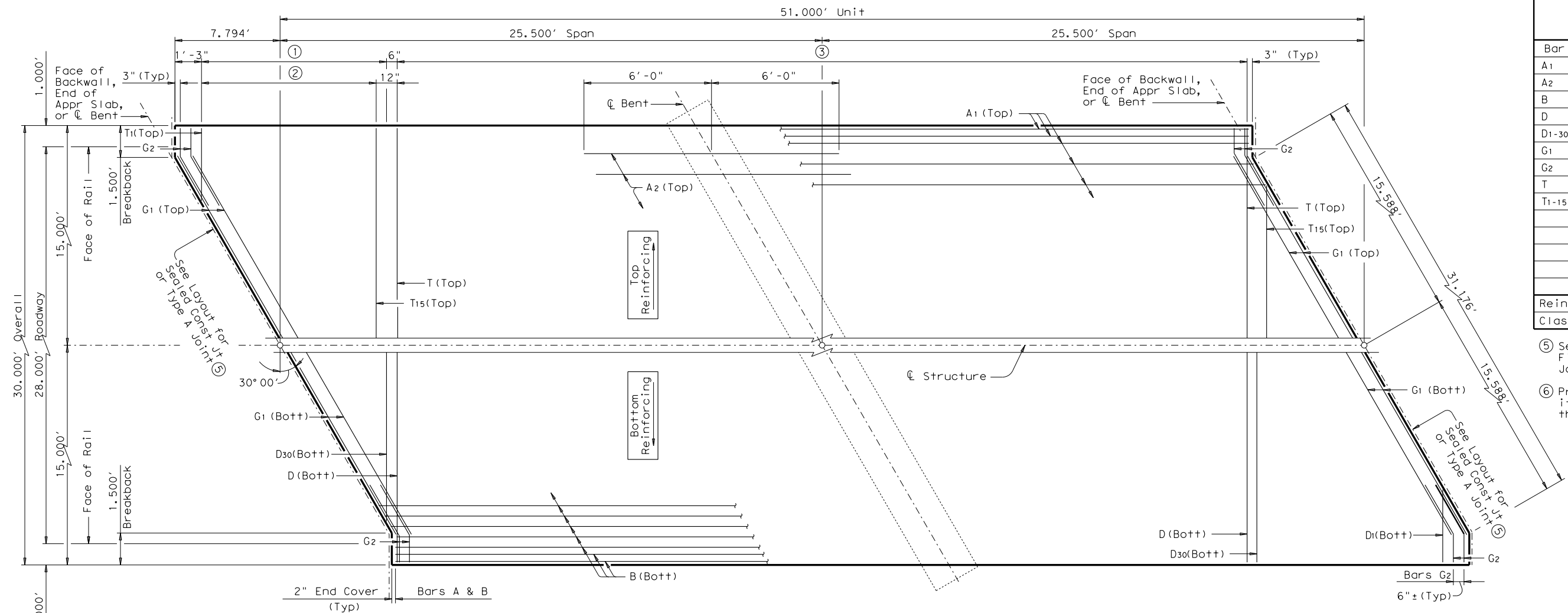


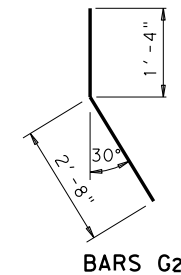
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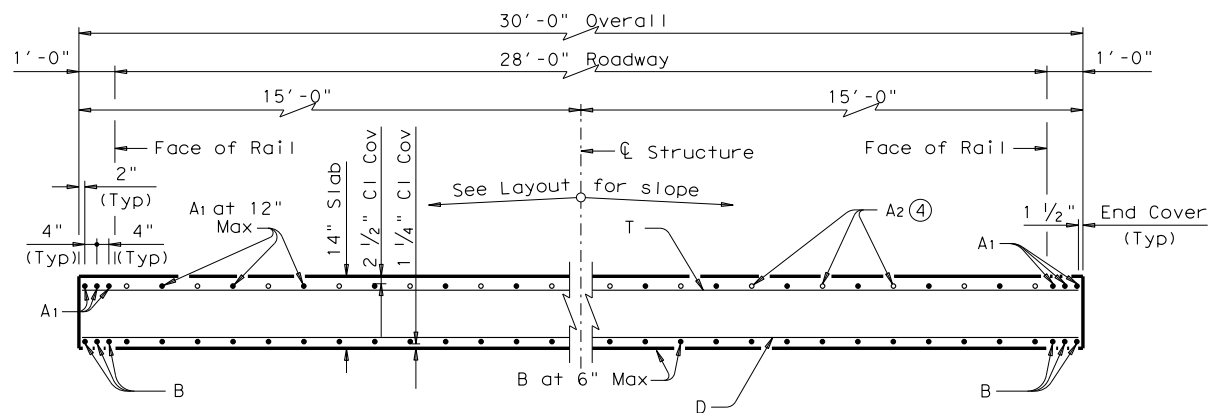


- ① Bars D1-30 (Bott) at 6" Max Spacing = 14'-1 1/4"
- ② Bars T1-15 (Top) at 12" Max Spacing = 13'-7 1/4"
- ③ Bars D (Bott) at 6" Max Spacing
Bars T (Top) at 12" Max Spacing

PLAN

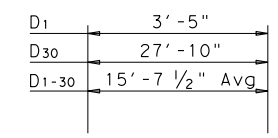


BARS G2

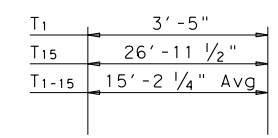


TYPICAL TRANSVERSE SECTION

④ Place Bars A2 between Bars A1 over Bent (See PLAN for Placement)



BARS D



BARS T

TABLE OF ESTIMATED QUANTITIES CS-50-28 (30°)

Bar	No.	Size	Length	Weight	
A1	34	# 8	50' - 8"	4,600	
A2	29	# 8	12' - 0"	929	
B	62	# 8	50' - 8"	8,387	
D	71	# 4	29' - 9"	1,411	
D1-30	60	# 4	15' - 8" AV	628	
G1	8	# 5	31' - 2"	260	
G2	16	# 5	4' - 0"	67	
T	36	# 4	29' - 9"	715	
T1-15	30	# 4	15' - 2" AV	304	
Reinforcing Steel				Lb	17,301
Class "S" Concrete ⑥				CY	66.3

- ⑤ See standard CS-MD for Fixed or Expansion Joint Details.
- ⑥ 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

Bridge Division Standard

51' C-I-P CONTINUOUS SLAB UNIT
(25.5'-25.5')

28 FT ROADWAY 30° SKEW

CS-50-28-30

FILE: scs11ste.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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