





SLAB THICKNESS AND BAR SIZE	LONGITUDINAL STEEL SIZE AND SPACING		
	REGULAR REINFORCEMENT	FIRST SPACING AT EDGE OR JOINT	SECOND SPACING FROM EDGE OR JOINT
T INCHES	BAR NUMBER	SPACING "A" INCHES	SPACING "B" INCHES
13	6	10.5	3 TO 4 3 TO 10.5
14	6	9.5	3 TO 4 3 TO 9.5
15	6	8.5	3 TO 4 3 TO 8.5

SLAB THICKNESS	13"	14"	15"
#5 BAR AT 36"	76	70	66
#5 BAR AT 30"	91	85	79
#6 BAR AT 36"	108	100	93
#6 BAR AT 30"	130	120	112

THICKNESS (INCHES)	CLEARANCE (1/2" O.D.)		
	13"	14"	15"
13	2.50	8.00	2
14	2.25	8.75	2
15	2.00	7.50	2

FOR #5 BARS		FOR #6 BARS	
$W = \frac{17857 N}{T Ss}$		$W = \frac{25346 N}{T Ss}$	
W = ALLOWABLE WIDTH OF PAVEMENT SLAB WIDTH IN FEET (MEASURED EDGE TO EDGE OR EDGE TO UNTIED JOINT)			
N = NUMBER OF LAYERS OF STEEL (1 OR 2)			
T = THICKNESS OF SLAB IN INCHES			
Ss = BAR SPACING IN INCHES			
MAXIMUM Ss = 36"			
MINIMUM Ss = 12"			

#### GENERAL NOTES

- FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT, REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE" AND "REINFORCING STEEL."
- LONGITUDINAL AND TRANSVERSE BARS SHALL BE DEFORMED STEEL CONFORMING TO ASTM A-615 (GRADE 60) OR ASTM A-615 (GRADE 60).
- DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS.
- SPLICES SHALL BE A MINIMUM OF 33 TIMES THE NOMINAL STEEL DIAMETER.
- CONSOLIDATION WITH HAND-MANIPULATED MECHANICAL VIBRATORS IS REQUIRED ADJACENT TO ALL TRANSVERSE CONSTRUCTION JOINTS.
- THE DETAIL FOR THE JOINT SEALANT AND RESERVOIR WILL BE SHOWN IN CONCRETE PAVEMENT DETAIL - JOINT SEALANT.
- PAVEMENT WIDTHS OF MORE THAN 16' SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6' OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.
- THE SAW CUT FOR THE LONGITUDINAL JOINT SHALL BE ONE FOURTH THE SLAB THICKNESS WHEN CURED LIMESTONE IS USED AS THE COARSE AGGREGATE.
- WITHIN ANY AREA BOUNDED BY TWO FEET OF PAVEMENT LENGTH MEASURED PARALLEL TO THE CENTERLINE AND TWELVE FEET OF WIDTH MEASURED PERPENDICULAR TO THE PAVEMENT CENTERLINE, NOT OVER 33% OF THE REGULAR LONGITUDINAL STEEL SHALL BE SPLICED.
- MULTIPLE PIECE TIEBARS SHALL BE USED AT LONGITUDINAL CONSTRUCTION JOINTS UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- FOR THE 13" SLAB THICKNESS, WHEN STANDARD DETAIL CPCR(2)-94 IS INCLUDED IN THE PLANS, THE CONTRACTOR MAY CHOOSE EITHER THE ONE OR TWO LAYER PLACEMENT OF REINFORCING STEEL UNLESS OTHERWISE SPECIFIED.

#### FOOTNOTES

- WHEN MACHINE PLACING OF THE STEEL REINFORCEMENT IS USED, THE USE OF CHAIRS WILL NOT BE REQUIRED AND THE TRANSVERSE STEEL MAY BE PLACED ABOVE OR BELOW THE LONGITUDINAL STEEL. THE VERTICAL LOCATION OF THE BARS WILL BE APPROVED BY THE ENGINEER.

Texas Department of Transportation  
Design Division (Pavement)

#### CONCRETE PAVEMENT DETAILS CONTINUOUSLY REINFORCED STEEL BARS

TWO LAYER PLACEMENT  
T-13, 14, 15 INCHES

CPCR (2) - 94

DESIGNED BY: 5/27/1994	BY: JLB	IN CHARGE: JLB	DATE: 5/27/1994	NO. 1
CHECKED BY: JLB	DATE: 5/27/1994	APPROVED BY: JLB	DATE: 5/27/1994	NO. 1
SCALE: 1/4" = 1'-0"	DATE: 5/27/1994	APPROVED BY: JLB	DATE: 5/27/1994	NO. 1
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