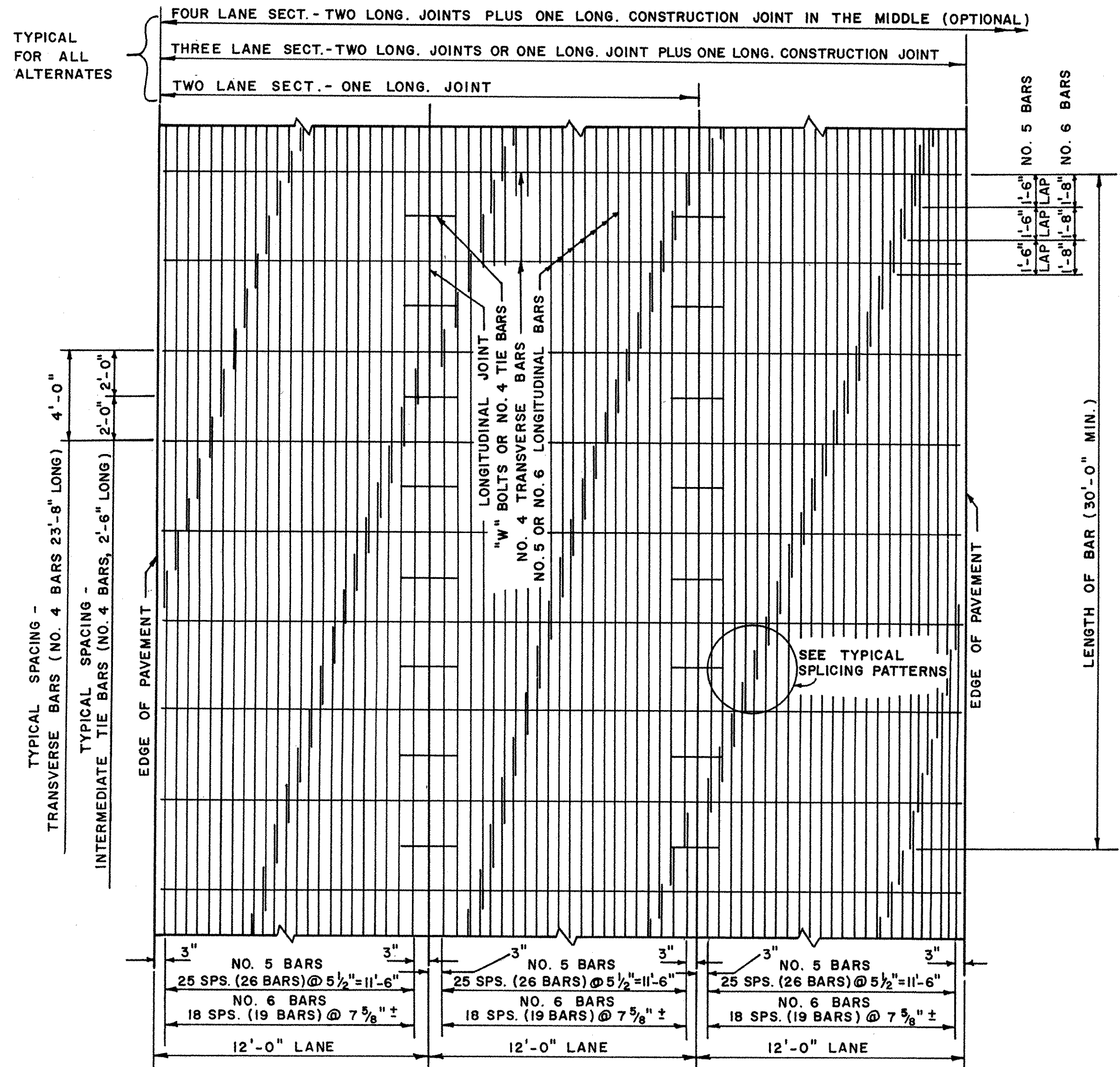
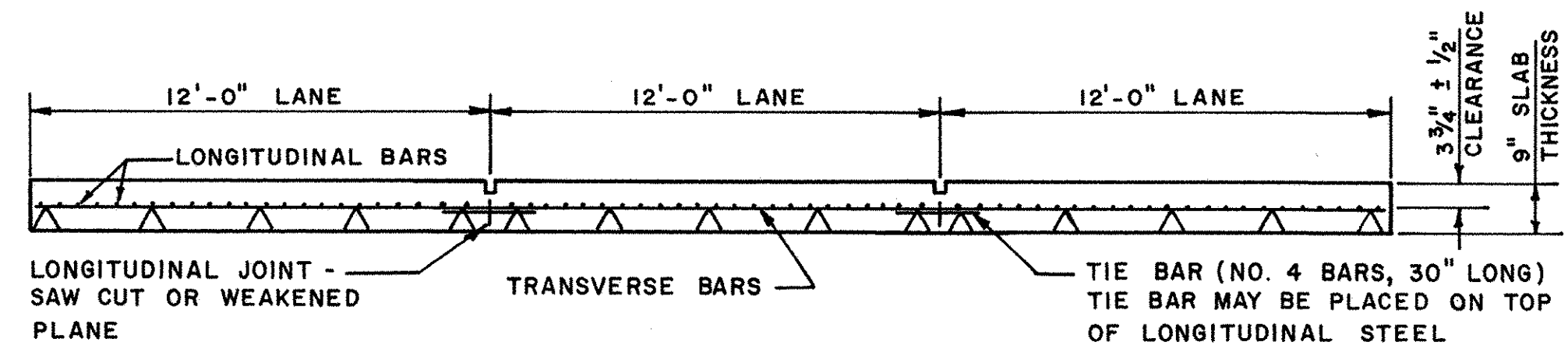


STEEL REINFORCEMENT
 (UNLESS OTHERWISE NOTED ALL DEFORMED BAR SHALL MEET THE FOLLOWING REQUIREMENTS)
 NO. 4 BAR - ASTM A-615 GRADE 40 OR 60
 NO. 5 BAR - ASTM A-615 GRADE 60
 NO. 6 BAR - ASTM A-615 GRADE 60

COUNTY	CONTRACT	P. R. A. RES. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	2	DEL				
STANDARD SHEET P-3						
9" CONTINUOUSLY REINFORCED P.C.C. PAVEMENT						
PREL. TRACING	J. T. B.	DESIGN	A. D.	CHKD.	A. D.	
REVISIONS						
APPROVED	<i>[Signature]</i>	12-7-73				
	DIRECTOR OF HIGHWAYS	DATE				
	<i>[Signature]</i>	12/7/73				
	CHIEF ENGINEER	DATE				



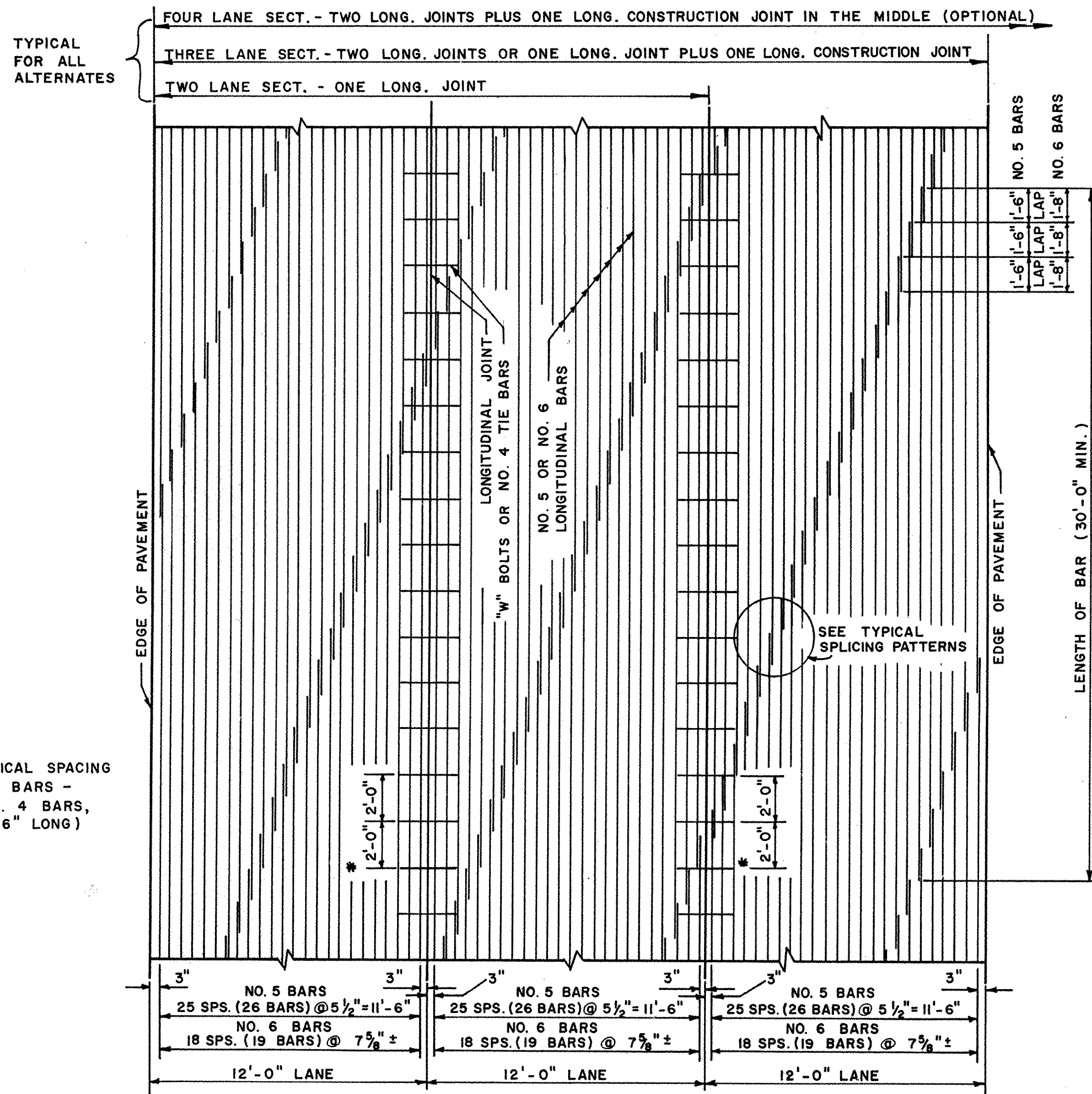
PLAN VIEW



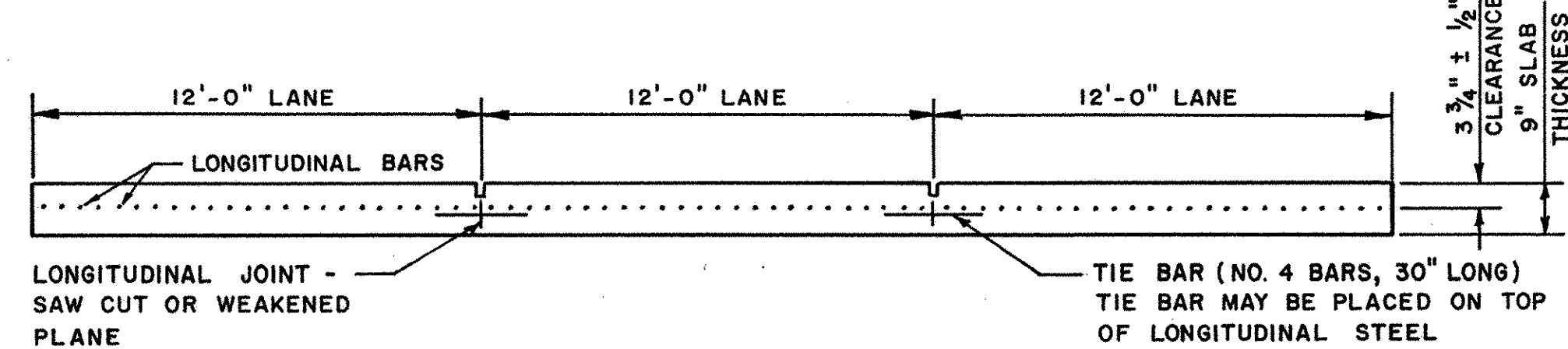
TRANSVERSE SECTION
SHOWING NO. 5 BARS

NOTE:
STEEL REINF. MUST BE PRE-SET.

