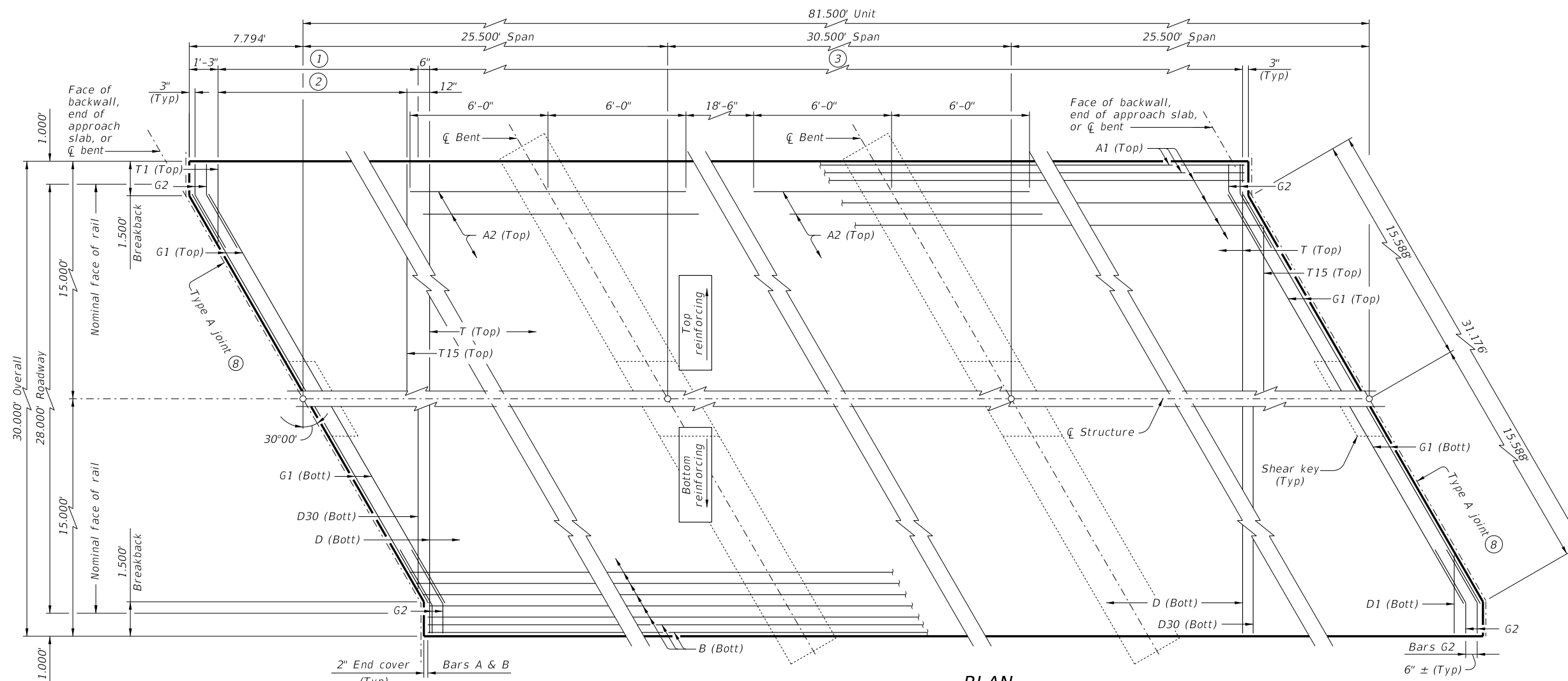
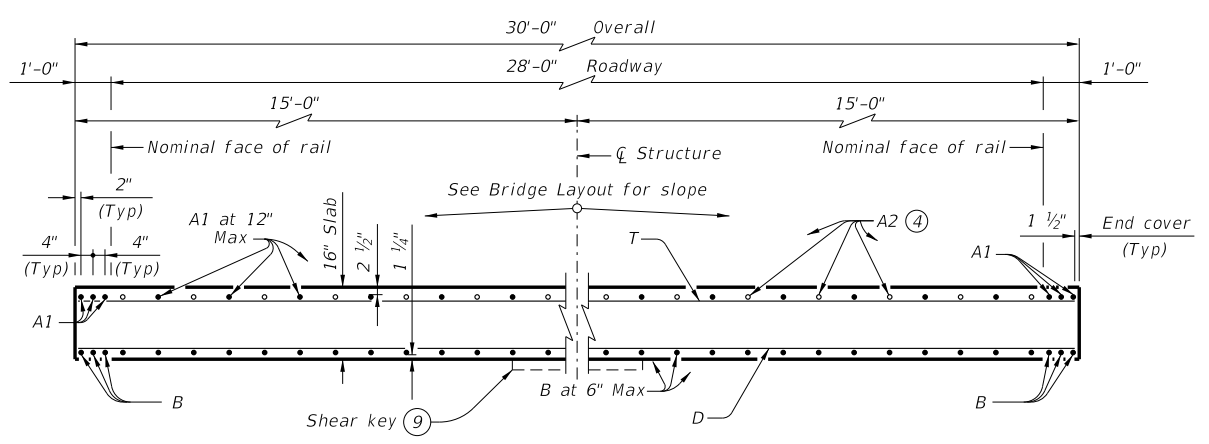
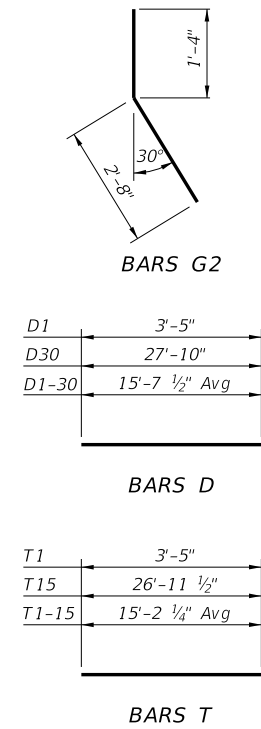


