**DISCLAIMER:**

- FILE: CS-75-38-30
- REVISIONS
  - A06 8 75'-6" 3,344
  - A6 78 8 78'-6" 2,489
  - B 02 8 78'-9" 12,292
  - B 03 8 80'-0" 2,954
  - A6 04 8 20'-6" 85
  - T 31 8 20'-9" 1,167
  - T 01 8 30'-0" 56

**GENERAL NOTES:**
- Designed according to AASHTO LRFD Bridge Design Specifications. Details shown are for right-hand skew. See layout for skew axis directions. See standard CS-MD for cantilever slab design details. All reinforcing shall be Grade 60. Main reinforcing shall be Grade 60.
- Steel grade 11.5 ksi reinforcement will be used. When strain-controlled steel is not used, the yield stress shown shall be increased by a factor of 1.5.
- This standard does not support the use of Transition Bents.
- Concrete strength $f'c = 4,000$ psi.
- All reinforcing shall be Grade 60.
- CTM details.
- See Layout for actual skew direction.
- See standard CS-MD for additional slab span details.

**TABLE OF ESTIMATED QUANTITIES CS-75-38 (30°)**

<table>
<thead>
<tr>
<th>Rebar Size</th>
<th>Job/County</th>
<th>Unit Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>82</td>
<td>78'-9&quot;</td>
</tr>
<tr>
<td>8</td>
<td>79'-6&quot;</td>
<td>78'-6&quot;</td>
</tr>
</tbody>
</table>

**CORE:**

- Bars A: 82 # 8 78'-9" 17,242
- Bars B: 44 # 8 79'-6" 9,340

**TYPICAL TRANSVERSE SECTION**

1. Place Bars A between Bars B & C or over B (see plan for placement).
2. Place Bars B between Bars A & C (see plan for placement).

**PLAN**

- Overall: 40'-0" 3'-0"
- Roadway: 38'-0"
- Transition Bents: 3'-0"

**3D VIEW**

- Rebars: A, B, C, D, G, T
- Concretes: D (Bott), G (Bott), T (Top)
- Supports: A, B, C, D, G, T

**NOTES:**

- Bars C: $\frac{1}{2}"$ max spacing
- Bars D: $\frac{1}{2}"$ max spacing

**REFERENCES:**

- CS-75-38-30
- 76.5' C-I-P CONTINUOUS SLAB UNIT
- (25.5'-25.5'-25.5')
- 38 FT ROADWAY
- 30° SKEW
- TxDOT

**DATE:**

- Design: April 2009
- Final: April 2009
- Approval: April 2009

**DRAWN BY:**

- TxDOT
- COUNTY

**REVISED:**

- March 2009

- FILE: SLAB UNIT CS-75-38-30