

DISCLAIMER: This standard is governed by the "Texas Engineering Practice Act." No warranty of any kind is made by TxDOT for any purpose whatsoever. The use of this standard for the conversion of this standard to other formats or for incorrect results or damages resulting from its use. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

TABLE OF ALLOWABLE UNIT LENGTH	
Max Rdwy Grade, Percent	Unit Length Factor
0.00	4.1
1.00	3.9
2.00	3.7
3.00	3.5
4.00	3.3
5.00	3.1

BAR TABLE	
BAR	SIZE
A	#4
B	#4
D	#4
T	#4
OA	#5

Unit length must not exceed the length of the shortest end span times the Unit Length Factor shown in table or 400', whichever is less.

The details shown on this sheet are applicable for two and three span units comprised of the same girder type. Units may be comprised of different span lengths. See "Table of Allowable Unit Length."

GENERAL NOTES:
Designed according to AASHTO LRFD Bridge Design Specifications. This standard is drawn showing right forward skew. See Bridge Layout for actual skew direction.

CONSTRUCTION NOTES:
Where multi-span units are indicated on the Bridge Layout, the thickened slab end details and reinforcement shown on IGTS standard (Bars AA, G, H, J, K, and M) and on the Span Details will be omitted where slabs are continuous over interior bents. At these locations, the slab details and reinforcement will be as shown on this sheet or on PCP standard (if using this option). Thickened slab end reinforcement and details still apply at expansion joint locations (ends of units). See Span Details for remainder of slab reinforcement and details.

MATERIAL NOTES:
Provide Grade 60 reinforcing steel.
Provide Class "S" concrete ($f'_c = 4,000$ psi).
Provide Class "S" (HPC) if shown elsewhere on the plans.
Provide bar laps, where required, as follows:
Uncoated ~ #4 = 1'-7"
Epoxy Coated ~ #4 = 2'-5"

The details shown on this sheet are applicable for use only with the Prestressed Concrete I-Girder Standard Designs shown on standards IGSD-24, IGSD-28, IGSD-30, IGSD-32, IGSD-34, IGSD-38, IGSD-40 and IGSD-44.

