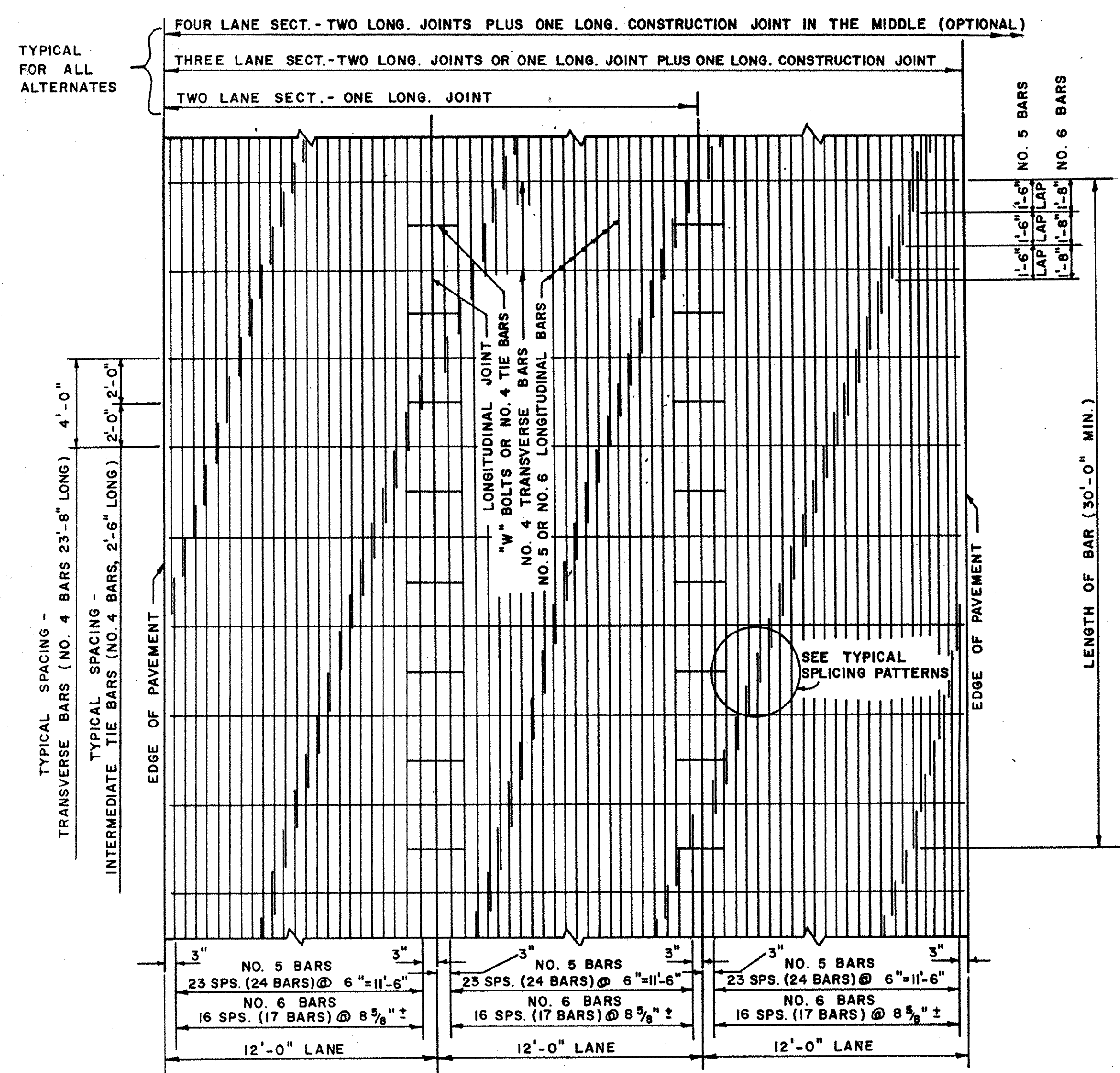
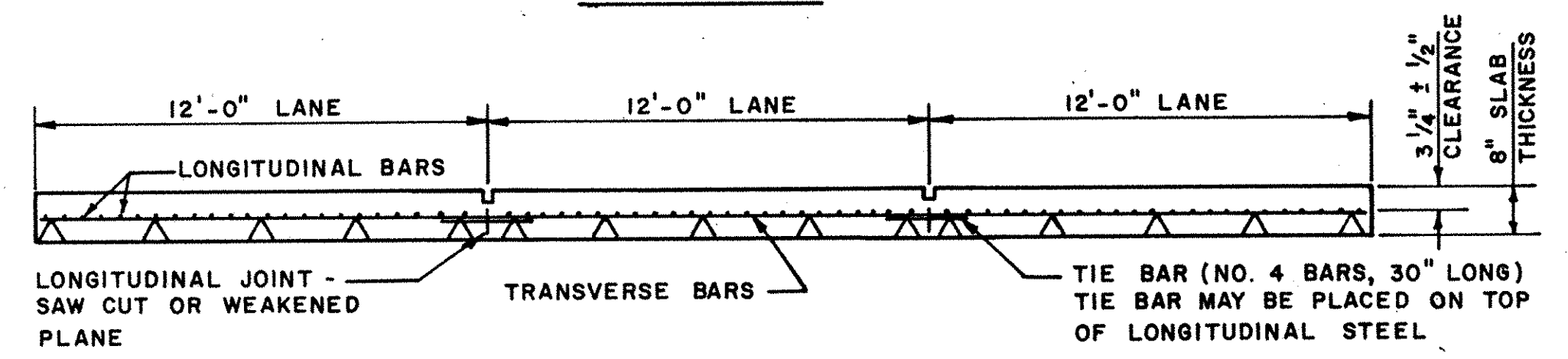


