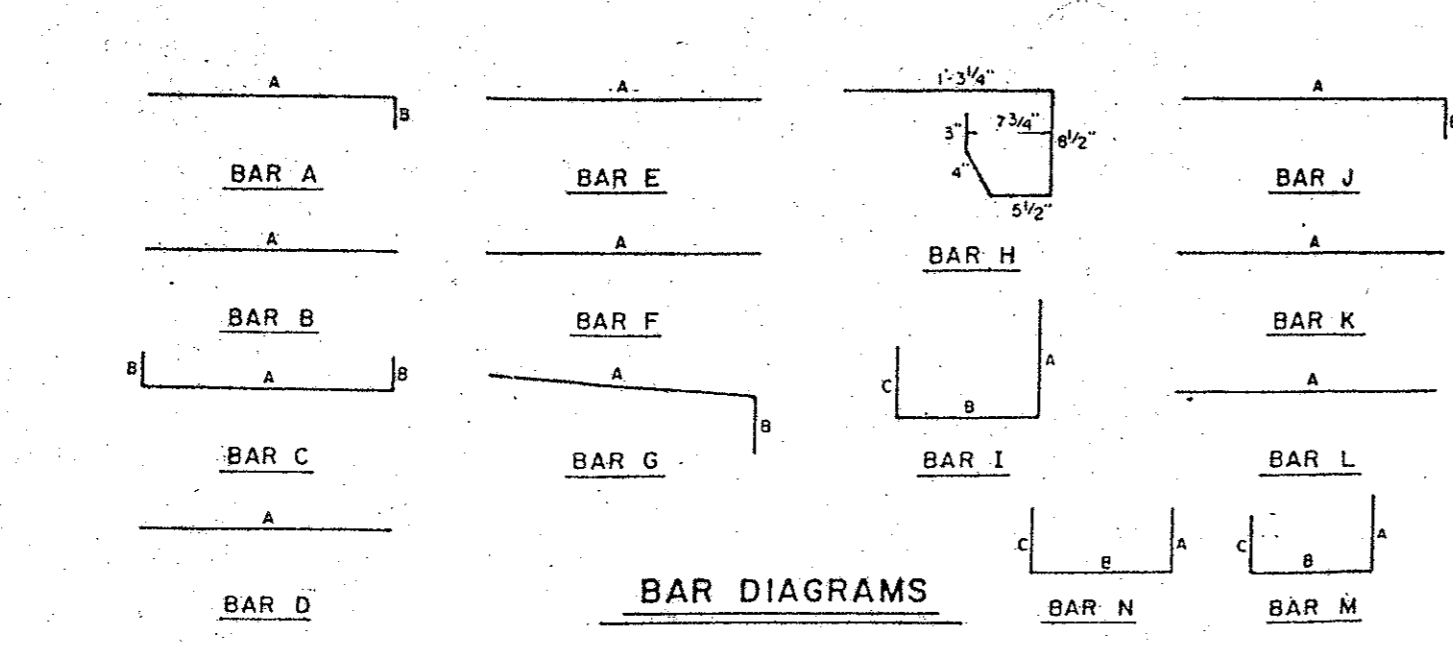
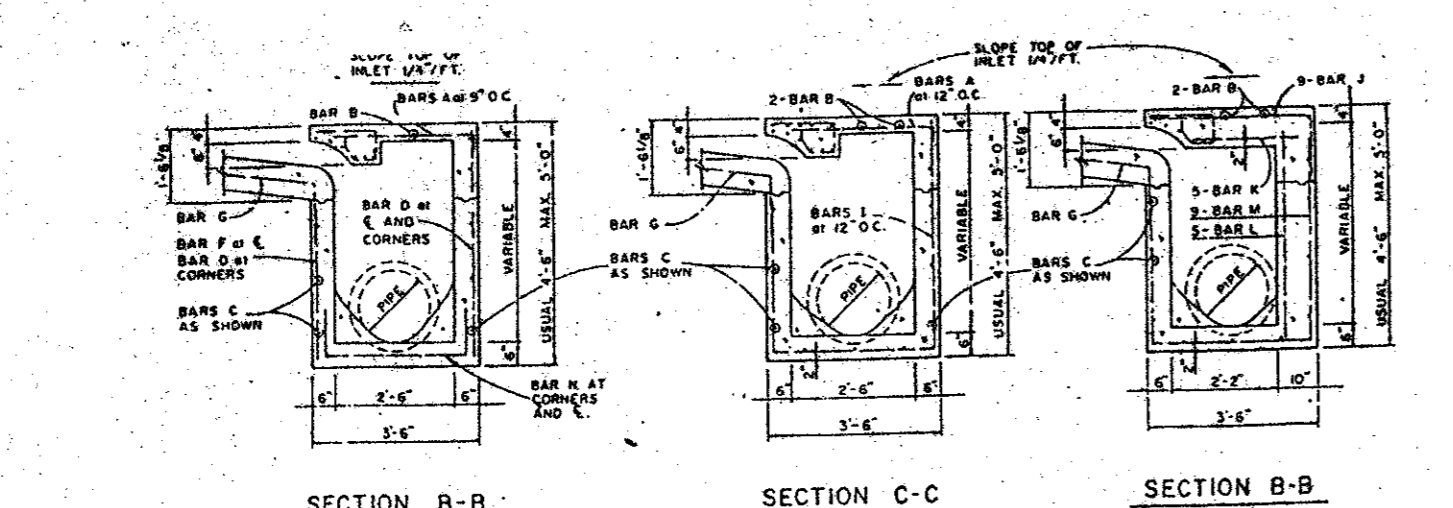
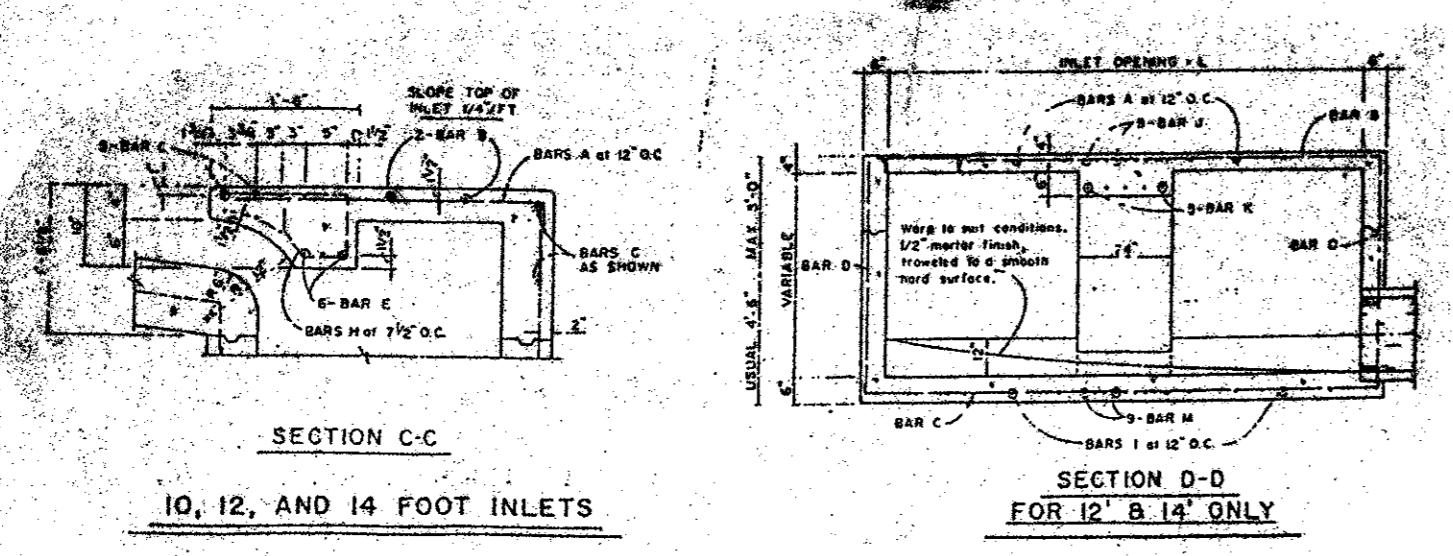


REINFORCING STEEL SCHEDULE

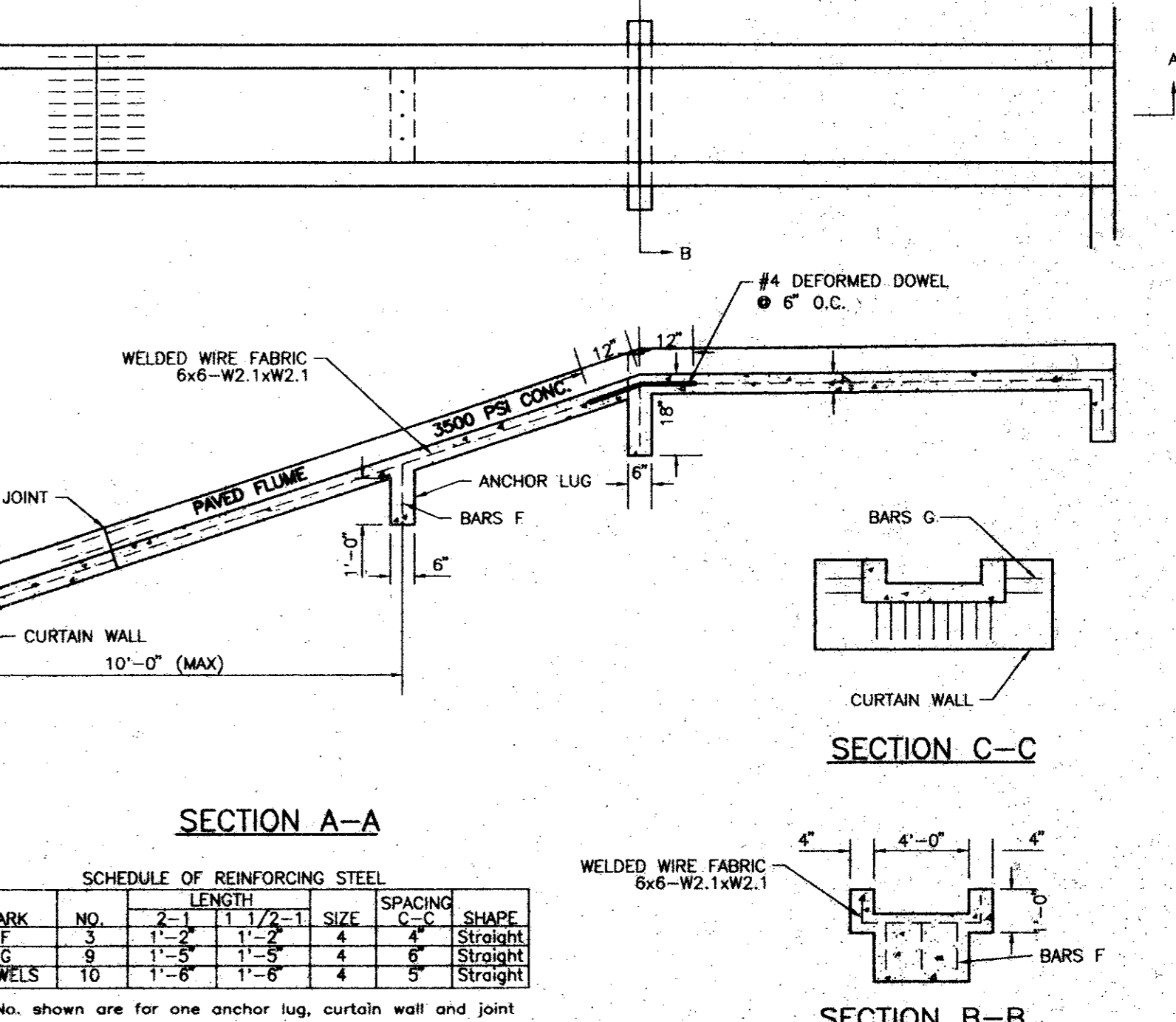
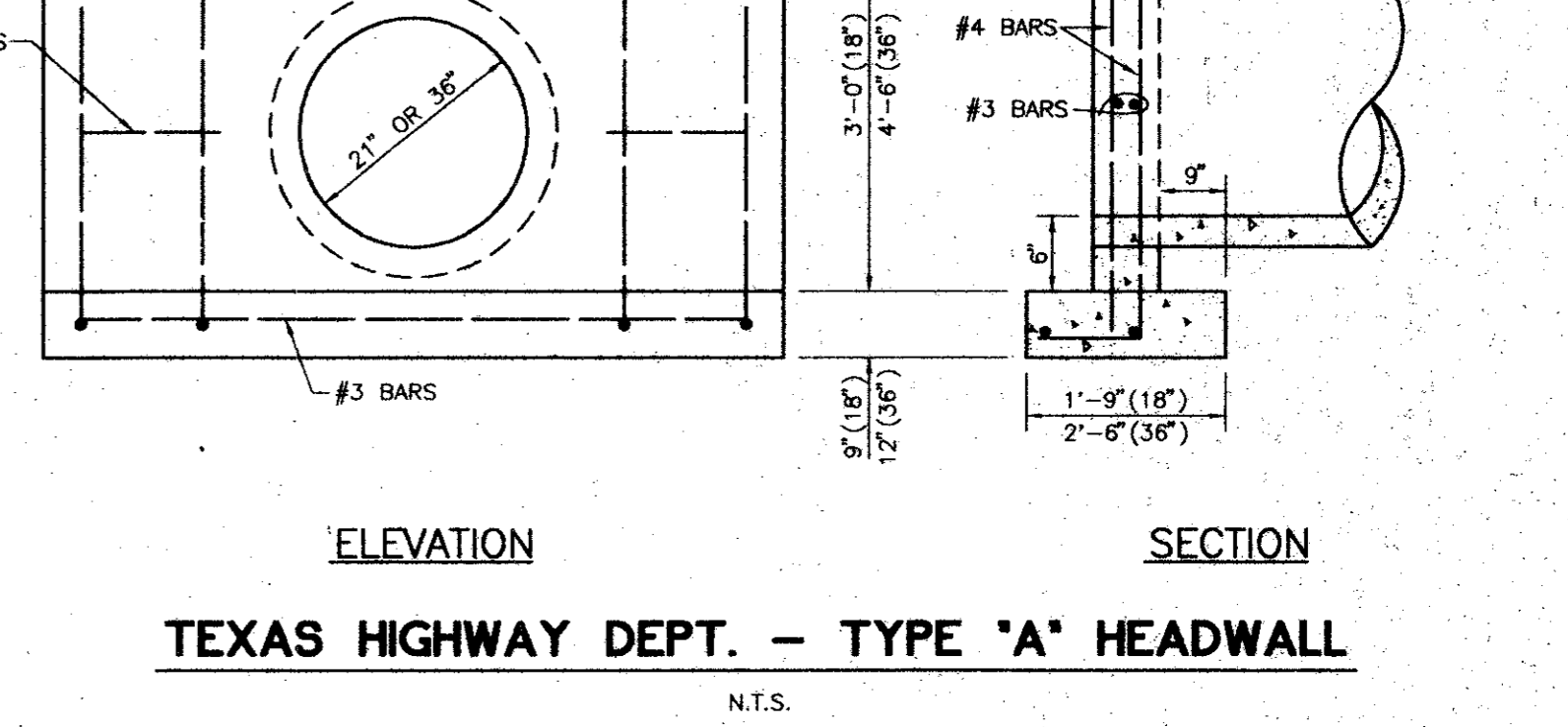
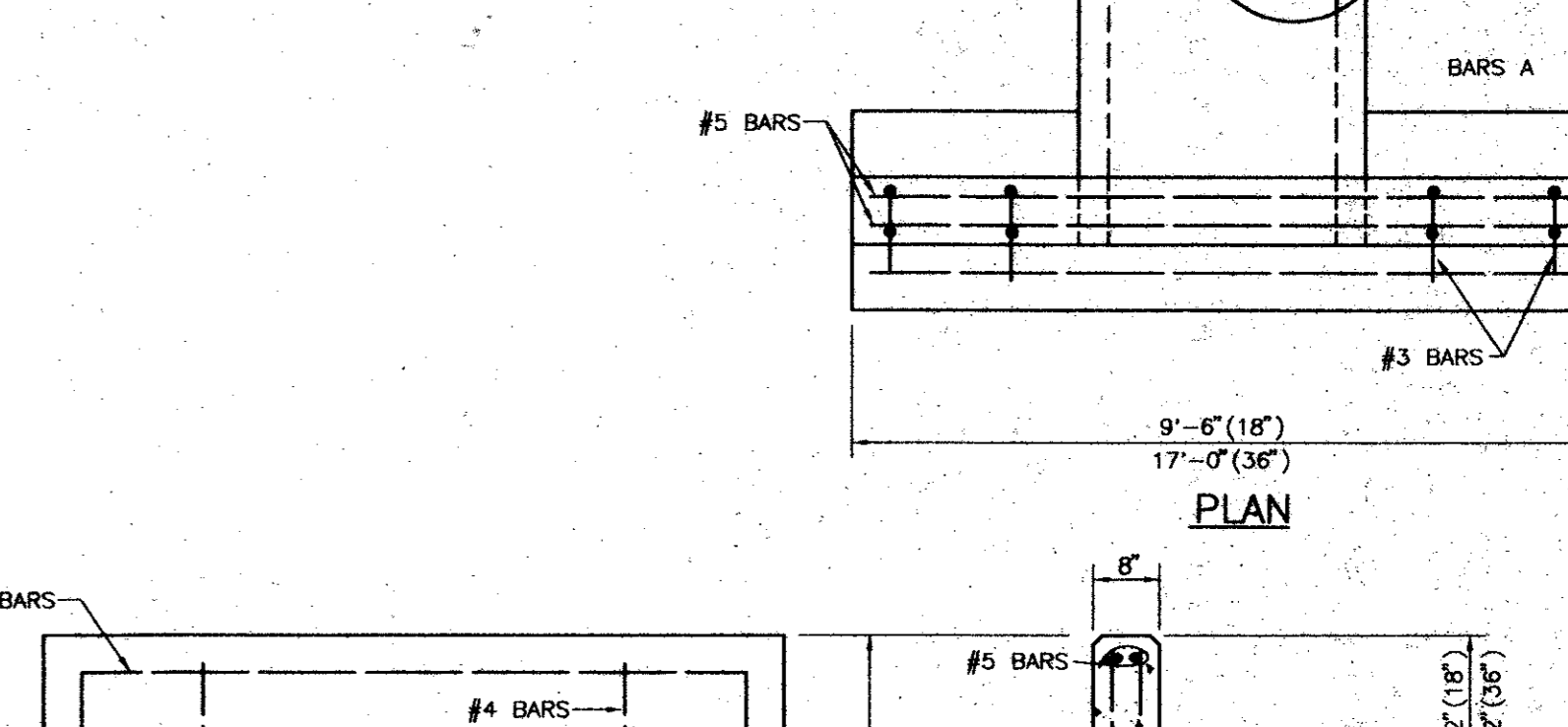
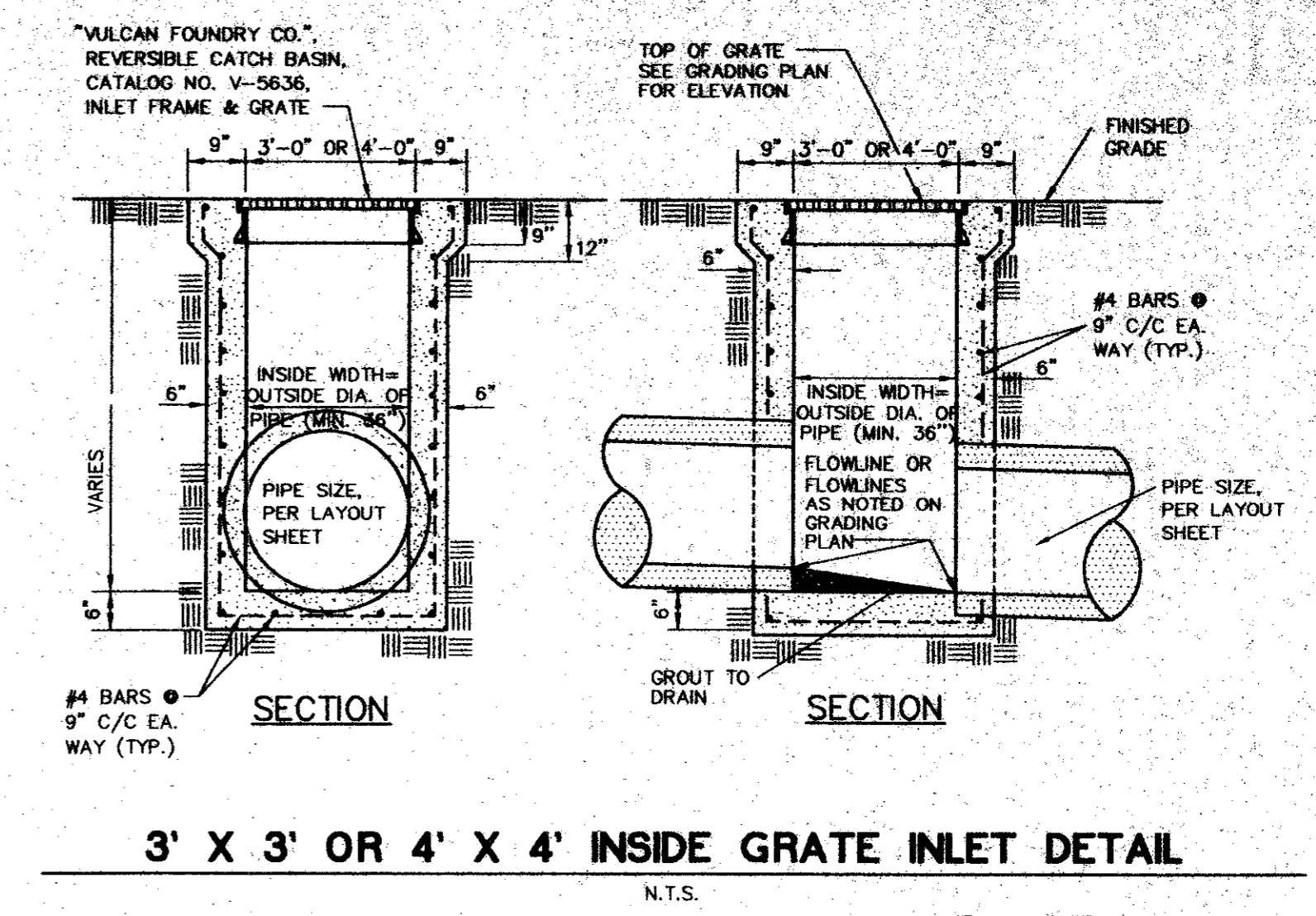
