



Notes: 1) Refer to Plan Profile for limit of existing on old 175 connections.  
2) Refer to grading contours and Flume Summary for additional information on flumes.

WB IH 20 STA 166+13 TO STA 187+82

\* @ 1420 Station

SHOULDER SECTION WITH FLUME  
Sta 175+50 to Sta 187+82

EXIST NB FREEWAY LANES  
LIMITS - Refer to Plan Profile  
SHEETS 56 AND 57.

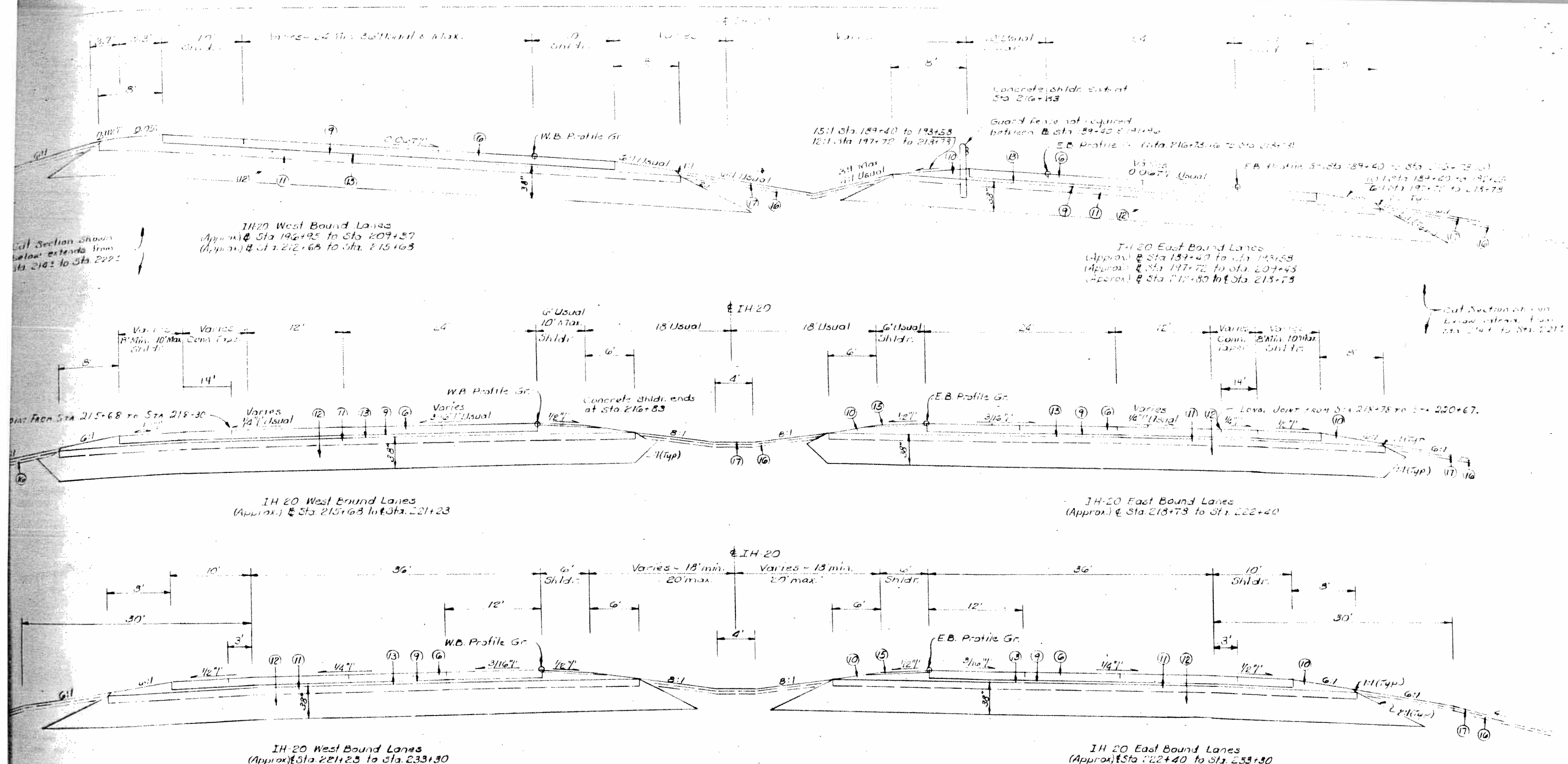
- LEGEND
- ① Approx. 140#/SY ASP (Ty 3) w/ polish value requirement
  - ② Approx. 140#/SY ASP (Ty 3) w/ polish value requirement
  - ③ Approx. 165#/SY min ASP Level up (Ty. B)
  - ④ Latex Seal Coat
  - ⑤ 10" Conc. Pavement (CPCR)
  - ⑥ 12" Conc. Pavement (CPCR)
  - ⑦ 10" Conc. Pavement (CPCR)
  - ⑧ Approx. 120#/SY ASP Stud Base
  - ⑨ Approx. 440#/SY ASP Stud Base
  - ⑩ Asph. Stab. Base (Variable Depth)
  - ⑪ Approx. 10" Lime Stab. Subgrade Mat (4% Lime)
  - ⑫ Select Borrow (Ty. C, Cl. B)
  - ⑬ Prime Coat
  - ⑭ Variable Depth ASP Level up (Ty. B)
  - ⑮ Approx. 165#/SY ASP (Ty 3) w/ polish value requirement
  - ⑯ Approx. 4" Topsoil
  - ⑰ Approx. 4" (Composite) March Stud Broadcast Seeding and Fertilizer
  - ⑱ Approx. 10" Lime Stab. Subgr. (5% Lime)

WB IH 20 STA 187+82 TO STA 191+92.5

E.B. IH 20 STA 180+09 TO STA 184+90

E.B. IH 20 STA 184+90 TO STA 189+40

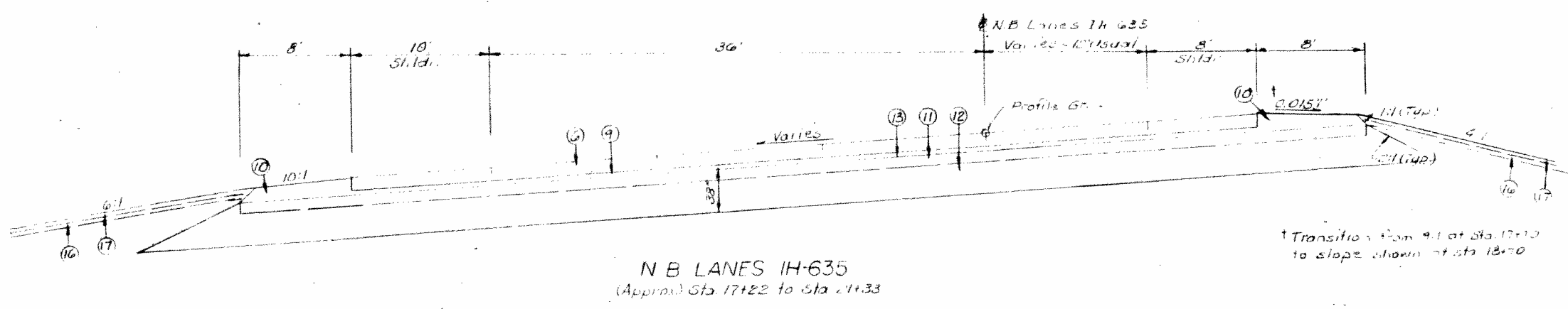
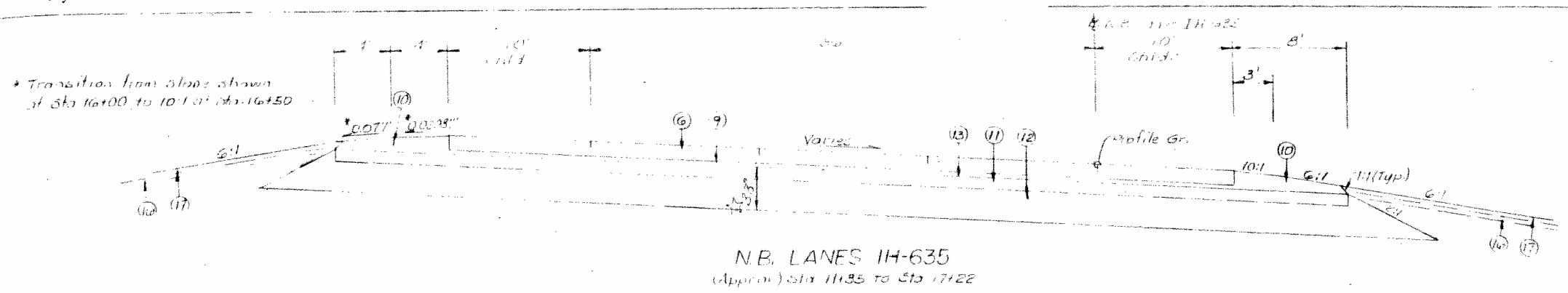
- GENERAL NOTES:
- 1) Refer to Plan Profile sheets and Pavement Contour Sheets for additional information on pavement widths and cross slopes.
  - 2) Refer to Grading Contours and Design Cross Sections for additional information on cut and fill slopes.
  - 3) Underdrain shown is typical only. See summary of pipe underdrain for required locations. Refer to Miscellaneous Details for details and additional information.
  - 4) Refer to Guard Fence Layout for slope in cut and at guard fence.
  - 5) LONGITUDINAL JOINT LOCATIONS TO BE AS SHOWN ON THE TYPICAL SECTIONS AND PAVEMENT DETAILS OR AS DIRECTED BY THE ENGINEER. MINIMUM DISTANCE BETWEEN LONGITUDINAL JOINTS EQUALS 3 FEET.
  - 6) Refer to Pavement Contour Sheet 1 of 9 for typical section of E.B. IH-20 between Stations 177+33 and 180+09.



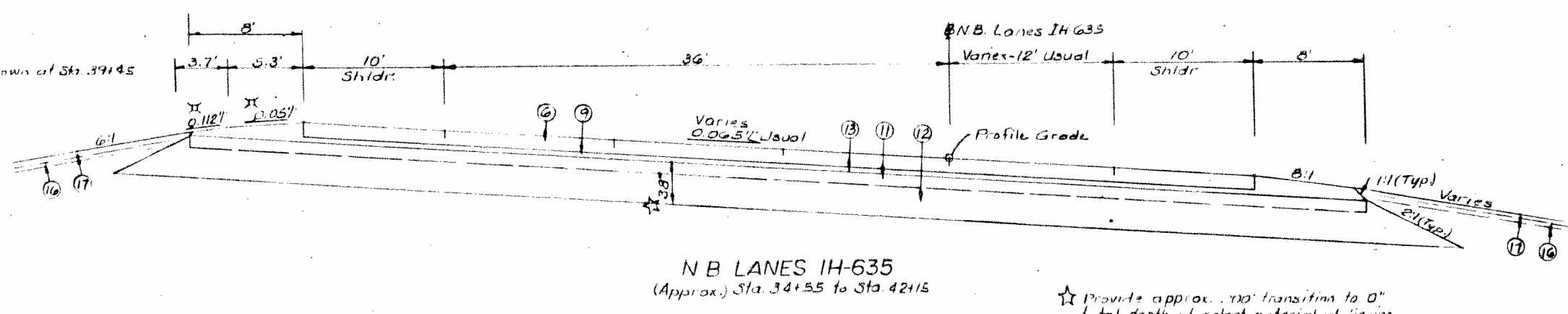
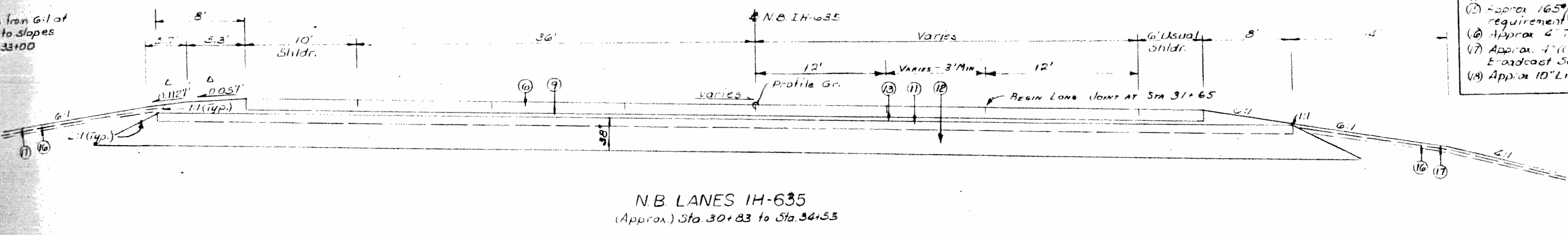
# TYPICAL SECTIONS

Sheet 2 of 6

DATE	BY	CHKD	APP'D	NO.
1/13/10	J. L. D.	J. L. D.	J. L. D.	1
1/13/10	J. L. D.	J. L. D.	J. L. D.	2
1/13/10	J. L. D.	J. L. D.	J. L. D.	3
1/13/10	J. L. D.	J. L. D.	J. L. D.	4
1/13/10	J. L. D.	J. L. D.	J. L. D.	5
1/13/10	J. L. D.	J. L. D.	J. L. D.	6
1/13/10	J. L. D.	J. L. D.	J. L. D.	7
1/13/10	J. L. D.	J. L. D.	J. L. D.	8
1/13/10	J. L. D.	J. L. D.	J. L. D.	9
1/13/10	J. L. D.	J. L. D.	J. L. D.	10



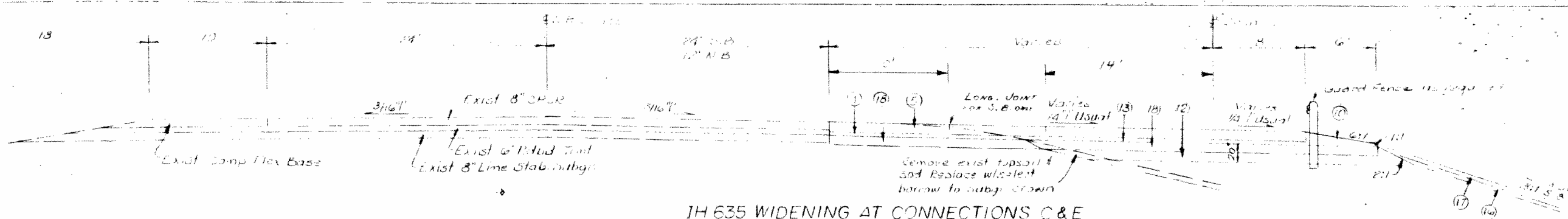
- LEGEND
- (1) Approx 140#/SY ACP Ty 2 1/2" x 1/4" x 1/4" (as required)
  - (2) Approx 140#/SY ACP Ty 2 1/2" x 1/4" x 1/4" (as required)
  - (3) Approx 165#/SY min ACP Leveling Bt
  - (4) Latex Seal Coat
  - (5) 11" Conc Pavement (SPCR)
  - (6) 11" Conc Pavement (SPCR)
  - (7) 10" Conc Pavement (SPCR)
  - (8) Approx 120#/SY Asph Stru Base
  - (9) Approx 440#/SY Asph Subgrade
  - (10) Asph. Subg. Base (Variable Depth)
  - (11) Approx 10" Lime Stab Subgrade Mat (3' x 12')
  - (12) Select Borrow (Ty C, Ch. 3)
  - (13) Prime Coat
  - (14) Variable Depth ACP Leveling Bt
  - (15) Approx 165#/SY ACP Ty 2 1/2" x 1/4" x 1/4" (as required)
  - (16) Approx 4" Topsoil
  - (17) Approx 4" (Compacted) Mulch and Broadcast Seeding and Fertilizer
  - (18) Approx 10" Lime Stab Subg. (3' x 12')



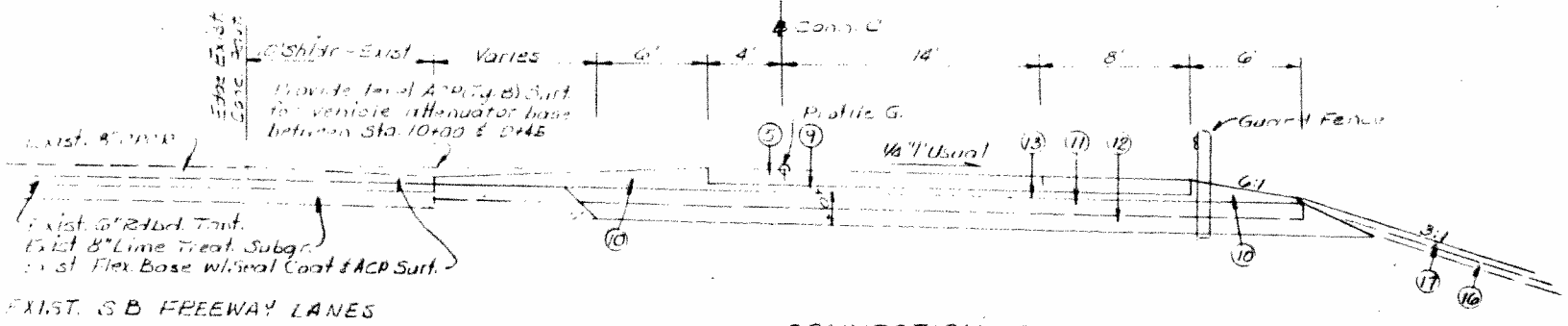
☆ Provide approx. 100' transition to 0" total depth of select material of tie ins to exist pavt as directed by the Engineer

Refer to Sheet 16 for General Notes

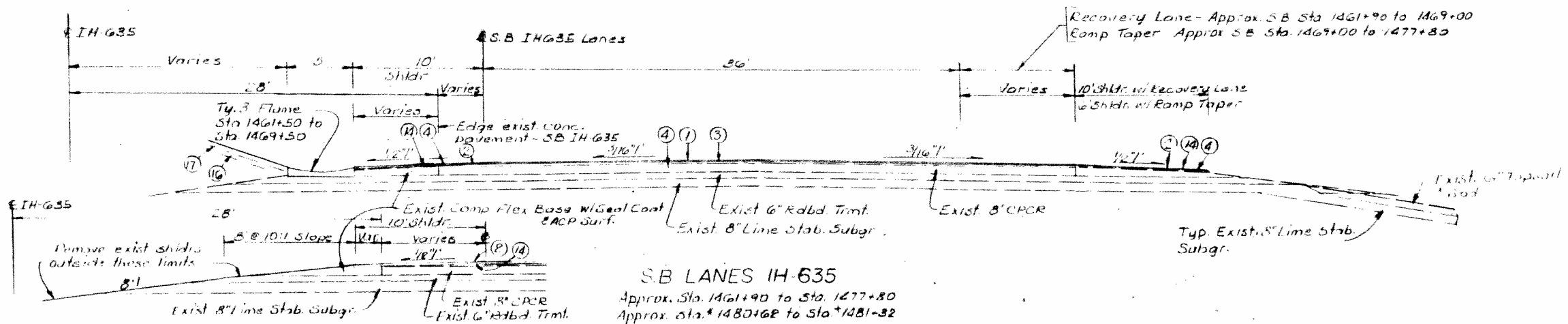
DATE	BY	REVISION	DATE
1/13	Ballou	1/13	1/13



**IH 635 WIDENING AT CONNECTIONS C & E**  
 S.B. IH 635 & Sta. 1436+04.5 to Sta. 1453+42 (Looking S.B.)  
 N.B. IH 635 & Sta. 1449+35 to Sta. 1451+60 (Looking N.B.)

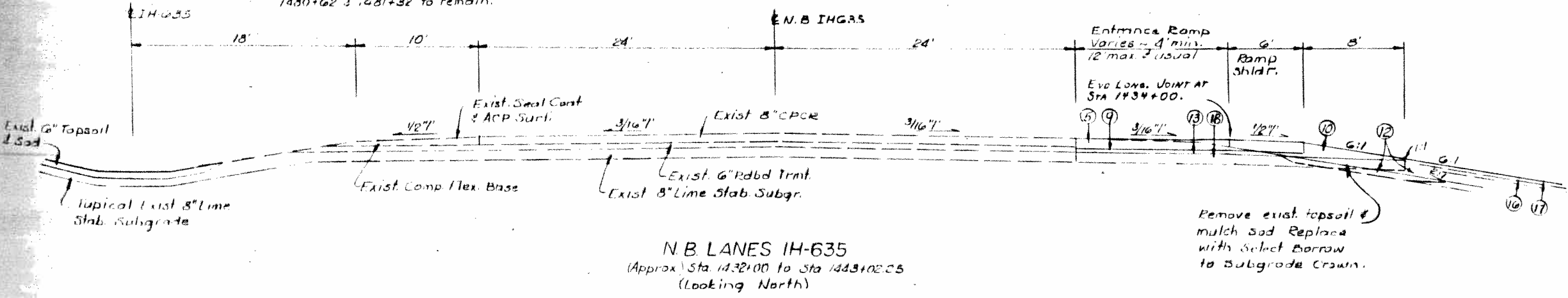


**CONNECTION C**  
 (Approx.) Sta. 10+00 to Sta. 10+93



**S.B. LANES IH-635**  
 Approx. Sta. 1461+90 to Sta. 1477+80  
 Approx. Sta. 1480+62 to Sta. 1481+32

**SHOULDER SECTION**  
 Approx. Sta. 1469+50 to Sta. 1477+80  
 \*Exist. inside shldr. between sta. 1480+62 & 1481+32 to remain.



**N.B. LANES IH-635**  
 (Approx.) Sta. 1432+00 to Sta. 1443+02.25  
 (Looking North)

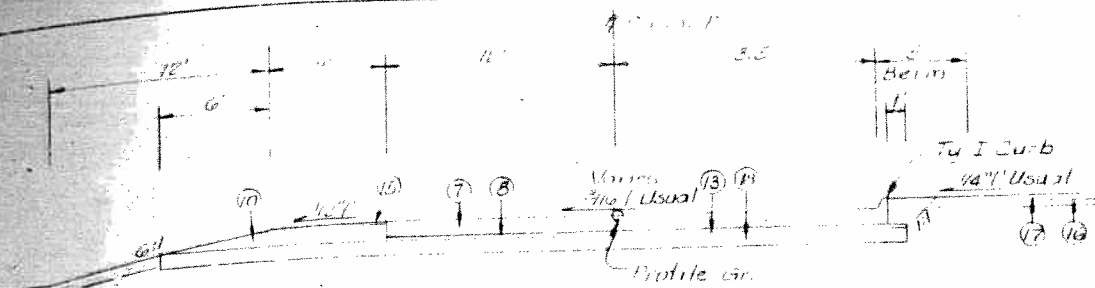
- LEGEND**
- ① Approx. 140#/SY ACP (Ty. B) (which value requirement)
  - ② Approx. 140#/SY ACP (Ty. C) (which value requirement)
  - ③ Approx. 165#/SY min ACP Level up (Ty. B)
  - ④ Latex Seal Coat
  - ⑤ 10" Conc. Pavement (CPCR)
  - ⑥ 12" Conc. Pavement (CPCR)
  - ⑦ 10" Conc. Pavement (CPCR)
  - ⑧ Approx. 120#/SY Asph. Stab. Base
  - ⑨ Approx. 440#/SY Asph. Stab. Base
  - ⑩ Asph. Stab. Base (Variable Depth)
  - ⑪ Approx. 10" Line Slab Subgrade (Mall 1/2" Line)
  - ⑫ Select Borrow (Ty. C, Cl. 3)
  - ⑬ Prime Coat
  - ⑭ Variable Depth ACP Level up (Ty. B)
  - ⑮ Approx. 165#/SY ACP (Ty. C) (which value requirement)
  - ⑯ Approx. 4" Topsoil
  - ⑰ Approx. 4" (Compacted) Mulch Sod Broadcast Seeding and Fertilizer
  - ⑱ Approx. 10" Line Slab Subgr. (5% Lime)

Refer to SH. 101 for General Notes

23

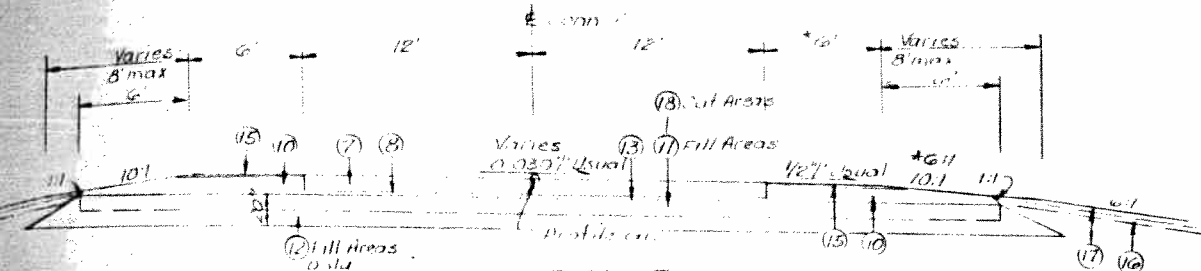
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10-1-00	J. D. H. S.	J. D. H. S.	J. D. H. S.	1	23



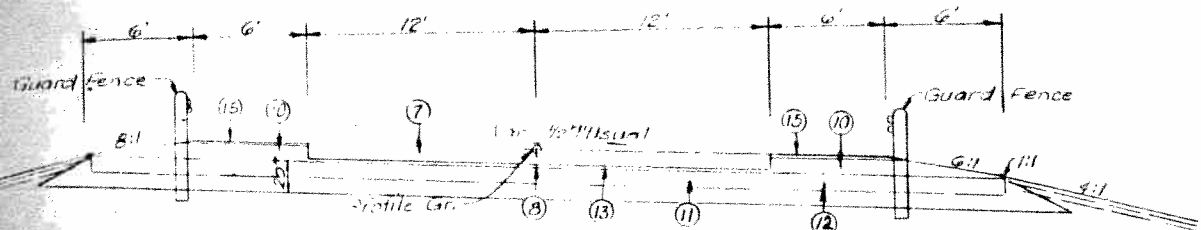


CONNECTION F  
Approx. Sta. 5+15 to Sta. 19+50

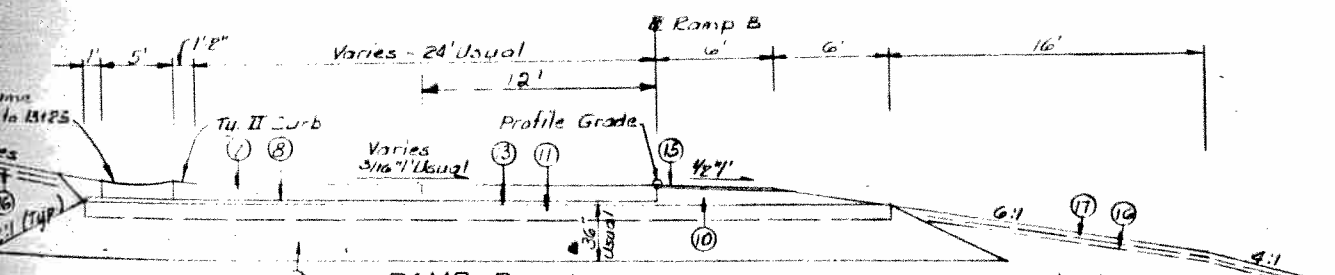
\* 4' right shldr from Sta. 1+60 to Sta. 5+15



CONNECTION F  
Approx. Sta. 1+60 to Sta. 5+15  
Approx. Sta. 19+80 to Sta. 25+64.5



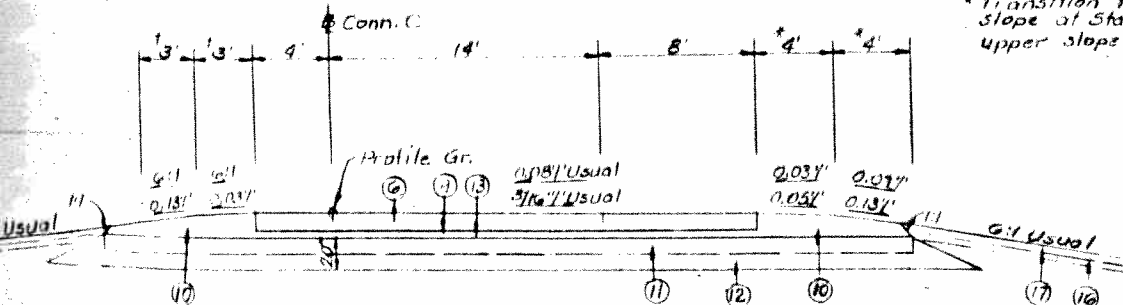
CONNECTION F  
Approx. Sta. 32+69.5 to Sta. 37+31



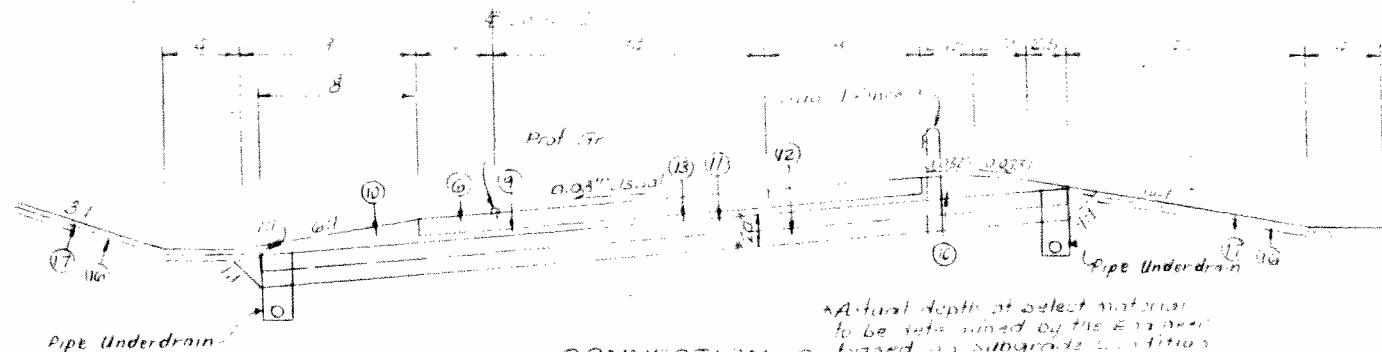
RAMP B  
Sta. 5+60 to Sta. 13+40

\* Transition from 36" at Sta. 11+40 to D" at Sta. 13+40 as directed by the Engineer

From lower Sta. 24+60 to Sta. 25+00

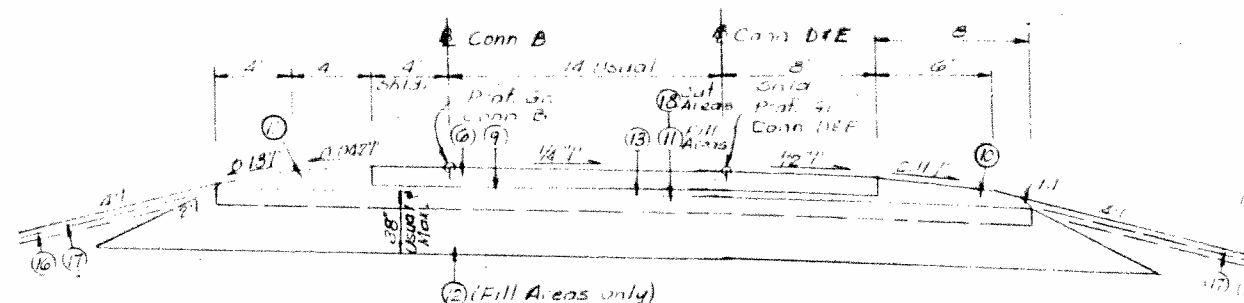


CONNECTION C  
Approx. Sta. 21+30 to Sta. 26+50  
Approx. Sta. 35+50 to Sta. 39+75



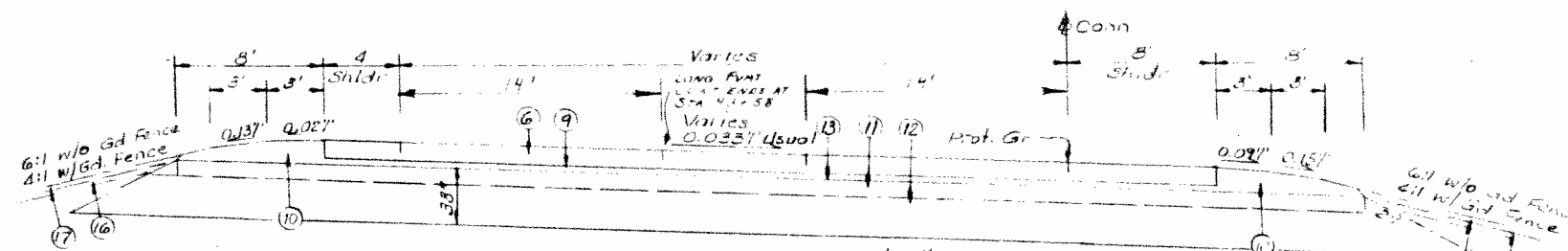
CONNECTION C  
Approx. Sta. 26+50 to Sta. 35+50

\* Actual depth of select material to be determined by the Engineer based on subgrade conditions



CONNECTIONS B, D & E

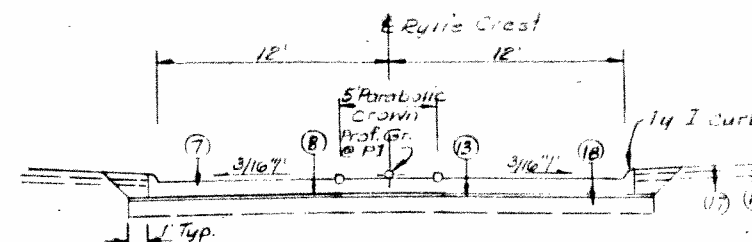
Conn. B Approx. Sta. 12+92 to Sta. 19+52  
Conn. D Approx. Sta. 31+70 to Sta. 25+89  
Conn. E Approx. Sta. 11+82 to Sta. 14+28



Notes: Guard Fence required from Sta. 31+55 to Sta. 35+00

\* Conn. D Stationing

CONNECTIONS C & D  
Approx. Sta. 31+54 to Sta. 35+00  
Approx. Sta. 33+30 to Sta. 44+85



RYLIE CREST  
Sta. 13+65 to Sta. 18+25

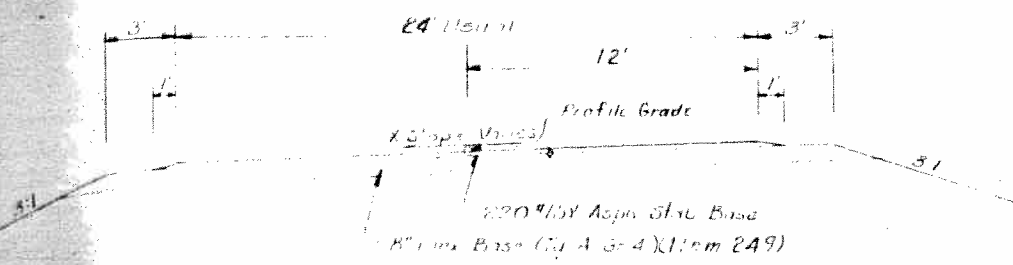
NOTES: Refer to Pavement Contours (Sh. 8 at 9) for typical sections of Ramp C and Conn. E (Approx. Sta. 29+41 to Sta. 31+50).  
Refer to Sh. 1 of 6 for General Notes.

# LEGEND

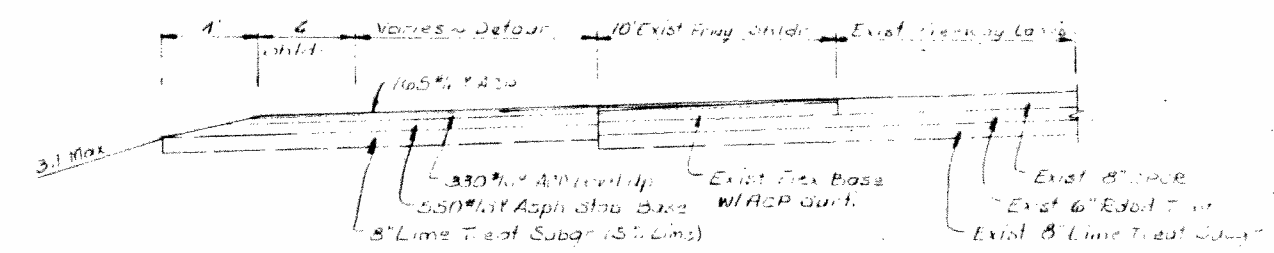
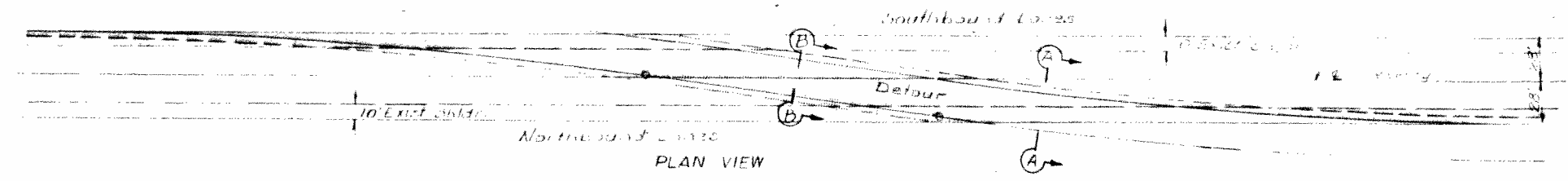
- 1) Approx. 100% SY ACP (Ty. 3) (typ. value requirement)
- 2) Approx. 140% SY ACP (Ty. 3) (typ. value requirement)
- 3) Approx. 165% SY min ACP Level up (Ty. B)
- 4) Latex Seal Coat
- 5) 10" Conc. Pavement (CPED)
- 6) 12" Conc. Pavement (CPED)
- 7) 10" Conc. Pavement (CPED)
- 8) Approx. 170% SY Asph. Stab. Base
- 9) Approx. 440% SY Asph. Stab. Base
- 10) Asph. Stab. Base (Variable Depth)
- 11) Approx. 10" Lime Stab. Subgrade (4% Lime)
- 12) Select Borrow (Ty. C, Cl. 3)
- 13) Prime Coat
- 14) Variable Depth ACP Level up (Ty. B)
- 15) Approx. 165% SY ACP (Ty. 3) (typ. value requirement)
- 16) Approx. 4" Topsoil
- 17) Approx. 4" (Compacted) Marsh Soil Broadcast Seeding and Fertilizer
- 18) Approx. 10" Lime Stab. Subgrade (5% Lime)

TYPICAL SECTIONS  
Sheet 5 of 6

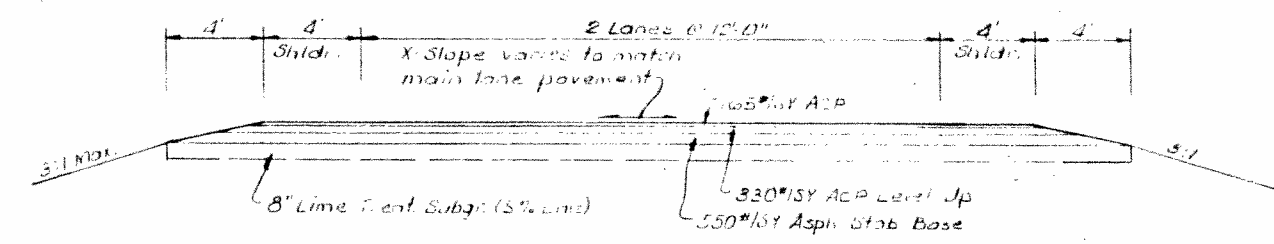
PROJ. NO.	STATE	FEDERAL PROJECT NO.	SHEET NO.
18	Texas	95	24
DIST. NO.	COUNTY	CONTRACT NO.	SECTION NO.
18	Dallas	95	13



TYPICAL SECTION  
DETOUR A

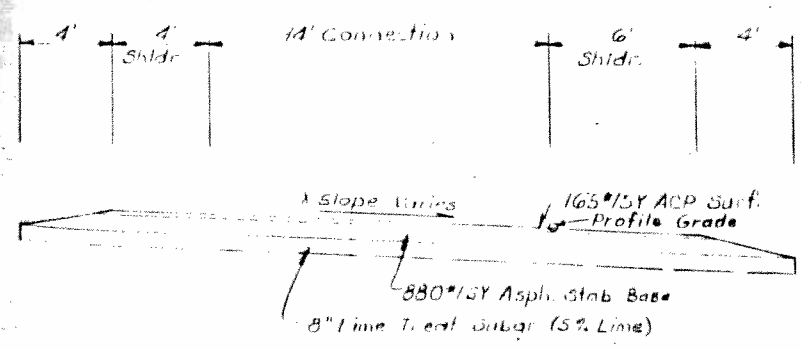


SHOULDER WIDENING (SECTION A-A)

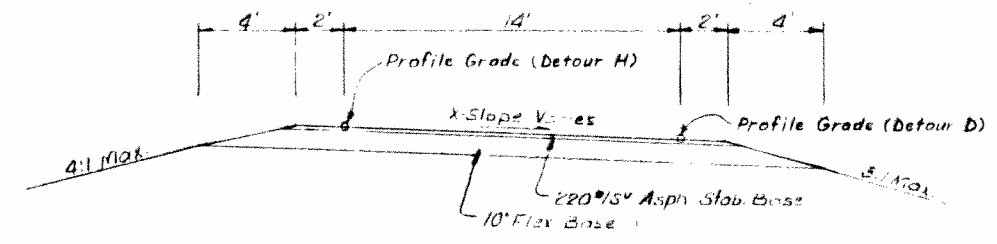


DETOUR PROPER (SECTION E-B)

TYPICAL SECTIONS FOR MEDIAN CROSSOVER  
DETOURS E(MOD), F & G

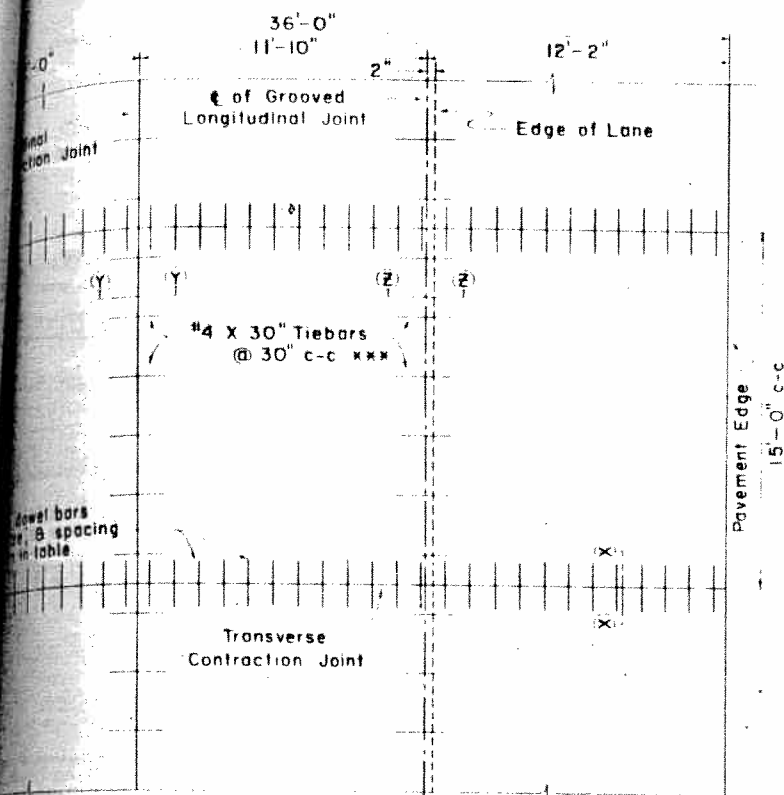


TYPICAL SECTION  
DETOUR C

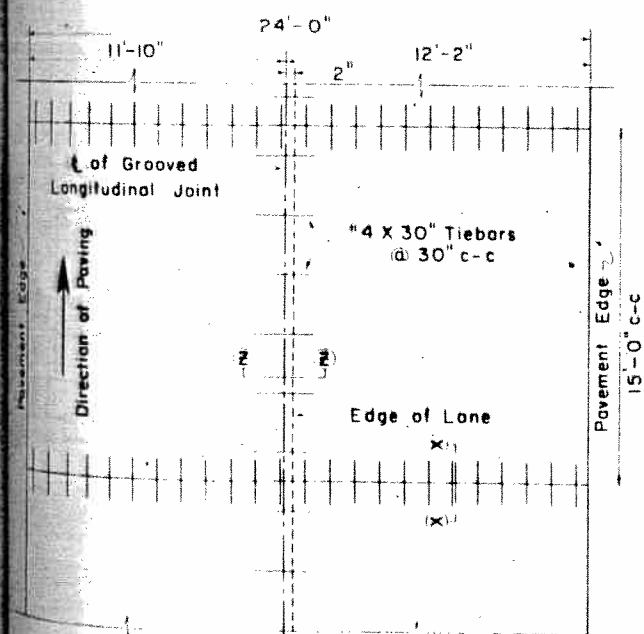


TYPICAL SECTION  
DETOURS D & H

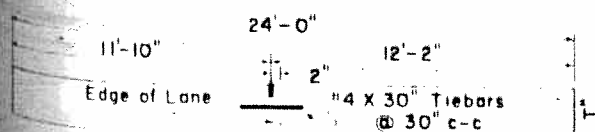
\*\*\* At locations where the pavement width is greater than 40 feet but less than 60 feet the tie bar spacing shall be 24" center to center. At locations where pavement width is greater than 60 feet #5 tie bars 36" long shall be 24" center to center.



THREE LANE PAVEMENT PLAN  
(12 ft. & 24 ft. Placement) \*\*

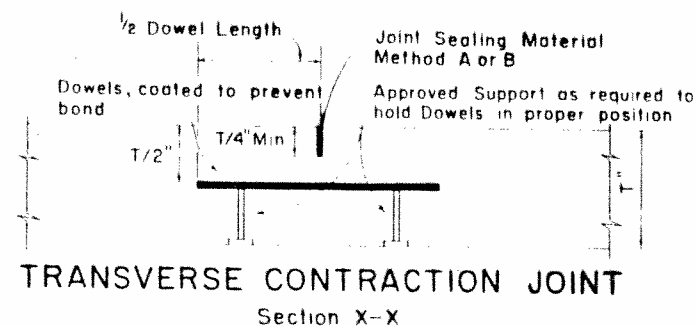


TWO LANE PAVEMENT PLAN

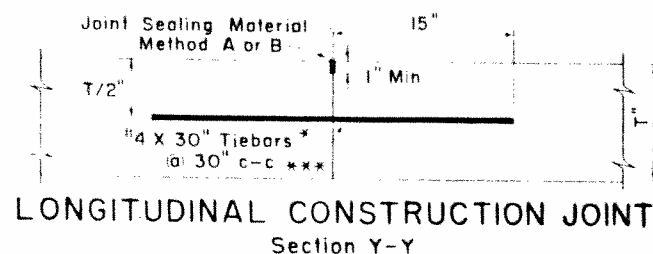


TYPICAL SECTION  
(24 ft. Placement) \*\*

\*\* Lane widths are for illustrative purposes only and should not be used if in conflict with typical cross sections shown elsewhere in the plans.

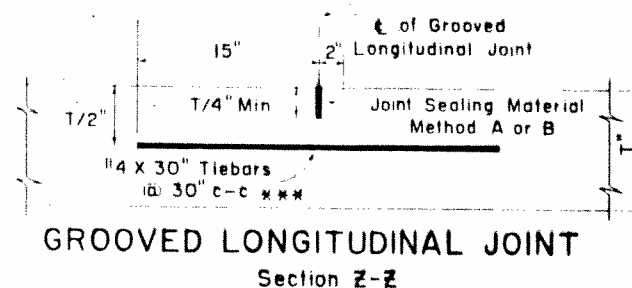


TRANSVERSE CONTRACTION JOINT  
Section X-X



LONGITUDINAL CONSTRUCTION JOINT  
Section Y-Y

\* WITH THE APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION PROVIDED THE SYSTEM DEVELOPS A FORCE EQUAL TO 1.2 TIMES THE MINIMUM FORCE OF THE TIEBAR SHOWN. THE SPACINGS FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THE SPACING ALLOWED FOR BARS OF SIMILAR YIELD STRENGTH.