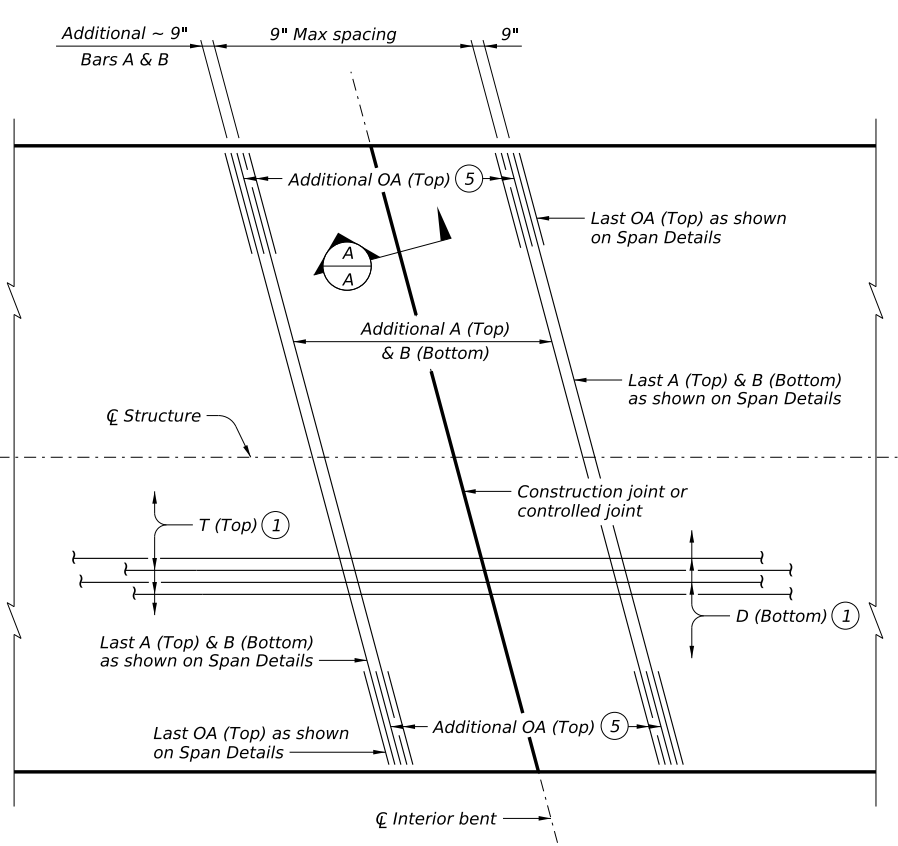
HL93 LOADING

Texas Department of Transportation
Bridge Division Standard

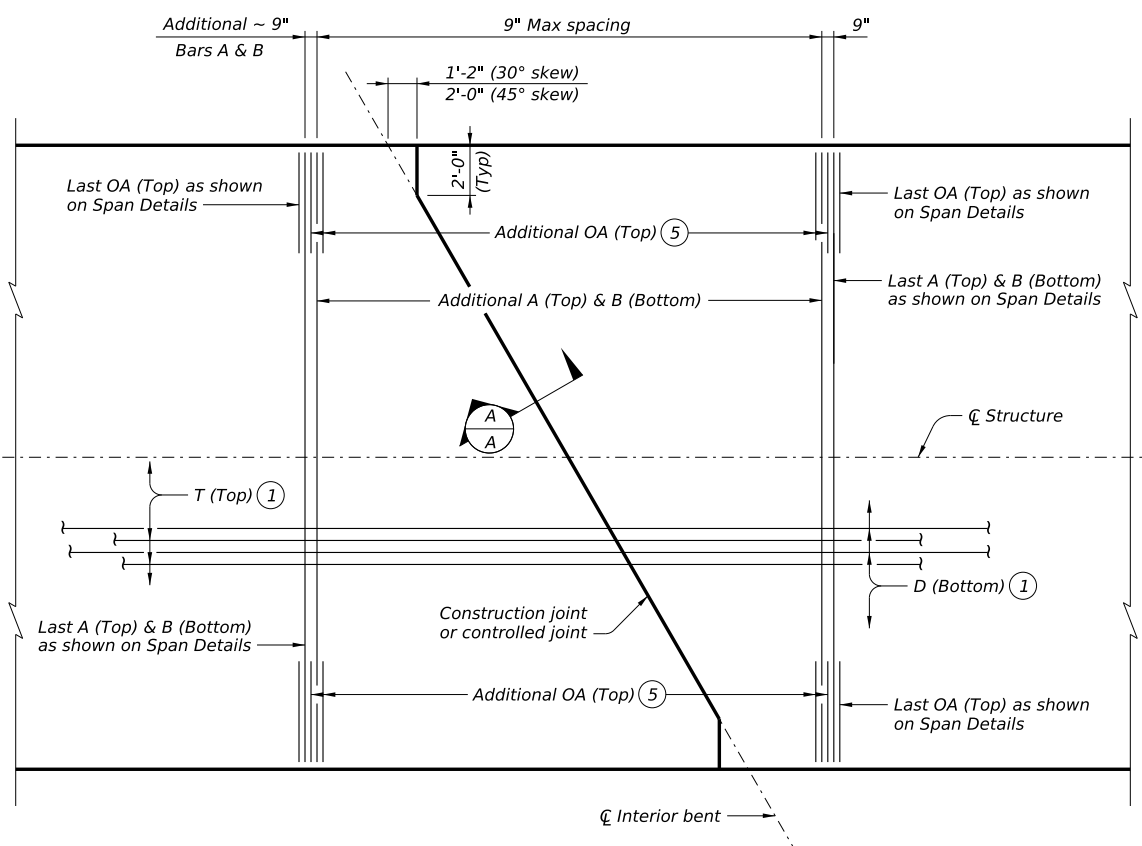
CONTINUOUS SLAB DETAILS PRESTR CONC I-GIRDER SPANS

IGCS

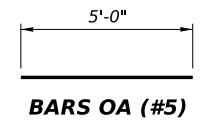
FILE: IG-IGCS-24.dgn	DN: JMH	CK: TxDOT	DW: JTR	CK: TxDOT
© TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS				
10-19: Added Bubble note 6				
01-23: Added 34 ft. Roadway				
11-24: Flipped top mat				
DIST	COUNTY	SHEET NO.		



