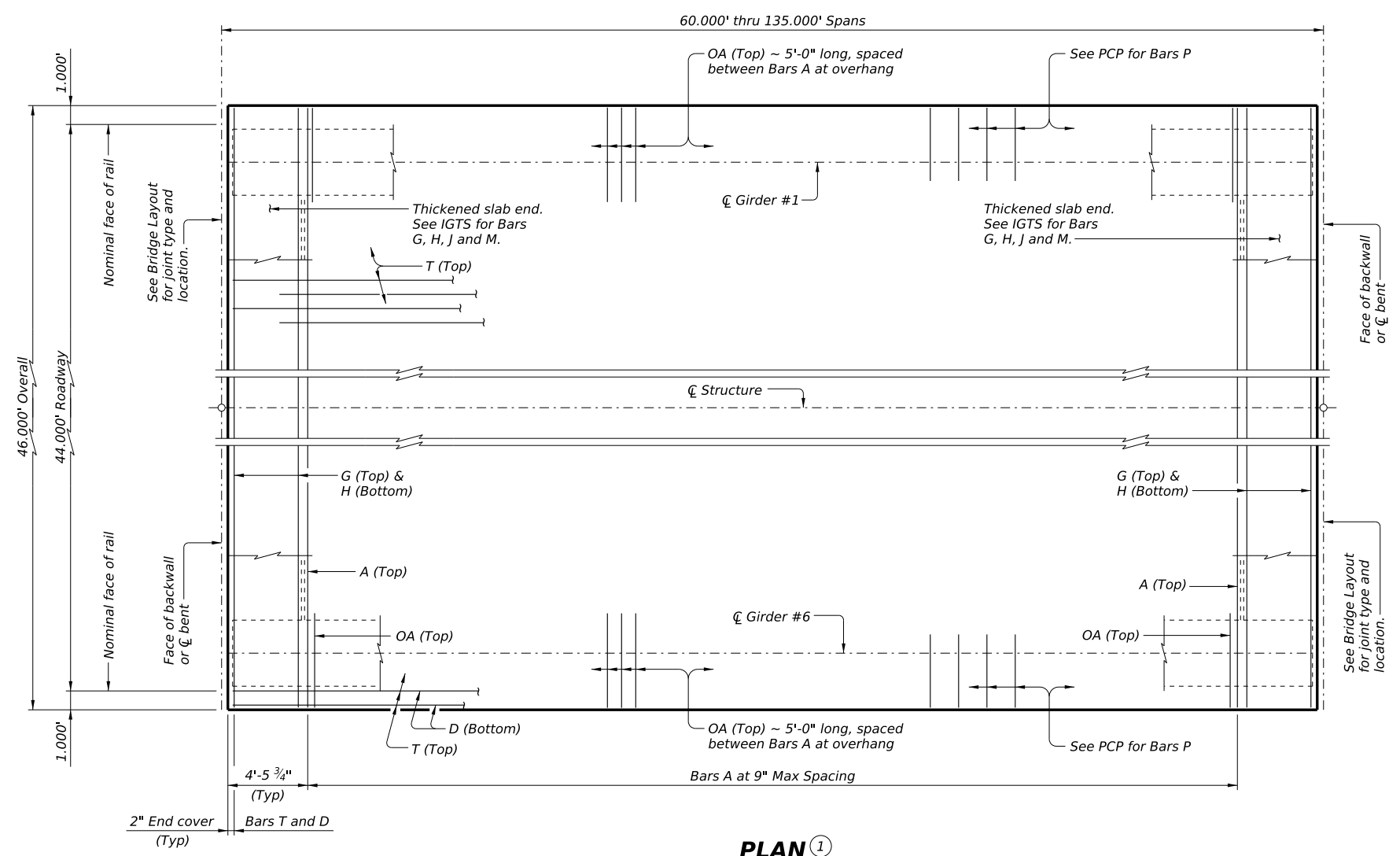


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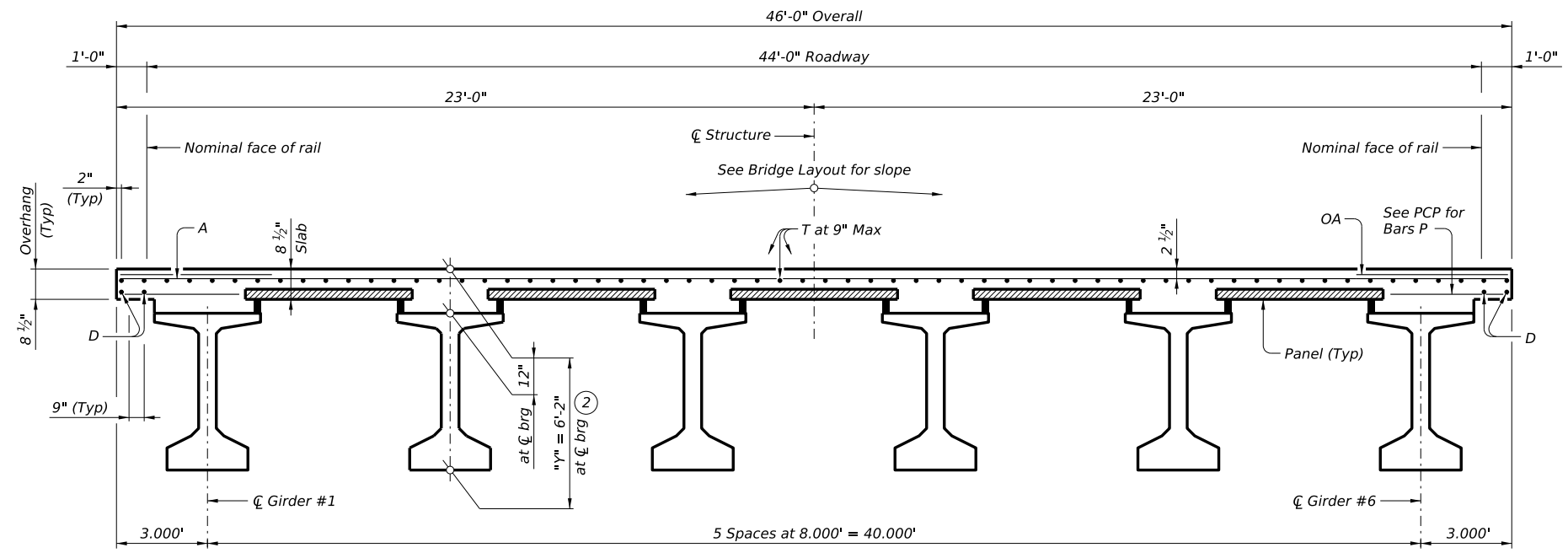
BAR TABLE

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 Tx62) 44' ROADWAY

SIG-62-44

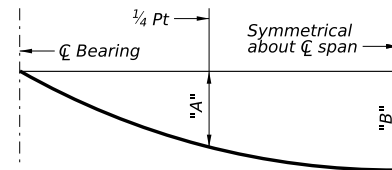
FILE: IG-SIG624400-24.dgn	DN: JMH	CK: GC	DW: JTR	CK: TAR
© TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS				
10-19: Increased "X" and "Y" values				
01-23: Removed PCP(D) reference				
11-24: Flipped top mat				
DIST	COUNTY			SHEET NO.

DATE: FILE:

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DATE:
FILE:

TABLE OF DEAD LOAD DEFLECTIONS		
TYPE Tx62 GIRDERS		
SPAN LENGTH	"A"	"B"
Ft	Ft	Ft
60	0.006	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 ⁽⁴⁾
		ABUT TO INT BT ⁽³⁾	INT BT TO INT BT ⁽³⁾	ABUT TO ABUT ⁽³⁾	
Ft	SF	LF	LF	LF	Lb
60	2,760	357.00	357.00	357.00	6,348
65	2,990	387.00	387.00	387.00	6,877
70	3,220	417.00	417.00	417.00	7,406
75	3,450	447.00	447.00	447.00	7,935
80	3,680	477.00	477.00	477.00	8,464
85	3,910	507.00	507.00	507.00	8,993
90	4,140	537.00	537.00	537.00	9,522
95	4,370	567.00	567.00	567.00	10,051
100	4,600	597.00	597.00	597.00	10,580
105	4,830	627.00	627.00	627.00	11,109
110	5,060	657.00	657.00	657.00	11,638
115	5,290	687.00	687.00	687.00	12,167
120	5,520	717.00	717.00	717.00	12,696
125	5,750	747.00	747.00	747.00	13,225
130	5,980	777.00	777.00	777.00	13,754
135	6,210	807.00	807.00	807.00	14,283

- ⁽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, 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 (PMD) 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



PRESTRESSED CONCRETE I-GIRDER SPANS (TYPE Tx62) 44' ROADWAY

SIG-62-44

FILE: IG-SIG624400-24.dgn	DN: JMH	CK: GC	DW: JTR	CK: TAR
© TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
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