**STEEL REINFORCEMENT**  
 (UNLESS OTHERWISE NOTED ALL DEFORMED BAR SHALL MEET THE FOLLOWING REQUIREMENTS)  
 NO. 4 BAR - ASTM A-615 GRADE 40 OR 60  
 NO. 5 BAR - ASTM A-615 GRADE 60  
 NO. 6 BAR - ASTM A-615 GRADE 60

COUNTY	CONTRACT	P. R. A. REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	2		DEL.			
<b>STANDARD SHEET P-5</b>						
8" CONTINUOUSLY REINFORCED P.C.C. PAVEMENT						
PREL. TRACING	J.T.B.	DESIGN	A.D.	CHKD.	A.D.	
REVISIONS						
APPROVED <i>R. E. Zucchi</i>					12-7-73	DATE
DIRECTOR OF HIGHWAYS						
<i>R. E. Zucchi</i>					12/7/73	DATE
CHIEF ENGINEER						

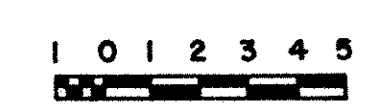


**PLAN VIEW**

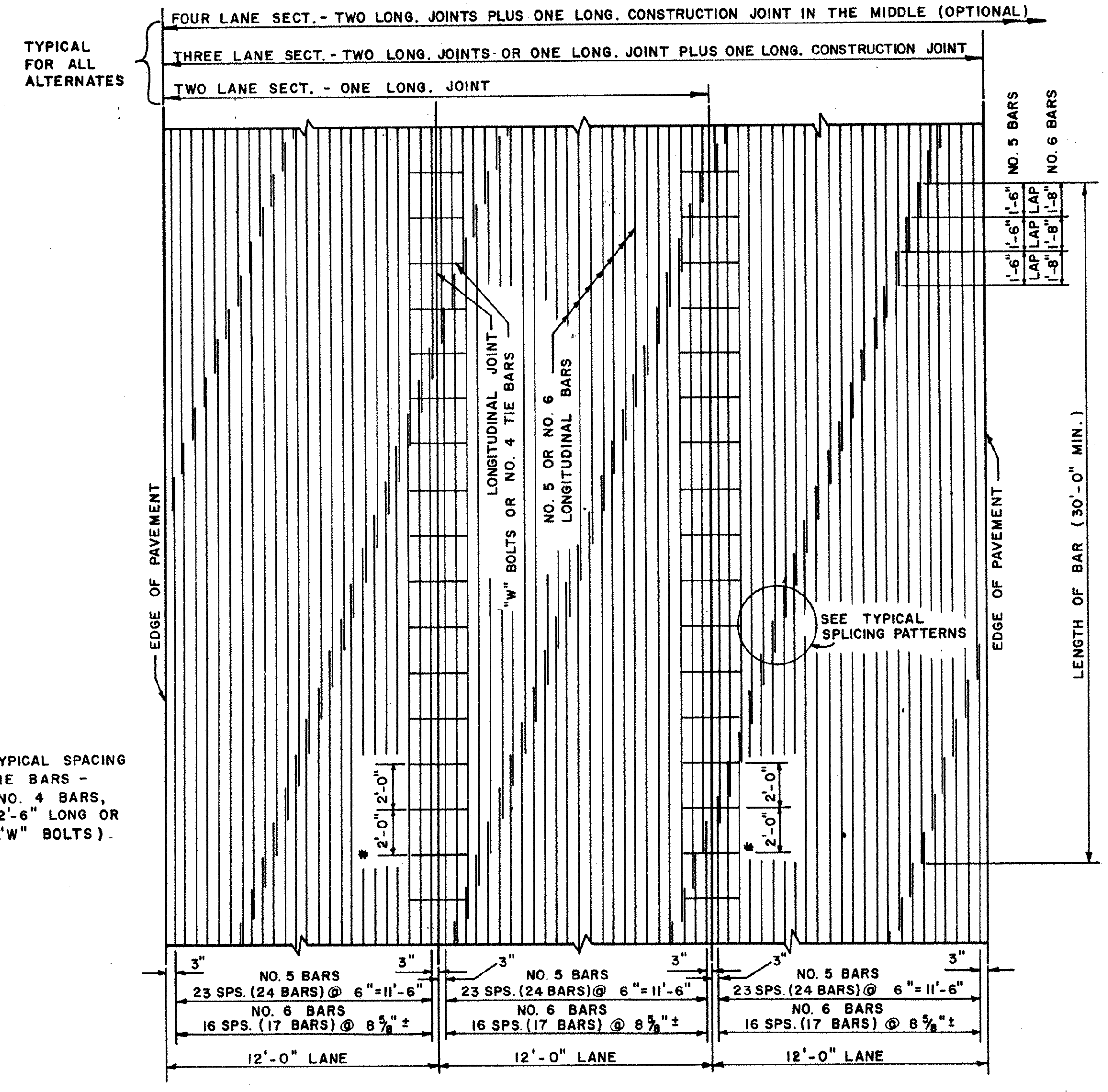


**TRANSVERSE SECTION**  
SHOWING NO. 5 BARS

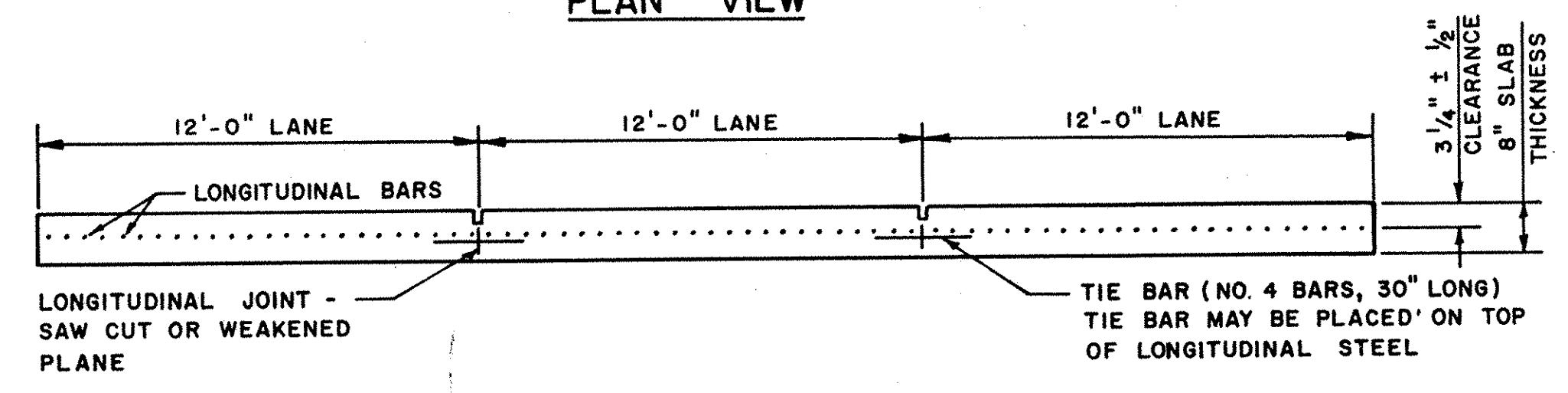
**BAR REINFORCEMENT CONSTRUCTION METHOD 1-8**



