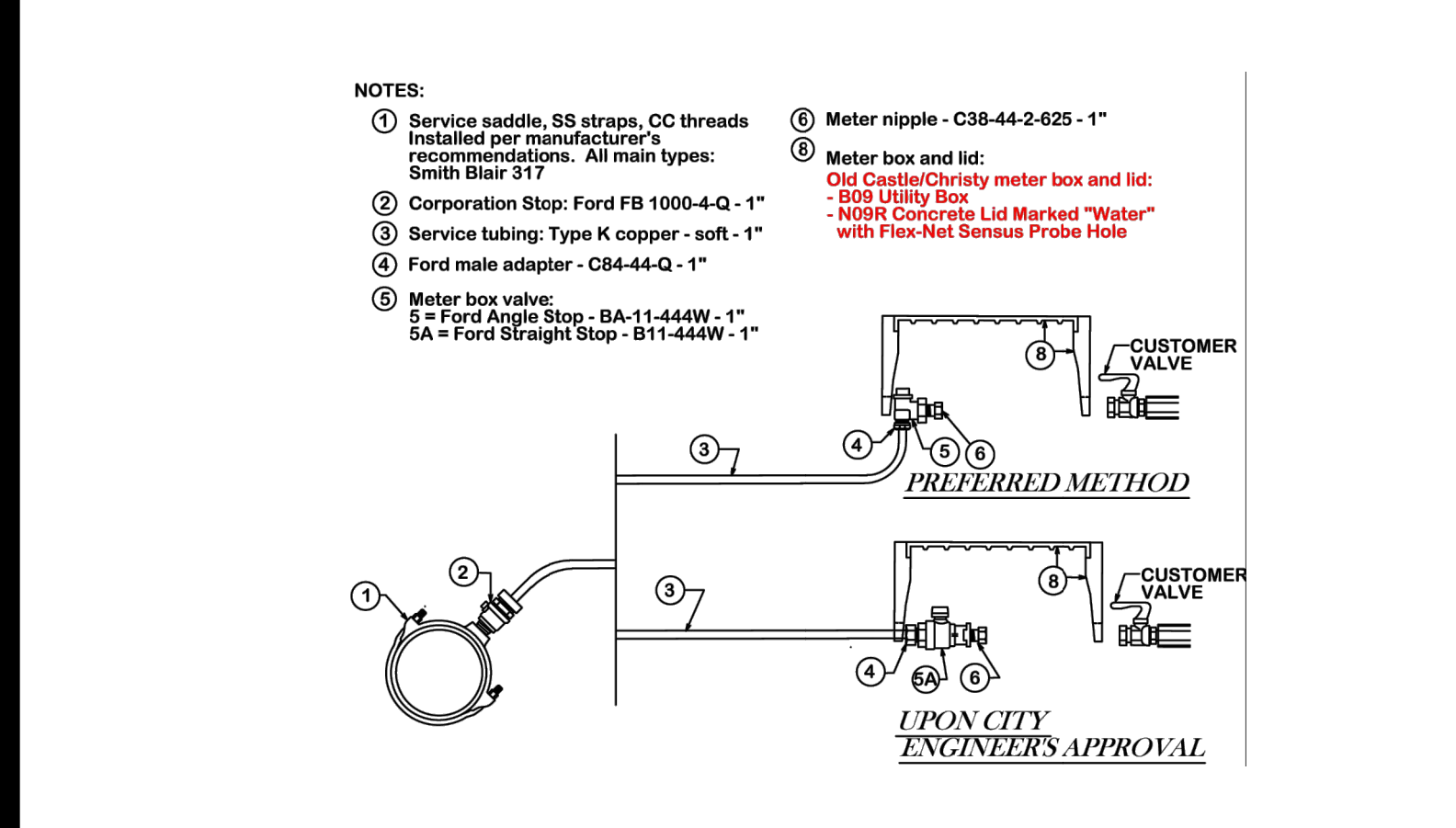
Pipe Bollard N.T.S. 8



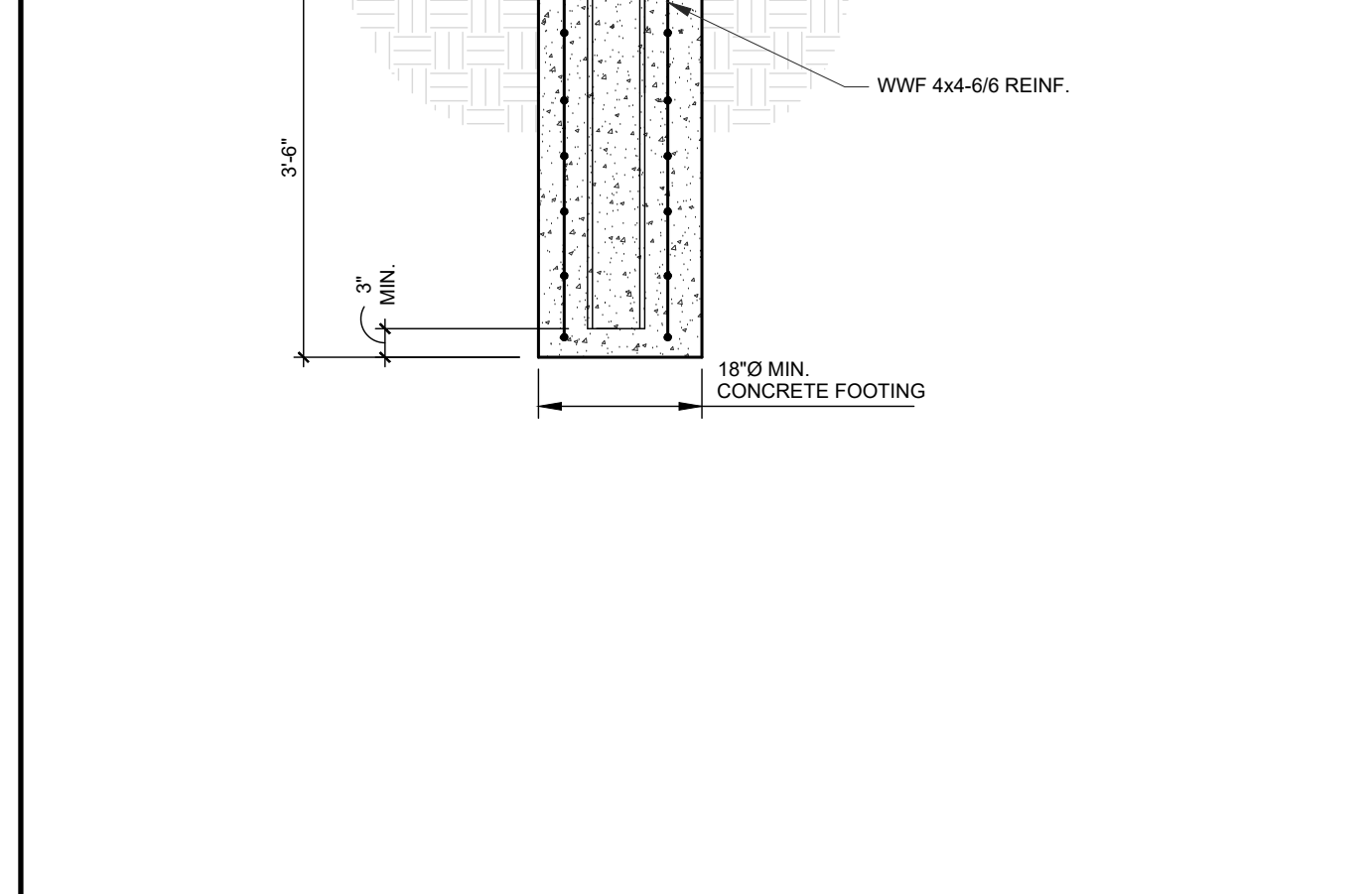
Tank Enclosure Gate and Pad N.T.S. 5



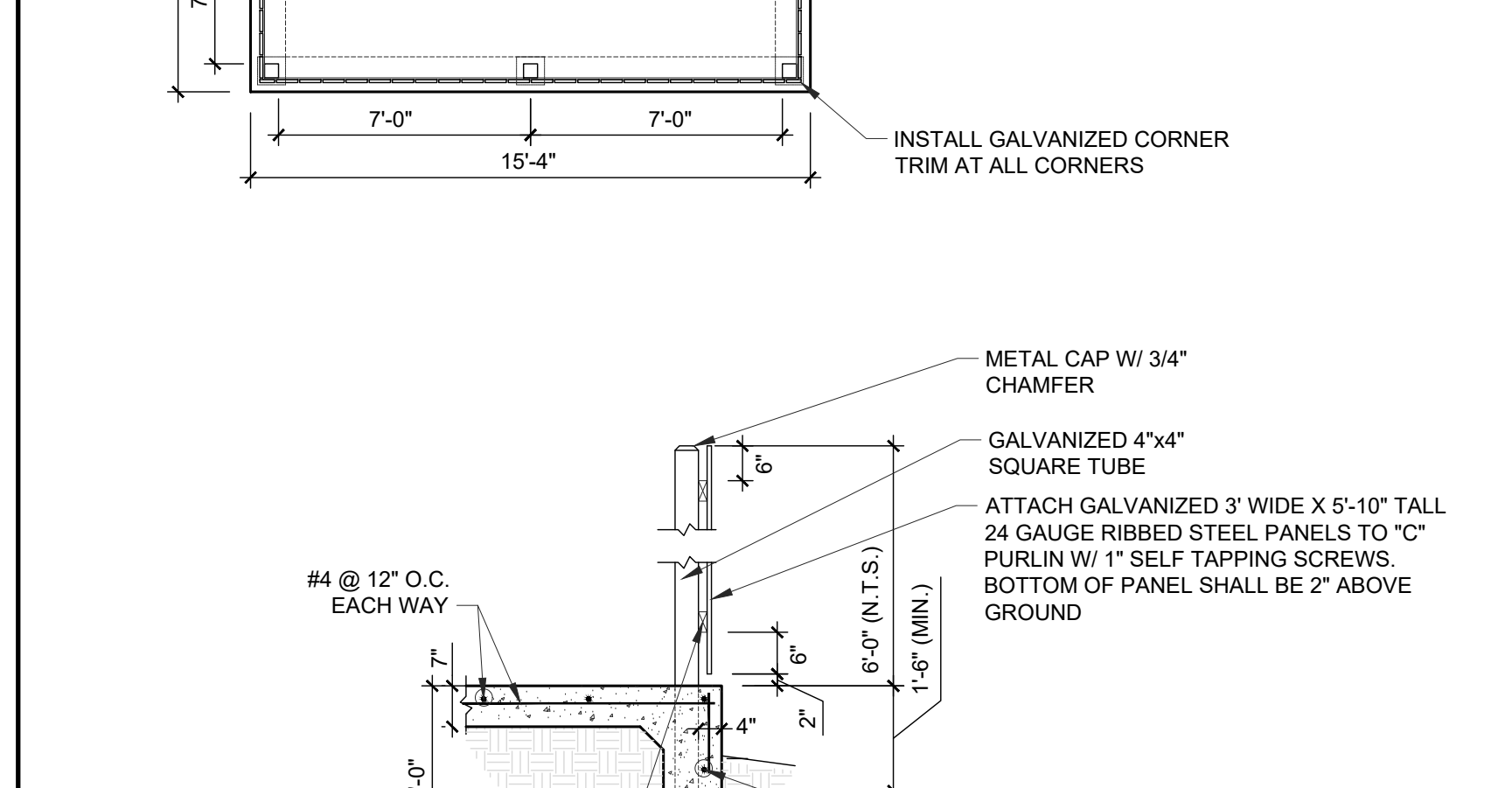
Concrete Paving N.T.S. 2