GROOVED LONGITUDINAL JOINT  
Section Z-Z

# GENERAL NOTES

1. JOINT SEPARATION JOINTS WILL BE USED EXCEPT AT STRUCTURE ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS.
2. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND LOAD TRANSFER DEVICES REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT".
3. DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS, AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
4. JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
5. TIEBARS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND PERPENDICULAR TO THE CENTER LINE BY:
  - (a) USE OF BAR CHAIRS
  - (b) ACCURATELY PLACED IN POSITION ON THE SCHEDULED CONCRETE BY MEANS OF AN APPROVED TEMPLATE AND FORCED TO THE PROPER POSITION WITH A SUITABLE TOOL; OR
  - (c) BY ANY OTHER MEANS WHICH, PRIOR TO ITS USE, HAS BEEN APPROVED BY THE ENGINEER.
6. DOWEL BARS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND CENTERLINE BY A DOWEL BAR CHAIR.
7. WHEN WORK IS STOPPED DUE TO BREAKDOWN OR OTHER CAUSE, CONCRETE SHALL BE REMOVED BEYOND LAST CONTRACTION JOINT IN PLACE AND A HEADER INSTALLED.
8. WHEN A MONOLITHIC CURB IS SPECIFIED, THE JOINT IN THE CURB SHALL COINCIDE WITH PAVEMENT JOINTS AND MAY BE FORMED BY ANY MEANS WHICH, PRIOR TO ITS USE, HAS BEEN APPROVED BY THE ENGINEER.
9. CONSTRUCTION JOINTS MAY BE FORMED BY USE OF METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL DEPTH OF THE PAVEMENT, OR BY OTHER MEANS WHICH HAVE BEEN APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
10. LONGITUDINAL AND TRANSVERSE STEEL SPACING SHALL NOT VARY MORE THAN ONE TWELFTH OF THE SPACING SHOWN HEREON.
11. THE TIEBAR SPACINGS SHOWN ARE FOR ASTM DESIGNATIONS: A-615, OR A-616, GRADE 60, TIEBARS, WHICH SHALL NOT BE BENT. IF TIEBARS ARE TO BE BENT, THEY SHALL BE STILL CONFORMING TO ASTM DESIGNATION: A-615, GRADE 40, WITH A CENTER TO CENTER SPACING OF 24 INCHES.

DEPTH OF PAVEMENT (INCHES)	DOWELS (SMOOTH BARS)			TIE BAR SPACE AND SIZE
	SIZE AND LENGTH	AVERAGE SPACING (INCHES)	WEIGHT PER FOOT OF JOINT (LBS)	
8	1" X 18"	12	4.01	#4 x 30' @ 30'
9	1 1/8" X 20"	12	5.63	#1 x 30' @ 30'
10	1 1/4" X 22"	12	7.65	#1 x 30' @ 30'
11	1 3/8" X 24"	12	10.10	#4 x 30' @ 30'
12	1 1/2" X 26"	12	13.02	#5 x 30' @ 30'

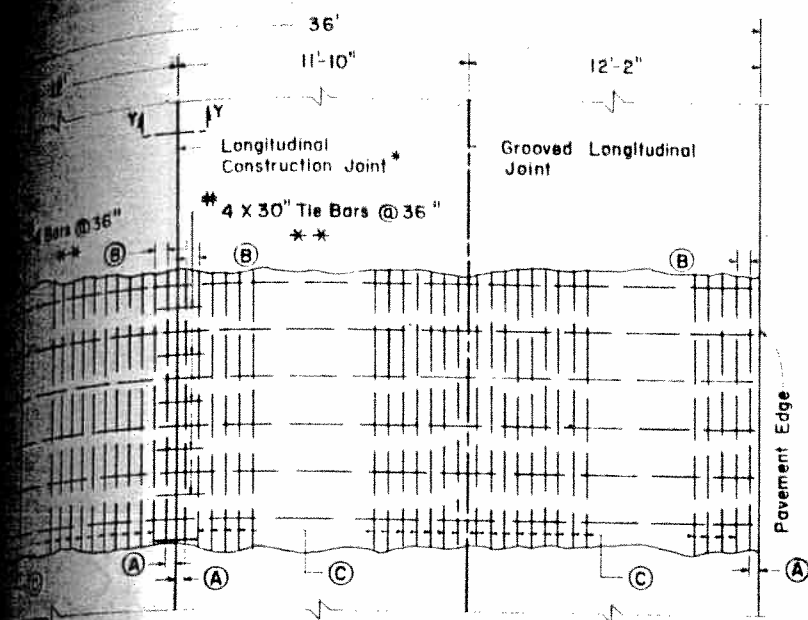


STATE DEPARTMENT OF HIGHWAYS  
AND PUBLIC TRANSPORTATION

## CONCRETE PAVEMENT DETAILS CONTRACTION DESIGN CPCD - 80 (1) (MOD)

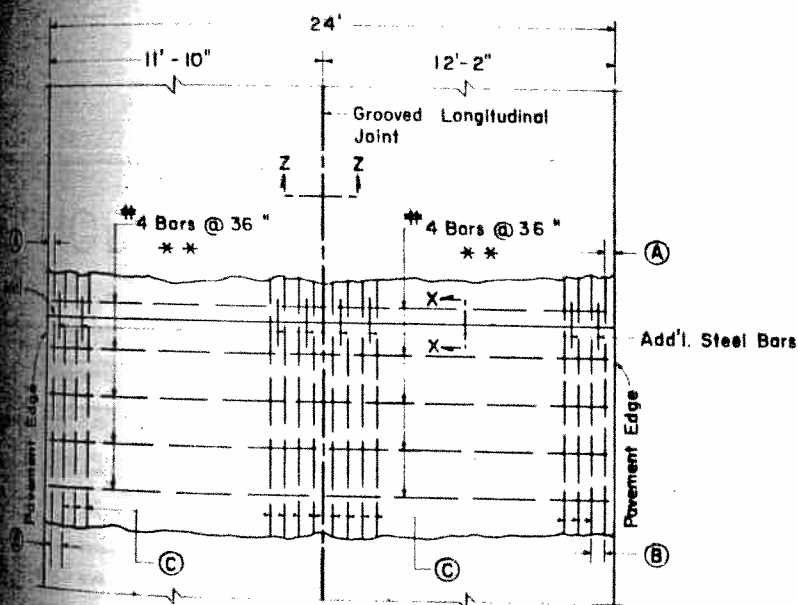
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REVISED				
BY		COUNTY	CONT. SECT.	JOB
NO.				NO.



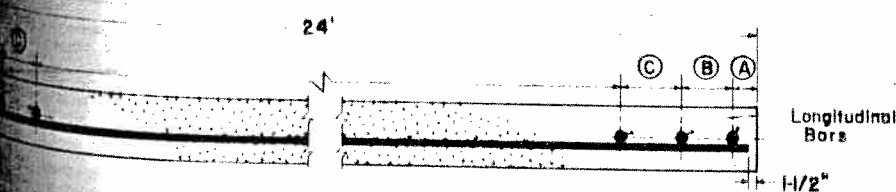


**THREE LANE PAVEMENT PLAN**  
(12 ft. and 24 ft. Placement)

WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY PLACE THE PAVEMENT THE FULL ROADWAY WIDTH AS ONE PLACEMENT. IF SO PLACED, THE LONGITUDINAL CONSTRUCTION JOINT SHOWN SHALL BE REPLACED BY THE GROOVED LONGITUDINAL JOINT.



**TWO LANE PAVEMENT PLAN**  
(24 ft. Placement)

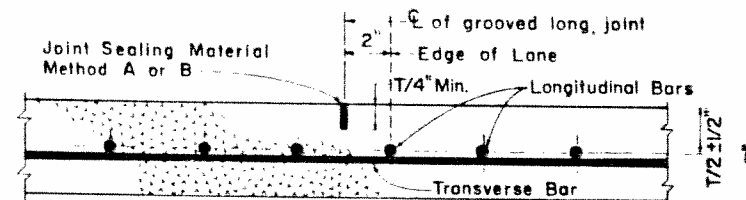


**TYPICAL SECTION**  
(24 ft. Placement)

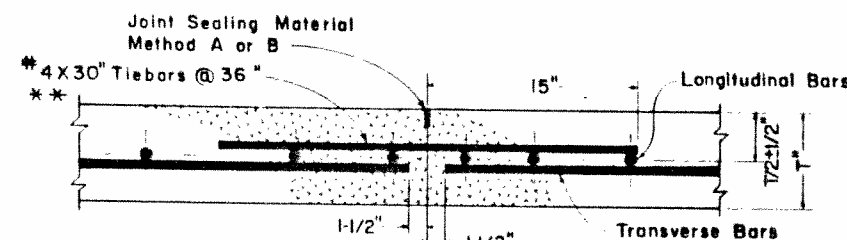
LANE WIDTHS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SHOULD NOT BE USED IF IN CONFLICT WITH TYPICAL CROSS SECTIONS SHOWN ELSEWHERE IN THE PLANS.