**BAR REINFORCEMENT
CONSTRUCTION METHOD 1-9**



PLAN VIEW



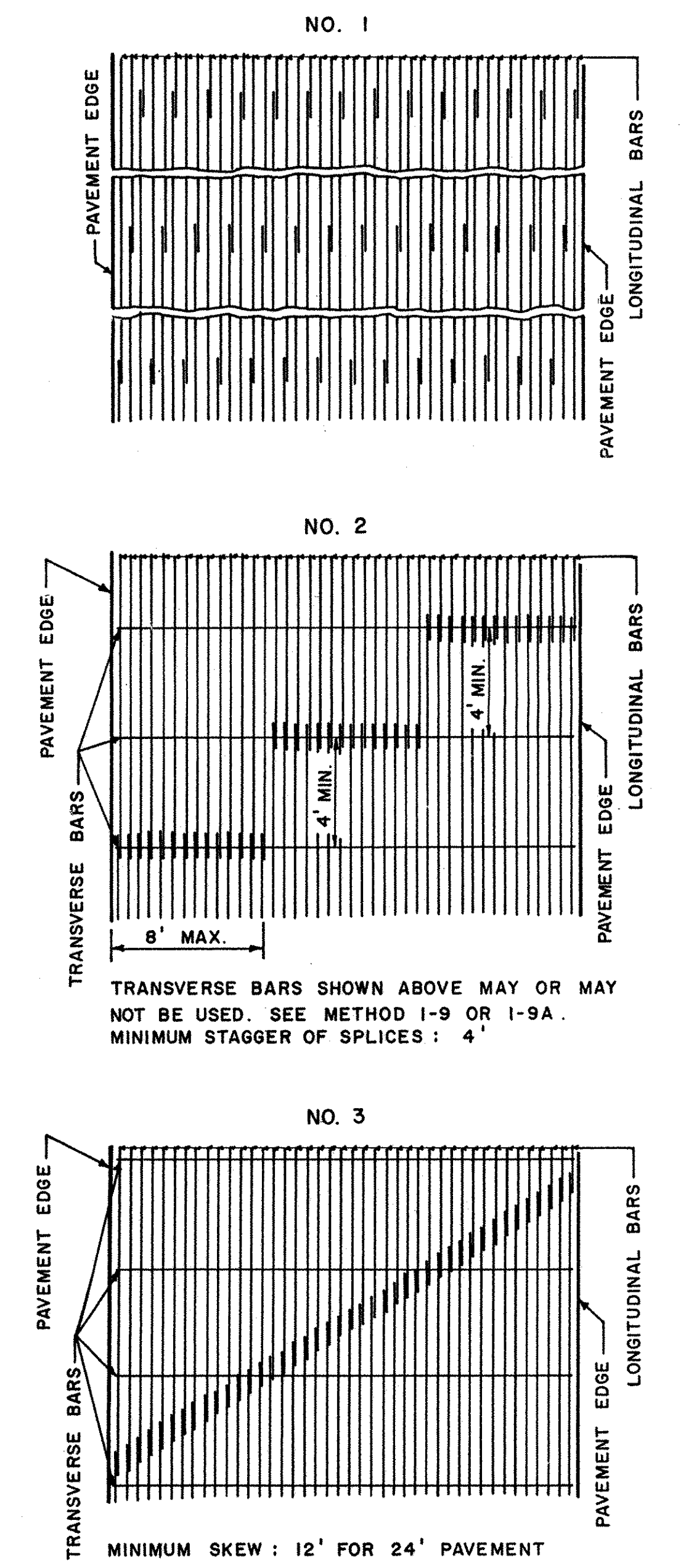
TRANSVERSE SECTION
SHOWING NO. 5 BARS

NOTE:
THIS CONSTRUCTION METHOD WILL BE PERMITTED ONLY IF THE CONTRACTOR HAS EQUIPMENT DESIGNED SPECIFICALLY TO LOCATE THE STEEL AS REQUIRED.

**BAR REINFORCEMENT
CONSTRUCTION METHOD 1-9A**



TYPICAL SPLICING PATTERNS



NOTE:
IN SPLICING PATTERNS NO. 1 AND NO. 2, MAXIMUM NUMBER OF LONGITUDINAL BARS SPLICED AT ONE LOCATION = 2/3 NUMBER PER TRAFFIC LANE (12'), MINIMUM STAGGER = 4'. CONTRACTOR MAY USE OTHER PATTERNS IF APPROVED IN WRITING BY THE ENGINEER.

(NO SCALE)