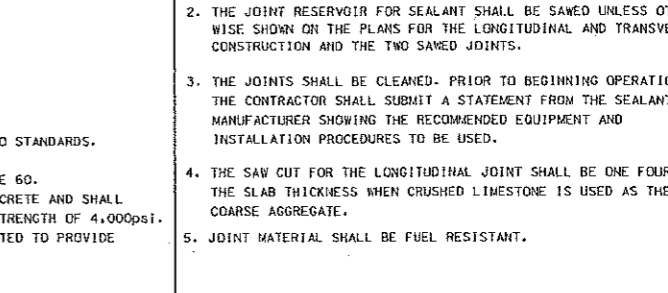
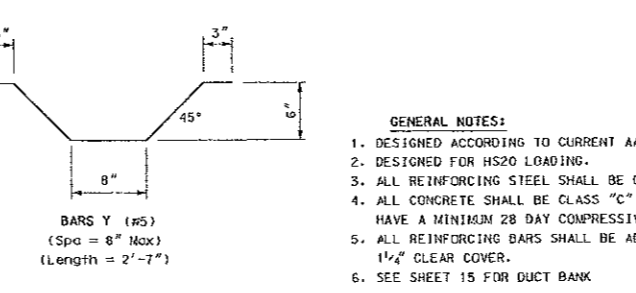
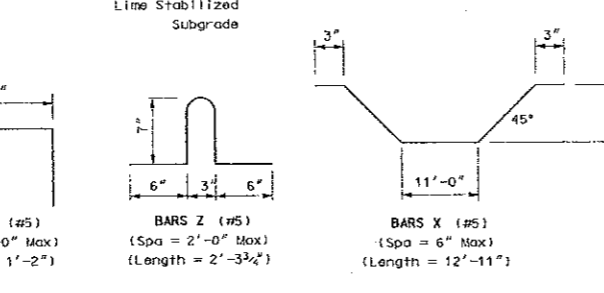
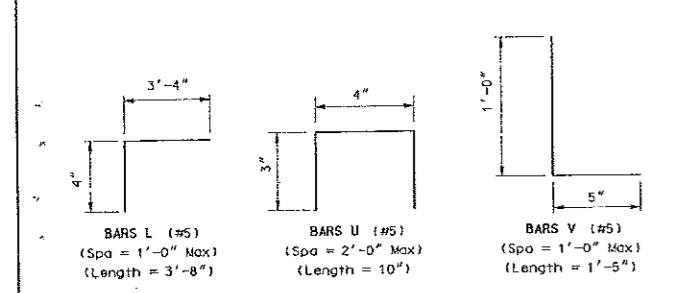
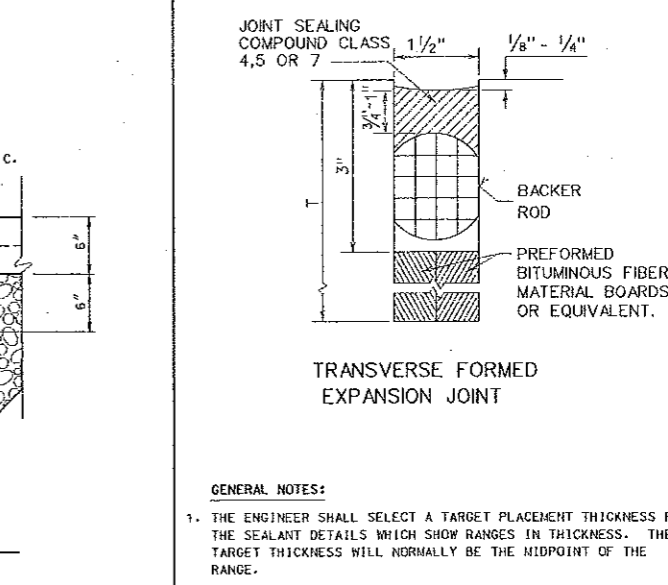
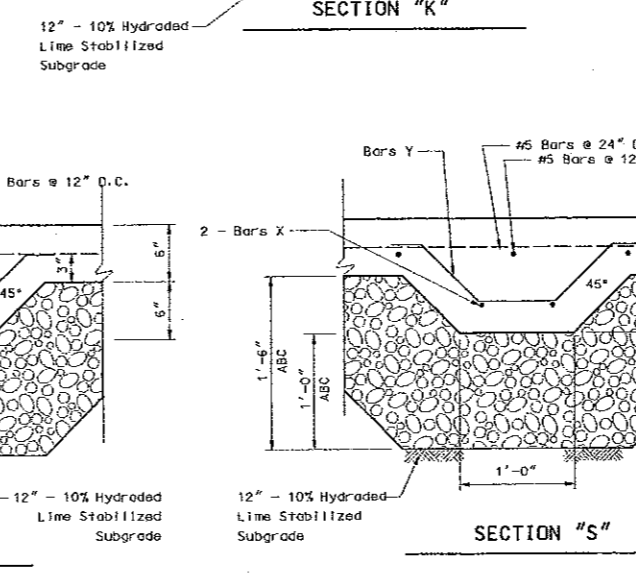
