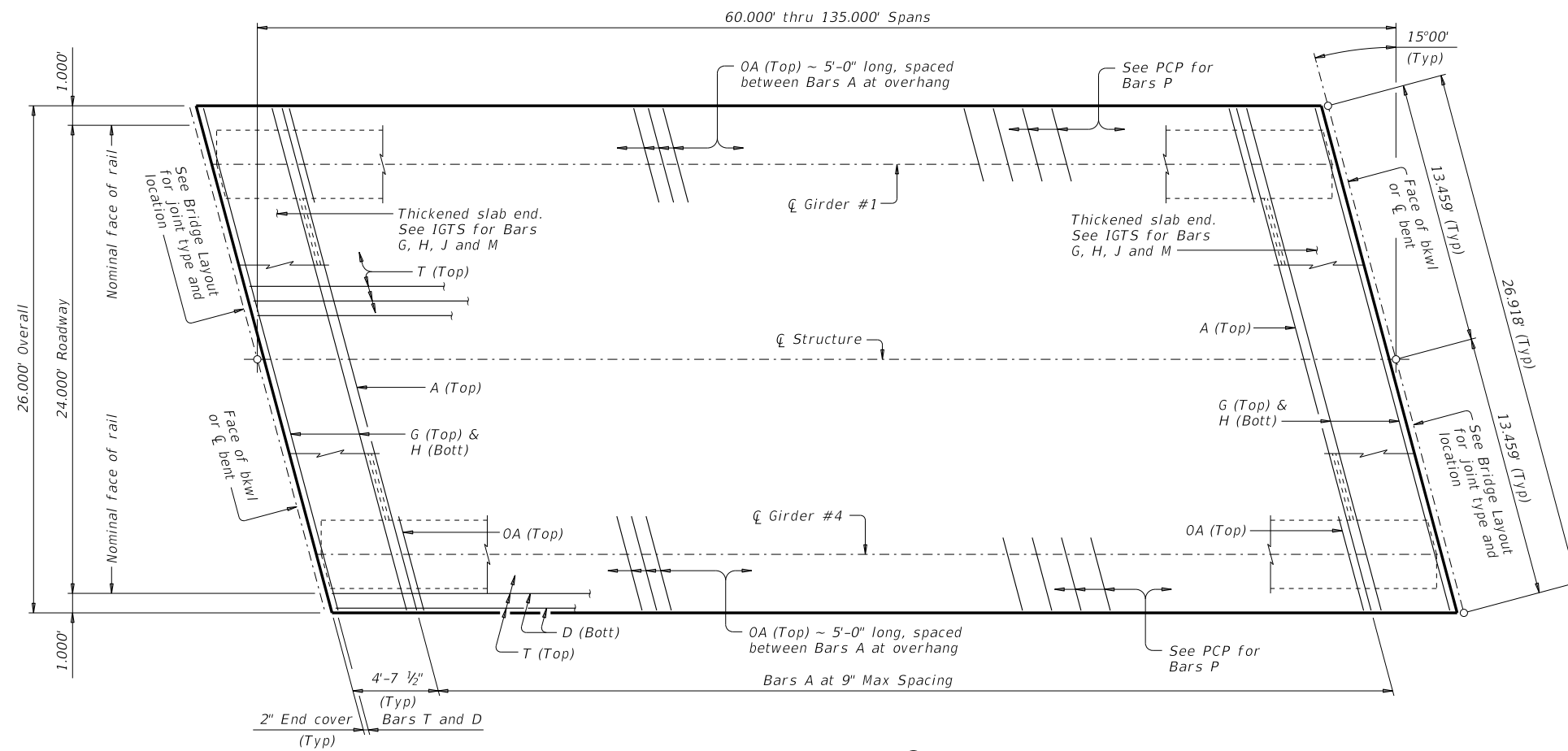


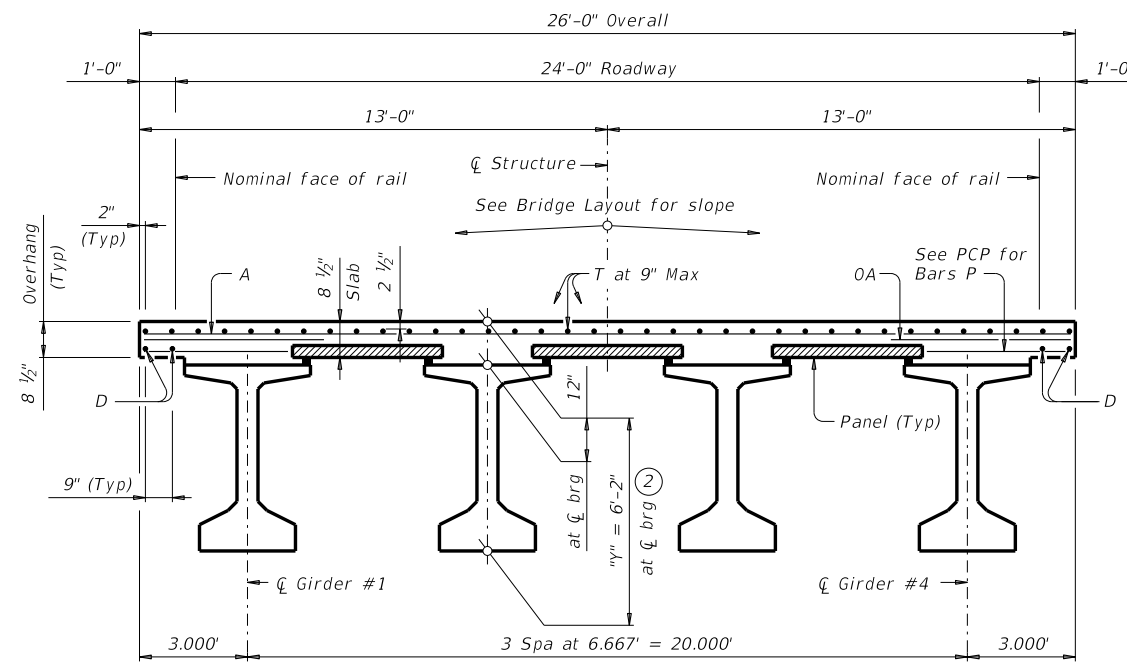
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**PLAN ①**

- 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 and/or if the precast overhang panel (PCP(0)) option is used.



**TYPICAL TRANSVERSE SECTION**

**BAR TABLE**

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

HL93 LOADING SHEET 1 OF 2



**PRESTRESSED CONCRETE  
I-GIRDER SPANS  
(TYPE T x 62)  
24' ROADWAY 15° SKEW**

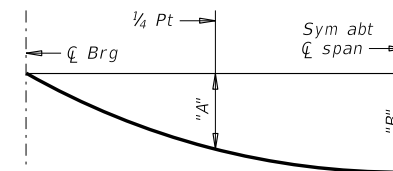
**SIG-62-24-15**

FILE: sig22sts-19.dgn	DN: JMH	CK: GC	DW: JTR	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS				
10-19: Increased "X" and "Y" Values	DIST	COUNTY	SHEET NO.	

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TABLE OF DEAD LOAD DEFLECTIONS		
TYPE Tx62 GIRDERS		
Span Length	"A"	"B"
Ft	Ft	Ft
60	0.004	0.006
65	0.006	0.009
70	0.009	0.012
75	0.011	0.016
80	0.015	0.021
85	0.019	0.027
90	0.024	0.034
95	0.031	0.043
100	0.038	0.053
105	0.046	0.065
110	0.056	0.078
115	0.067	0.094
120	0.079	0.111
125	0.093	0.131
130	0.110	0.154
135	0.128	0.179



**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.

TABLE OF ESTIMATED QUANTITIES					
SPAN LENGTH	REINF CONCRETE SLAB	Prestressed Concrete Girders			TOTAL REINF STEEL <sup>(4)</sup>
		ABUT TO INT BT <sup>(3)</sup>	INT BT TO INT BT <sup>(3)</sup>	ABUT TO ABUT <sup>(3)</sup>	
Ft	SF	LF	LF	LF	Lb
60	1,560	237.96	238.00	237.93	3,588
65	1,690	257.96	258.00	257.93	3,887
70	1,820	277.96	278.00	277.93	4,186
