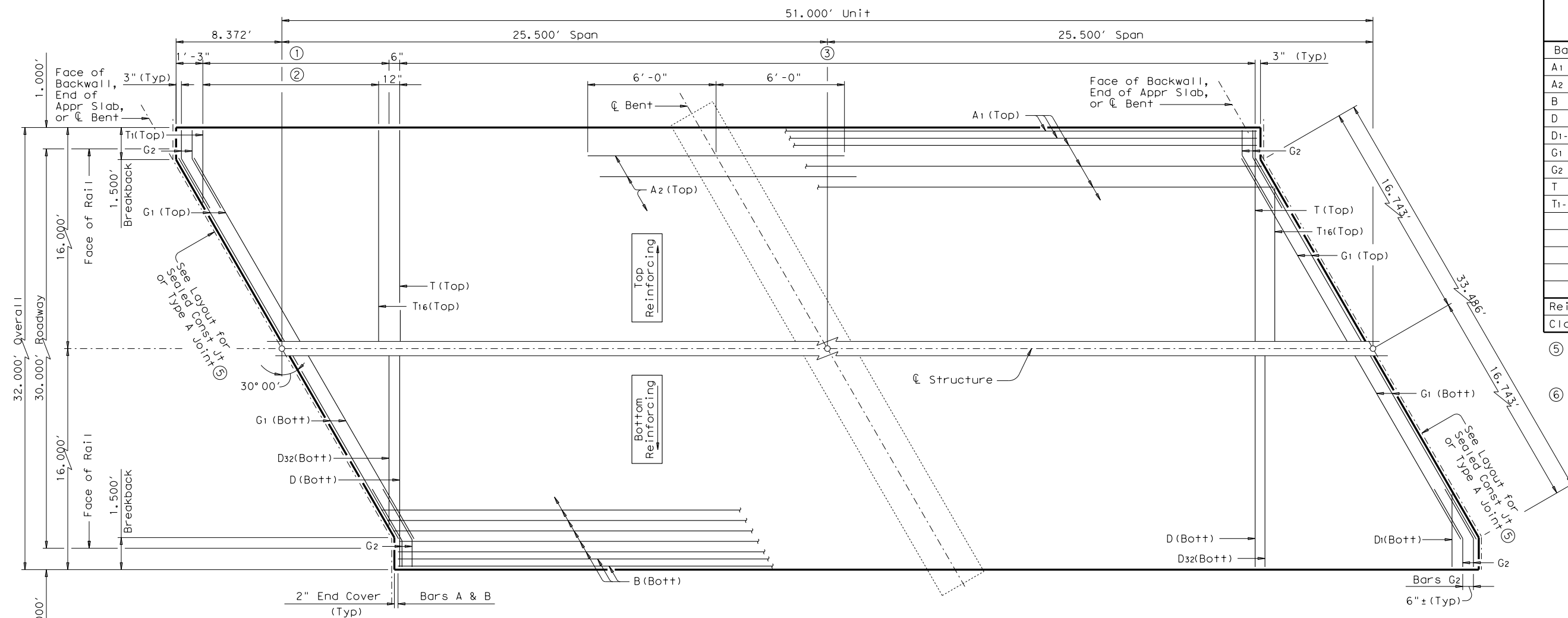


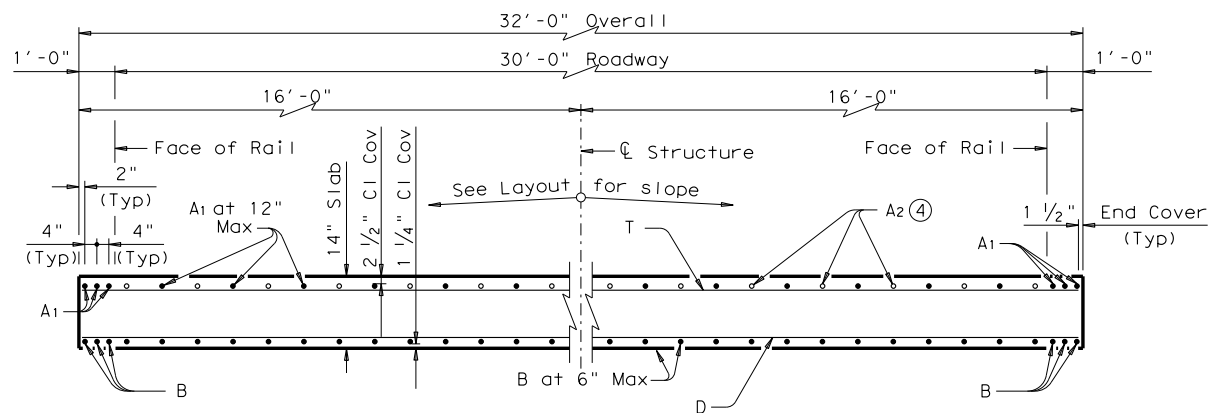
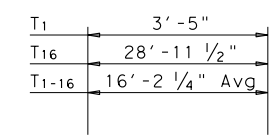
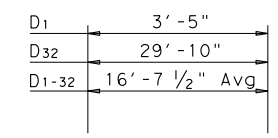
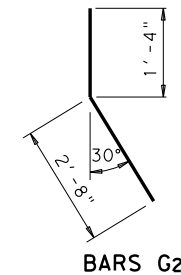
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DATE:
FILE:



- ① Bars D1-32 (Bott+) at 6" Max Spacing = 15'-3"
- ② Bars T1-16 (Top) at 12" Max Spacing = 14'-9"
- ③ Bars D (Bott+) at 6" Max Spacing
Bars T (Top) at 12" Max Spacing

PLAN



TYPICAL TRANSVERSE SECTION

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

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

Bar	No.	Size	Length	Weight
A1	36	# 8	50' - 8"	4,870
A2	31	# 8	12' - 0"	993
B	66	# 8	50' - 8"	8,928
D	69	# 4	31' - 9"	1463
D1-32	64	# 4	16' - 8" AV	713
G1	8	# 5	33' - 6"	280
G2	16	# 5	4' - 0"	67
T	35	# 4	31' - 9"	742
T1-16	32	# 4	16' - 2" AV	346

Reinforcing Steel	Lb	18,402
Class "S" Concrete ⑥	CY	70.7

- 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



51' C-I-P CONTINUOUS SLAB UNIT
 (25.5'-25.5')
 30 FT ROADWAY 30° SKEW
CS-50-30-30

FILE: scs14ste.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS				
	DIST	COUNTY	SHEET NO.	