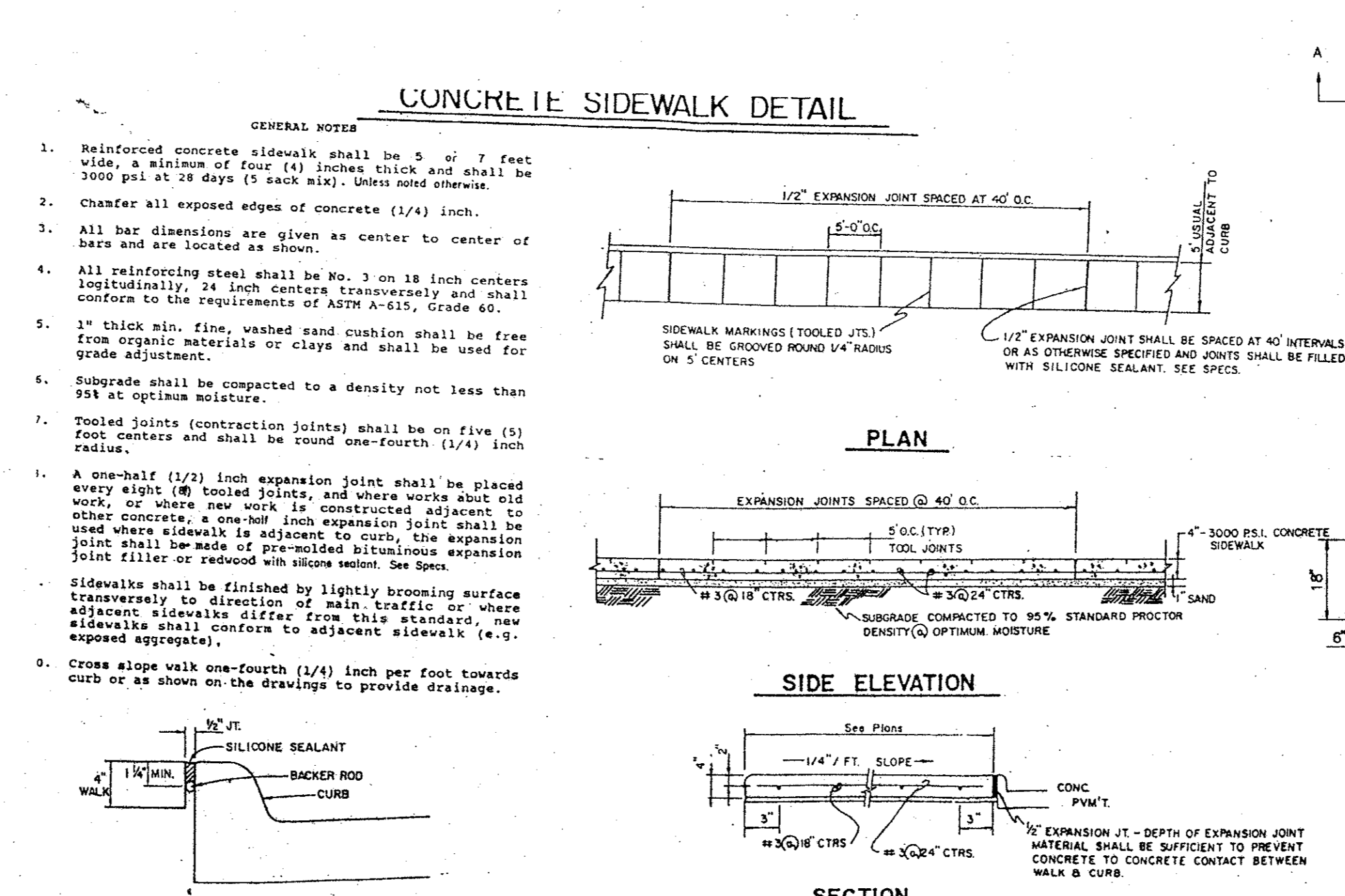
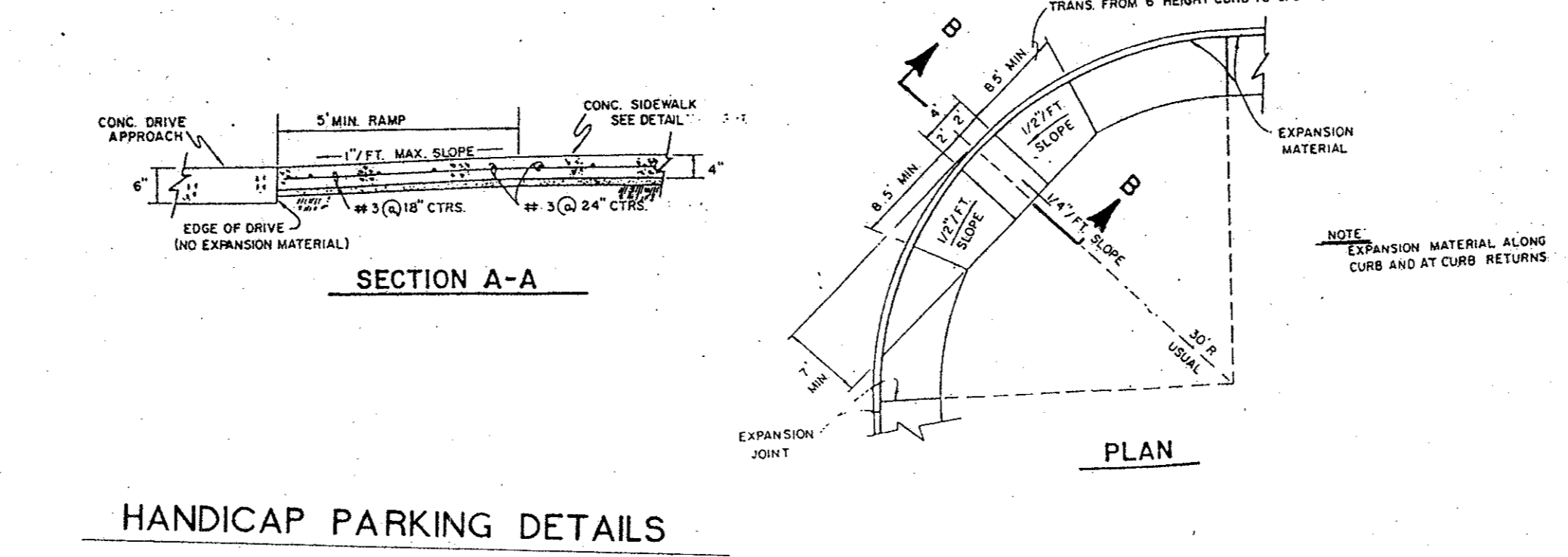
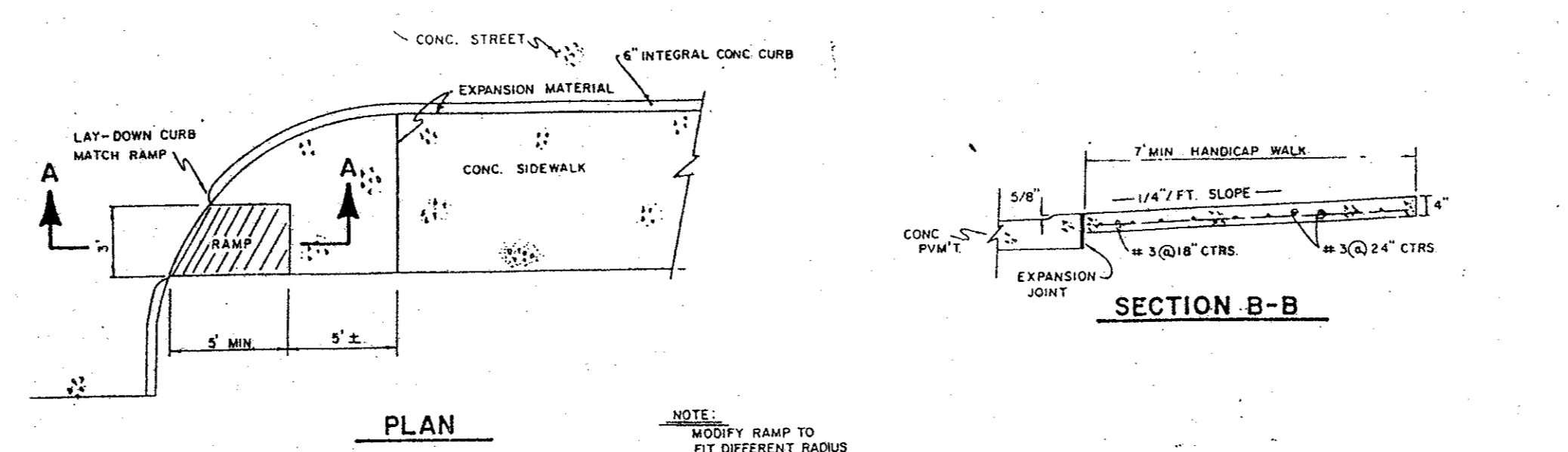
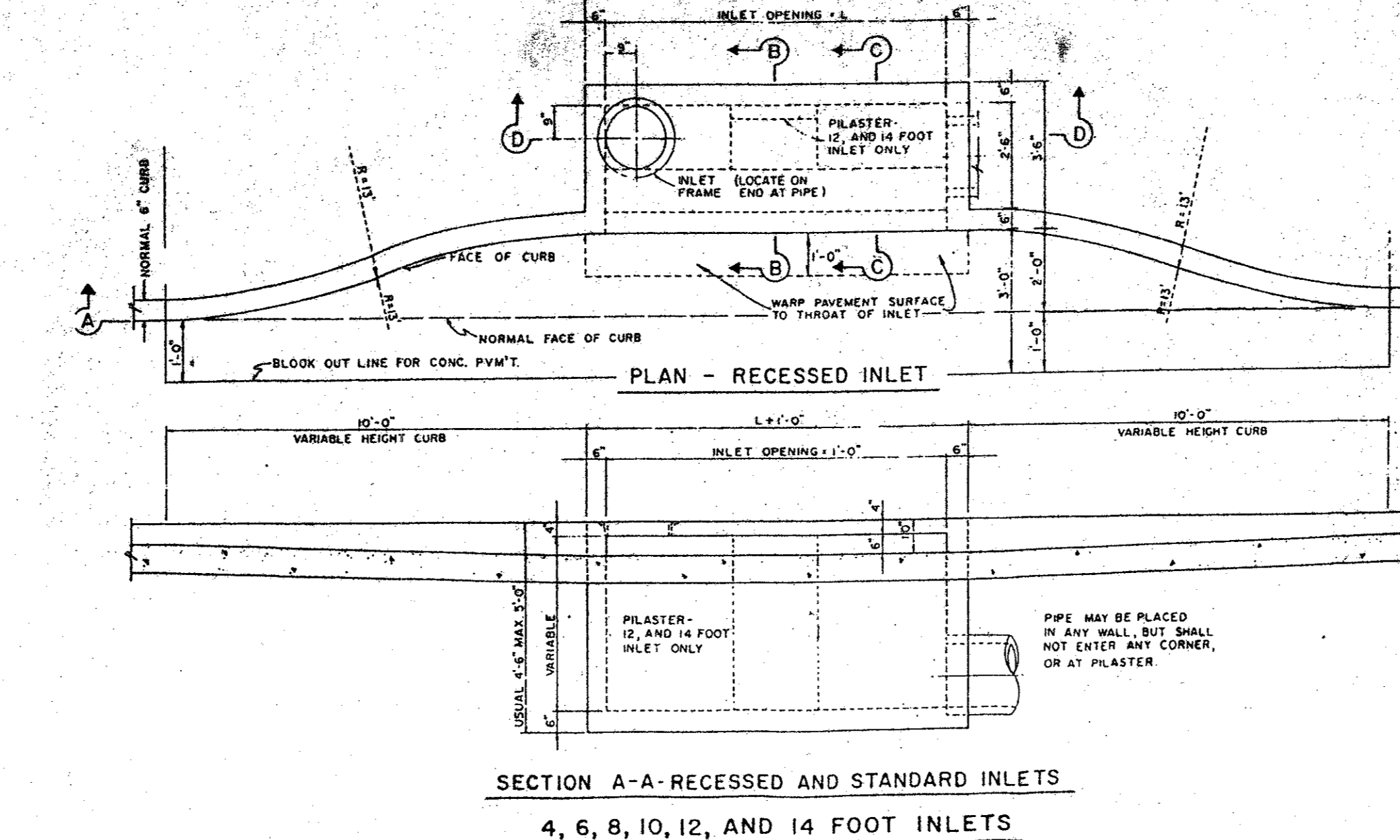
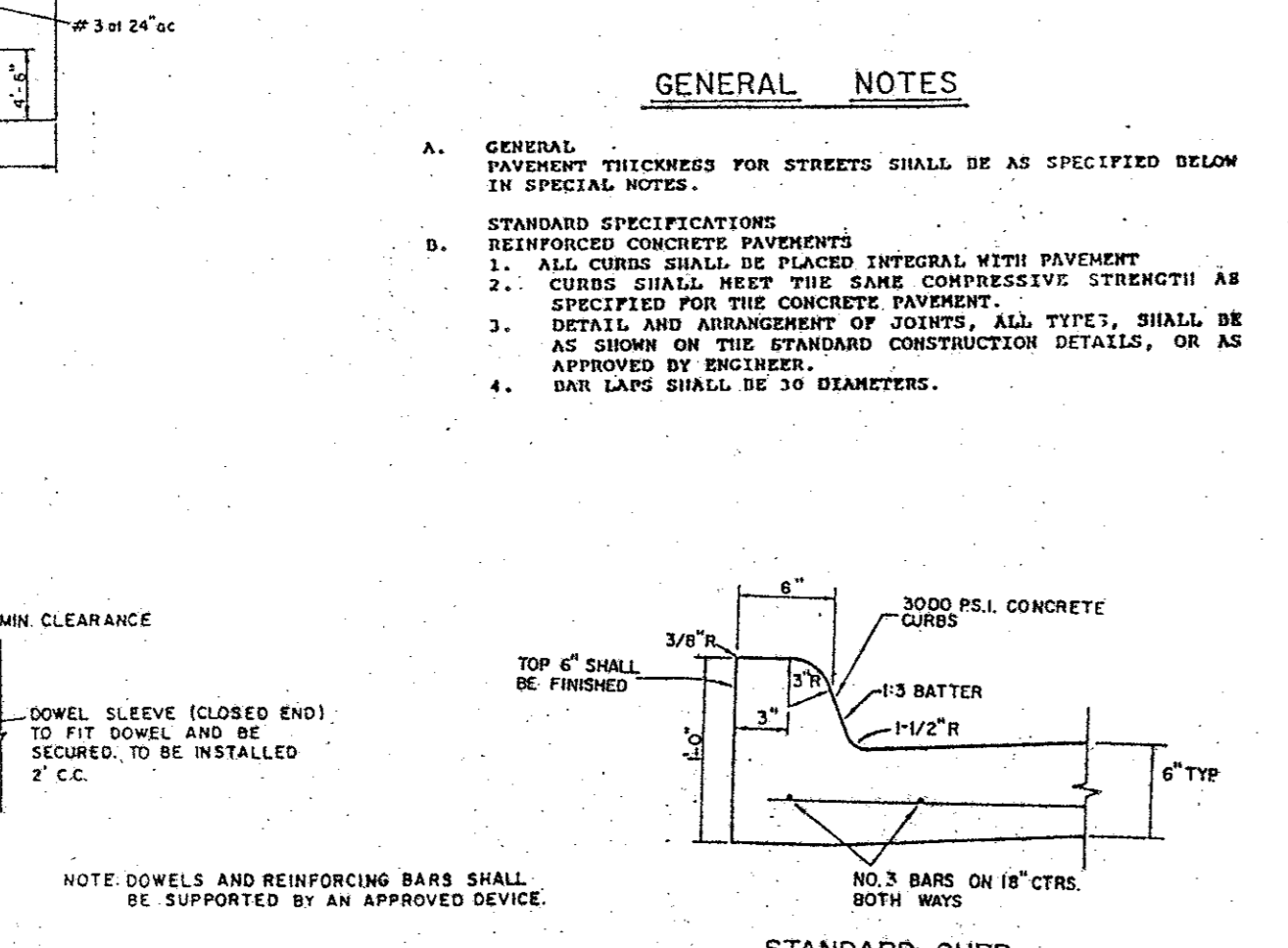
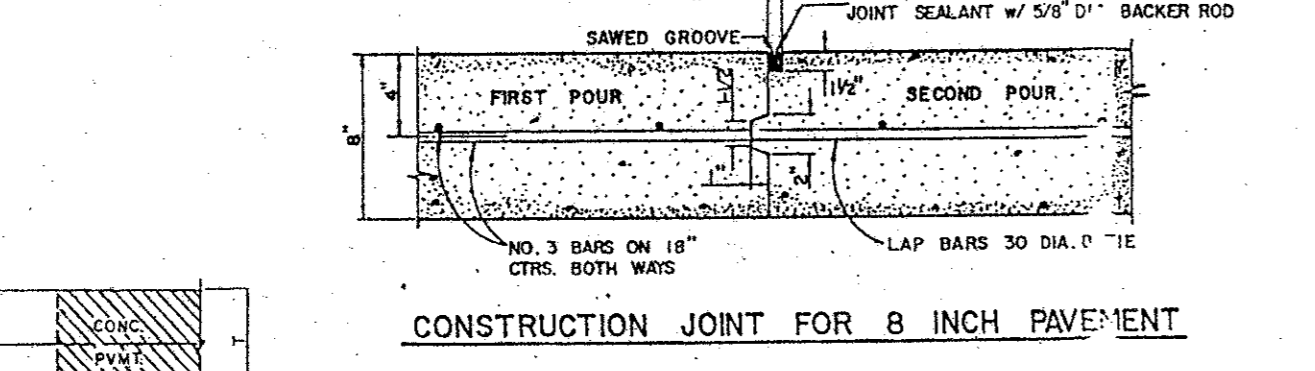
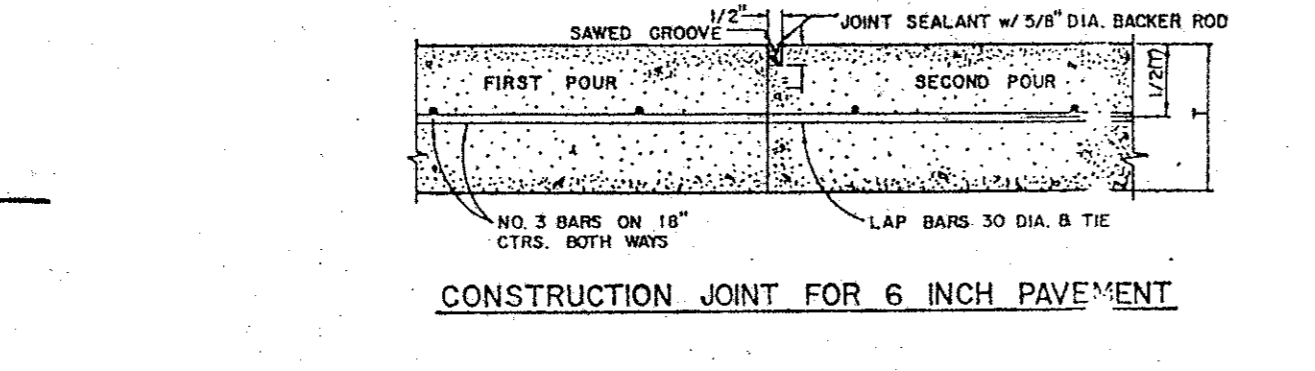
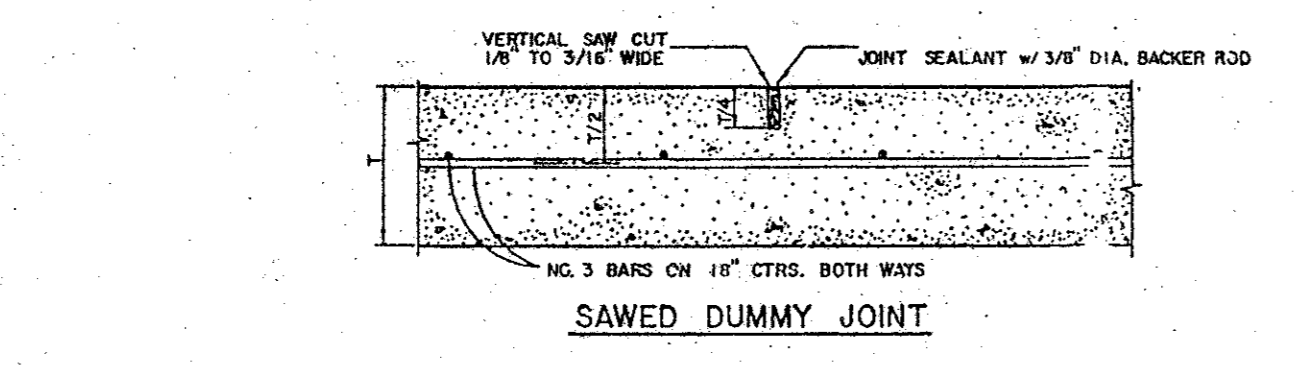
