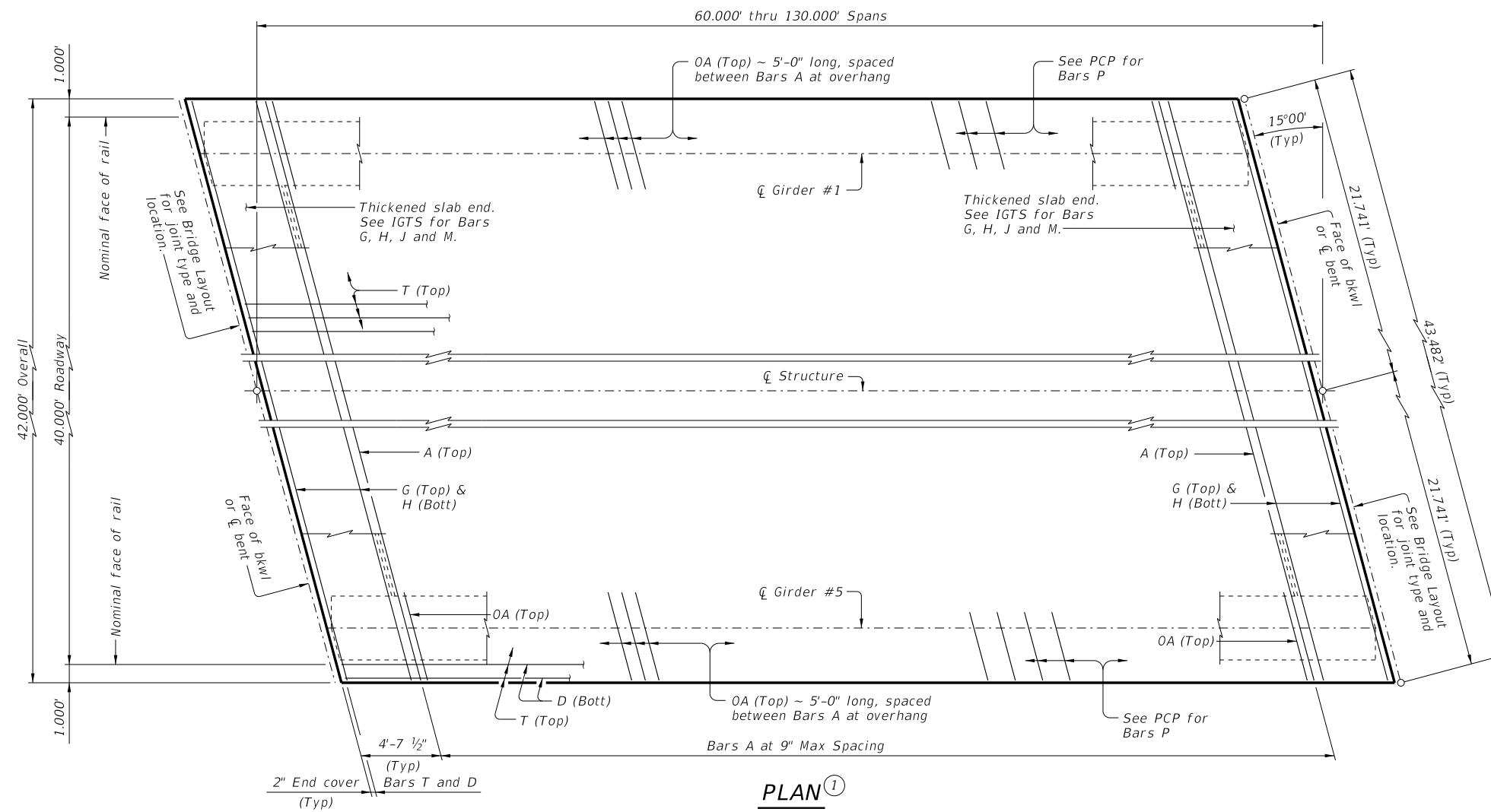


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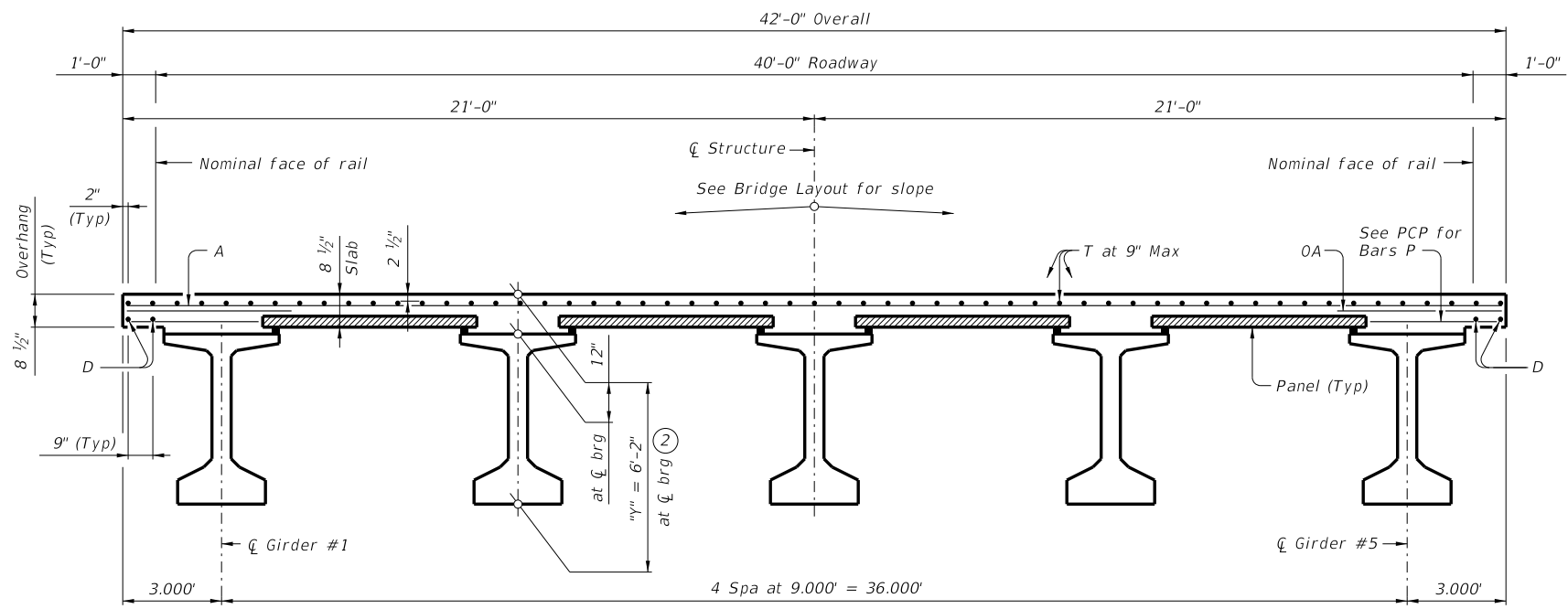
BAR TABLE

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



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 T x 62)
40' ROADWAY 15° SKEW

SIG-62-40-15

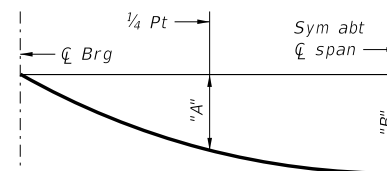
| | | | | |
|--------------------------------------|---------|---------|-----------|---------|
| FILE: IG-SIG624015-23.dgn | DN: JMH | CK: ASB | DW: JTR | CK: TAR |
| ©TxDOT August 2017 | CONT | SECT | JOB | HIGHWAY |
| REVISIONS | | | | |
| 10-19: Increased "X" and "Y" Values. | DIST | COUNTY | SHEET NO. | |
| 01-23: Removed PCP(O) reference. | | | | |

DATE:
FILE:

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DATE:
 FILE:

| TABLE OF DEAD LOAD DEFLECTIONS | | |
|--------------------------------|-------|-------|
| TYPE Tx62 GIRDERS | | |
| SPAN LENGTH | "A" | "B" |
| Ft | Ft | Ft |
| 60 | 0.006 | 0.009 |
| 65 | 0.009 | 0.012 |
| 70 | 0.012 | 0.017 |
| 75 | 0.016 | 0.022 |
| 80 | 0.021 | 0.029 |
| 85 | 0.026 | 0.037 |
| 90 | 0.033 | 0.046 |
| 95 | 0.041 | 0.058 |
| 100 | 0.051 | 0.071 |
| 105 | 0.062 | 0.087 |
| 110 | 0.075 | 0.105 |
| 115 | 0.090 | 0.126 |
| 120 | 0.107 | 0.150 |
| 125 | 0.126 | 0.177 |
| 130 | 0.148 | 0.208 |



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 | 2,520 | 297.46 | 297.50 | 297.41 | 5,796 |
| 65 | 2,730 | 322.46 | 322.50 | 322.41 | 6,279 |
| 70 | 2,940 | 347.46 | 347.50 | 347.41 | 6,762 |
| 75 | 3,150 | 372.46 | 372.50 | 372.41 | 7,245 |
| 80 | 3,360 | 397.46 | 397.50 | 397.41 | 7,728 |
| 85 | 3,570 | 422.46 | 422.50 | 422.41 | 8,211 |
| 90 | 3,780 | 447.46 | 447.50 | 447.41 | 8,694 |
| 95 | 3,990 | 472.46 | 472.50 | 472.41 | 9,177 |
| 100 | 4,200 | 497.46 | 497.50 | 497.41 | 9,660 |
| 105 | 4,410 | 522.46 | 522.50 | 522.41 | 10,143 |
| 110 | 4,620 | 547.46 | 547.50 | 547.41 | 10,626 |
| 115 | 4,830 | 572.46 | 572.50 | 572.41 | 11,109 |
| 120 | 5,040 | 597.46 | 597.50 | 597.41 | 11,592 |
| 125 | 5,250 | 622.46 | 622.50 | 622.41 | 12,075 |
| 130 | 5,460 | 647.46 | 647.50 | 647.41 | 12,558 |

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)
40' ROADWAY 15° SKEW

SIG-62-40-15

| | | | | |
|--|---------|---------|-----------|---------|
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| ©TxDOT August 2017 | CONT | SECT | JOB | HIGHWAY |
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