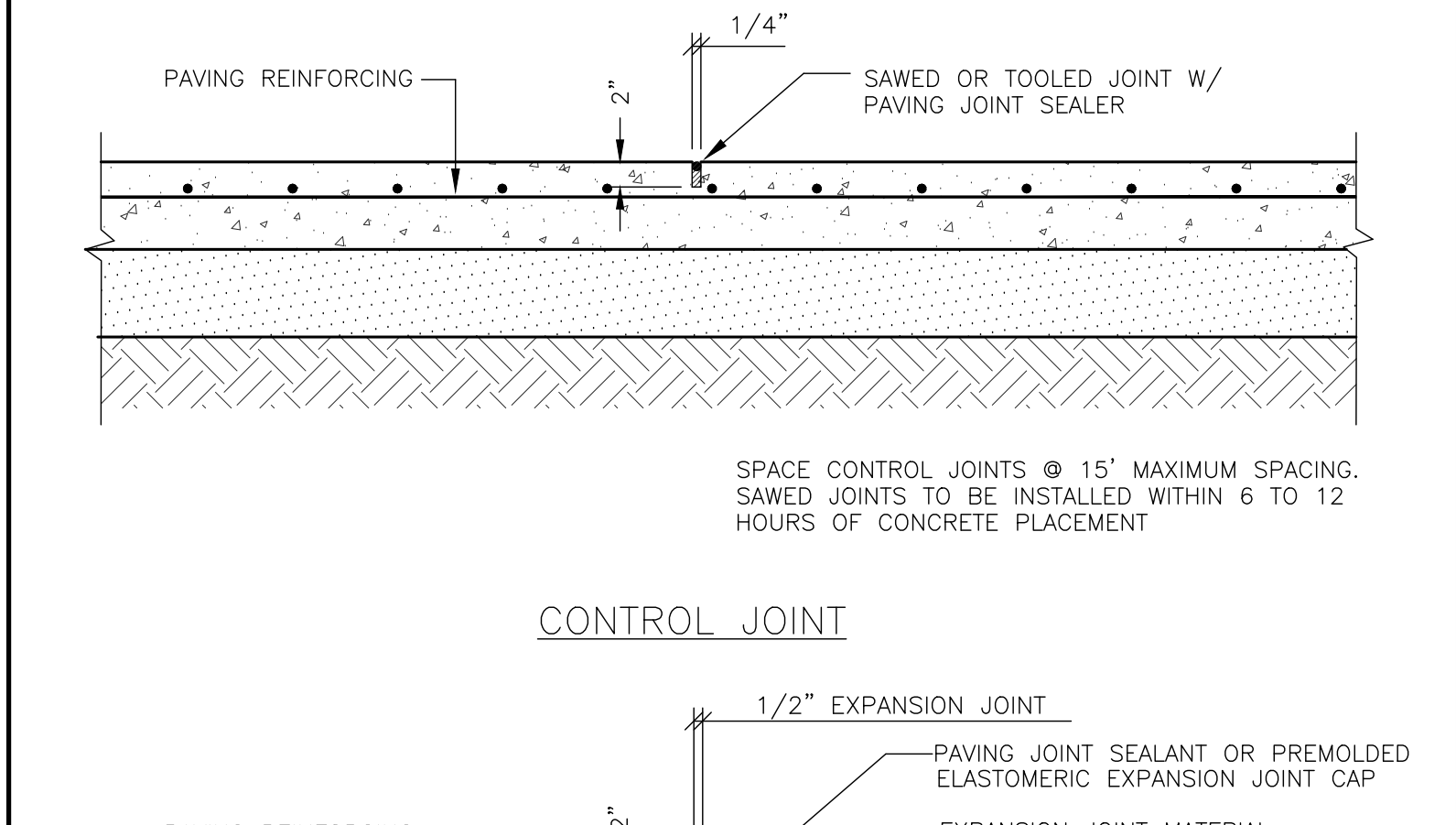
1" Water Service Detail N.T.S. 10



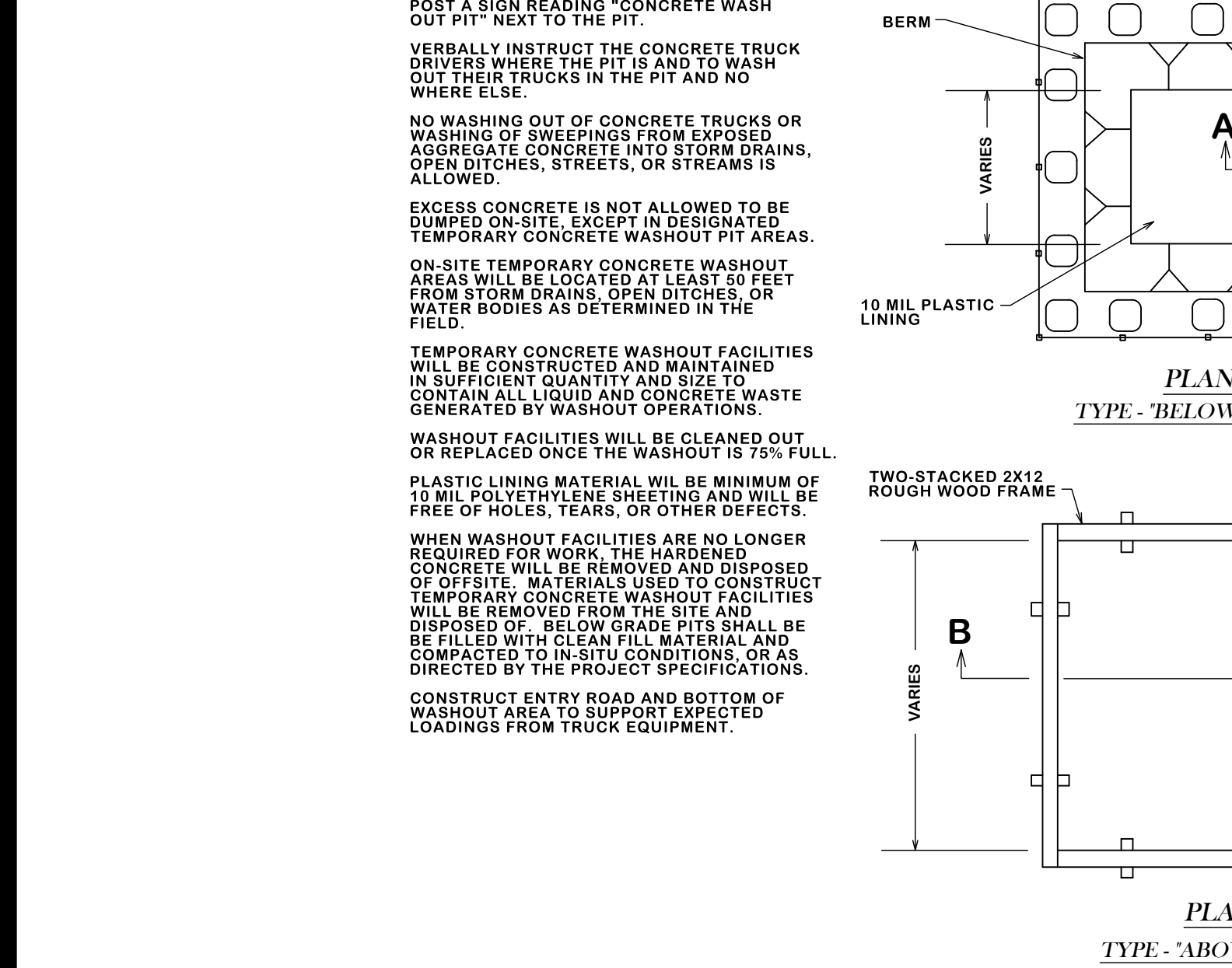
Air/Water Dispenser Rack N.T.S. 4



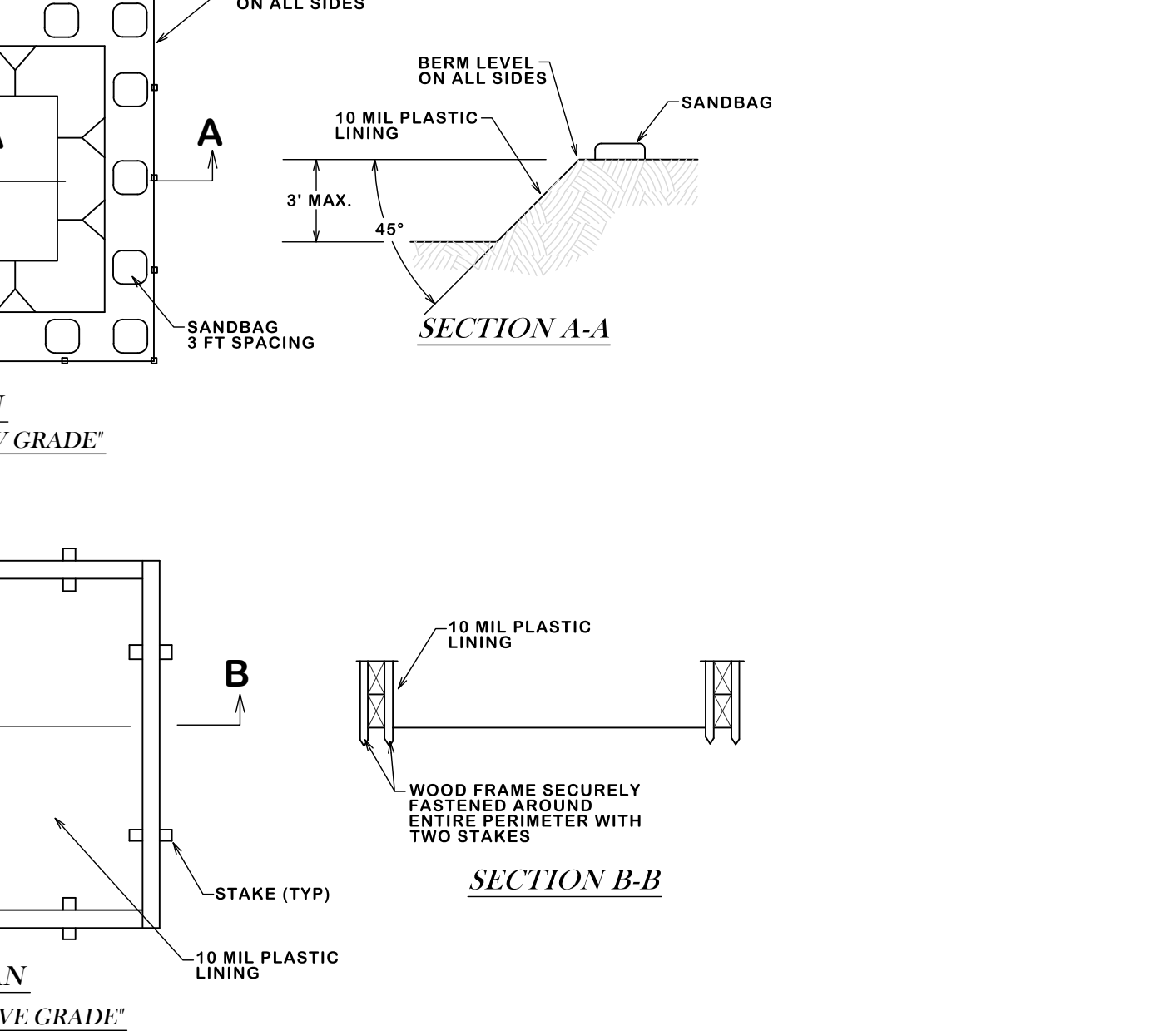
Silt Fence and Inlet Protection N.T.S. 1



