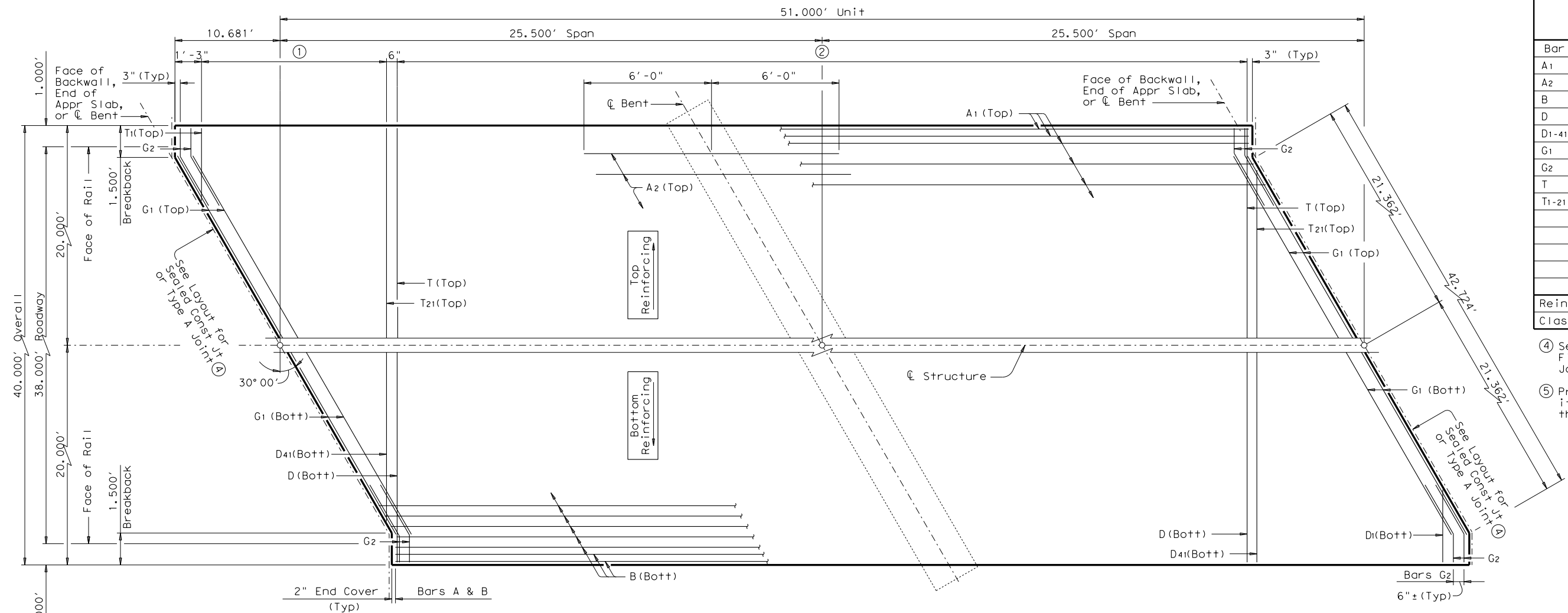


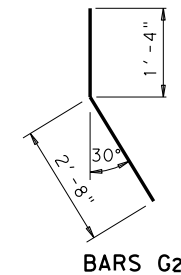
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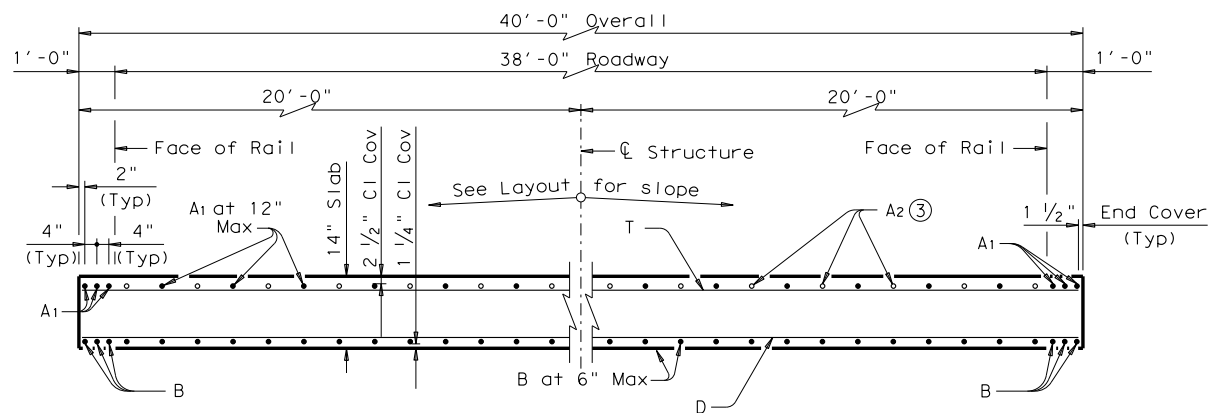


- ① Bars T1-21 (Top) at 12" Max Spacing = 19'-10 1/2"
- Bars D1-41 (Bott) at 6" Max Spacing = 19'-10 1/2"
- ② Bars T (Top) at 12" Max Spacing
- Bars D (Bott) at 6" Max Spacing

PLAN

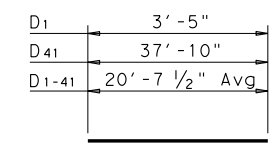


BARS G2

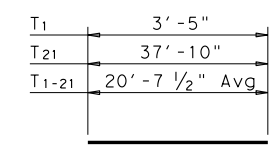


TYPICAL TRANSVERSE SECTION

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



BARS D



BARS T

TABLE OF ESTIMATED QUANTITIES CS-50-38 (30°)

Bar	No.	Size	Length	Weight	
A1	44	# 8	50' - 8"	5,952	
A2	39	# 8	12' - 0"	1,250	
B	82	# 8	50' - 8"	11,093	
D	59	# 4	39' - 9"	1,567	
D1-41	82	# 4	20' - 8" AV	1,132	
G1	8	# 5	42' - 9"	357	
G2	16	# 5	4' - 0"	67	
T	30	# 4	39' - 9"	797	
T1-21	42	# 4	20' - 8" AV	580	
Reinforcing Steel				Lb	22,795
Class "S" Concrete ⑤				CY	88.3

- 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

Bridge Division Standard

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

CS-50-38-30

FILE: scs17ste.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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