**NOTE:**  
STEEL REINF. MUST BE PRE-SET.



**PLAN VIEW**



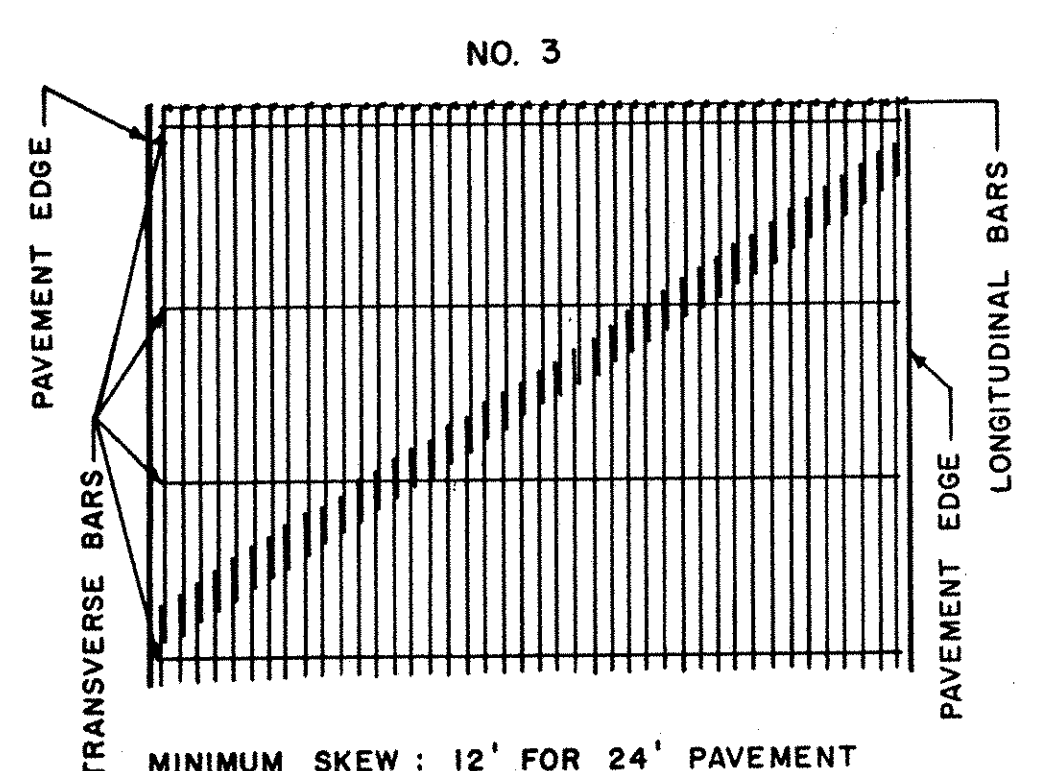
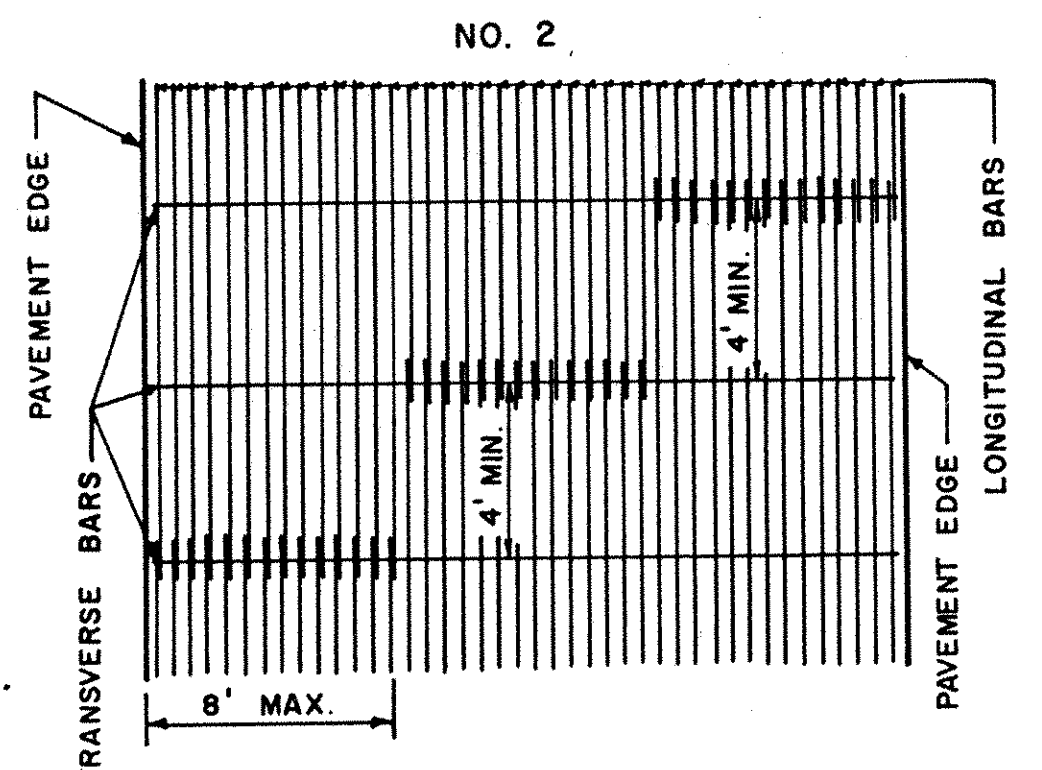
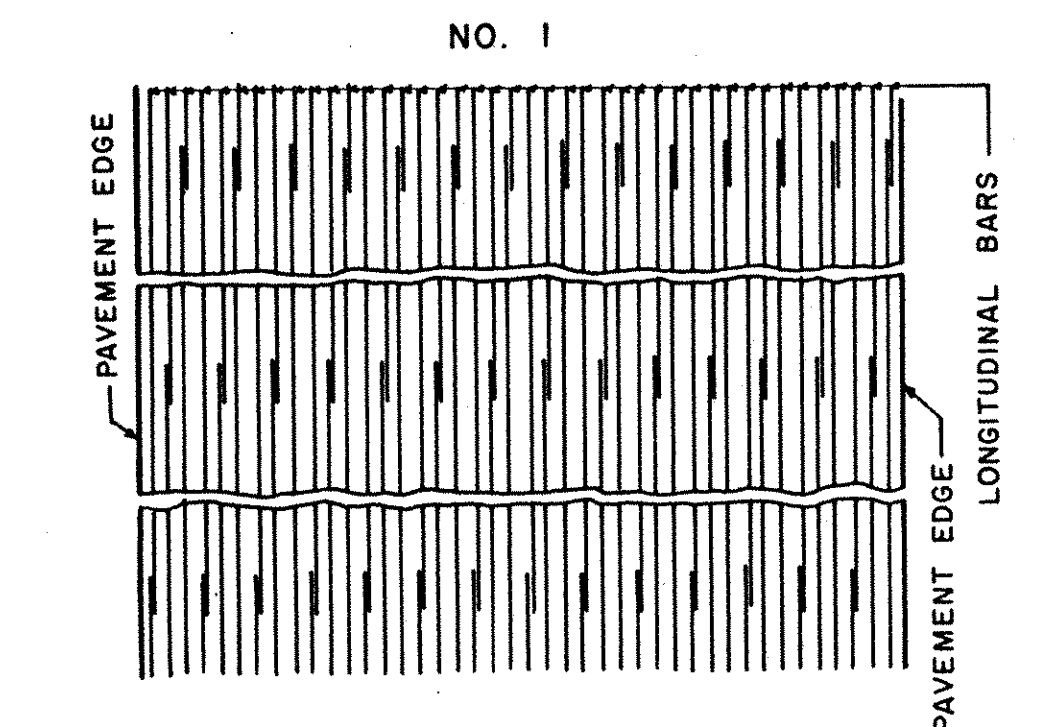
**TRANSVERSE SECTION**  
SHOWING NO. 5 BARS

**BAR REINFORCEMENT CONSTRUCTION METHOD 1-8A**



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

**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)