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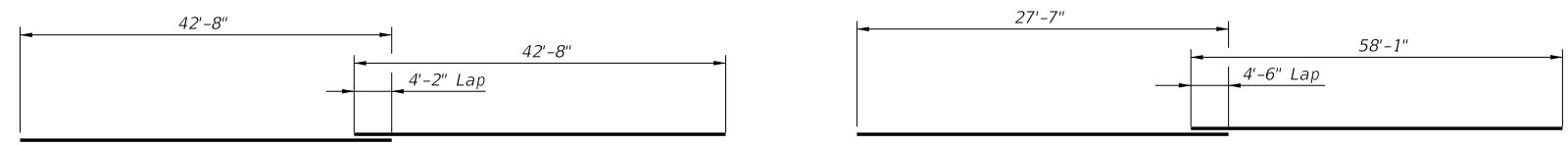


PLAN



TYPICAL TRANSVERSE SECTION

(9) At abutments and bents only.



BARS A1

BARS B (5)

- ① Bars D1-30 (Bott) at 6" Max spacing = 14'-1 1/4"
- ② Bars T1-15 (Top) at 12" Max spacing = 13'-7 1/4"
- ③ Bars D (Bott) at 6" Max spacing
Bars T (Top) at 12" Max spacing
- ④ Place Bars A2 between Bars A1 over bent.
(See PLAN for placement.)
- ⑤ Alternate splices over supports.
- ⑥ Length shown includes one 4'-2" lap splice.
- ⑦ Length shown includes one 4'-6" lap splice.
- ⑧ See standard CS-MD for expansion joint details.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing bar dimensions shown are out-to-out of bar.

TABLE OF ESTIMATED QUANTITIES				
CS-80-28 (30°)				
Bar	No.	Size	Length	Weight
A1 (6)	34	#8	85' - 4"	7,747
A2	58	#8	12' - 0"	1,858
B (7)	62	#8	85' - 8"	14,181
D	133	#4	29' - 9"	2,643
D1-30	60	#4	15' - 8" Av	534
G1	8	#5	31' - 2"	268
G2	16	#5	4' - 0"	67
T	67	#4	29' - 9"	1,331
T1-15	30	#4	15' - 2" Av	304
Reinforcing Steel			Lb	29,019
Class "S" Concrete			CY	121.0

TABLE OF LOAD RATING FACTORS	
INV	OPR
1.43	1.85

MATERIAL NOTES:
 Provide Class S concrete (f'c = 4,000 psi).
 Provide Class S (HPC) concrete if shown elsewhere in the plans.
 Provide Grade 60 reinforcing steel.

GENERAL NOTES:
 Designed according to AASHTO LRFD Bridge Design Specifications.
 Load rated using Load and Resistance Factor Rating according to AASHTO Manual for Bridge Evaluation.
 Details shown are for right forward skew. See Bridge Layout for actual skew direction.
 See Miscellaneous Details for C-I-P Concrete Slab Spans (CS-MD) standard sheet for additional slab span details.
 Additional bar laps not permitted for Bars A1 and B.
 See applicable rail details for rail anchorage in slab.
 This standard does not support the use of transition bents.

HL93 LOADING

Texas Department of Transportation Bridge Division Standard

81.5' C-I-P CONTINUOUS SLAB UNIT
 (25.5'-30.5'-25.5')
 28' ROADWAY 30° SKEW
 CS-80-28-30

FILE: CS-CS802830-21.dgn	DN: LMO	CK: BMP	DW: LJC	CK: TAR
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REVISIONS				HIGHWAY
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