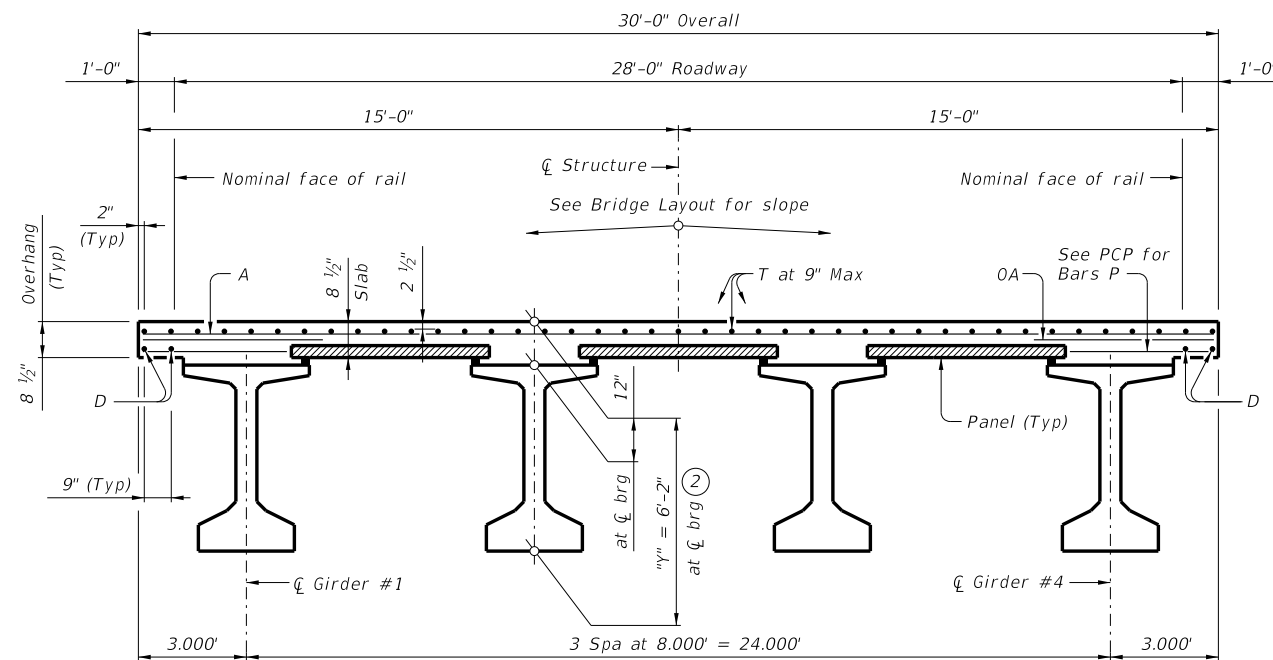
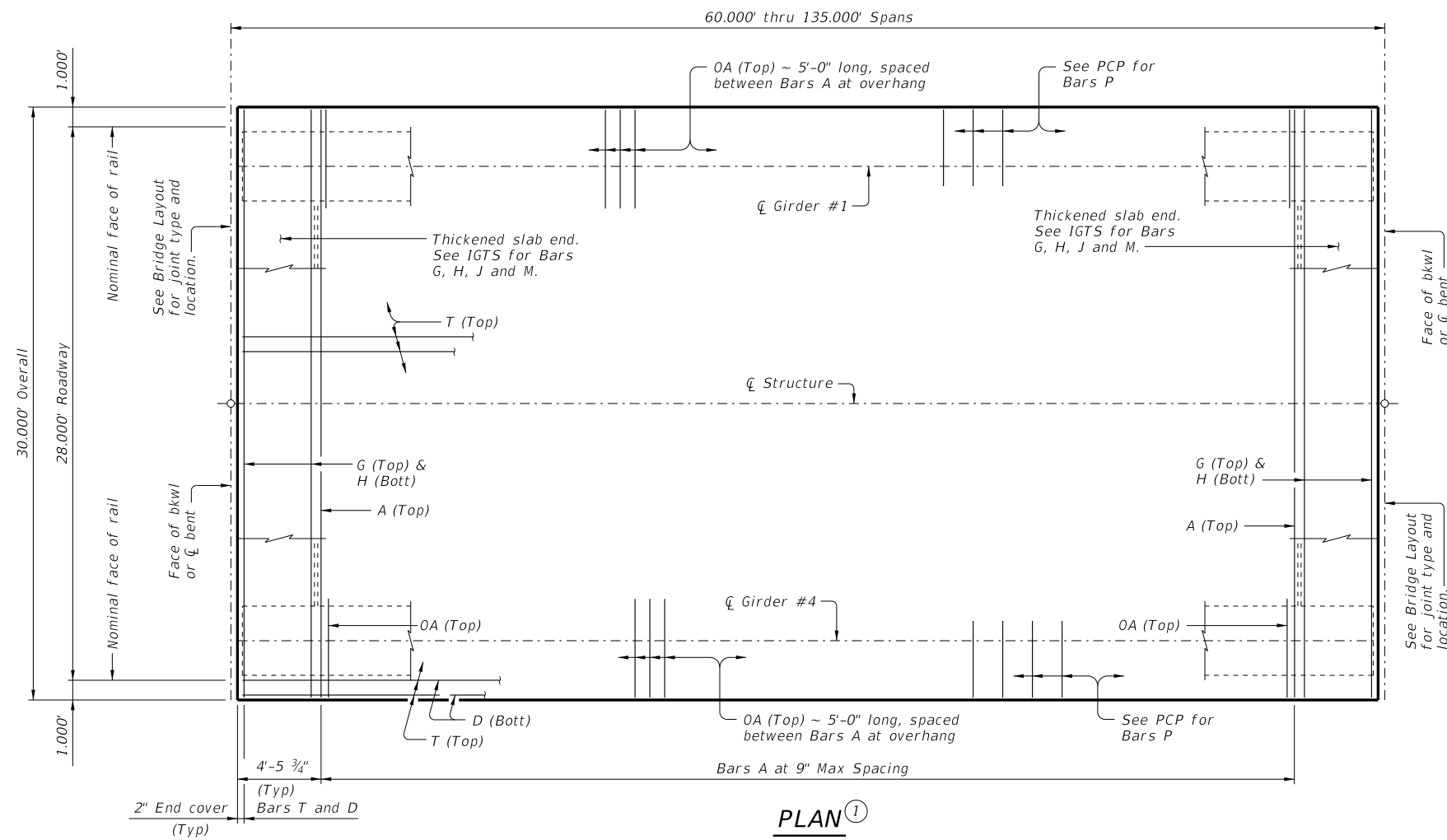


