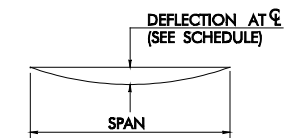


SLAB REINFORCING SCHEDULE																			
SKEW	SLAB WIDTH	REINFORCING														QUANTITIES			
		E1		E2 ①			E3			E4			L1			REINF. STEEL (LBS./LIN. FT.)	CONCRETE (C.Y./LIN. FT.)		
		SIZE	LENGTH	SPA	NO.	SIZE	LENGTH	SPA	NO.	SIZE	LENGTH	SPA	NO.	SIZE	SPA				
0°	28'-0"	#5	27'-8"	11"					#4	3'-0"	11"	#5	3'-0"	10"	29	#5	12"	77.4	0.546
	33'-7½"	#5	33'-3"	11"					#4	3'-0"	11"	#5	3'-0"	10"	34	#5	12"	96.4	0.681
	35'-0"	#5	34'-8"	11"					#4	3'-0"	11"	#5	3'-0"	10"	36	#5	12"	96.4	0.716
30°	28'-0"	#5	27'-8"	11"	34	#5	1'-3" TO 26'-8"	11"	#4	3'-0"	11"	#5	3'-0"	10"	29	#5	12"	77.4	0.546
	33'-7½"	#5	33'-3"	11"	42	#5	1'-3" TO 33'-0"	11"	#4	3'-0"	11"	#5	3'-0"	10"	34	#5	12"	96.4	0.681
	35'-0"	#5	34'-8"	11"	42	#5	1'-3" TO 33'-0"	11"	#4	3'-0"	11"	#5	3'-0"	10"	36	#5	12"	96.4	0.716

① NO. OF BARS SHOWN IS FOR TWO SKEWED ENDS.

② WEIGHT SHOWN IS FOR 7'-0" WIDE DOUBLE TEES, 81.1 LBS./LIN. FT. FOR 5'-7¼" WIDE DOUBLE TEES.



DEAD LOAD DEFLECTION INCLUDES DEFLECTION DUE TO CAST IN PLACE SLAB AND RAILING

DEAD LOAD DEFLECTION SCHEDULE

SPAN	20'	25' & 30'	35' & 40'	45'	50'	55'
DEFLECTION	0"	1/16"	1/8"	3/16"	1/4"	3/8"

