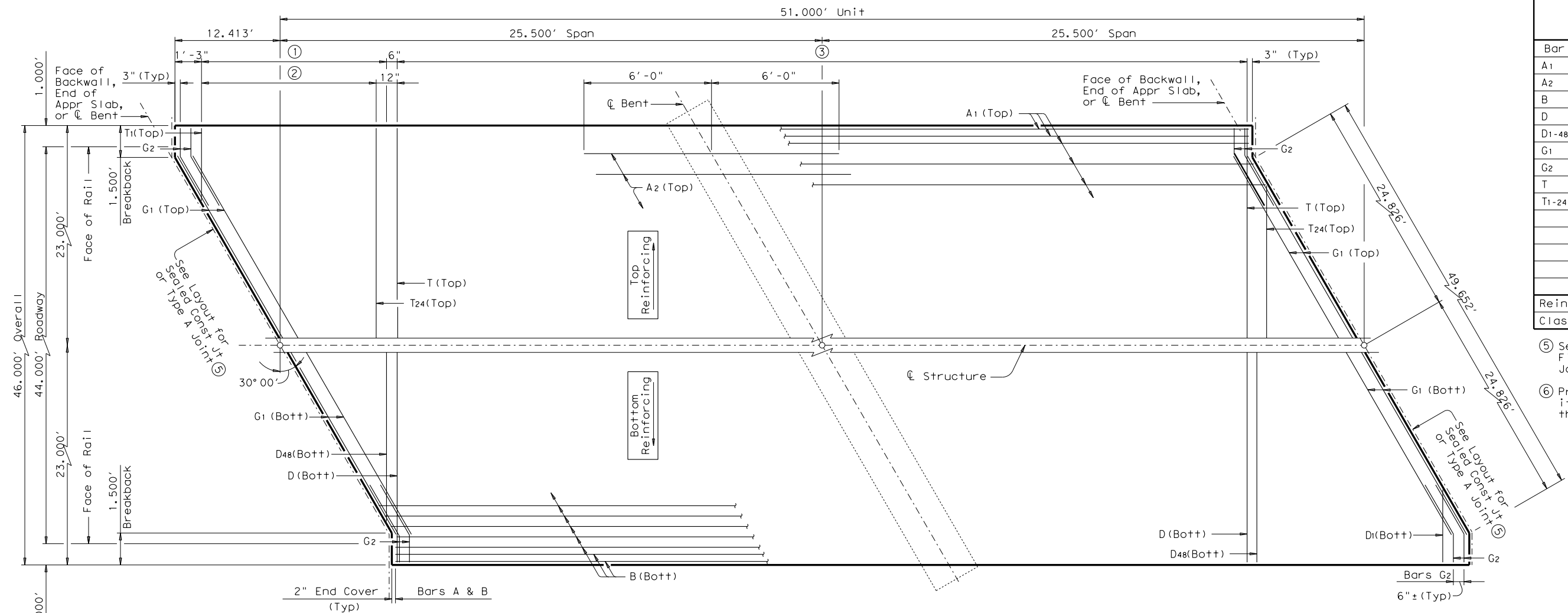


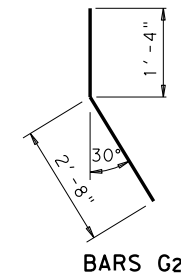
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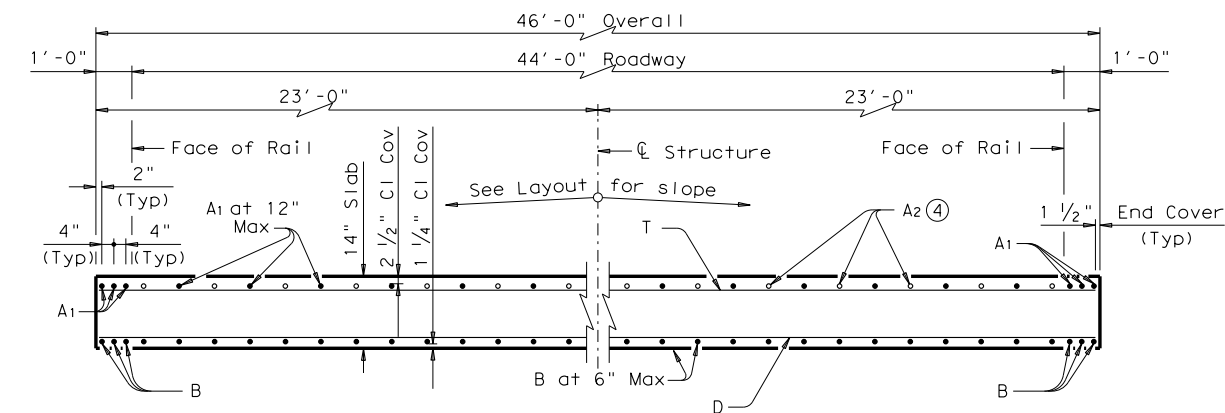


- ① Bars D1-48 (Bott) at 6" Max Spacing = 23'- 4"
- ② Bars T1-24 (Top) at 12" Max Spacing = 22'-10"
- ③ Bars D (Bott) at 6" Max Spacing
Bars T (Top) at 12" Max Spacing

PLAN

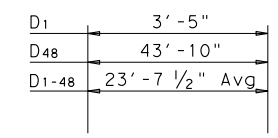


BARS G2

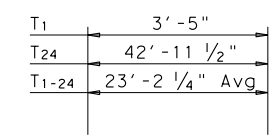


TYPICAL TRANSVERSE SECTION

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



BARS D



BARS T

TABLE OF ESTIMATED QUANTITIES CS-50-44 (30°)

Bar	No.	Size	Length	Weight
A1	50	# 8	50' - 8"	6,764
A2	45	# 8	12' - 0"	1,442
B	94	# 8	50' - 8"	12,716
D	53	# 4	45' - 9"	1,620
D1-48	96	# 4	23' - 8"AV	1,518
G1	8	# 5	49' - 8"	414
G2	16	# 5	4' - 0"	67
T	27	# 4	45' - 9"	825
T1-24	48	# 4	23' - 2"AV	743

Reinforcing Steel	Lb	26,109
Class "S" Concrete ⑥	CY	101.6

- 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')

44 FT ROADWAY 30° SKEW

CS-50-44-30

FILE: scs20ste.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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	DIST	COUNTY		SHEET NO.