Pavement Thickness Steel "T" in.	Bar Size	24 ft. Placement Width					12 ft. Placement Width					Add'l. Steel @ Trans. Const. J.				
		Spacing c-c			No. of Bars	Steel # <sub>sy</sub>	Spacing c-c			No. of Bars	Steel # <sub>sy</sub>	Size	2 No. per 24' place. width	2 No. per 12' place. width	Weight #/ft. based on 12' placement	
A	B	C	A	B			C									
0.5	10	No.6	3	5	8.5	35	21.72	3	5.25	8.5	18	22.28	3/4" x 36"	18	9	3.38
	9	No.5	3	4.5	6.5	45	19.60	3	4	6.5	13	20.00	5/8" x 36"	22	11	2.87
	8	No.5	3	6	7.5	39	17.26	3	5.25	7.5	20	17.65	5/8" x 36"	20	10	2.61
	7	No.5	3	5	8.5	35	15.69	4	8.5	8.5	17	15.30	5/8" x 36"	18	9	2.35
	6	No.4	3	4.5	7	42	12.53	3	6	7	21	12.53	1/2" x 36"	20	11	1.84
0.6	10	No.6	3	7	7.25	40	24.53	3	7.25	7.25	20	24.53	3/4" x 36"	20	10	3.76
	9	No.6	3	5	8	37	22.84	3	5	8	19	23.41	3/4" x 36"	19	10	3.76
	8	No.5	3	6.25	6.25	46	20.00	3	3.5	6.25	24	20.78	5/8" x 36"	23	11	2.61
	7	No.5	3	7	7.25	40	17.65	3	7.25	7.25	20	17.65	5/8" x 36"	20	10	2.61
	6	No.5	3	5	8.5	35	15.69	3	5.25	8.5	18	16.08	5/8" x 36"	18	9	2.38

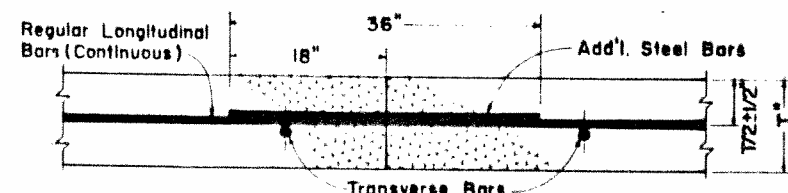
\*\* AT LOCATIONS WHERE THE SLAB WIDTHS ARE GREATER THAN 40' THE TRANSVERSE REINFORCING BARS AND TIE BARS SHALL BE NO. 5 BARS AND THE TIE BARS SHALL BE 36" LONG.



**GROOVED LONGITUDINAL JOINT**  
Section Z-Z



**LONGITUDINAL CONSTRUCTION JOINT**  
Section Y-Y



**TRANSVERSE CONSTRUCTION JOINT**  
Section X-X

- NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURE ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS.
- FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT".
- DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
- WITHIN ANY AREA BOUNDED BY TWO FEET OF PAVEMENT LENGTH MEASURED PARALLEL TO THE CENTERLINE AND TWELVE FEET OF PAVEMENT WIDTH MEASURED PERPENDICULAR TO THE PAVEMENT CENTERLINE, NOT OVER 33% OF THE REGULAR LONGITUDINAL STEEL SHALL BE SPLICED.
- LONGITUDINAL AND TRANSVERSE BARS SHALL BE STEEL CONFORMING TO ASTM A-615 OR ASTM A-616 (GRADE 60) AS NOTED IN THE SPECIFICATIONS.
- SPLICES SHALL BE A MINIMUM OF 24 TIMES THE NOMINAL DIAMETER OF THE BAR.
- BARS OF ASTM DESIGNATIONS A-615 OR A-616, GRADE 60 STEEL SHALL NOT BE BENT. IF THE CONTRACTOR ELECTS TO BEND THE TIEBARS, THEY SHALL BE STEEL CONFORMING TO ASTM DESIGNATION: A-615, GRADE 40, AND SPACED AT 24" C-C.
- AT TRANSVERSE CONSTRUCTION JOINTS THE REGULAR LONGITUDINAL BARS SHALL EXTEND BEYOND THE JOINT SO THAT THE BAR SPLICES FOR THE REGULAR LONGITUDINAL BARS SHALL BE A MINIMUM OF FOUR FEET FROM THE CONSTRUCTION JOINT. AT LONGITUDINAL CONSTRUCTION JOINTS IF THE CONTRACTOR ELECTS TO CONTINUE THE REGULAR TRANSVERSE STEEL THROUGH THE JOINT, THE #4 TIEBARS SHOWN HEREON MAY BE DELETED. VIBRATION WITH HAND MANIPULATED MECHANICAL VIBRATORS WILL BE REQUIRED ADJACENT TO ALL TRANSVERSE CONSTRUCTION JOINTS.
- WITH THE APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION PROVIDED THE SYSTEM DEVELOPS A FORCE EQUAL TO 1 1/2 TIMES THE MINIMUM YIELD FORCE OF THE TIEBAR SHOWN. THE SPACINGS FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THE SPACING ALLOWED FOR BARS OF SIMILAR YIELD STRENGTH.
- THE CHAIRS USED TO SUPPORT THE BAR MAT SHALL BE OF SUFFICIENT STRUCTURAL QUALITY AND NUMBER TO HOLD THE MAT WITHIN THE PLACEMENT HEIGHT TOLERANCES, AND SHALL BE OF A TYPE APPROVED BY THE ENGINEER.
- IN THE NORMAL 36" PLACEMENT FOR THE TRANSVERSE BARS, CHAIRS SHALL BE PLACED UNDER EVERY TRANSVERSE BAR. THE TRANSVERSE SPACING SHALL BE A 48" MAXIMUM. PLACEMENT MAY BE STAGGERED SO THAT CHAIRS IN ALTERNATE ROWS ARE CENTERED BETWEEN THE CHAIRS IN ADJACENT ROWS.
- JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
- LONGITUDINAL AND TRANSVERSE STEEL SPACING SHALL NOT VARY MORE THAN ONE-TWELFTH OF THE SPACING SHOWN HEREON.
- WHEN MACHINE PLACING OF STEEL REINFORCEMENT IS USED, THE USE OF CHAIRS SHALL NOT BE REQUIRED, AND THE TRANSVERSE STEEL MAY BE PLACED EITHER ABOVE OR BELOW THE LONGITUDINAL STEEL.

NOTE: THE SPACING (B) SHOWN IN THE ABOVE PLACEMENT TABLE ARE THE MAXIMUM ALLOWABLE SPACINGS. WHERE THE PROPOSED PLACEMENT WIDTHS VARY FROM THE BASIC DESIGN WIDTH SHOWN, THE SPACING (B) AND THE ADJACENT SPACING (C) SHALL BE ADJUSTED TO ACCOMMODATE A REINFORCEMENT ARRANGEMENT EQUAL TO OR SLIGHTLY HEAVIER THAN THAT SHOWN AS DIRECTED BY THE ENGINEER.

- INCLUDES BOTH REGULAR LONGITUDINAL AND TRANSVERSE BARS BASED UPON 1 FOOT PAVEMENT LENGTHS. FOR THE WIDTH INDICATED, ALL TRANSVERSE STEEL IS 4 BARS AT 36" CENTER. \*\*
- THIS SHALL BE THE MINIMUM NUMBER OF ADDITIONAL STEEL BARS TO BE PLACED PER LANE. THE SPACING OF THE ADDITIONAL STEEL BARS SHALL BE VARIED AS DIRECTED IN ORDER TO PROVIDE A MINIMUM CLEARANCE OF 1-3/4" FROM EACH REGULAR LONGITUDINAL REINFORCING BAR.

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STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

CONCRETE PAVEMENT DETAILS

CONTINUOUSLY REINFORCED

STEEL BARS

CPCR (B)-78 (I)

DATE	DESIGNED BY	CHECKED BY	DATE	STATE	FEDERAL PROJECT NO.	SHEET NO.
				TEXAS		
				COUNTY	CONTRACT NO.	SECTION