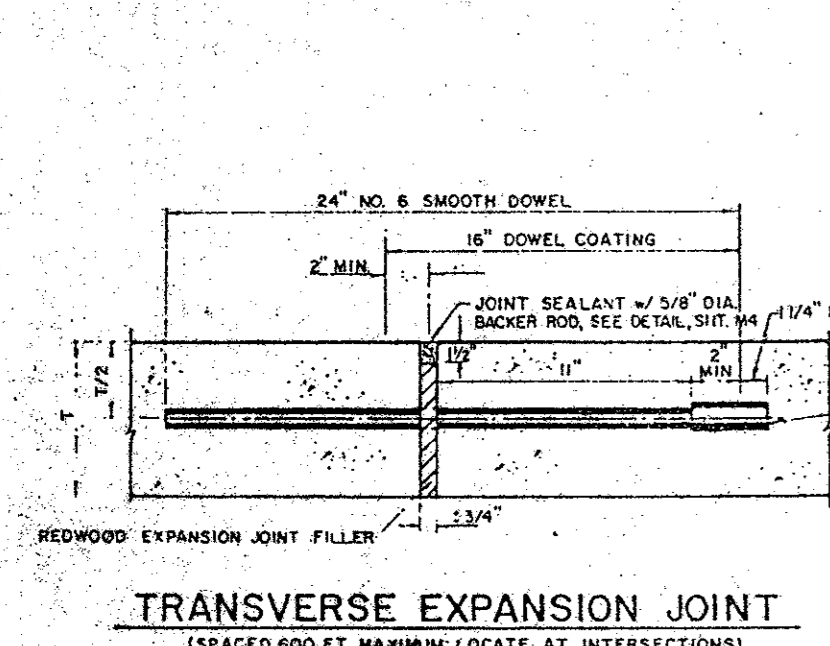
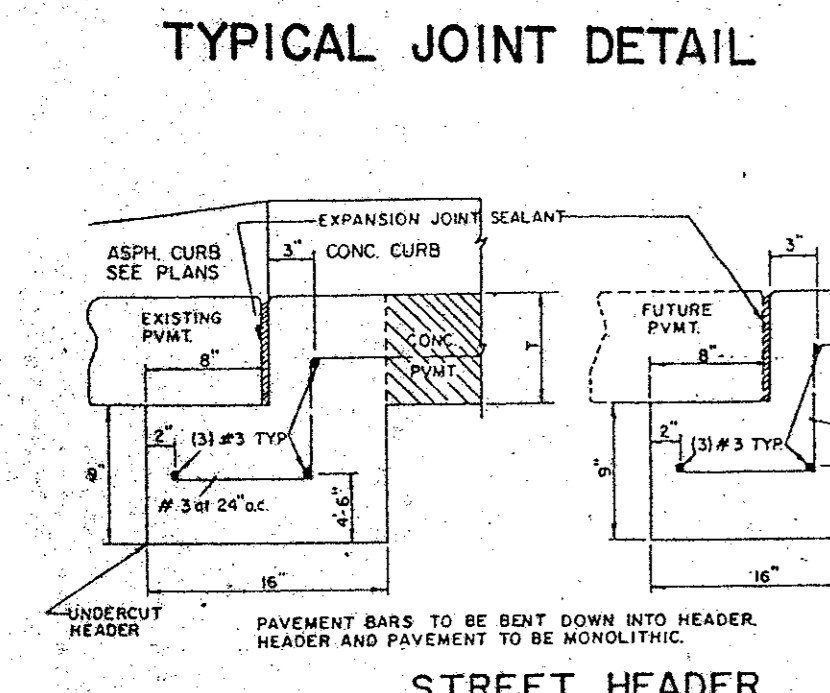
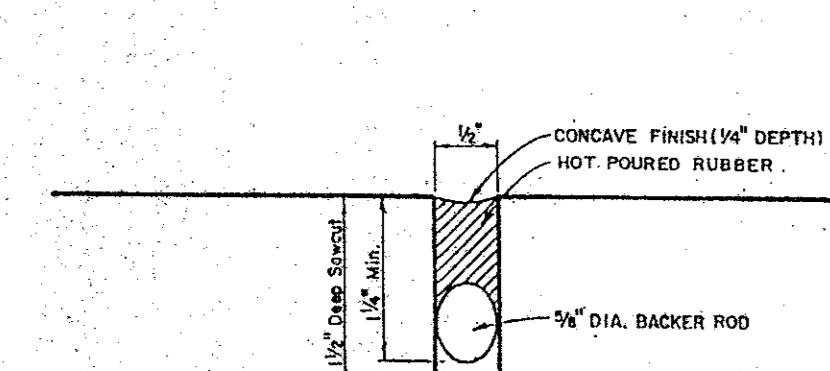
DIMENSIONS SHOWN ARE FOR MAXIMUM SIZE INLETS

MARK	NO.	LENGTH	SPACING	SHAPE
A	3	14'-0"	1'-6"	Straight
B	3	10'-0"	1'-6"	Straight
C	4	14'-0"	1'-6"	Straight
D	3	14'-0"	1'-6"	Straight
