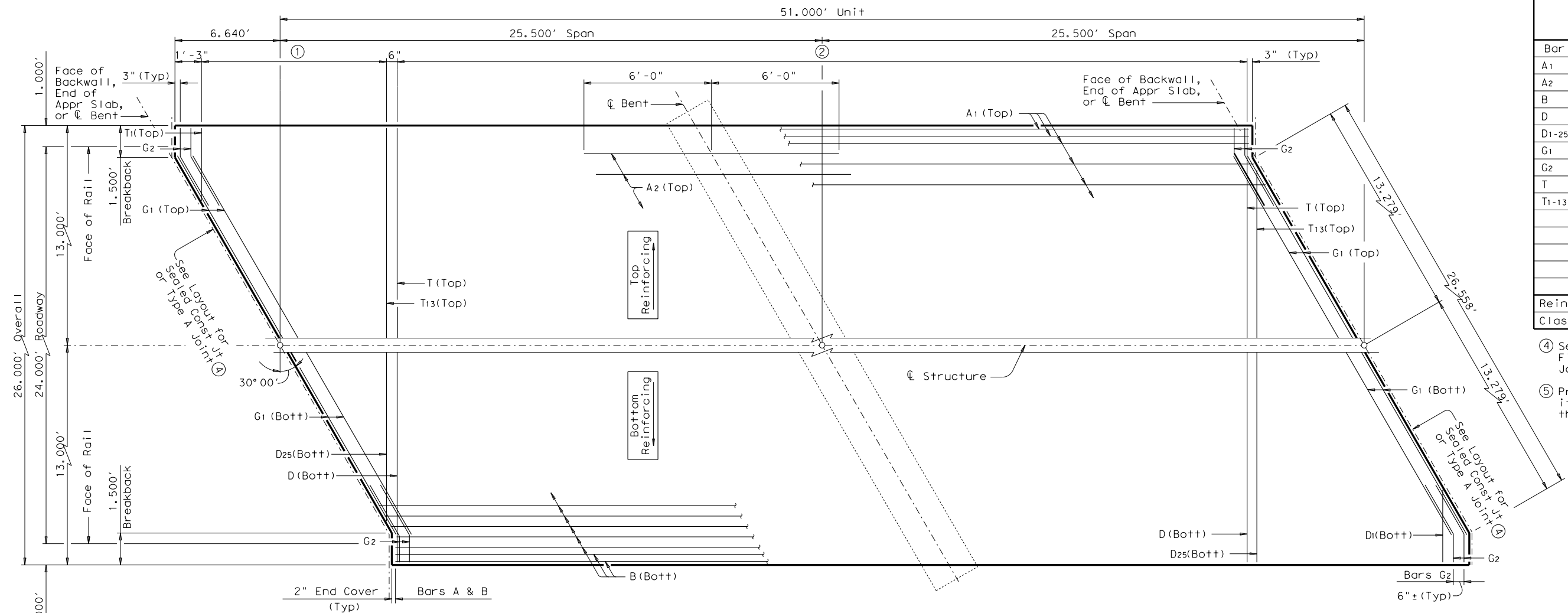


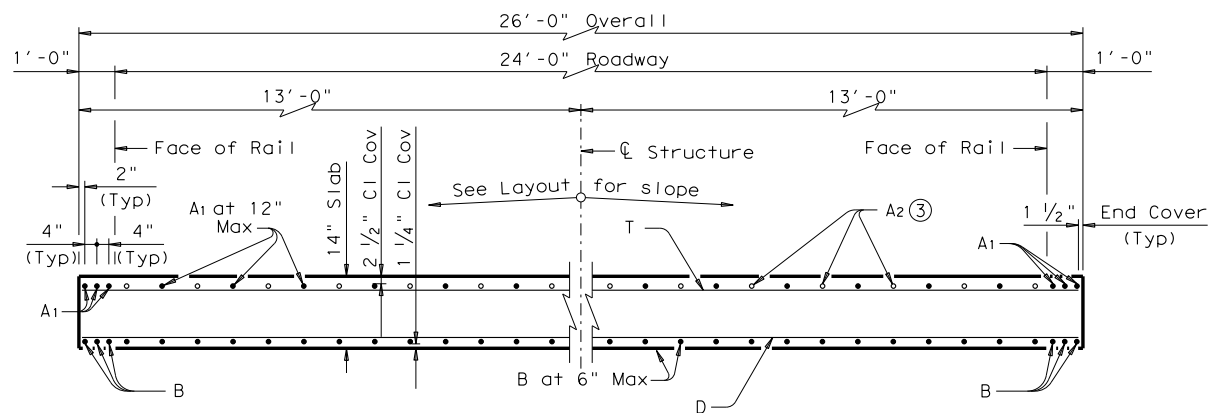
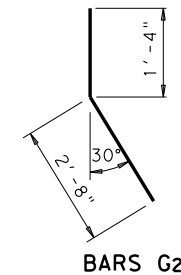
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DATE: FILE:



- ① Bars T1-13 (Top) at 12" Max Spacing = 11'-9 1/2"
- Bars D1-25 (Bott) at 6" Max Spacing = 11'-9 1/2"
- ② Bars T (Top) at 12" Max Spacing
- Bars D (Bott) at 6" Max Spacing

PLAN



TYPICAL TRANSVERSE SECTION

③ Place Bars A2 between Bars A1 over Bent (See PLAN for Placement)

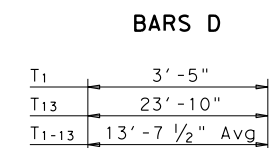
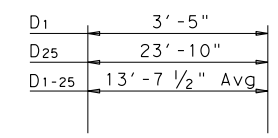


TABLE OF ESTIMATED QUANTITIES CS-50-24 (30°)

Bar	No.	Size	Length	Weight
A1	30	# 8	50' - 8"	4,058
A2	25	# 8	12' - 0"	801
B	54	# 8	50' - 8"	7,305
D	77	# 4	25' - 9"	1,324
D1-25	50	# 4	13' - 8" AV	456
G1	8	# 5	26' - 7"	222
G2	16	# 5	4' - 0"	67
T	39	# 4	25' - 9"	671
T1-13	26	# 4	13' - 8" AV	237

Reinforcing Steel	Lb	15,141
Class "S" Concrete ⑤	CY	57.5

- ④ See standard CS-MD for Fixed or Expansion Joint Details.
- ⑤ Provide Class S (HPC) if shown elsewhere in the plans.

GENERAL NOTES:
 Designed according to AASHTO LRFD Specifications.
 Details shown are for right forward skew. See Layout for actual skew direction. See standard CS-MD for additional slab span details.
 All reinforcing shall be Grade 60. Bar laps not permitted for Bars A and B. Concrete strength f'c = 4,000 psi. This standard does not support the use of Transition Bents.

HL93 LOADING

Texas Department of Transportation Bridge Division Standard

51' C-I-P CONTINUOUS SLAB UNIT
 (25.5'-25.5')
 24 FT ROADWAY 30° SKEW

CS-50-24-30

FILE: scs08ste.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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	DIST	COUNTY		SHEET NO.