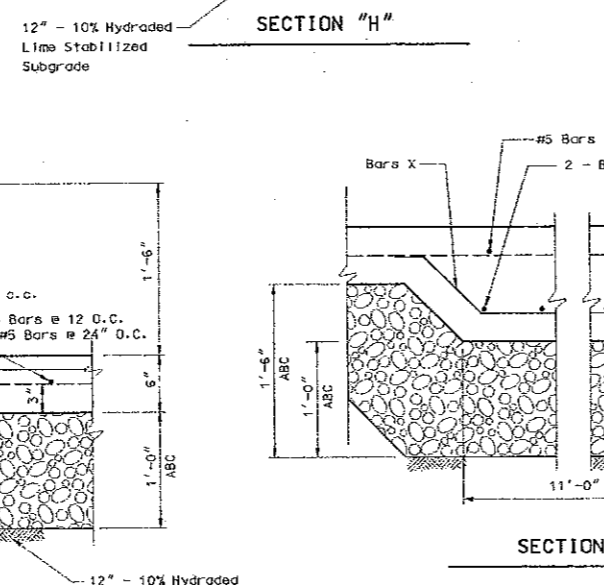
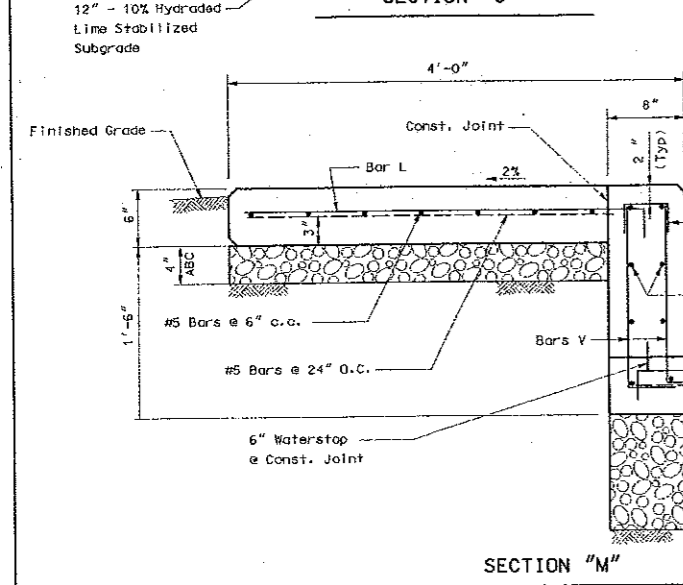
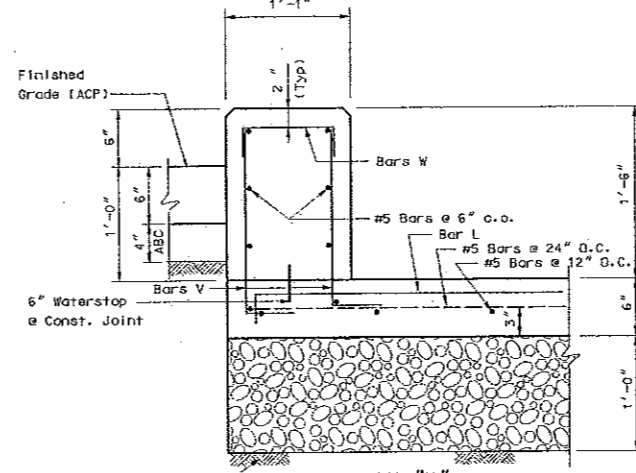
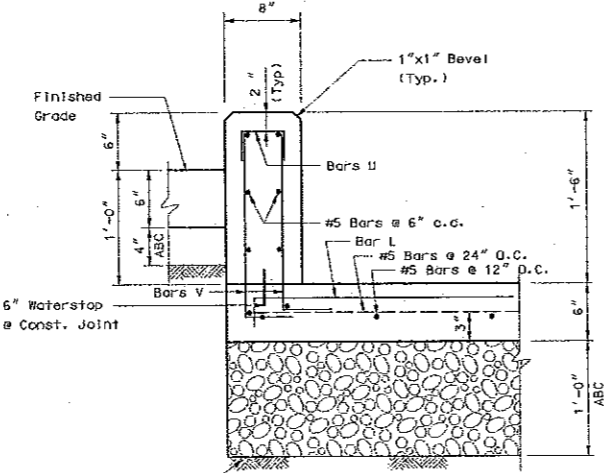
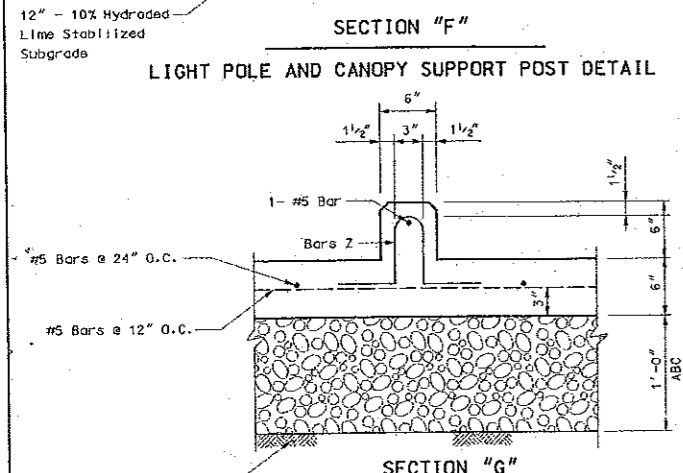


