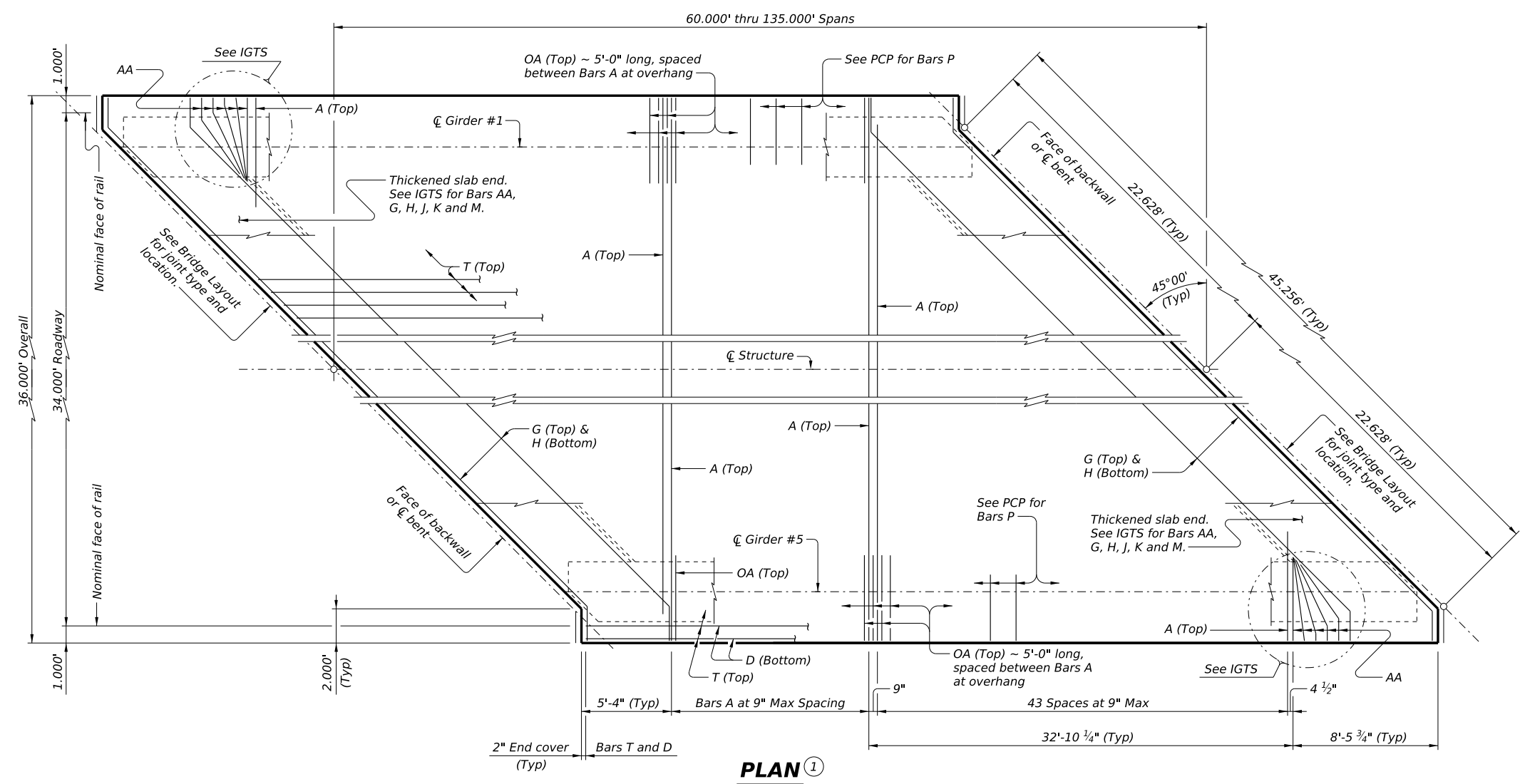


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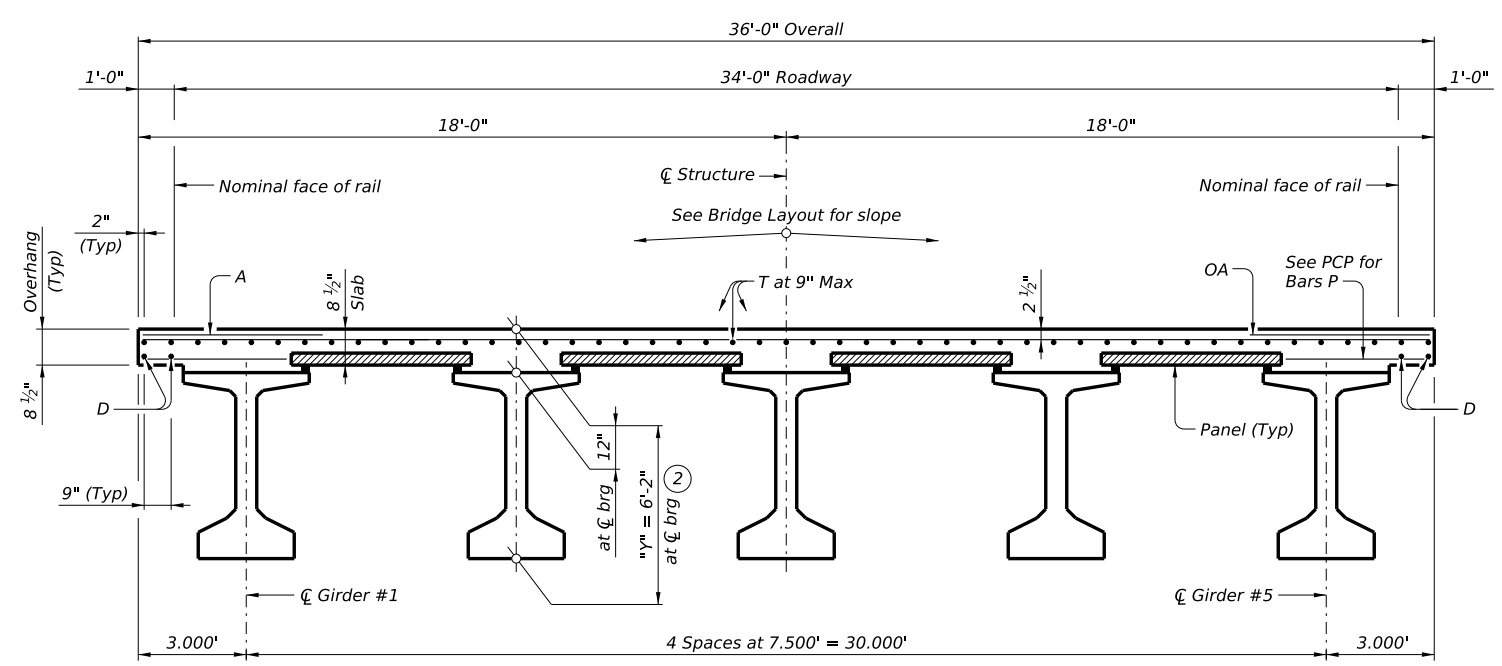
BAR TABLE

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



PLAN 1

- 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.



TYPICAL TRANSVERSE SECTION

HL93 LOADING SHEET 1 OF 2



PRESTRESSED CONCRETE I-GIRDER SPANS (TYPE Tx62)
34' ROADWAY 45° SKEW

SIG-62-34-45

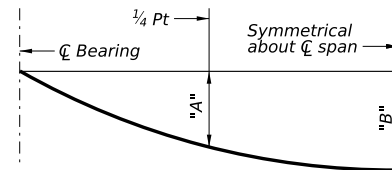
FILE: IG-SIG623445-24.dgn	DN: TAR	CK: VC	DW: SFS	CK: TAR
©TxDOT January 2023	CONT	SECT	JOB	HIGHWAY
REVISIONS				
11-24: Flipped top mat	DIST	COUNTY		SHEET NO.

DATE:
FILE:

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DATE: FILE:

TABLE OF DEAD LOAD DEFLECTIONS		
TYPE Tx62 GIRDERS		
SPAN LENGTH	"A"	"B"
Ft	Ft	Ft
60	0.005	0.007
65	0.007	0.010
70	0.010	0.014
75	0.013	0.018
80	0.017	0.024
85	0.022	0.031
90	0.027	0.039
95	0.034	0.048
100	0.042	0.060
105	0.051	0.073
110	0.062	0.088
115	0.074	0.105
120	0.088	0.125
125	0.104	0.148
130	0.122	0.173
135	0.142	0.202



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 ^④
		ABUT TO INT BT ^③	INT BT TO INT BT ^③	ABUT TO ABUT ^③	
Ft	SF	LF	LF	LF	Lb