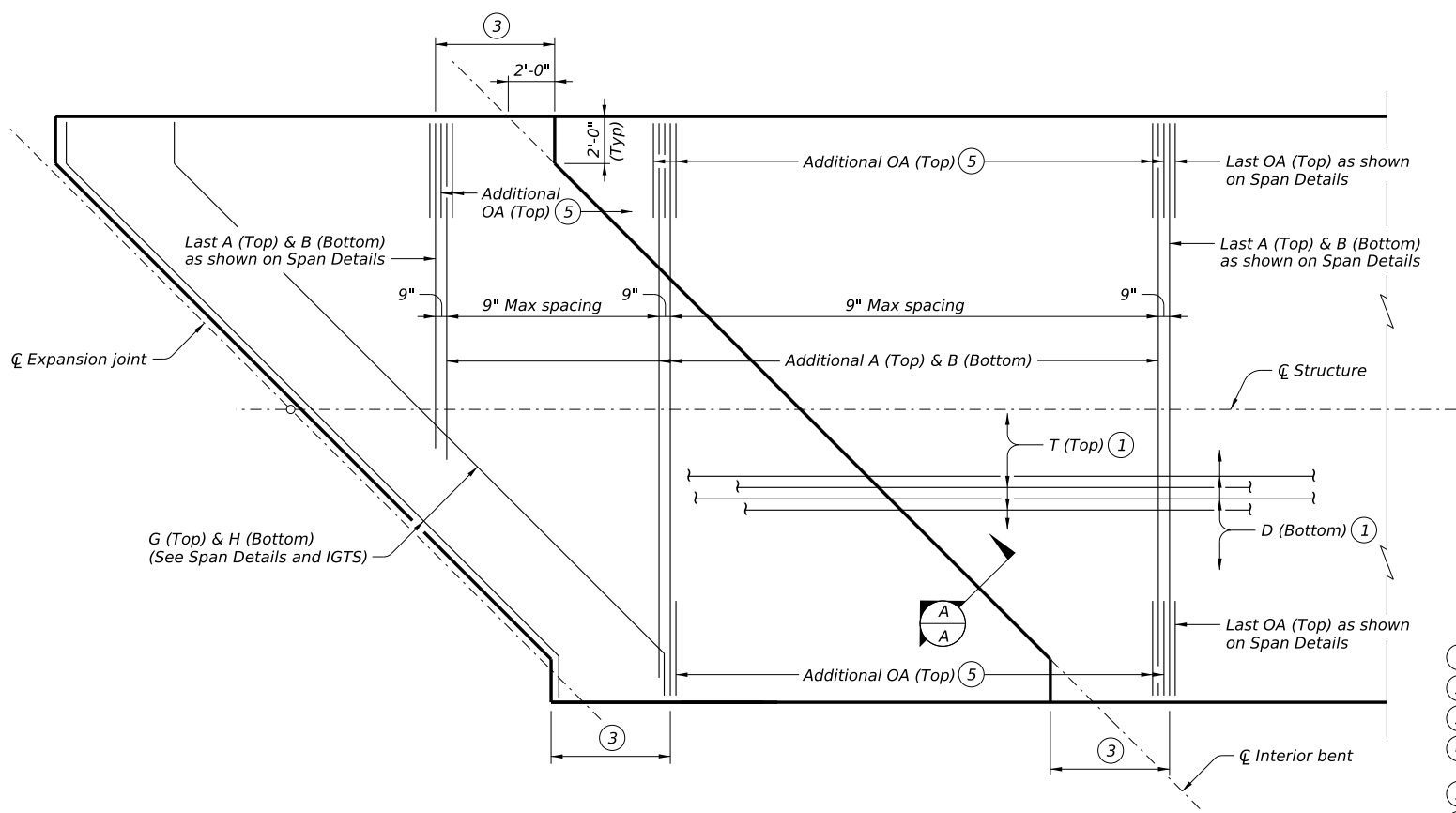
PLAN FOR 0° OR 15° SKEW
(Showing 15° skew)



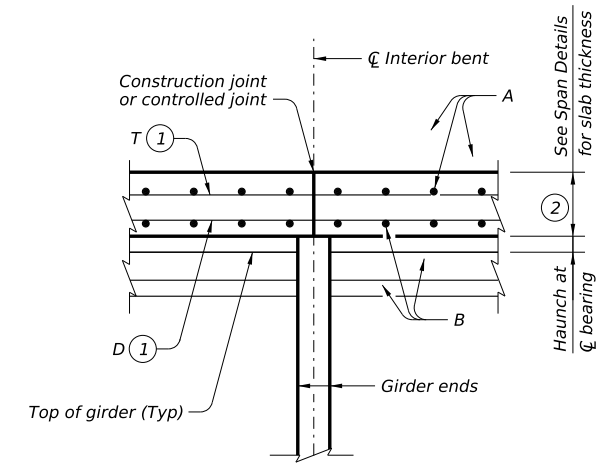
PLAN FOR 30° OR 45° SKEW
(Showing 30° skew)



BARS OA (#5)



PLAN FOR 45° SKEW
(Showing short span condition.)



SECTION A-A

Bars OA (Top) not shown for clarity.

- Top and bottom mats must be continuous through joint.
- Maintain a constant slab thickness over the bent.
- 5'-4" as shown on Span Details.
- Use these details when no full slab width bars A and B are shown on Span Details.
- Bars OA (Top) at 9" Max spacing between Bars A (Top).
- Values in table assume a temperature change of 70° F after erection when calculating thermal movement in one direction (not total).

DATE: FILE: