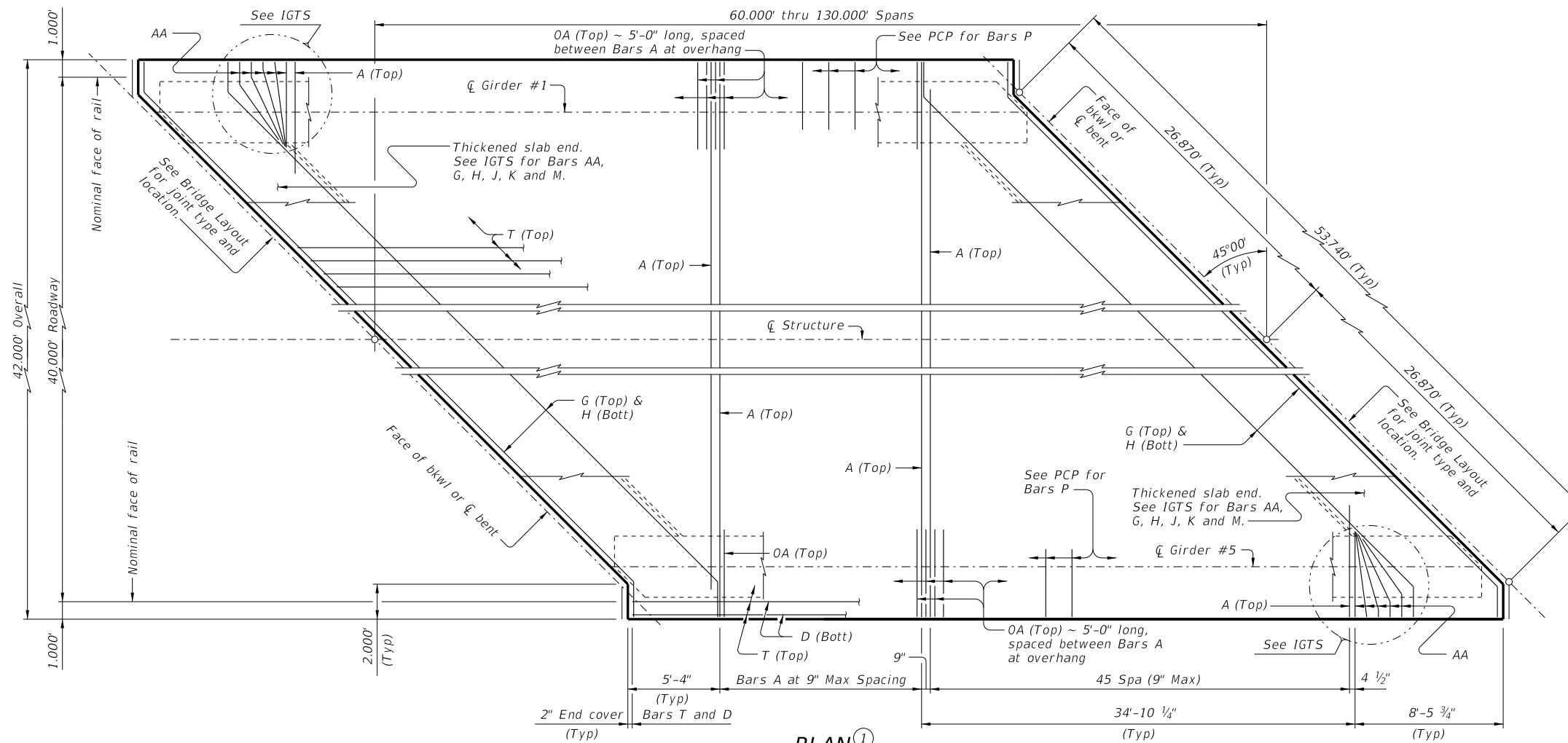


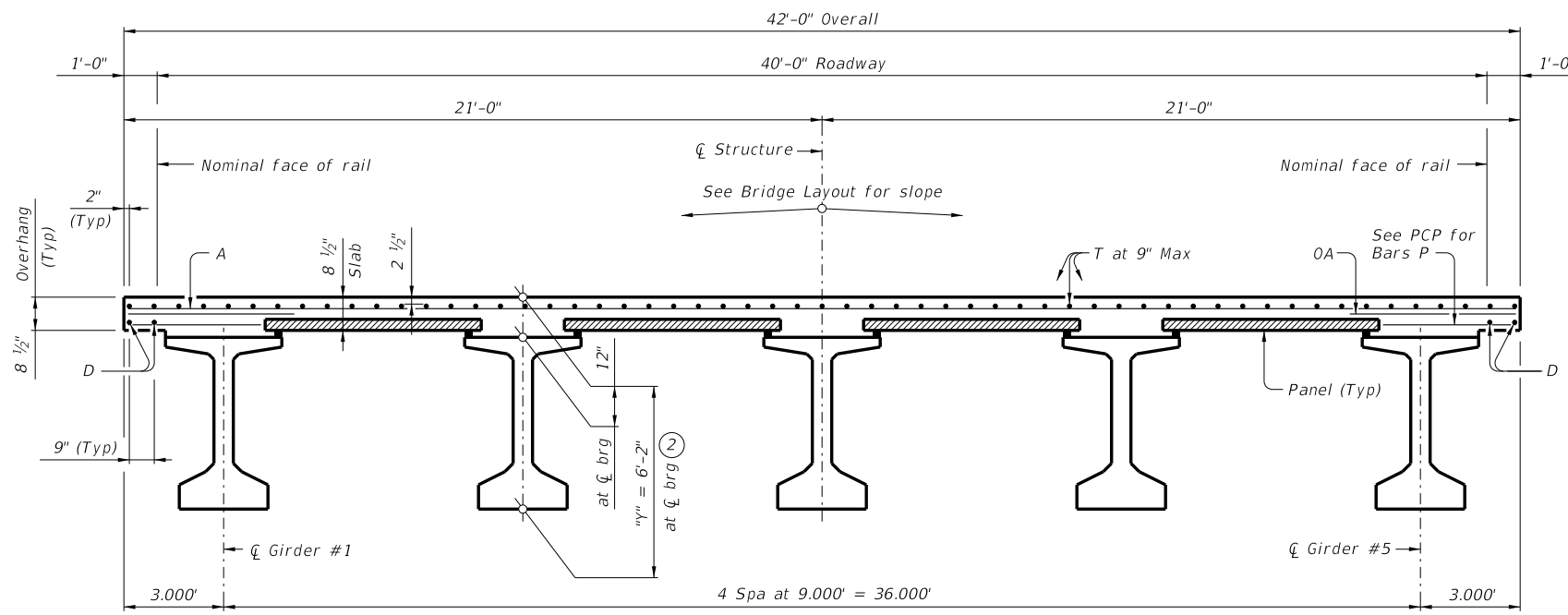
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PLAN ①

- 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

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

HL93 LOADING SHEET 1 OF 2



PRESTRESSED CONCRETE I-GIRDER SPANS (TYPE T x 62)
40' ROADWAY 45° SKEW

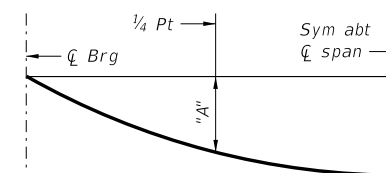
SIG-62-40-45

FILE: IG-SIG624045-23.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.				

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TABLE OF DEAD LOAD DEFLECTIONS		
TYPE T _x 62 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	296.98	297.50	296.46	5,796
65	2,730	321.98	322.50	321.46	6,279
70	2,940	346.98	347.50	346.46	6,762
75	3,150	371.98	372.50	371.46	7,245
80	3,360	396.98	397.50	396.46	7,728
85	3,570	421.98	422.50	421.46	8,211
90	3,780	446.98	447.50	446.46	8,694
95	3,990	471.98	472.50	471.46	9,177
100	4,200	496.98	497.50	496.46	9,660
105	4,410	521.98	522.50	521.46	10,143
110	4,620	546.98	547.50	546.46	10,626
115	4,830	571.98	572.50	571.46	11,109
120	5,040	596.98	597.50	596.46	11,592
125	5,250	621.98	622.50	621.46	12,075
130	5,460	646.98	647.50	646.46	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 T_x62)
40' ROADWAY 45° SKEW

SIG-62-40-45

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©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.				