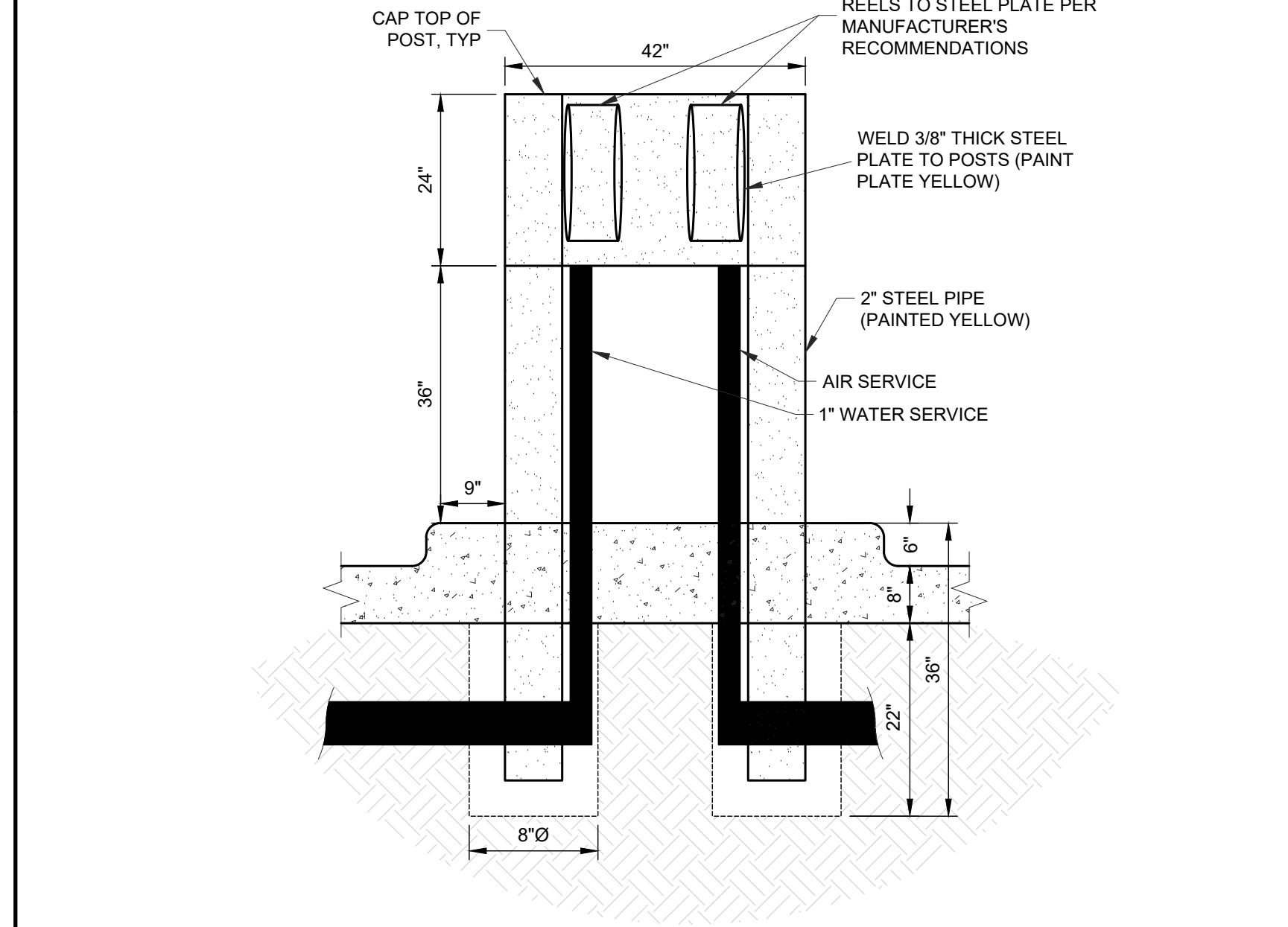
Concrete Washout N.T.S. 7



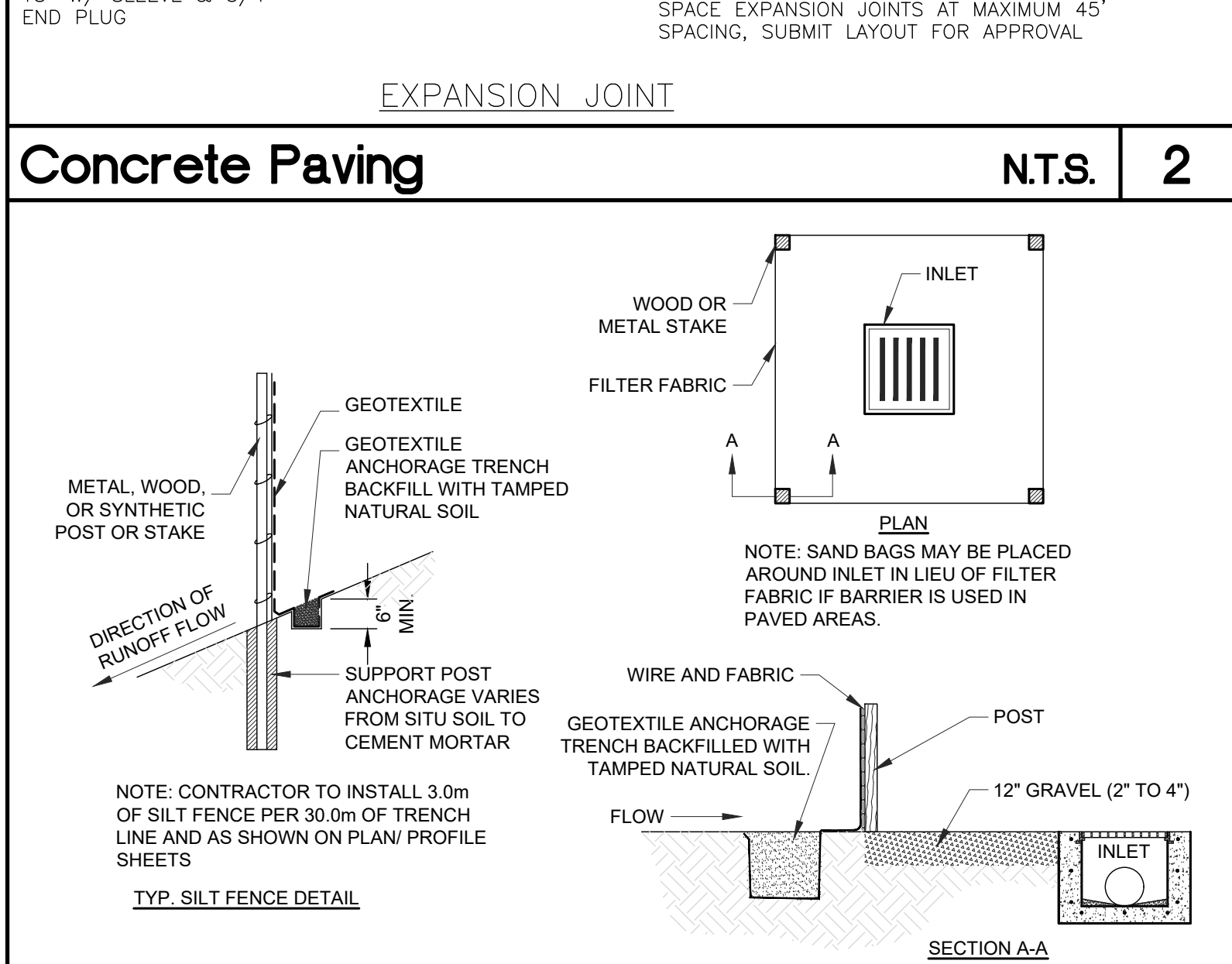
Fueling Center Reconstruction N.T.S. 1



City of Bryan Bryan, Texas Civil Details



C1.7



Professional Engineer

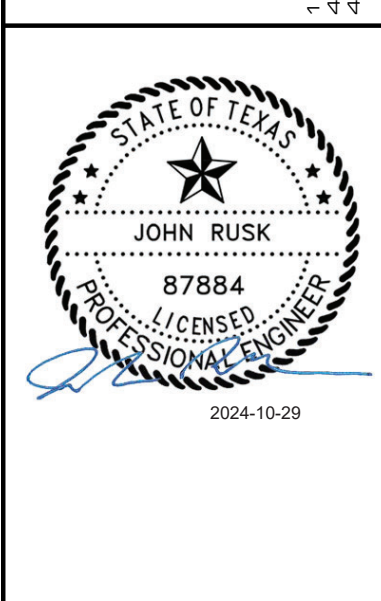
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INSPECTION OF CONCRETE CONSTRUCTION				
REQUIRED VERIFICATION AND INSPECTION	CONTINUOUS	PERIODIC	REFERENCED STANDARD	IBC REFERENCE
1. VERIFY USE OF REQUIRED DESIGN MIX.	--	X	--	--
2. PRIOR TO CONCRETE PLACEMENT, FABRICATE SPECIMENS FOR STRENGTH TESTS, PERFORM SLUMP AND AIR CONTENT TESTS, AND DETERMINE THE TEMPERATURE OF THE CONCRETE.	X	--	--	--
3. INSPECT CONCRETE AND SHOTCRETE PLACEMENT FOR PROPER APPLICATION TECHNIQUES.	X	--	--	--
4. VERIFY MAINTENANCE OF SPECIFIED CURING TEMPERATURE AND TECHNIQUES.	--	X	--	--

INSPECTION OF CONCRETE CONSTRUCTION 9

INSPECTIONS AND TESTS OF SOILS		
TYPE	CONTINUOUS SPECIAL INSPECTION	PERIODIC SPECIAL INSPECTION
1. VERIFY MATERIALS BELOW SHALLOW FOUNDATIONS ARE ADEQUATE TO ACHIEVE THE DESIGN BEARING CAPACITY	--	X
2. VERIFY EXCAVATIONS ARE EXTENDED TO PROPER DEPTH AND HAVE REACHED PROPER MATERIAL	--	X
3. PERFORM CLASSIFICATION AND TESTING OF COMPACTED FILL MATERIALS.	--	X
4. VERIFY USE OF PROPER MATERIALS, DENSITIES AND LIFT THICKNESSES DURING PLACEMENT AND COMPACTION OF COMPACTED FILL.	X	--
5. PRIOR TO PLACEMENT OF COMPACTED FILL, INSPECT SUBGRADE AND VERIFY THAT SITE HAS BEEN PREPARED PROPERLY.	--	X

INSPECTIONS AND TESTS OF SOILS 8

INSPECTIONS OF STEEL CONSTRUCTION				
REQUIRED VERIFICATION AND INSPECTION	CONTINUOUS	PERIODIC	REFERENCED STANDARD	IBC REFERENCE
1. MATERIAL VERIFICATION OF HIGH STRENGTH BOLTS, NUTS AND WASHERS:				
a. IDENTIFICATION MARKINGS TO CONFORM TO ATSM STANDARDS SPECIFIED IN THE APPROVED CONSTRUCTION DOCUMENTS	--	X	--	--
b. MANUFACTURER'S CERTIFICATE OF COMPLIANCE REQUIRED	--	X	--	--
2. INSPECTION OF HIGH-STRENGTH BOLTING:				
a. SNUG-TIGHT JOINTS	--	X		
b. PRETENSION AND SLIP-CRITICAL JOINTS USING TURN-OF-NUT WITH MATCHMARKING, TWIST-OFF BOLT OR DIRECT TENSION INDICATOR METHODS OF INSTALLATION	--	X		
c. PRETENSION AND SLIP-CRITICAL JOINTS USING TURN-OF-NUT WITH MATCHMARKING OR CALIBRATED WRENCH METHODS OF INSTALLATION	X	--		
3. MATERIAL VERIFICATION OF STRUCTURAL STEEL DECK AND COLD-FORM STEEL DECK:				
a. FOR STRUCTURAL STEEL, IDENTIFICATION MARKINGS TO CONFORM TO AISC 360	--	X	--	--
b. FOR OTHER STEEL, IDENTIFICATION MARKINGS TO CONFORM TO ATSM STANDARDS SPECIFIED IN THE APPROVED CONSTRUCTION DOCUMENTS.	--	X	--	--
c. MANUFACTURER'S CERTIFIED TEST REPORTS	--	X	--	--
4. MATERIAL VERIFICATION OF WELD FILLER MATERIALS:				
a. IDENTIFICATION MARKINGS TO CONFORM TO AWS SPECIFICATION IN THE APPROVED CONSTRUCTION DOCUMENTS	--	X	--	--
b. MANUFACTURER'S CERTIFICATE OF COMPLIANCE REQUIRED	--	X	--	--
5. INSPECTION OF WELDING:				
a. STRUCTURAL STEEL AND COLD-FORMED STEEL DECK:				
1) COMPLETE AND PARTIAL JOINT PENETRATION GROOVE WELDS	X	--		
2) MULTIPASS FILLET WELDS	X	--		
3) SINGLE PASS FILLET WELDS > 5/16"	X	--		
4) PLUG AND SLOT WELDS	X	--		
5) SINGLE PASS FILLET WELDS < 5/16"	--	X		
6) FLOOR AND ROOF DECK WELDS	--	X	--	--
b. REINFORCING STEEL:				
1) VERIFICATION OF WELDABILITY OF REINFORCING STEEL OTHER THAN ASTM A 706	--	X		
2) SHEAR REINFORCEMENT	X	--	--	--
3) OTHER REINFORCING STEEL	--	X		
6. INSPECTION OF STEEL FRAME JOINT DETAILS FOR COMPLIANCE:				
a. DETAILS SUCH AS BRACING AND STIFFENING	--	X		
b. MEMBER LOCATIONS	--	X		
c. APPLICATION OF JOINT DETAILS AT EACH CONNECTION	--	X		
7. MATERIAL VERIFICATION OF HOT ROLLED STRUCTURAL STEEL MEMBERS:				
a. MILL TEST REPORTS AND CERTIFICATES SHALL CONSTITUTE SUFFICIENT EVIDENCE OF CONFORMITY WITH AISC MATERIAL SPECIFICATIONS NOTED IN THE APPROVED CONSTRUCTION DOCUMENTS		X		
b. IDENTIFICATION HEAT MARKS SHALL BE VERIFIED WITH MILL TEST REPORTS		X		

STRUCTURAL DESIGN NOTES 10

STRUCTURAL DESIGN NOTES	
ROOF LIVE LOADS	
ROOF LIVE LOAD (L _r)	20 PSF (REDUCIBLE)
SNOW LOADS	
GROUND LOADING (P _g)	5 PSF
WIND DESIGN CRITERIA	
RISK CATEGORY	II
ULTIMATE WIND SPEED (V _{ult})	115 MPH
NOMINAL WIND SPEED (V _{ASD})	89 MPH
EXPOSURE CATEGORY	C
INTERNAL PRESSURE COEFFICIENT	0.00
SEISMIC DESIGN CRITERIA	
RISK CATEGORY	II
IMPORTANCE FACTOR (I _e)	1.0
SOIL SITE CLASS	D
MAPPED SPECTRAL ACCELERATION FOR SHORT PERIODS (S _s)	0.074
MAPPED SPECTRAL ACCELERATION FOR A 1-SECOND PERIOD (S ₁)	0.041
DESIGN SPECTRAL ACCELERATION FOR SHORT PERIODS (S _{0.2})	0.079
DESIGN SPECTRAL ACCELERATION FOR A 1-SECOND PERIOD (S _{0.1})	0.065
SEISMIC DESIGN CATEGORY	A
BASE SHEAR (V)	750 LBS.
SEISMIC RESPONSE COEFFICIENT (C _s)	0.26
RESPONSE MODIFICATION COEFFICIENT (R)	3
ANALYSIS PROCEDURE	EQUIVALENT LATERAL FORCE PROCEDURE
BASIC SEISMIC - FORCE - RESISTING SYSTEM (SFRS)	STEEL SYSTEMS NOT SPECIFICALLY DETAILED FOR SEISMIC RESISTANCE, EXCLUDING CANTILEVER COLUMN SYSTEMS
GEOTECHNICAL DESIGN CRITERIA	
ALLOWABLE SOIL BEARING PRESSURE FOR SPREAD FOOTINGS	4500 PSF

***SPECIAL INSPECTION**

- ONE OR MORE SPECIAL INSPECTORS, EMPLOYED BY THE CONTRACTOR, ARE REQUIRED TO PROVIDE INSPECTIONS DURING CONSTRUCTION ON THE TYPES OF WORK LISTED UNDER SECTION 1705 OF THE IBC AND THE TABLE ON THIS SHEET.
- THE SPECIAL INSPECTOR(S) SHALL BE QUALIFIED PERSON(S) WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.
- SPECIAL INSPECTORS SHALL KEEP RECORDS OF INSPECTIONS AND FURNISH THOSE TO THE BUILDING OFFICIAL AND ENGINEER OF RECORD.
- REPORTS SHALL INDICATE IF WORK INSPECTED WAS DONE IN CONFORMANCE TO APPROVED CONSTRUCTION DOCUMENTS. DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION. IF THE DISCREPANCIES ARE NOT CORRECTED, THEY SHALL BE BROUGHT TO THE ATTENTION OF THE BUILDING OFFICIAL AND ENGINEER OF RECORD.
- A FINAL REPORT DOCUMENTING REQUIRED SPECIAL INSPECTIONS AND CORRECTION OF ANY DISCREPANCIES NOTED IN THE INSPECTIONS SHALL BE SUBMITTED AT A POINT IN TIME AGREED UPON BY THE PERMIT APPLICANT AND THE BUILDING OFFICIAL PRIOR TO THE START OF WORK.
- SPECIAL INSPECTIONS ARE NOT REQUIRED WHERE THE WORK IS DONE ON THE PREMISES OF A FABRICATOR REGISTERED AND APPROVED TO PERFORM SUCH WORK WITHOUT SPECIAL INSPECTION. APPROVAL SHALL BE BASED UPON REVIEW OF THE FABRICATOR'S WRITTEN PROCEDURAL AND QUALITY CONTROL MANUALS AND PERIODIC AUDITING OF FABRICATION PRACTICES BY AN APPROVED SPECIAL INSPECTION AGENCY. AT COMPLETION OF FABRICATION, THE FABRICATOR SHALL SUBMIT A CERTIFICATE OF COMPLIANCE TO THE BUILDING OFFICIAL STATING THAT THE WORK WAS PERFORMED IN ACCORDANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS.
- DEFINITION OF "CONTINUOUS" AND "PERIODIC" SPECIAL INSPECTIONS: CONTINUOUS - THE FULL TIME OBSERVATION OF WORK REQUIRING SPECIAL INSPECTION BY AN APPROVED SPECIAL INSPECTOR WHO IS PRESENT IN THE AREA WHERE THE WORK IS BEING PERFORMED. PERIODIC - THE PART TIME OR INTERMITTENT OBSERVATION OF WORK REQUIRING SPECIAL INSPECTION BY AN APPROVED SPECIAL INSPECTOR WHO IS PRESENT IN THE AREA WHERE THE WORK HAS BEEN OR IS BEING PERFORMED AND AT THE COMPLETION OF THE WORK. *THESE SPECIAL INSPECTIONS ARE REQUIRED PER IBC ____ REFERENCE.

DESIGN CRITERIA NOTES 6

- THE STRUCTURAL DESIGN IS IN ACCORDANCE WITH THE PROVISIONS OF THE INTERNATIONAL BUILDING CODE, IBC 2012 EDITION (IBC) AND ITS REFERENCED STANDARDS AS FOLLOWS:
 - ASCE 7-10 (ASCE 7) "MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES"
 - ACI 318-11 "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE"
 - ASCE 360-10 SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS"
- REFER TO THE STRUCTURAL DESIGN CRITERIA TABLE FOR GRAVITY LOADS, WIND DESIGN REQUIREMENTS, SEISMIC DESIGN REQUIREMENTS, SNOW DESIGN REQUIREMENTS, AND ALLOWABLE SOIL BEARING PRESSURE.
- ROOF TOP EQUIPMENT DESIGN WEIGHTS ARE SHOWN ON PLAN. CONTRACTOR SHALL CONFIRM ANY EQUIPMENT CHANGE DOES NOT EXCEED THESE WEIGHT LIMITS. IF EQUIPMENT WEIGHT EXCEEDS LIMITS, POSSIBLE STRUCTURAL COMPONENTS MAY REQUIRE REDESIGN. CONTRACTOR MUST INCLUDE ALLOWANCE FOR STRUCTURAL MODIFICATIONS IN VALUE ENGINEERING PROCESS.
- ALL DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE SHOWN ON PLAN, SECTIONS, AND DETAILS. DO NOT SCALE THE DRAWINGS.
- PRINCIPAL OPENINGS, CURBS, AND SLAB DEPRESSIONS ARE SHOWN ON THE DRAWING. SEE ARCHITECTURAL, MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR SLEEVES, CURBS, INSERTS, OTHER OPENINGS, AND SLAB DEPRESSIONS NOT SHOWN. THE CONTRACTOR SHALL PROVIDE MISCELLANEOUS STEEL FOR ALL OPENINGS, CURBS, AND SLAB DEPRESSIONS. ANY AREA NOT IDENTIFIED SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION FOR APPROVAL PRIOR TO FABRICATION OR INSTALLATION OF STRUCTURAL MEMBERS.
- THE CONTRACTOR SHALL ENSURE THAT CONSTRUCTION LOADS DO NOT EXCEED THE DESIGN LIVE LOADS INDICATED ON THE STRUCTURAL DRAWINGS AND THAT THESE LOADS ARE NOT PUT ON THE STRUCTURAL MEMBERS PRIOR TO THE TIME THAT THE CONCRETE REACHES THE FULL DESIGN STRENGTH AND ALL FRAMING MEMBERS AND THEIR CONNECTIONS ARE IN PLACE.
- SUBSTITUTIONS ARE CONSIDERED TO BE CHANGE ORDERS AND MUST BE APPROVED PRIOR TO FABRICATION OR USE.

DESIGN CRITERIA NOTES 5

- FOOTINGS SHALL BEAR INTO APPROVED BEARING STRATUM AS APPROVED BY GEOTECHNICAL ENGINEER.
- PREPARE BUILDING PADS IN ACCORDANCE WITH GEOTECHNICAL INVESTIGATION REPORT BY DUDLEY PROJECT NO. 23-00432, DATED 11/22/2023, PROVIDED BY OWNER (INCLUDED IN PROJECT MANUAL) & PER DETAIL 5/S2.11.
- DRILLED PIERS ARE DESIGNED FOR THE ALLOWABLE NET SOIL BEARING PRESSURE OF 4500 PSF.
- ENSURE THAT NO DRAINAGE ON OR OFF THE SITE IS BLOCKED BY PROPOSED CONSTRUCTION. FINISHED GRADES ARE TO BE SLOPED TO PROVIDE PROPER DRAINAGE.
- PROTECT EXCAVATIONS FROM FLOODING DUE TO GROUNDWATER INFILTRATION AND RUNOFF.

BUILDING PAD NOTES 4

- CONFORM TO ALL APPLICABLE BUILDING CODES.
- STRUCTURAL STEEL DESIGN, FABRICATION, AND ERECTION TO BE IN ACCORDANCE WITH THE FOLLOWING: AISC MANUAL OF STEEL CONSTRUCTION AWS D1.0 CODE OF WELDING IN BUILDING CONSTRUCTION
- PROVIDE ALL TEMPORARY SHORING AND BRACING AS NEEDED FOR STABILITY UNTIL STRUCTURE IS COMPLETE. ALL TEMPORARY SHORING/BRACING IS TO BE DESIGNED BY THE CONTRACTOR.
- STRUCTURAL FRAMING TO BE SHOP PRIMED AND TOUCHED UP IN FIELD AFTER ERECTION UNLESS OTHER FINISH HAS BEEN SPECIFIED.
- STRUCTURAL STEEL FRAMING MATERIALS TO MEET REQUIREMENTS OF THE FOLLOWING MINIMUM STANDARDS:
 - ASTM A992 STRUCTURAL STEEL W SHAPES
 - ASTM A36 OR A992 - STRUCTURAL STEEL C SHAPES
 - ASTM A36 OR A572, GR. 50 - STRUCTURAL STEEL L SHAPES
 - ASTM A36 - ALL OTHER SECONDARY FRAMING MEMBERS
 - ASTM A500 GR. B OR GR. C - HSS SHAPES
 - ASTM A653 GR. 50 CLASS 1 - ZEE & CEE ROOF PURLINS
 - ASTM A325N HIGH STRENGTH BOLTS - ALL FRAMING
- CONNECTIONS NOT SPECIFICALLY DETAILED IN THE STRUCTURAL DRAWINGS ARE TO BE DESIGNED BY THE STEEL FABRICATOR. CONNECTIONS SHALL DEVELOP HALF OF THE MAXIMUM CAPACITY POSSIBLE FOR THE GIVEN BEAM PER TABLE 3-6 OF AISC STEEL CONSTRUCTION MANUAL, IBC 2012 EDITION (U.N.O.). DESIGN CONNECTIONS IN ACCORDANCE WITH OF AISC STEEL CONSTRUCTION MANUAL, IBC 2012 EDITION. THE MINIMUM BOLTED CONNECTION IS TWO 1/2" DIAMETER BOLTS.
- ALL HIGH-TENSION BOLTS SHALL BE PRETENSIONED TO THE FORCE PROVIDED IN THE AISC "SPECIFICATION FOR STRUCTURAL JOINTS USING HIGH STRENGTH BOLTS"
- GALVANIZING OF STEEL MEMBERS SHALL CONFORM TO ASTM A-123. ALL EXTERIOR STEEL MEMBERS ARE TO BE GALVANIZED WITH A MINIMUM COATING OF G90 U.N.O.
- AREAS INDICATED AS "ARCHITECTURALLY EXPOSED STEEL" SHALL MEET THE REQUIREMENTS FOR SURFACE PREPARATION, WELD CLEANING, AND MORE SPECIFIED IN SECTION 10 OF AISC 303 "CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES".
- ELECTRODES FOR FIELD AND SHOP WELDS OF STRUCTURAL STEEL SHALL BE E70XX, U.N.O.
- WHERE WELD SIZE IS NOT SHOWN ON DRAWINGS, WELD SIZE IS TO BE THE MINIMUM SIZE CONTINUOUS FILLET WELD.
- UNLESS NOTED OTHERWISE ON THE DRAWINGS, ALL GROOVE WELDS SHALL BE FULL PENETRATION.
- COMPOSITE DECKING OR METAL DECKING SHALL BE GALVANIZED WITH A MINIMUM COATING OF G90. DECKING IS TO BE PLACED IN CONTINUOUS SPANS OF THREE OR MORE SPANS WHEREVER POSSIBLE. IN NO CASE SHALL UNSHORED DECKING EXCEED THE MANUFACTURER'S PUBLISHED RECOMMENDATIONS OR A DEFLECTION CRITERIA OF SPAN DIVIDED BY 240.

STRUCTURAL STEEL NOTES 3

THE FOLLOWING ITEMS ARE PORTIONS OF THE PROJECT THAT WILL NOT BE SUBMITTED AT THE TIME OF DRAWING CERTIFICATION AND/OR PERMIT APPLICATION. DESIGN AND PREPARATION OF SHOP DRAWING SUBMITTALS WILL BE PREPARED BY A SPECIALTY CONTRACTOR DURING THE CONSTRUCTION PHASE OF THE PROJECT.

- STRUCTURAL STEEL CONNECTIONS

SHOP DRAWING SUBMITTALS SHALL CONSIST OF FABRICATION AND ERECTION DRAWINGS (AS APPLICABLE) AND ACCOMPANYING CALCULATIONS. SUBMITTALS SHALL BE PREPARED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF TEXAS AND SUBMITTED TO THE ENGINEER OF RECORD AND OWNER'S REPRESENTATIVE FOR REVIEW.

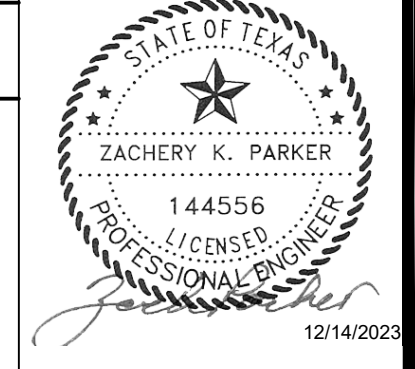
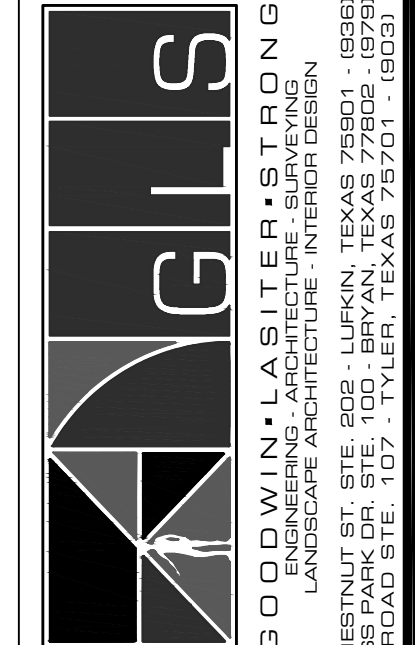
DELEGATED DESIGN NOTES 2

- ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH ACI 318 "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE" AND CONCRETE REINFORCING STEEL INSTITUTE (CRSI) MANUAL OF STANDARD PRACTICE.
- MILD STEEL REINFORCING BARS SHALL CONFORM TO ASTM A-615. NO.3 AND LARGER BARS SHALL BE GRADE 60.
- WELDED STEEL WIRE REINFORCEMENT SHALL CONFORM TO ASTM A-185. ALL WELDED STEEL WIRE FABRIC SHALL BE SUPPLIED IN FLAT SHEETS, NOT IN ROLLS.
- MILD STEEL REINFORCEMENT AND ACCESSORIES SHALL BE DETAILED AND FABRICATED IN ACCORDANCE WITH ACI SP-66.
- CONCRETE SHALL BE NORMAL WEIGHT WITH AN APPROXIMATE DENSITY OF 150 PCF, U.N.O.
- PORTLAND CEMENT SHALL BE A SINGLE BRAND CONFORMING TO ASTM C-150, TYPE 1, TYPE 2, OR COMBINATION OF 1 AND 2, UNLESS OTHERWISE APPROVED.
- NORMAL WEIGHT AGGREGATES SHALL CONFORM TO ASTM C-33. THE MAXIMUM SIZE OF COARSE AGGREGATE SHALL BE.
- ADDITIVES FOR AIR ENTRAINMENT, WATER REDUCTION, AND SET CONTROL SHALL BE USED IN ACCORDANCE WITH THE MANUFACTURER'S DIRECTIONS, AND APPROVED BY ENGINEER.
- MIXES SHALL BE DESIGNED TO PROVIDE CONCRETE WITH 3,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
- MILD STEEL REINFORCEMENT SHALL BE PLACED AND SECURED IN ACCORDANCE WITH CRSI "RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS".
- CONCRETE PROTECTION FOR REINFORCEMENT SHALL BE AS FOLLOWS OR AS REQUIRED BY ACI:
 - GRADE BEAMS = 1 1/2" TOP & SIDES, 3" BOTTOM
 - SLABS ON GRADE = 1 1/2" TOP
 - FOOTINGS = 2" TOP & SIDES, 3" BOTTOM
 - PAVING = 1 1/2" TOP, 3" BOTTOM
- REINFORCING BARS MAY BE SPliced ONLY WHERE SHOWN ON THE DRAWINGS EXCEPT THAT REINFORCING DESIGNATED AS "CONTINUOUS". "CONTINUOUS" REINFORCING BARS NO. 6 AND SMALLER SHALL BE CONTACT LAP SPliced BY BAR DIAMETERS AND NO. 7 AND LARGER SHALL BE CONTACT LAP SPliced 71 BAR DIAMETERS, UNLESS NOTED OTHERWISE. LAP SPICES OF CONTINUOUS REINFORCING SHALL BE MADE OVER SUPPORTS FOR BOTTOM / INTERMEDIATE BARS AND AT MIDSPAN FOR TOP REINFORCING. WELDED WIRE FABRIC SHALL BE SPliced BY LAPPING TWO FULL MESH AND LACING THE SPICES WITH WIRE. ALL SPICES SHALL BE STAGGERED.
- WELDING OF MILD STEEL REINFORCING SHALL CONFORM TO THE AMERICAN WELDING SOCIETY "STRUCTURAL WELDING CODE-REINFORCING STEEL", AWS D-1.4. ANY REINFORCING INDICATED TO BE WELDED SHALL MEET ASTM A706.
- EACH AREA OF CONCRETE WORK SHALL BE FINISHED AND CURED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. UNLESS NOTED, PROVIDE THE FOLLOWING CONCRETE FINISHES:
 - BUILDING INTERIOR FLOORS - STEEL TROWEL FINISH
 - PORCHES/LANDINGS - STEEL TROWEL FINISH WITH LIGHT BROOM SIDEWALKS - MEDIUM BROOM FINISH
 - RAMP - HEAVY BROOM FINISH
- PROVIDE MINIMUM EXTERIOR FORM OF 20" BELOW FINISHED FLOOR AND A MINIMUM OF 12" BELOW FINISHED GRADE, WHICHEVER IS GREATER. PROVIDE REQUIRED EXTERIOR FOUNDATION FORMS IN AREAS WHERE FOUNDATION IS EXPOSED AFTER FINAL GRADES ARE ATTAINED, REFER TO GRADING PLAN FOR FINAL GRADES AROUND BUILDING.
- REINFORCING STEEL WILL NOT BE ACCEPTED WITHOUT APPROPRIATE CHAIRING (MUST BE SUBMITTED FOR APPROVAL TO ENGINEER PRIOR TO INSTALLATION). BRICK CHAIRS ARE NOT ACCEPTABLE.
- WHERE APPLIED, VINYL WATERSTOPS SHALL BE INSTALLED PER MANUFACTURER'S REQUIREMENTS.

CONCRETE NOTES 1

REVISIONS	DATE	BY	APP'D BY	ISSUED

DRAWN BY: LE
 APP'D BY: ZP
 ISSUED: 12/14/23
 TBPLS FIRM REGISTRATION: #413
 TBPLS FIRM REGISTRATION: #0110900
 TBPLS FIRM REGISTRATION: #0110901



Fueling Center Reconstruction
 City of Bryan
 Bryan, Texas
Structural Notes

CONTRACT NO. 600230

SHEET NO.

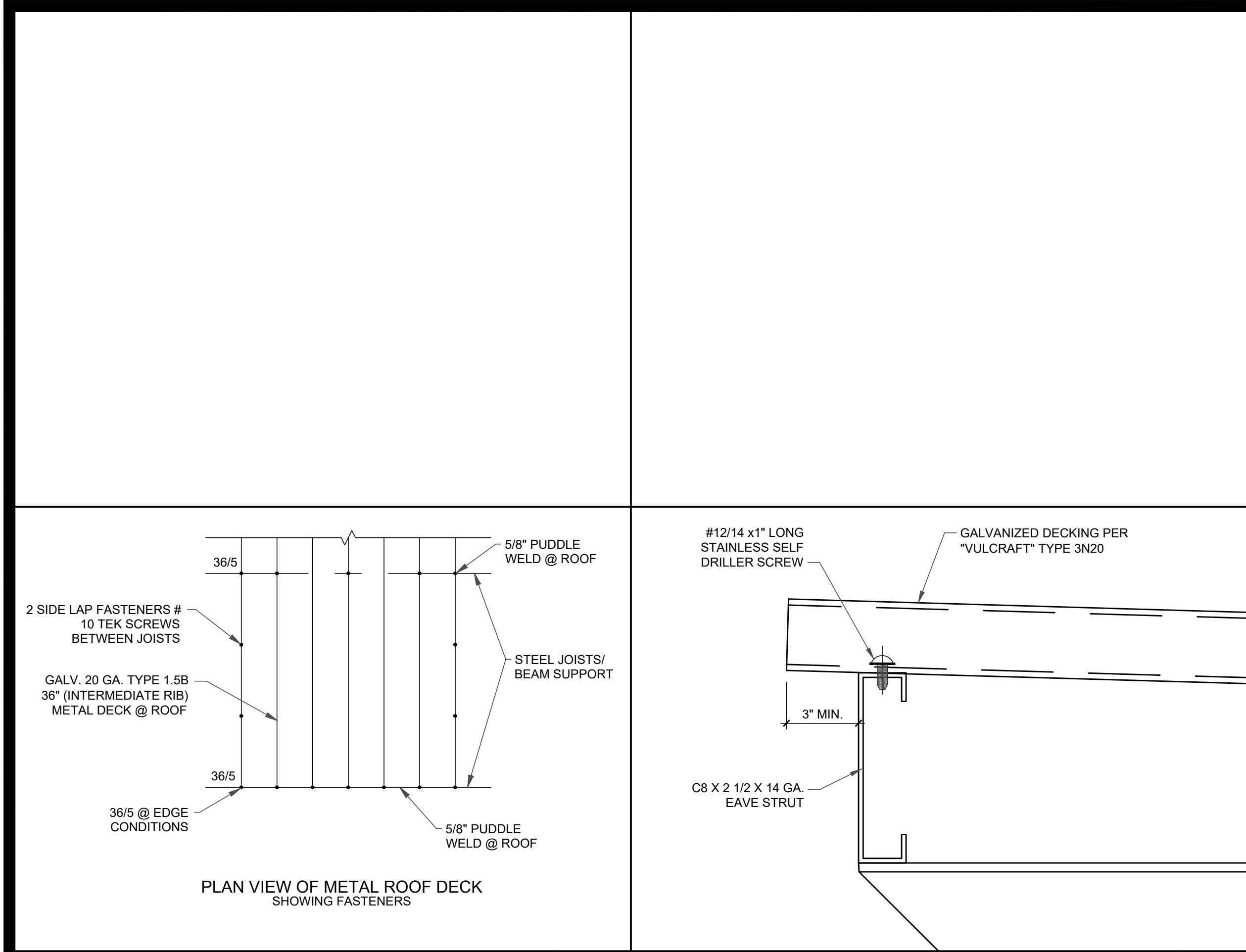
S2.0

STRUCTURAL DESIGN NOTES 10

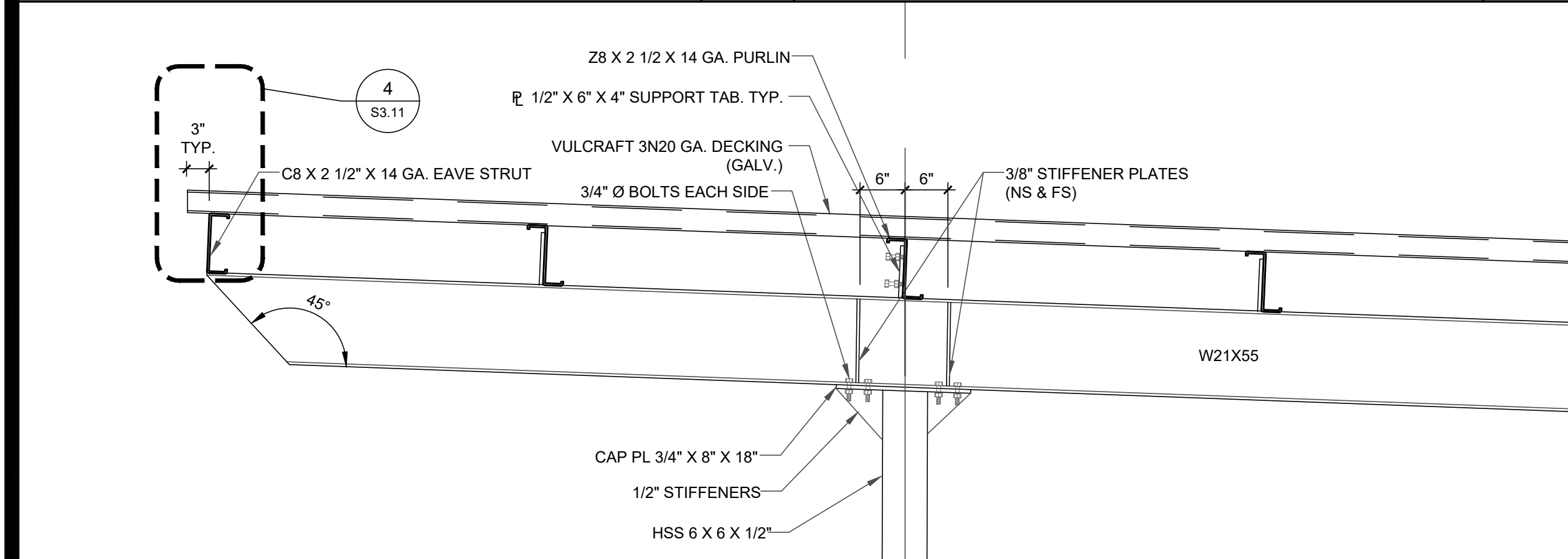
INSPECTION OF STEEL CONSTRUCTION 7

BUILDING PAD NOTES 4

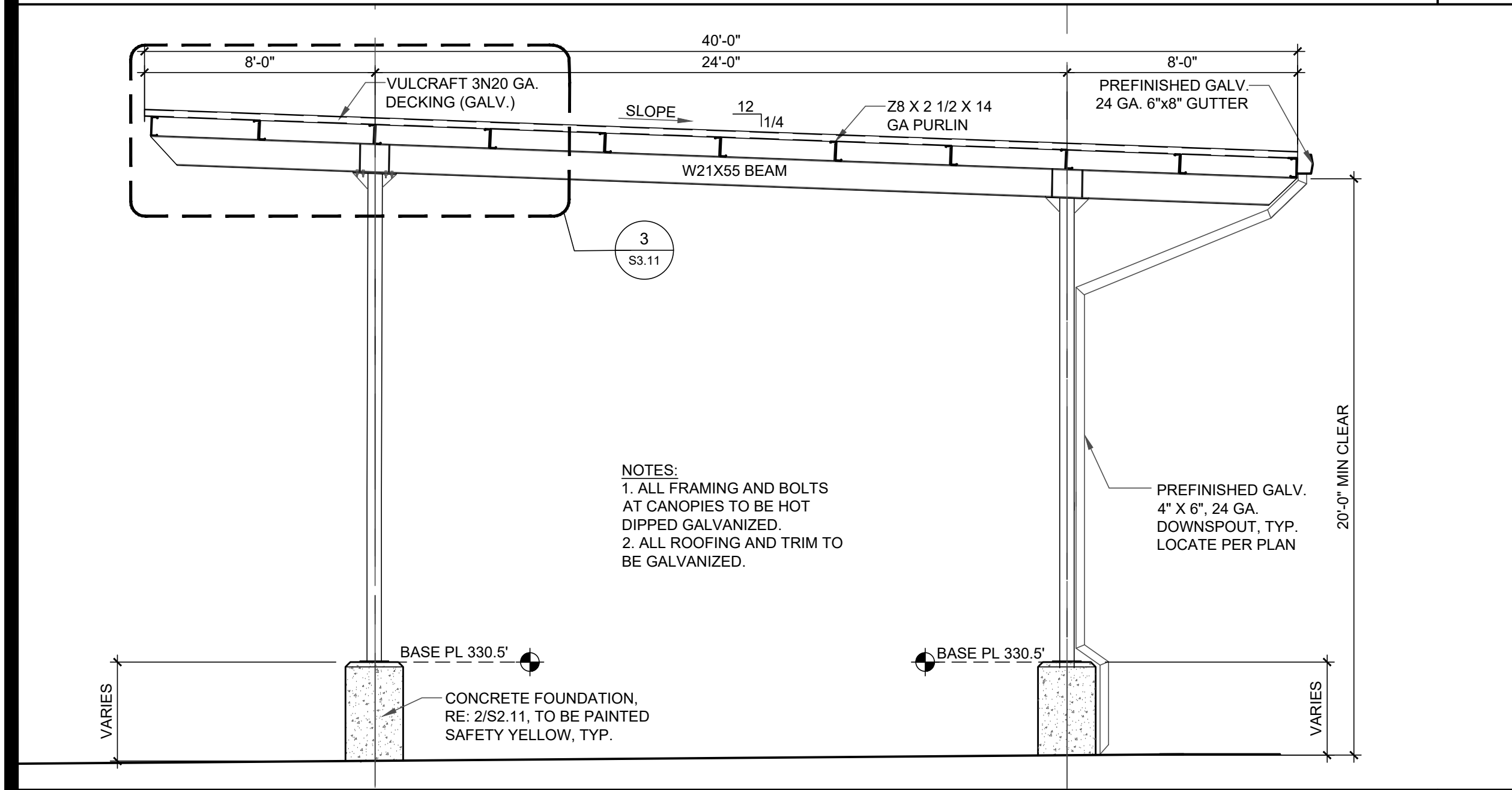
CONCRETE NOTES 1



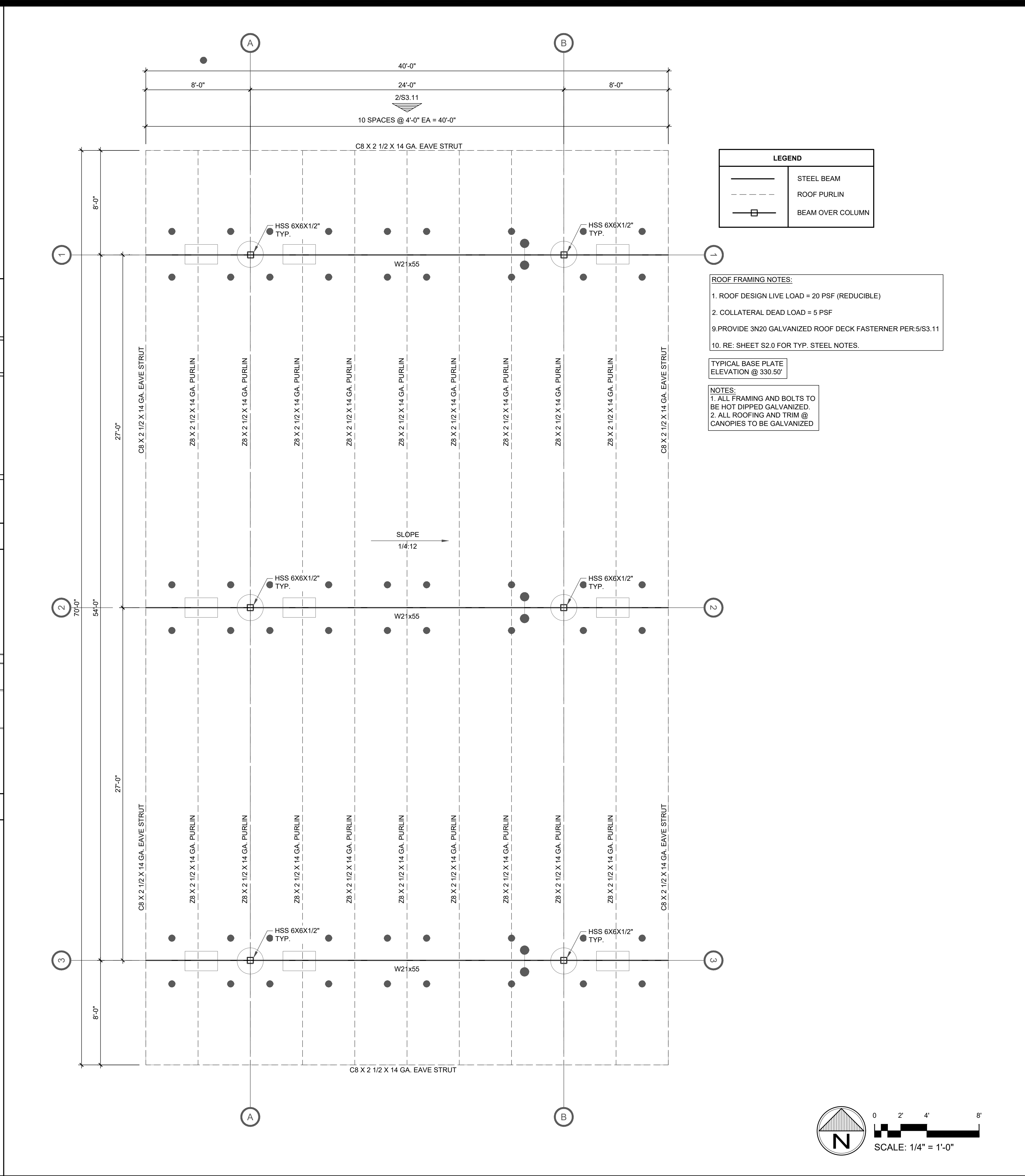
METAL DECK ATTACH. 3/4"=1'-0" 5 METAL CANOPY DETAIL 3"=1'-0" 4



METAL CANOPY DETAIL 3/4"=1'-0" 3



CANOPY SECTION 1/4"=1'-0" 2



OVERALL FRAMING PLAN 1/4"=1'-0" 1

LEGEND	
	STEEL BEAM
	ROOF PURLIN
	BEAM OVER COLUMN

- ROOF FRAMING NOTES:**
1. ROOF DESIGN LIVE LOAD = 20 PSF (REDUCIBLE)
 2. COLLATERAL DEAD LOAD = 5 PSF
 9. PROVIDE 3N20 GALVANIZED ROOF DECK FASTENER PER 5/S3.11
 10. RE. SHEET S2.0 FOR TYP. STEEL NOTES.

TYPICAL BASE PLATE
ELEVATION @ 330.50'

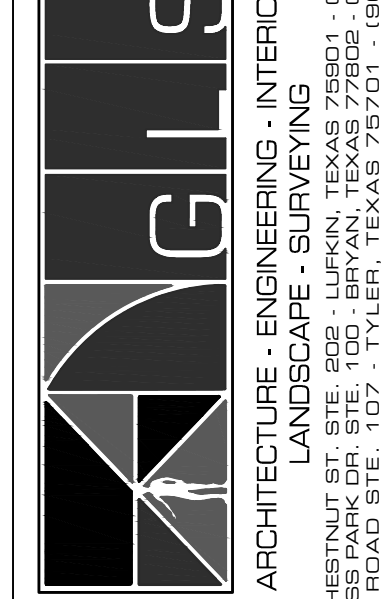
- NOTES:**
1. ALL FRAMING AND BOLTS TO BE HOT DIPPED GALVANIZED.
 2. ALL ROOFING AND TRIM @ CANOPIES TO BE GALVANIZED.

REVISIONS	DATE	BY	APP'D BY	ISSUED

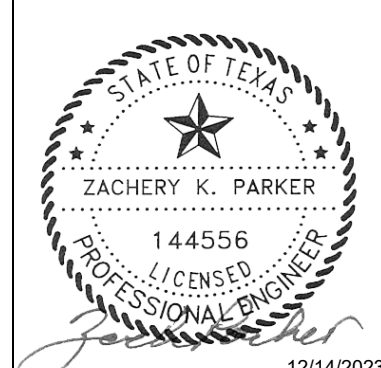
DRAWN BY: ZP
 LE: ZP
 12/14/23

T.B.P.E.L.S. FIRM NO. F-413
 T.B.A.E. FIRM NO. E-351
 T.B.P.E.L.S. FIRM NO. 10110800
 T.B.P.E.L.S. FIRM NO. 10110801

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 485 WACE FORD STE. 100 WYLLER, TEXAS 75701 (830) 541-0300



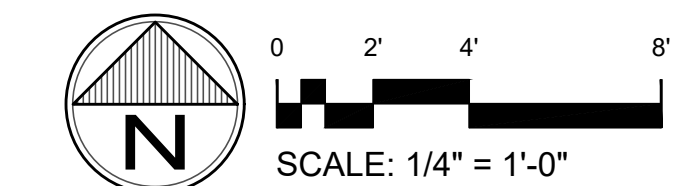
12/14/2023

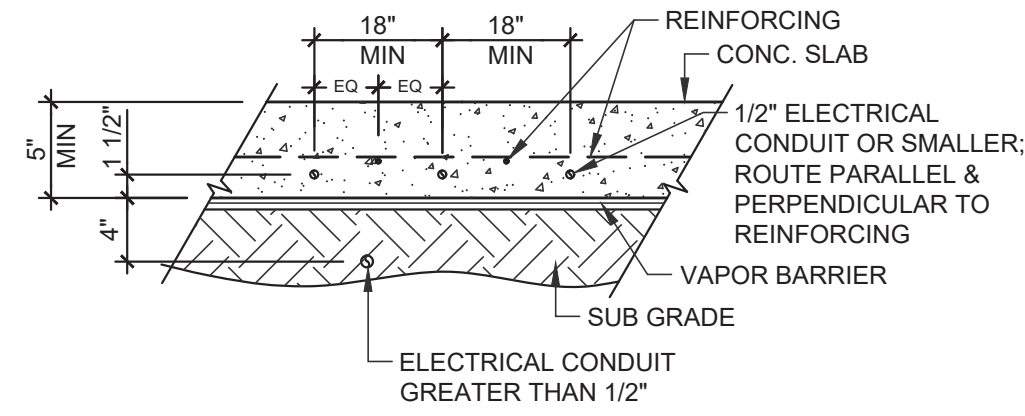
Fuel Center Reconstruction
 City of Bryan
 Bryan, Texas
Overall Framing Plan

CONTRACT NO.
600230

SHEET NO.

S3.11

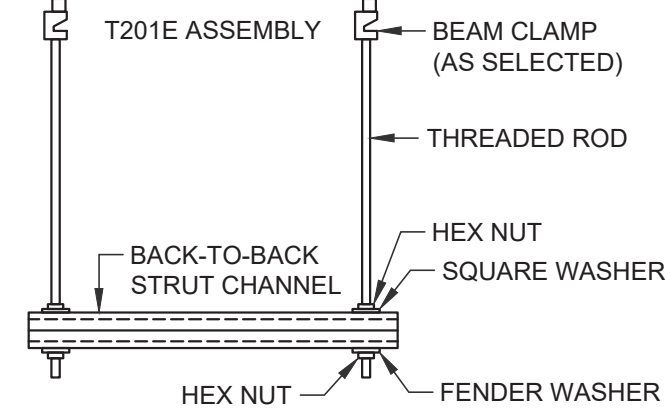




⊕	110 DUPLEX RECEPTACLE WITH 1 GANG BOX
⊕⊕	110 QUADRUPLEX RECEPTACLE WITH 2 GANG BOX
□	EQUIPMENT SERVICE DISCONNECT, NON-FUSED, LOCKABLE, U.N.O.
(R)	CONTROL RELAY
(TC)	TIMECLOCK
(PE)	PHOTOELECTRIC
WP	WEATHERPROOF / WATERPROOF WITH GFCI
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
---	CONDUIT UNDER SLAB OR IN SLAB
---	CONDUIT UNDERGROUND
(J)	1 GANG JUNCTION BOX - 1" Ø EMPTY CONDUIT TO 12" ABOVE CEILING