75	1,950	297.96	298.00	297.93	4,485
80	2,080	317.96	318.00	317.93	4,784
85	2,210	337.96	338.00	337.93	5,083
90	2,340	357.96	358.00	357.93	5,382
95	2,470	377.96	378.00	377.93	5,681
100	2,600	397.96	398.00	397.93	5,980
105	2,730	417.96	418.00	417.93	6,279
110	2,860	437.96	438.00	437.93	6,578
115	2,990	457.96	458.00	457.93	6,877
120	3,120	477.96	478.00	477.93	7,176
125	3,250	497.96	498.00	497.93	7,475
130	3,380	517.96	518.00	517.93	7,774
135	3,510	537.96	538.00	537.93	8,073

- <sup>(3)</sup> Fabricator will adjust lengths for girder slopes as required.
- <sup>(4)</sup> Reinforcing steel weight is calculated using an approximate factor of 2.3 lbs/SF.

**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 standard IGCS.  
See IGTS standard for Thickened Slab End details and quantity adjustments.  
See PCP and PCP-FAB for panel details not shown.  
See PCP(O) and PCP(O)-FAB for precast overhang panel details if this option is used.  
See IGMS standard for miscellaneous details.  
See applicable rail details for rail anchorage in slab.  
See 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.

**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.

HL93 LOADING

SHEET 2 OF 2

				<b>Bridge Division Standard</b>	
<b>PRESTRESSED CONCRETE I-GIRDER SPANS (TYPE Tx62)</b> <b>24' ROADWAY      15° SKEW</b>					
<b>SIG-62-24-15</b>					
FILE: sig22sts-19.dgn	DN: JMH	CK: GC	DW: JTR	CK: TAR	
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY	
REVISIONS					
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