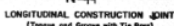
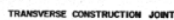
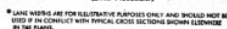
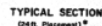
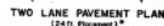
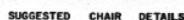
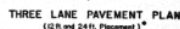


FINAL

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Percent TENSILE T <sub>1</sub> %	Steel Grade	Bar Size	24-in. Flange Width				12-in. Flange Width				AASHTO C and CSA S-16				REMARKS
			SPACING, C (in.)	Area, A <sub>s</sub> (in. <sup>2</sup> )	SPACING, C (in.)	Area, A <sub>s</sub> (in. <sup>2</sup> )	SPACING, C (in.)	Area, A <sub>s</sub> (in. <sup>2</sup> )	SPACING, C (in.)	Area, A <sub>s</sub> (in. <sup>2</sup> )	SPACING, C (in.)	Area, A <sub>s</sub> (in. <sup>2</sup> )			
7	High Yield	No. 5	3	6.75	2.98	3	3.38	3	1.69	3	1.69	18	2.25		
	Hard Grade	No. 5	3 1/2	4	6.75	2.98	4	6.75	2.98	3	1.69	14	1.69	Air Design	
	High Yield	No. 5	3	5	6.75	2.98	4	6.75	2.98	3	1.69	14	1.69		
	Hard Grade	No. 5	3	5	6.75	2.98	3	3.38	3	1.69	14	1.69	Air Design		
8	High Yield	No. 4	3	4 1/2	2.41	3	2.1	3	2.1	3	2.1	18	2.25		
	Hard Grade	No. 4	3 1/2	4	4.5	2.00	4	4.5	2.00	3	2.1	14	2.00	Air Design	

**NOTE:** THE SPACINGS  $\textcircled{1}$  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  $\textcircled{1}$  AND THE ADJACENT SPACING  $\textcircled{2}$  SHALL BE ADJUSTED TO ACCOMMODATE A REINFORCEMENT ARRANGEMENT EQUAL TO OR SLIGHTLY HEAVIER THAN THAT SHOWN AS DIRECTED BY THE ENGINEER.

① INCLUDES BOTH REGULAR LONGITUDINAL AND TRANSVERSE BARS, BASED UPON 1 FOOT REINFORCEMENT FOR THE WIDTH INDICATED. ALL TRANSVERSE STEEL IS #4 BARS AT 24" CENTERS.

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 3 1/2" FROM EACH REGULAR LONGITUDINAL REINFORCING BAR.

TEXAS HIGHWAY DEPARTMENT

CONCRETE PAVEMENT DETAILS  
CONTINUOUSLY REINFORCED  
STEEL BARS

STEEL BARS

CPCR (B)-62 (MOD

[illegible]