60	2,160	296.98	297.50	296.46	4,968
65	2,340	321.98	322.50	321.46	5,382
70	2,520	346.98	347.50	346.46	5,796
75	2,700	371.98	372.50	371.46	6,210
80	2,880	396.98	397.50	396.46	6,624
85	3,060	421.98	422.50	421.46	7,038
90	3,240	446.98	447.50	446.46	7,452
95	3,420	471.98	472.50	471.46	7,866
100	3,600	496.98	497.50	496.46	8,280
105	3,780	521.98	522.50	521.46	8,694
110	3,960	546.98	547.50	546.46	9,108
115	4,140	571.98	572.50	571.46	9,522
120	4,320	596.98	597.50	596.46	9,936
125	4,500	621.98	622.50	621.46	10,350
130	4,680	646.98	647.50	646.46	10,764
135	4,860	671.98	672.50	671.46	11,178

- ③ Fabricator will adjust lengths for girder slopes as required.
- ④ 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, AA, 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 is drawn showing right forward skew, see Bridge Layout for actual skew direction.
 This standard does not support the use of transition bents.

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

SHEET 2 OF 2



PRESTRESSED CONCRETE I-GIRDER SPANS (TYPE Tx62)

34' ROADWAY 45° SKEW

SIG-62-34-45

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REVISIONS				
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