NOTE: Typical for 12 Locations  
Other Pedestals Have Anchor Bolts  
Installed for Future Canopy.



BARS L (#5) (Spa = 1'-0\"/>

BARS U (#5) (Spa = 2'-0\"/>

BARS V (#5) (Spa = 1'-0\"/>

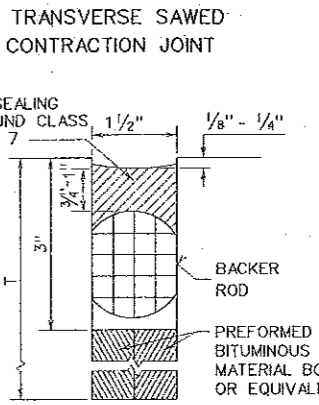
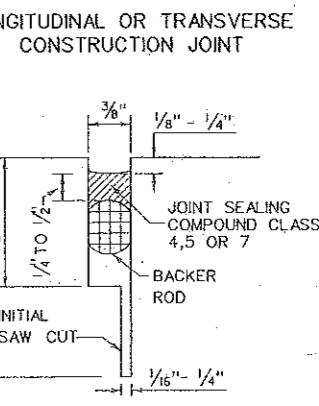
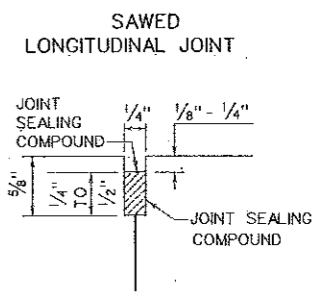
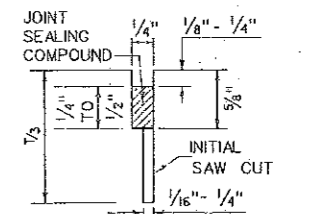
BARS W (#5) (Spa = 2'-0\"/>

BARS Z (#5) (Spa = 2'-3 3/4\"/>

BARS X (#5) (Spa = 6\"/>

BARS Y (#5) (Spa = 8\"/>

JOINT SEALS

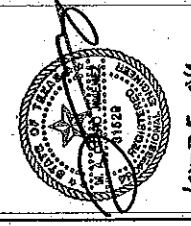


GENERAL NOTES:

1. THE ENGINEER SHALL SELECT A TARGET PLACEMENT THICKNESS FOR THE SEALANT DETAILS WHICH SHOW RANGES IN THICKNESS. THE TARGET THICKNESS WILL NORMALLY BE THE MIDPOINT OF THE RANGE.
2. THE JOINT RESERVOIR FOR SEALANT SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION AND THE TWO SAWED JOINTS.
3. THE JOINTS SHALL BE CLEANED PRIOR TO BEGINNING OPERATIONS. THE CONTRACTOR SHALL SUBMIT A STATEMENT FROM THE SEALANT MANUFACTURER SHOWING THE RECOMMENDED EQUIPMENT AND INSTALLATION PROCEDURES TO BE USED.
4. THE SAW CUT FOR THE LONGITUDINAL JOINT SHALL BE ONE FOURTH THE SLAB THICKNESS WHEN CRUSHED LIMESTONE IS USED AS THE COARSE AGGREGATE.
5. JOINT MATERIAL SHALL BE FUEL RESISTANT.

GENERAL NOTES:

1. DESIGNED ACCORDING TO CURRENT AASHTO STANDARDS.
2. DESIGNED FOR HS20 LOADING.
3. ALL REINFORCING STEEL SHALL BE GRADE 60.
4. ALL CONCRETE SHALL BE CLASS "C" CONCRETE AND SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000psi.
5. ALL REINFORCING BARS SHALL BE ADJUSTED TO PROVIDE 1 1/2" CLEAR COVER.
6. SEE SHEET 15 FOR DUCT BANK



ISSUED FOR BID	STAGE OF PLANS
ADD - FUEL	27514-008-00228
REV.	DATE
DESCRIPTION	APPROVED

BURNS & McDONNELL  
SINCE 1933

Washington Group International  
REGISTERED ENGINEERING CONSULTANTS AND MECHANICAL SUBSIDIARY  
PHONE: (817) 442-2000 FAX: (817) 442-2003

BULK FUEL STORAGE AND DISPENSING SYSTEM FOUNDATION DETAILS

DESIGNER: M.O.J.  
CHECKERS: S.G.L./T.P.A.  
CADD TECH: F.J.S.

PROJ. LEAD: S.G.L. APPROVED: B.D.N.

DATE: OCTOBER 25, 2004  
SHEET 13 OF 33