ELECTRICAL LEGEND N.T.S. 12

- ELECTRICAL TO CONFORM TO THE CURRENT EDITION OF THE NATIONAL ELECTRIC CODE (N.E.C.) AND APPLICABLE ENERGY CODE.
 - ELECTRICAL CONTRACTOR TO SUPPLY CUT SHEETS FOR PROPOSED CONSTRUCTION FOR ACTUAL EQUIPMENT USED AND SUBMIT TO THE ENGINEER FOR APPROVAL.
 - PROVIDE ELECTRICAL LIGHT SWITCH AND RECEPTACLES AT LOCATIONS AS SHOWN ON THE PLANS, UNLESS OTHERWISE NOTED ON THE PLANS. THE HEIGHT OF WALL SWITCHES AND RECEPTACLES SHALL COMPLY WITH ALL APPLICABLE CODE REQUIREMENTS. PROVIDE STAINLESS STEEL COVERS FOR LIGHT SWITCHES, RECEPTACLES, AND COVER PLATES. (U.N.O.)
 - BUILDING WIRING TO BE MINIMUM 12-GAUGE GROUNDED COPPER WIRING INSTALLED IN METALLIC CONDUIT (EMT).
 - ALL CONDUIT TO EQUIPMENT IN PUBLIC AREAS SHALL BE IN WALLS.
 - USE MULTIPLE GANG J-BOX AND COVER PLATE WHENEVER POWER RECEPTACLES AND/OR SWITCHES ARE IN CLOSE PROXIMITY TO EACH OTHER.
 - COMPUTER/DATA/COMMUNICATIONS/CABLE TERMINALS SHALL NOT BE COMBINED WITH ADJACENT POWER RECEPTACLES INTO A COMMON J-BOX.
 - FIXTURES, RECEPTACLES, EQUIPMENT, ETC., WILL BE WIRED TO CIRCUITS AS SHOWN ON DRAWINGS. PROPOSED MODIFICATIONS TO THE DRAWINGS TO BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
 - FOR ELECTRICAL PANELS WITH SPARE CIRCUIT BREAKERS SHOWN, STUB UP 1" Ø CONDUIT TO 6" ABOVE THE CEILING WITH A PULL STRING. CAP THE OPEN END OF THE CONDUIT.
 - WIRE SIZES SHOWN ARE BASED ON ESTIMATED LENGTHS. FOR BRANCH CIRCUITS EXCEEDING 75 FEET ACTUAL LENGTH, VERIFY THAT THE VOLTAGE DROP DOES NOT EXCEED 3% PER N.E.C. RECOMMENDATIONS. AMPACITY OF MULTIPLE CONDUCTORS IN A SINGLE CONDUIT MUST ALSO BE ADJUSTED PER N.E.C. RECOMMENDATIONS. IF CONDUCTOR SIZE IS INCREASED, INCREASE GROUND WIRE AS REQUIRED BY CURRENT N.E.C.
 - UNLESS OTHERWISE NOTED, SWITCHES, RECEPTACLES, J-BOXES, ETC., ARE DIAGRAMMATICALLY SHOWN ON THE PLANS TO CONVEY THE APPROXIMATE LOCATIONS FOR INSTALLATION. EVEN IF SHOWN BACK TO BACK ON THE PLANS, ALL BOXES ON EITHER SIDE OF A WALL OR PARTITION MUST BE SEPARATED HORIZONTALLY BY AT LEAST 6 INCHES, UNLESS SHOWN ON THE PLANS, REFER TO NOTES, LEGENDS, ADA REQUIREMENTS, ETC. FOR CORRECT MOUNTING HEIGHTS.
 - REFER TO THE CIVIL DRAWINGS AND DEMOLITION DRAWINGS FOR PERTINENT INFORMATION RELATED TO THE PROJECT (ELECTRICAL/PLUMBING/MECHANICAL) WORK.
 - ALL WIRES AND CABLES WILL BE SUPPORTED AS REQUIRED BY THE CURRENT VERSION OF THE N.E.C., WIRES AND CABLES WILL NOT BE SUPPORTED BY THE CEILING GRID. **NO EXCEPTIONS.**
 - ALL CIRCUITS WITH SENSITIVE ELECTRONIC EQUIPMENT (EXAMPLES: COMPUTERS AND PRINTERS) ARE TO BE POWERED FROM A QUALITY UPS (UNINTERRUPTIBLE POWER SUPPLY). NOTE: PROVISION OF UPS'S ARE NOT IN THE SCOPE OF THE PROJECT.
 - WHEN ROUTING UNDERGROUND CONDUITS, THE TOP OF THE CONDUIT IS TO BE AT 12" MINIMUM BELOW FINISHED FLOOR ELEVATION AND SHALL PENETRATE FOUNDATION BEAMS AT APPROXIMATELY THE MID-DEPTH OF THE BEAM. WHERE CONDUIT INTERSECTS FOUNDATION BEAMS, THE ANGLE BETWEEN THE LONGITUDINAL AXIS OF THE CONDUIT AND THE LONGITUDINAL AXIS OF THE FOUNDATION BEAM IS TO BE IDEALLY 90 DEGREES BUT NOT LESS THAN 45 DEGREES. ALL VAPOR BARRIERS SHALL BE SEALED TO THE CONDUIT AT THE PENETRATIONS.
 - ALL OPENINGS AROUND ELECTRICAL PENETRATIONS INTO OR THROUGH FIRE-RATED WALLS, PARTITIONS, FLOORS, OR CEILINGS SHALL BE FIRE-STOPPED USING U.L. APPROVED MATERIALS AND METHODS TO MAINTAIN THE FIRE RESISTANCE RATING IN ACCORDANCE WITH N.E.C. 300.21 AND APPLICABLE CODES.
 - DATA CABLES SHALL NOT EXCEED 300 LINEAR FEET.
 - WHEN TRENCHING IS REQUIRED, REFER TO SPECIFICATION SECTIONS AND GEOTECH REPORT REQUIREMENTS FOR UTILITY TRENCH BACKFILL.
 - CONTRACTOR SHALL PROVIDE LABELING ON ALL JUNCTION BOXES AND COVER PLATES IDENTIFYING BRANCH CIRCUIT. PROVIDE ADDITIONAL LABELING IN ACCORDANCE WITH N.E.C. AND A.H.J. REQUIREMENTS.
 - IN AREAS WHERE ELECTRICAL SUPPORTS, DEVICES, AND CONDUITS WILL BE EXPOSED TO PUBLIC VIEW, COORDINATE WITH OTHER DISCIPLINES AND THE PAINTER. ALL ELECTRICAL SUPPORTS, DEVICES, AND CONDUITS SHALL BE INSTALLED ON TIME FOR THE PAINTER TO COMPLETE WORK COINCIDENT WITH OTHER PAINTING REQUIREMENTS IN THE AREA.
 - FIBER OPTIC LINES SHALL BE RAN FROM THE ATG INSIDE OF THE EXISTING BUILDING TO THE NEW FIBER VAULT. A FIBER OPTIC LINE SHALL BE RAN TO EACH FUEL/DEF DISPENSER IN A 3/4" CONDUIT. A FIBER OPTIC LINE SHALL ALSO BE RAN TO THE GASBO ISLANDER PRIME TERMINAL IN A 3/4" CONDUIT FROM NEW ALL WEATHER ENCLOSURE TO LOCATION INSIDE THE EXISTING BUILDING. THESE FIBER LINES ARE TO TRANSMIT THE DATA BETWEEN THE DISPENSERS, TERMINAL, & ATG MODULE.
 - A LOW VOLTAGE CABLE (COMMUNICATIONS (COMM)) SHALL BE INSTALLED FROM THE ATG IN THE BUILDING TO THE NEW COMMUNICATIONS VAULT. A LOW VOLTAGE COMM LINE SHALL BE RAN TO EACH FUEL/DEF DISPENSER IN A 3/4" CONDUIT. A LOW VOLTAGE COMM LINE SHALL BE RAN TO THE DEF TANK IN A 3/4" CONDUIT. MULTIPLE LOW VOLTAGE COMM LINES SHALL BE RAN TO EACH UNDERGROUND FUEL TANK IN 3/4" & 1" CONDUITS. THESE COMM LINES ARE FOR THE LIE LEAK DETECTION SYSTEM.
 - BRANCH CIRCUITS SHALL BE RAN FROM THE ELECTRICAL PANEL AT THE BUILDING TO THE NEW ELECTRICAL BOX AT THE CANOPY. A BRANCH CIRCUIT W/ (3) #12 & (3) #14 SHALL BE RAN TO EACH FUEL DISPENSER. A BRANCH CIRCUIT W/ (3) #12 & (2) #14 SHALL BE RAN TO EACH DEF DISPENSER. A 110V BRANCH CIRCUIT SHALL BE RAN TO THE DEF TANK AND GASBO ISLANDER PRIME TERMINAL. A 220V BRANCH CIRCUIT SHALL BE RAN TO EACH FUEL PUMP IN THE UNDERGROUND TANKS.
- DEMOLITION ELECTRICAL NOTES**
- PRIOR TO THE DEMOLITION OF WORK BY ANY TRADE, PROVIDE A QUALIFIED ELECTRICIAN TO DISCONNECT ALL SOURCES OF POWER SERVING EQUIPMENT, LIGHT FIXTURES, AND OUTLETS WITHIN THE AREA OF DEMOLITION. VERIFY BY TESTING THAT POWER HAS BEEN DISCONNECTED. THE ELECTRICIAN SHALL REMAIN ON SITE DURING DEMOLITION TO DISCONNECT AND TEST ALL ELECTRICAL WORK THAT BECOMES ACCESSIBLE DURING THE COURSE OF DEMOLITION.
 - ALL DEMOLITION ITEMS SHALL BECOME THE CONTRACTORS PROPERTY AND SHALL BE REMOVED FROM THE SITE. HAZARDOUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH FEDERAL REGULATIONS AND THE CONTRACT DOCUMENTS.
 - THE DISPOSAL OF LAMPS AND BALLASTS SHALL BE IN ACCORDANCE WITH EPA STANDARDS AND GUIDELINES.
 - WHERE EQUIPMENT, WIRING DEVICES, AND/OR LIGHT FIXTURES ARE SCHEDULED FOR DEMOLITION, REMOVE THE ASSOCIATED WIRE AND RACEWAY BACK TO THE CIRCUIT BREAKER SERVING THE EQUIPMENT, UNLESS SPECIFICALLY NOTED OTHERWISE.
 - WHERE CEILINGS OR WALLS ARE SCHEDULED FOR DEMOLITION ON THE ARCHITECTURAL DRAWINGS, DISCONNECT AND REMOVE ALL WIRING DEVICES, LIGHT FIXTURES, AND SPEAKERS ASSOCIATED WITH THOSE WALLS AND CEILINGS.
 - IDENTIFY CONDUITS AND WIRE PASSING THROUGH THE AREA OF DEMOLITION AND SERVING LOADS OUTSIDE THE AREA THAT WILL REMAIN. MARK AND PROTECT THESE CONDUITS DURING DEMOLITION.
 - THE ELECTRICAL SERVICE TO AREAS NOT WITHIN THE DEMOLITION SCOPE OF WORK SHALL NOT LOSE POWER UNLESS SCHEDULED AND AGREED TO BY THE OWNER.



CONDUIT SUPPORT DTL N.T.S. 8

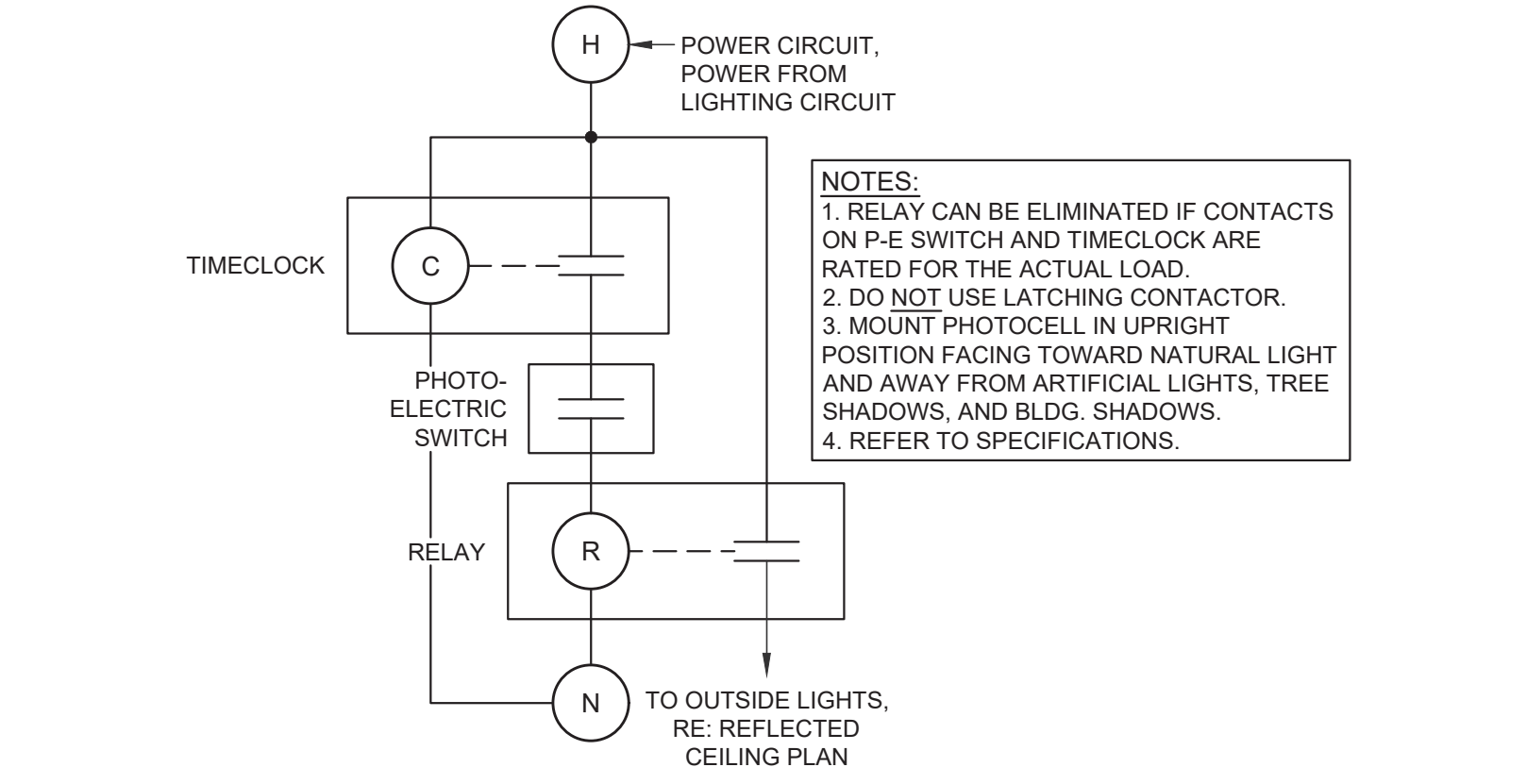
PANEL "FC" N.T.S. 4

WIRE/COND	CIRCUIT LOAD	LOAD NAME	1	2	LOAD NAME	CIRCUIT LOAD	WIRE/COND	TOTAL LOADS	A	C	
3 #12 in 3/4" cond.	240	Controls	1	2	Tank Monitor	120	3 #12 in 3/4" cond.	360			
3 #12 in 3/4" cond.	180	Canopy Rec	3	4	Tank Monitor	120	3 #12 in 3/4" cond.	300			
3 #12 & 4 #14 in 3/4" cond.	1,800	Dispenser #1	5	6	Receptacles	360	3 #12 in 3/4" cond.	1,920			
3 #12 & 4 #14 in 3/4" cond.	1,800	Dispenser #2	7	8	Receptacles	360	3 #12 in 3/4" cond.	2,160			
3 #12 & 4 #14 in 3/4" cond.	1,800	Dispenser #3	9	10	Receptacles	360	3 #12 in 3/4" cond.	2,160			
3 #12 & 4 #14 in 3/4" cond.	1,800	Dispenser #4	11	12	Receptacles	360	3 #12 in 3/4" cond.	2,160			
3 #12 & 4 #14 in 3/4" cond.	1,800	Dispenser #5	13	14	Lights	1,170	4 #12 in 3/4" cond.	2,970			
3 #12 & 4 #14 in 3/4" cond.	1,800	Dispenser #6	15	16	ATG	500	3 #12 in 3/4" cond.	2,300			
3 #12 & 4 #14 in 3/4" cond.	1,800	Dispenser #7	17	18	ATG	500	3 #12 in 3/4" cond.	2,300			
3 #12 & 4 #14 in 3/4" cond.	1,800	Dispenser #8	19	20	All Weather Enclosure	180	3 #12 in 3/4" cond.	1,980			
3 #12 & 4 #14 in 3/4" cond.	1,800	Dispenser #9	21	22	Def Pump	696	3 #12 in 3/4" cond.	2,496			
2 #10 & 1 #10 G	1,440	Diesel Pump #1	23	24	Diesel Pump #2	1,440	2 #10 & 1 #10 G	2,880			
3 #12 in 3/4" cond.	1,440	(30A)**	25	26	(30A)**	1,440	3 #12 in 3/4" cond.	2,880			
Wire Per	0	Surge Protective	27	28	Unleaded Pump	1,440	2 #10 & 1 #10 G	2,880			
Mfg.	0	Device	29	30	(30A)**	1,440	3 #12 in 3/4" cond.	1,440			
								29,748 VA			
								Diversified Load =	234 VA		
									240 (240/160 VAC)		
									122.97 AMPS		

NOTE: Unless otherwise noted, all single pole breakers are 20 Amp with #12 THHN copper wire. All breakers serving motor loads shall be HACR type or Motor Circuit rated per NEC requirements.

NOTE**: Verify circuit breaker and wire size with manufacturer.

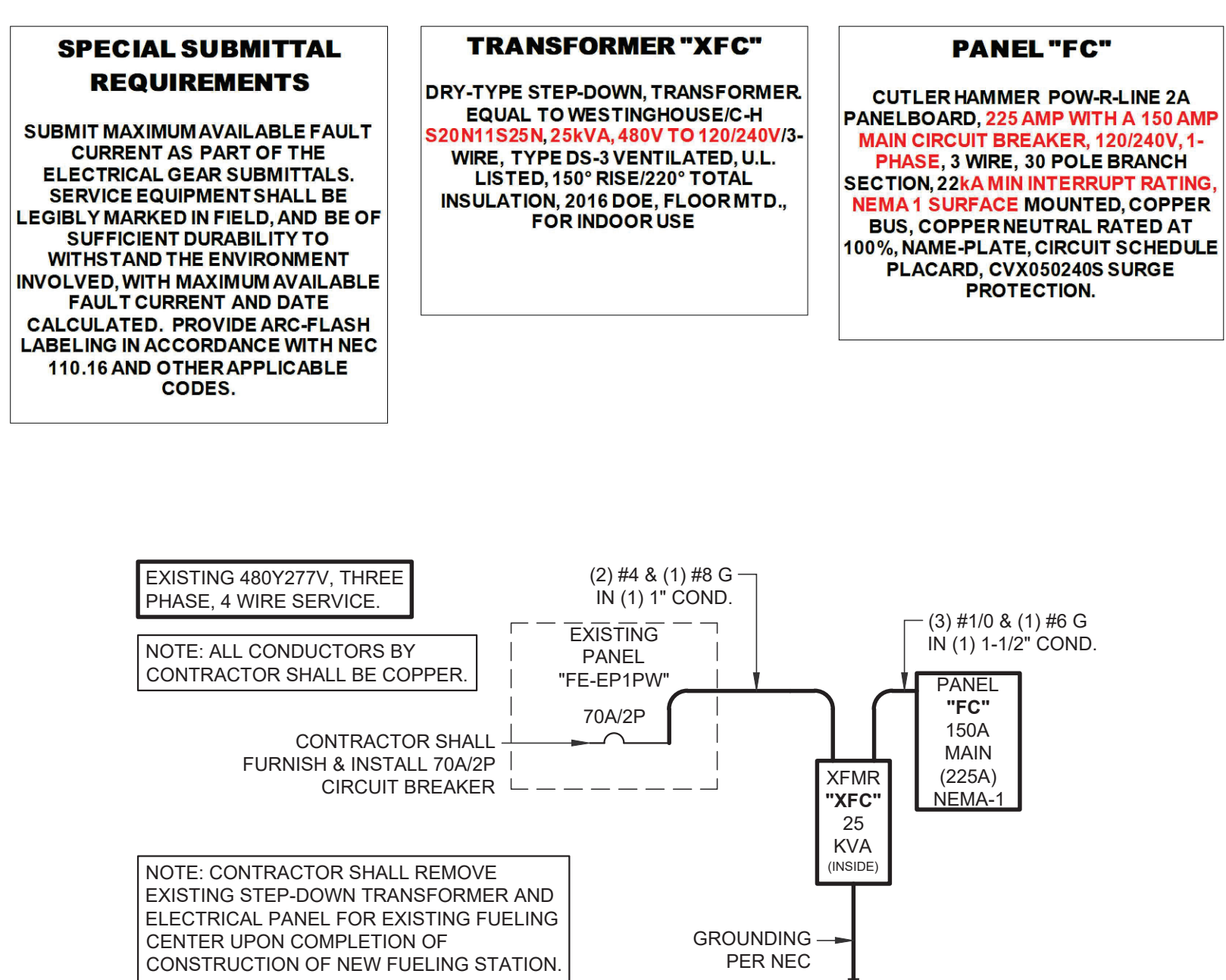
SLAB CONDUIT DETAIL N.T.S. 16



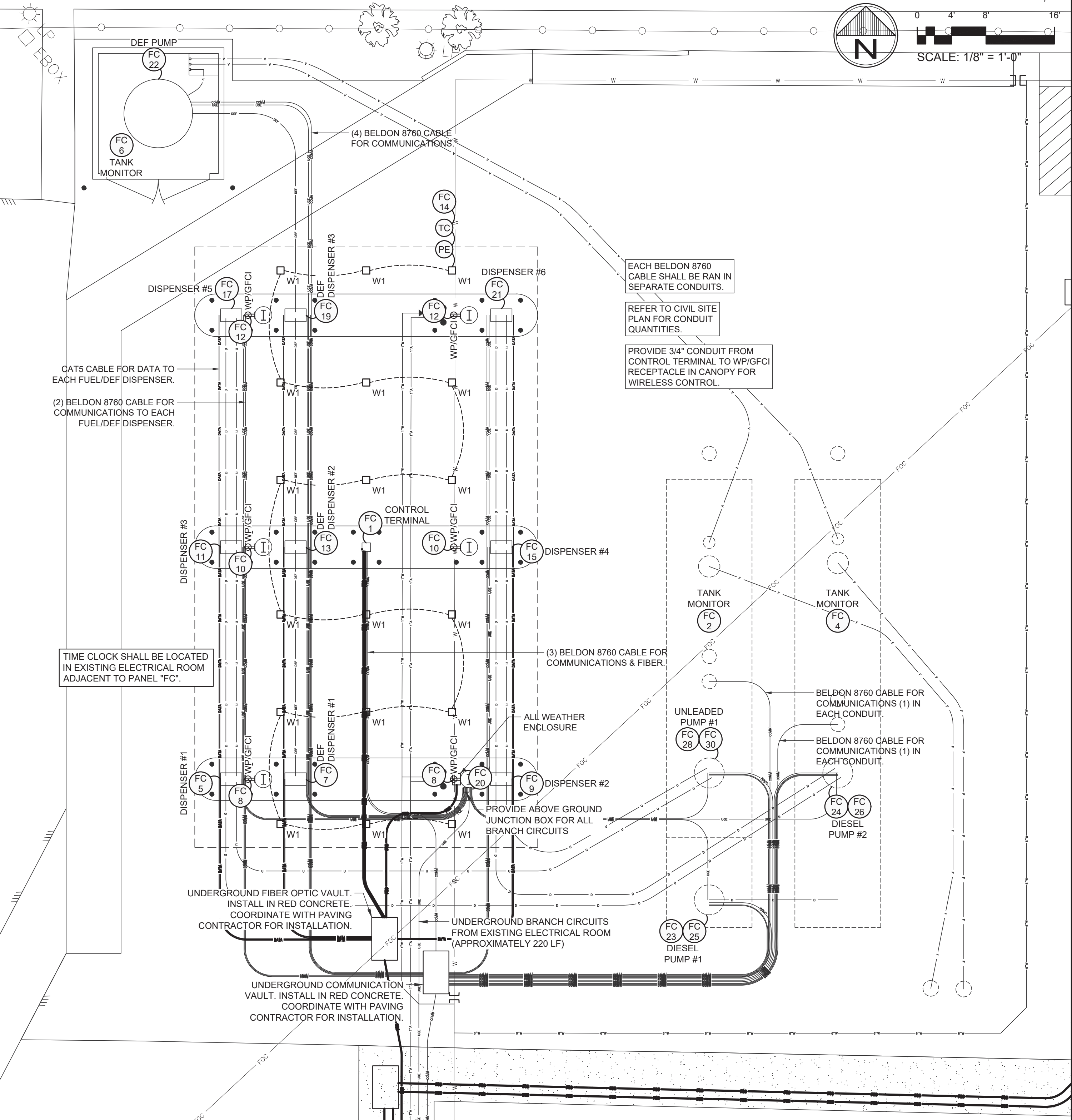
TIMECLOCK/PHOTO-ELEC. DETAIL N.T.S. 15

MARK	TYPE	MOUNTING	MANUFACTURER CATALOG NO.	LAMPS TYPE	REMARKS
W1	LED CANOPY LIGHT	STRUCTURE MOUNTED	LITHONIA LIGHTING CNY LED P2 40K MVOLT DDB	52W LED, 4000K, 6600 LUMENS	DARK BRONZE FINISH, WET LOCATION RATED, FROSTED LENS

LIGHTING SCHEDULE N.T.S. 14



ONE-LINE DIAGRAM N.T.S. 13



ELECTRICAL SITE PLAN 1/8"=1'-0" 1

ELECTRICAL NOTES N.T.S. 9

REVISIONS

NO.	DATE	DESCRIPTION
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NO. _____ DATE _____

DRAWN BY: ANM APP'D BY: JRF ISSUED: 7-9-24

T.B.P.E.L.S. FIRM NO. F-413
T.B.A.E. FIRM NO. BR 301
T.B.P.E.L.S. FIRM NO. 10110060
T.B.P.E.L.S. FIRM NO. 10110061

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GLS
ARCHITECTURE, ENGINEERING, INTERIORS
LANDSCAPE SURVEYING

118566
JUSTIN R. FENLEY
LICENSED PROFESSIONAL ENGINEER

10/29/2024

Fueling Center Reconstruction
City of Bryan
Bryan, Texas
Electrical Details

CONTRACT NO. 600230
SHEET NO. E9.11