E	3	14'-0"	1'-6"	Straight
F	3	14'-0"	1'-6"	Straight
G	3	14'-0"	1'-6"	Straight
H	3	14'-0"	1'-6"	Straight
I	3	14'-0"	1'-6"	Straight
J	3	14'-0"	1'-6"	Straight
K	3	14'-0"	1'-6"	Straight
L	3	14'-0"	1'-6"	Straight
M	3	14'-0"	1'-6"	Straight

SEE DIAGRAM FOR DIMENSIONS



REINFORCED CONCRETE PAVEMENT
 ALL REINFORCING BARS SHALL BE NO. 3 TRANSVERSE BARS TO BE SPACED ON 1'-6" CENTERS; LONGITUDINAL BARS TO BE SPACED ON 1'-6" EXCEPT WHERE NOTED.
 UNIMPROVED STREETS-PROVIDE 4" DEL.-REF YELLOW 5" BUTON P-117-Y PATTERNS TO BE ESTABLISHED BY ENGINEER. SEE DETAIL SHEET.
 1. SAWED LONGITUDINAL JOINT.
 2. CONSTRUCTION JOINT (FULL WIDTH PAV'T IS ALLOWED WHERE APPROVED BY ENGINEER).
 3. FINISH SHALL BE TRANSVERSE WITH TRAFFIC LANES AND SHALL BE STEEL TINED BROWN FINISH.



SCHEDULE OF REINFORCING STEEL

MARK	NO.	LENGTH	SPACING	SHAPE
A	3	14'-0"	1'-6"	Straight
B	3	10'-0"	1'-6"	Straight
C	4	14'-0"	1'-6"	Straight
D	3	14'-0"	1'-6"	Straight
E	3	14'-0"	1'-6"	Straight
F	3	14'-0"	1'-6"	Straight
G	3	14'-0"	1'-6"	Straight
H	3	14'-0"	1'-6"	Straight
I	3	14'-0"	1'-6"	Straight
J	3	14'-0"	1'-6"	Straight
K	3	14'-0"	1'-6"	Straight
L	3	14'-0"	1'-6"	Straight
M	3	14'-0"	1'-6"	Straight

No. shown are for one anchor lug, curtain wall and joint

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 Consulting Engineers and Surveyors
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EXCEL TELECOMMUNICATIONS SERVICE CENTER
 A DEVELOPMENT OF WILCOX/CMC ADDISON, INC.
 Scale: N.T.S. Date: 10-23-95
 Drawn by: A.D.C.
 Ref: NONE
 File: 02701S02
 Approved by: O.L.V.
 Project No.: 3027-01