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DATE:  
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**BAR TABLE**

BAR	SIZE
A	#4
D	#4
G	#4
H	#4
J	#4
M	#4
OA	#5
P	#4
T	#4

- ① If multi-span units (with slab continuous over interior bents) are indicated on the Bridge Layout, see standard IGCS for adjustment to slab reinforcement and quantities.
- ② "y" value shown is based on theoretical girder camber, dead load deflection from an 8 1/2" concrete slab, a constant roadway grade, and using precast panels (PCP). The Contractor will adjust this value as necessary for any roadway vertical curve.

HL93 LOADING

SHEET 1 OF 2



**PRESTRESSED CONCRETE  
I-GIRDER SPANS  
(TYPE T x 62)  
28' ROADWAY**

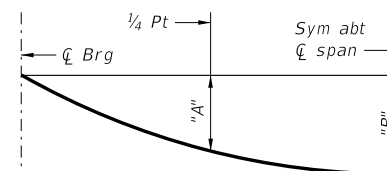
**SIG-62-28**

FILE: IG-SIG622800-23.dgn	DN: JMH	CK: GC	DW: JTR	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS				
10-19: Increased "X" and "Y" Values.	DIST	COUNTY	SHEET NO.	
01-23: Removed PCP(O) reference.				

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TABLE OF DEAD LOAD DEFLECTIONS		
TYPE Tx62 GIRDERS		
SPAN LENGTH	"A"	"B"
Ft	Ft	Ft
60	0.006	0.008
65	0.008	0.011
70	0.011	0.015
75	0.014	0.020
80	0.018	0.025
85	0.024	0.033
90	0.029	0.041
95	0.036	0.051
100	0.045	0.063
105	0.055	0.077
110	0.067	0.094
115	0.080	0.112
120	0.095	0.133
125	0.113	0.158
130	0.132	0.185
135	0.153	0.215



**DEAD LOAD DEFLECTION DIAGRAM**

Calculated deflections shown are due to the concrete slab on interior girders only ( $E_c = 5000$  ksi). Adjust values as required for exterior girders and if optional slab forming is used. These values may require field verification.

SPAN LENGTH	REINF CONCRETE SLAB	Prestressed Concrete Girders			TOTAL REINF STEEL <sup>(4)</sup>
		ABUT TO INT BT <sup>(3)</sup>	INT BT TO INT BT <sup>(3)</sup>	ABUT TO ABUT <sup>(3)</sup>	
Ft	SF	LF	LF	LF	Lb
60	1,800	238.00	238.00	238.00	4,140
65	1,950	258.00	258.00	258.00	4,485
70	2,100	278.00	278.00	278.00	4,830
75	2,250	298.00	298.00	298.00	5,175
80	2,400	318.00	318.00	318.00	5,520
85	2,550	338.00	338.00	338.00	5,865
90	2,700	358.00	358.00	358.00	6,210
95	2,850	378.00	378.00	378.00	6,555
100	3,000	398.00	398.00	398.00	6,900
105	3,150	418.00	418.00	418.00	7,245
110	3,300	438.00	438.00	438.00	7,590
115	3,450	458.00	458.00	458.00	7,935
120	3,600	478.00	478.00	478.00	8,280
125	3,750	498.00	498.00	498.00	8,625
130	3,900	518.00	518.00	518.00	8,970
135	4,050	538.00	538.00	538.00	9,315

<sup>(3)</sup> Fabricator will adjust lengths for girder slopes as required.

<sup>(4)</sup> Reinforcing steel weight is calculated using an approximate factor of 2.3 Lbs/SF.

**MATERIAL NOTES:**

Provide Class S concrete ( $f'_c = 4,000$  psi).  
Provide Class S (HPC) concrete if shown elsewhere in the plans.

Provide Grade 60 reinforcing steel.  
Provide bar laps, where required, as follows:  
Uncoated ~ #4 = 1'-7"  
Epoxy coated ~ #4 = 2'-5"

Deformed welded wire reinforcement (WWR) (ASTM A1064) of equal size and spacing may be substituted for Bars A, D, OA, P or T unless noted otherwise.

**GENERAL NOTES:**

Designed according to AASHTO LRFD Bridge Design Specifications.

Multi-span units, with slab continuous over interior bents, may be formed with the details shown on this sheet and the I-Girder Continuous Slab Detail (IGCS) standard.

See I-Girder Thickened Slab End Details (IGTS) standard for details and quantity adjustments.

See Prestressed Concrete Panels (PCP) standard and Prestressed Concrete Panel Fabrication Details (PCP-FAB) standard for panel details not shown.

See I-Girder Miscellaneous Slab Details (IGMS) standard for miscellaneous details.

See applicable rail details for rail anchorage in slab.

See Permanent Metal Deck Forms (PMDF) standard for details and quantity adjustments if this option is used.

This standard does not support the use of transition bents.

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

SHEET 2 OF 2

		<b>Bridge Division Standard</b>	
<b>PRESTRESSED CONCRETE I-GIRDER SPANS (TYPE Tx62) 28' ROADWAY</b>			
<b>SIG-62-28</b>			
FILE: IG-SIG622800-23.dgn	DN: JMH	CK: GC	DW: JTR
©TxDOT August 2017	CONT	SECT	JOB
REVISIONS		HIGHWAY	
10-19: Increased "X" and "Y" Values.	DIST		COUNTY
01-23: Removed PCP(O) reference.			SHEET NO.