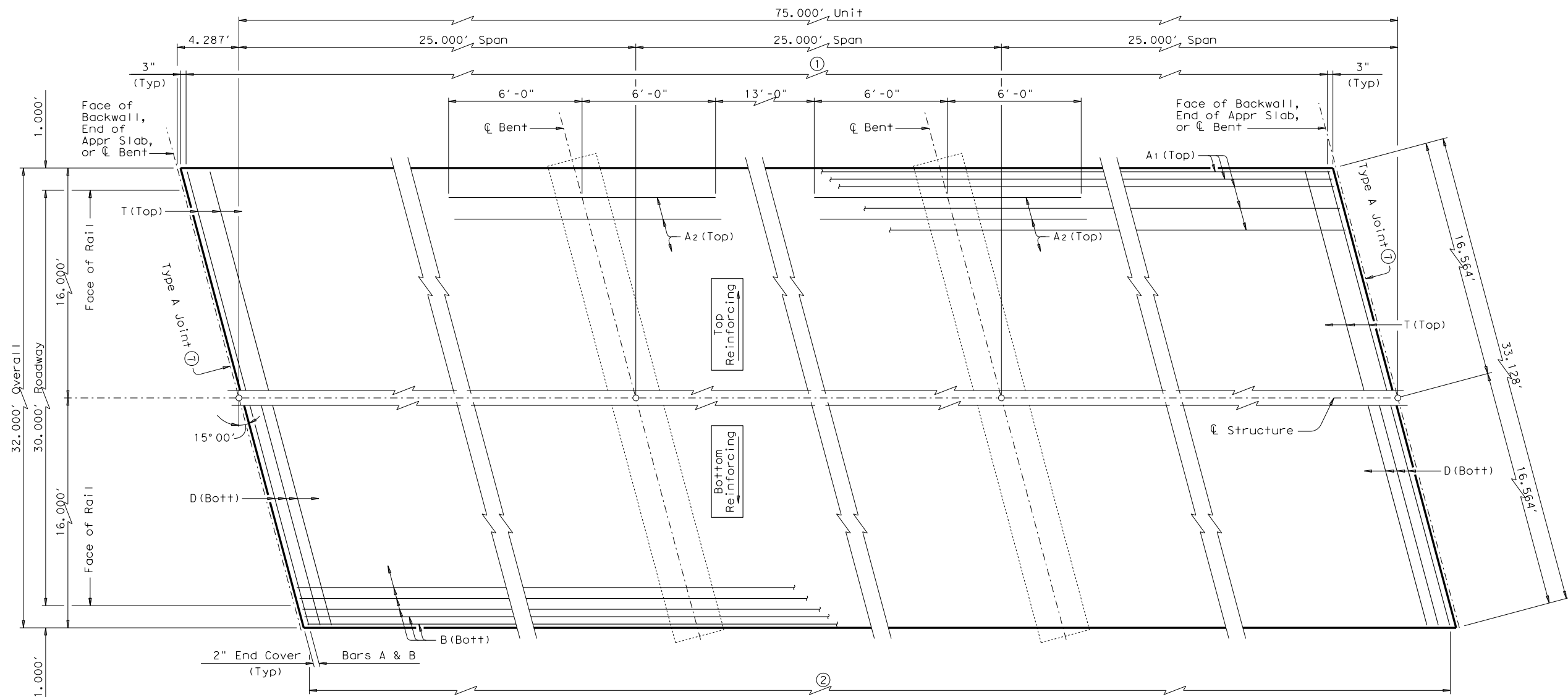
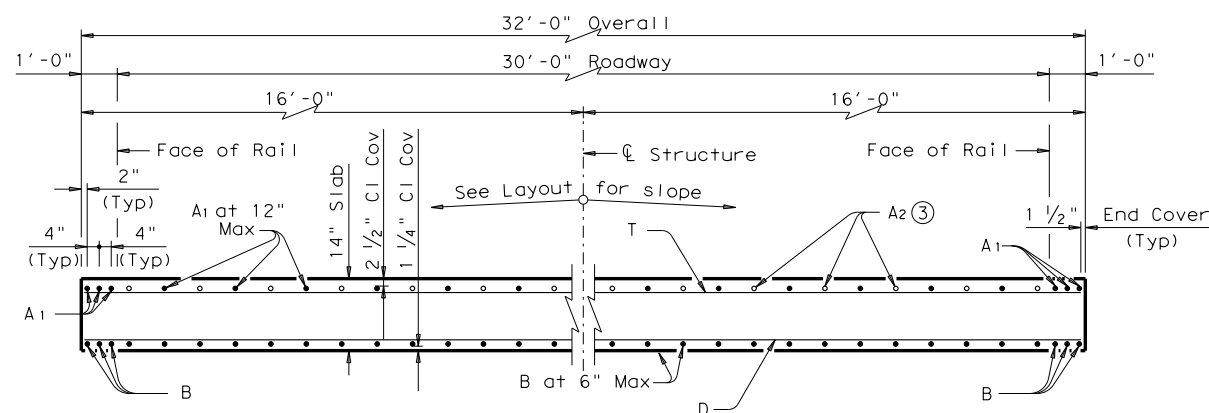


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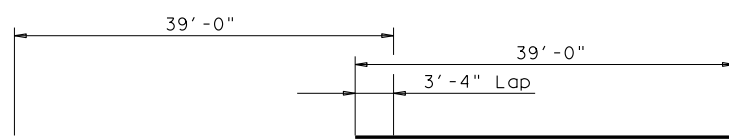
- ① Bars T (Top) at 12" Max Spacing
- ② Bars D (Bott) at 6" Max Spacing

PLAN

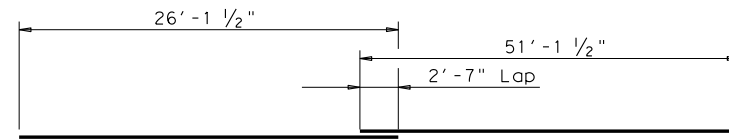


TYPICAL TRANSVERSE SECTION

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



BARS A1



BARS B

- ④ Alternate Splices over Supports

TABLE OF ESTIMATED QUANTITIES CS-75-30 (15°)

Bar	No.	Size	Length	Weight
A1 ⑤	36	# 8	78'- 0"	7,497
A2	62	# 8	12'- 0"	1,986
B ⑥	66	# 8	77'- 3"	13,613
D	150	# 4	32'-11"	3,298
T	76	# 4	32'-11"	1,671
Reinforcing Steel				Lb 28,065
Class "S" Concrete ⑧				CY 104.0

- ⑤ Length shown includes one 3'-4" lap splice.
- ⑥ Length shown includes one 2'-7" lap splice.
- ⑦ See standard CS-MD for Expansion Joint Details.
- ⑧ 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. Concrete strength f'c = 4,000 psi. When epoxy coated reinforcing is used, the lap splice lengths shown shall be increased by a factor of 1.5. This standard does not support the use of Transition Bents.

HL93 LOADING

		Bridge Division Standard	
75' C-I-P CONTINUOUS SLAB UNIT (25'-25'-25') 30 FT ROADWAY 15° SKEW CS-75-30-15			
FILE: scs28ste.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
©TxDOT March 2009	CONT	SECT	JOB
REVISIONS			HIGHWAY
	DIST	COUNTY	SHEET NO.

DATE: FILE: