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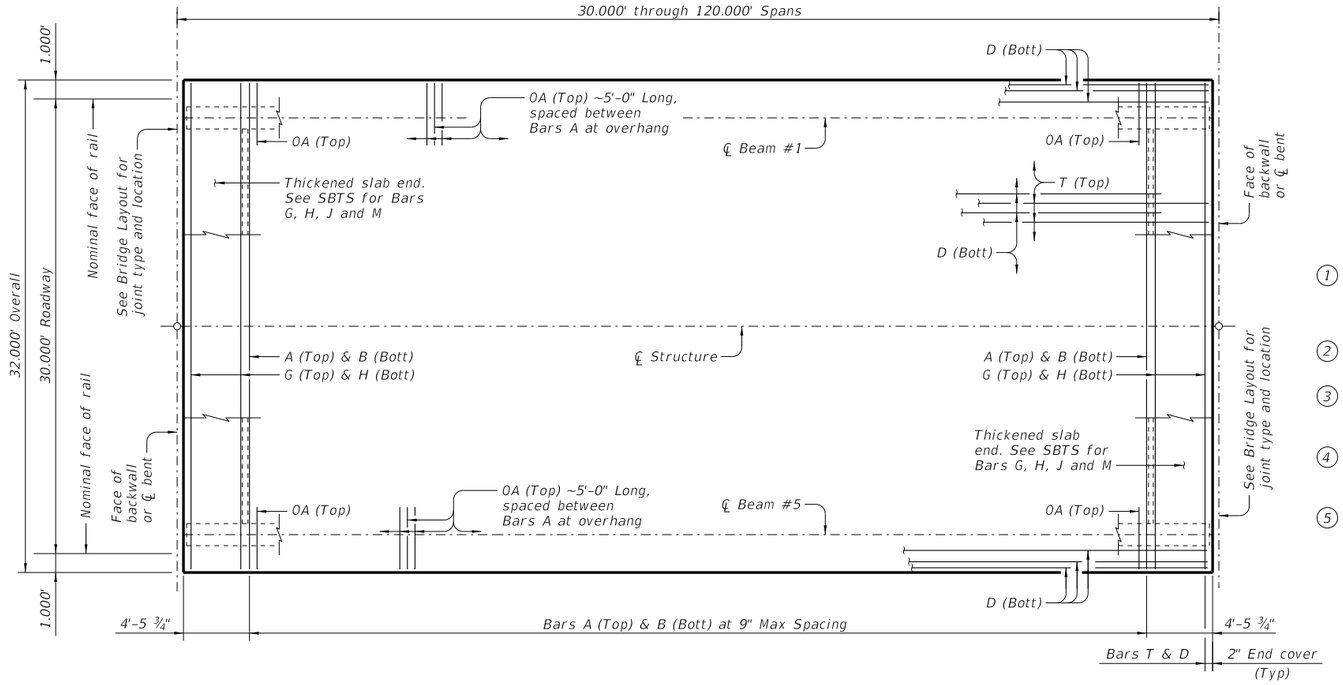
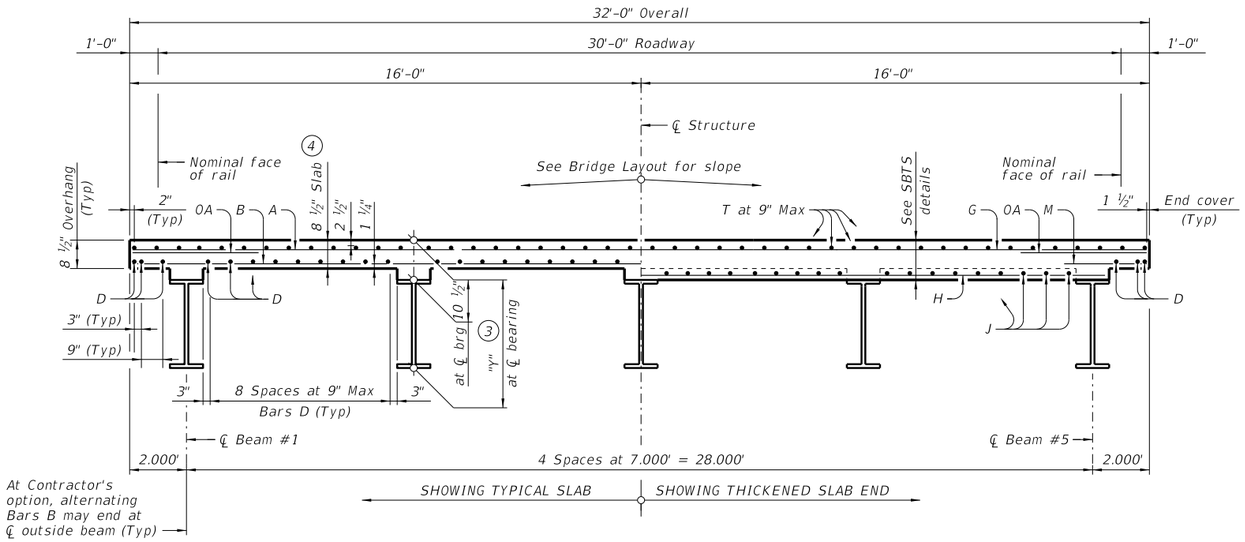
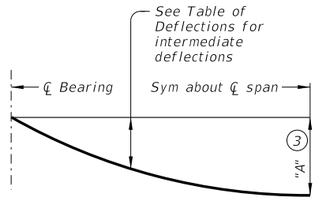


PLAN (1)



TYPICAL TRANSVERSE SECTION



DEAD LOAD DEFLECTION DIAGRAM

TABLE OF DEFLECTIONS (3)

Location	Deflection
CL Brg	0.0
0.1 Span	0.31 x "A"
0.2 Span	0.59 x "A"
0.3 Span	0.81 x "A"
0.4 Span	0.95 x "A"
CL Span	"A"

BAR TABLE

Bar	Size
A	#4
B	#4
D	#4
G	#4
H	#4
J	#4
M	#4
0A	#5
T	#4

(1) If multi-span units (with slab continuous over interior bents) are indicated on the Bridge Layout, see SBCS standard for adjustment to slab reinforcement and quantities.

(2) Reinforcing steel weight is calculated using an approximate factor of 4.4 Lbs/SF.

(3) See SBSD-30 standard for "A" and "Y" values. Increase "Y" value as necessary for sag roadway vertical curves.

(4) Tolerance on slab thickness is +1", -0" regardless of forming system used or any other tolerances shown elsewhere.

(5) See SBSD-30 standard for Structural Steel (Rolled Beam) estimated quantities.

TABLE OF ESTIMATED QUANTITIES (5)

SPAN LENGTH	REINF CONCRETE SLAB	TOTAL REINF STEEL (2)
Ft	SF	Lb
30	960	6,240
35	1,120	7,280
40	1,280	8,320
45	1,440	9,360
50	1,600	10,400
55	1,760	11,440
60	1,920	12,480
65	2,080	13,520
70	2,240	14,560
75	2,400	15,600
80	2,560	16,640
85	2,720	17,680
90	2,880	18,720
95	3,040	19,760
100	3,200	20,800
105	3,360	21,840
110	3,520	22,880
115	3,680	23,920
120	3,840	24,960

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, B, D, 0A, 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 Steel Beam Continuous Slab Details (SBCS) standard sheet.
See Steel Beam Thickened Slab End (SBTS) standard sheet for thickened slab end details and quantity adjustments.
See Prestressed Concrete Panels (PCP) standard sheet or Permanent Metal Deck Forms (PMDF) standard sheet for details and quantity adjustments if either of these options are used.
See Steel Beam Miscellaneous Slab Details (SBMS) standard sheet for miscellaneous details.
See applicable rail details for rail anchorage in slab.
This standard does not support the use of transition bents.

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

STEEL BEAM SPANS
30' ROADWAY

SSB-30

FILE: SB-SSB3000-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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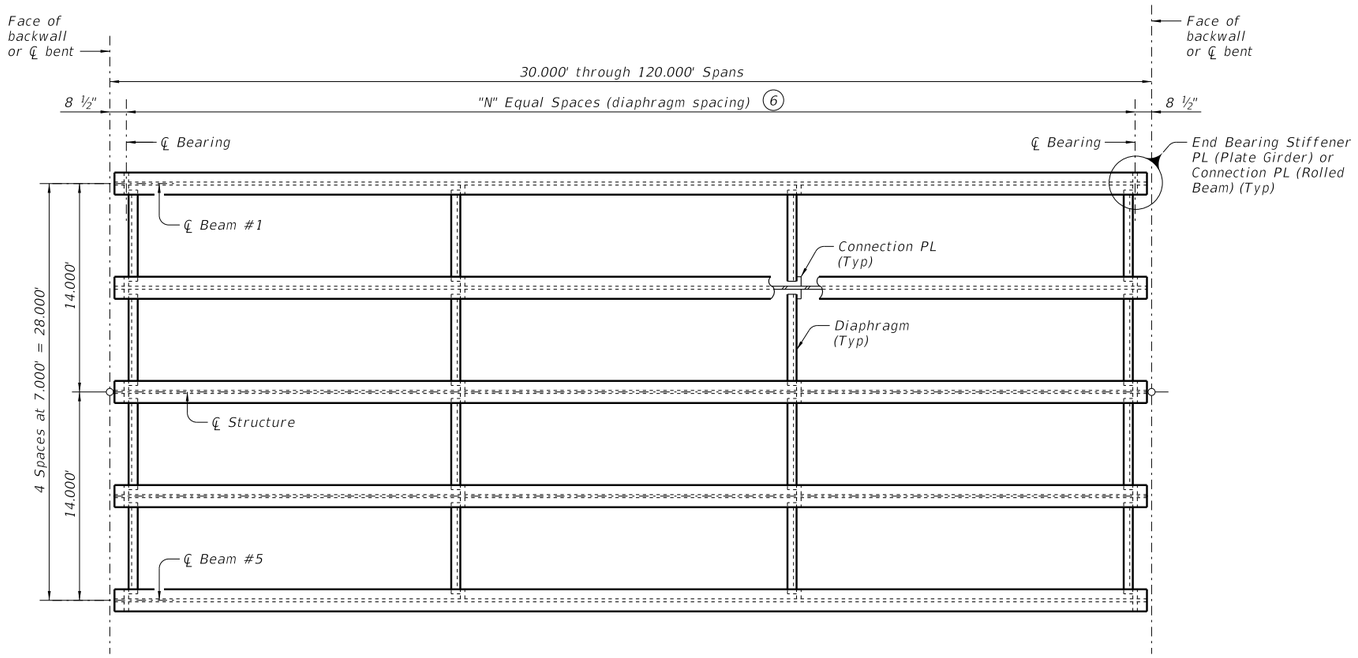

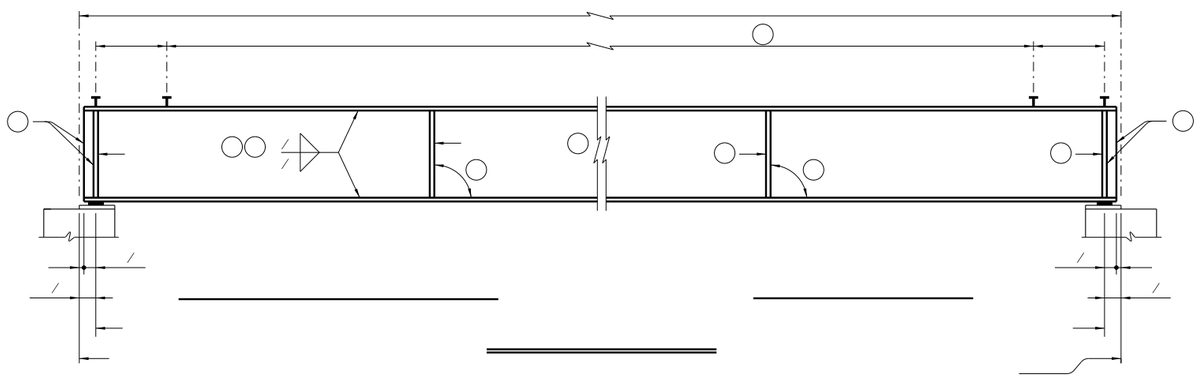

FABRICATION NOTES

(6)

(7)

(8) Connection p
plumb or square to the beam.

(9) Beam ends, bearing stiffeners, and connection plates at end bearings must be plumb after all dead loads are applied (Tolerance = +/- ⅛" per foot of beam depth).

(10) Use one-half the values shown when a sag roadway vertical curve is on the span.

(11) Use End Bearing Stiffner on both sides of exterior girder. See SBMD for additional information.

CAMBER TOLERANCE TABLE (10)

Point	Tolerance
0.1	+ 9/16",-0"
0.2	+ 1",-0"
0.3	+1 ¼",-0"
0.4	+ 1 7/16",-0"
0.5	+ 1 ½",-0"

HL93 LOADING

SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

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