DIAPHRAGM REINFORCING SCHEDULE																															
SKEW	SLAB WIDTH	DOUBLE TEE TYPE	REINFORCING																		QUANTITIES										
			ONE ABUTMENT									ONE PIER									REINFORCING STEEL (POUNDS)		CONCRETE (CUBIC YARDS)								
			F1			F2			F3			SD1			F1			F2			F3			SD2			ABUTMENT	PIER	ABUTMENT	PIER	
			NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH					
0°	28'-0"	A	4	#5	27'-8"	8	#5	3'-3"	6	#5	2'-3"	58 AT 12"	#4	4'-3"	3	#5	27'-8"	16	#5	3'-3"	12	#5	2'-3"	58 AT 12"	#4	5'-2"	321	369	2.84	4.12	
		B & C	4	#5	27'-8"	8	#5	3'-3"	6	#5	2'-3"	58 AT 12"	#4	4'-11"	3	#5	27'-8"	16	#5	3'-3"	12	#5	2'-3"	58 AT 12"	#4	5'-10"	347	395	3.71	5.38	
		D & E	4	#5	27'-8"	10	#5	3'-3"	8	#5	0'-11"	60 AT 12"	#4	4'-11"	3	#5	27'-8"	20	#5	3'-3"	16	#5	0'-11"	60 AT 12"	#4	5'-10"	354	403	3.62	5.54	
	33'-7½"	D & E	4	#5	33'-3"	12	#5	3'-3"	10	#5	0'-11"	72 AT 12"	#4	4'-11"	3	#5	33'-3"	24	#5	3'-3"	20	#5	0'-11"	72 AT 12"	#4	5'-10"	426	485	4.35	6.70	
		35'-0"	A	4	#5	34'-8"	10	#5	3'-3"	8	#5	2'-3"	72 AT 12"	#4	4'-3"	3	#5	34'-8"	20	#5	3'-3"	16	#5	2'-3"	72 AT 12"	#4	5'-2"	402	462	3.54	5.26
			B & C	4	#5	34'-8"	10	#5	3'-3"	8	#5	2'-3"	72 AT 12"	#4	4'-11"	3	#5	34'-8"	20	#5	3'-3"	16	#5	2'-3"	72 AT 12"	#4	5'-10"	434	494	4.63	6.86
30°	28'-0"	A	4	#5	31'-11"	8	#5	3'-9"	6	#5	2'-7"	58 AT 12"	#4	4'-3"	3	#5	31'-11"	16	#5	3'-9"	12	#5	2'-7"	58 AT 12"	#4	5'-2"	345	395	3.30	4.82	
		B & C	4	#5	31'-11"	8	#5	3'-9"	6	#5	2'-7"	58 AT 12"	#4	4'-11"	3	#5	31'-11"	16	#5	3'-9"	12	#5	2'-7"	58 AT 12"	#4	5'-10"	371	421	4.33	6.29	
		D & E	4	#5	31'-11"	10	#5	3'-9"	8	#5	1'-0"	60 AT 12"	#4	4'-11"	3	#5	31'-11"	20	#5	3'-9"	16	#5	1'-0"	60 AT 12"	#4	5'-10"	378	428	4.25	6.53	
	33'-7½"	D & E	4	#5	38'-4"	12	#5	3'-9"	10	#5	1'-0"	72 AT 12"	#4	4'-11"	3	#5	38'-4"	24	#5	3'-9"	20	#5	1'-0"	72 AT 12"	#4	5'-10"	454	515	5.10	7.89	
	35'-0"	A	4	#5	40'-0"	10	#5	3'-9"	8	#5	2'-7"	72 AT 12"	#4	4'-3"	3	#5	40'-0"	20	#5	3'-9"	16	#5	2'-7"	72 AT 12"	#4	5'-2"	432	495	4.13	6.16	
		B & C	4	#5	40'-0"	10	#5	3'-9"	8	#5	2'-7"	72 AT 12"	#4	4'-11"	3	#5	40'-0"	20	#5	3'-9"	16	#5	2'-7"	72 AT 12"	#4	5'-10"	464	527	5.41	8.06	

ADDITIONAL SLAB REINFORCING OVER PIERS

SLAB WIDTH	SPAN	REINFORCING L2				QUANTITIES REINF. STEEL (POUNDS)
		NO.	SIZE	LENGTH	SPA.	
28'-0"	20', 25', 30', 35'	28	#4	15'-0"	12"	281
	40', 45', 50'	28	#6	20'-0"	12"	841
	55'	28	#7	20'-0"	12"	1145
33'-7½"	50'	33	#5	20'-0"	12"	688
	55'	33	#7	20'-0"	12"	1349
35'-0"	20', 25', 30', 35'	35	#4	15'-0"	12"	351
	40', 45', 50'	35	#6	20'-0"	12"	1051

NOTE: NUMBERS AND QUANTITIES SHOWN ARE FOR SLAB REINFORCING OVER ONE PIER.

GENERAL NOTES - DOUBLE TEE BRIDGE

CONCRETE: ALL CONCRETE IN SLAB AND DIAPHRAGMS SHALL BE CLASS AA WITH MAXIMUM AGGREGATE SIZE OF 1" IN DIA. AND SHALL BE POURED IN ONE CONTINUOUS POUR.

REINFORCING STEEL: ALL REINFORCING STEEL IN SLAB AND DIAPHRAGM SHALL BE GRADE 60. SR1 AND SR2 BARS (IN CONCRETE RAIL POSTS) SHALL BE IN PLACE AND TIED BEFORE SLAB IS POURED. SEE STD. TR1 FOR DETAILS AND SPACING. WEIGHT OF SR1 AND SR2 BARS SHALL BE ADDED TO REINFORCING QUANTITY.

DECK: THE TOP FLANGE OF DOUBLE TEE WHEN ERECTED SHOULD BE CONSIDERED AS DECK FORMS AND SHOULD NOT BE SUBJECT TO ANY LOADS GREATER THAN THOSE NORMALLY PLACED ON DECK FORM WORK OF GIRDER BRIDGES.

THE DRIVING SURFACE OF TEE BEAM SLAB SHALL HAVE A SLOPE OF 3/16" PER FOOT EACH WAY FROM CENTERLINE OF BRIDGE UNLESS OTHERWISE SHOWN OR NOTED ON THE PLANS. THE DECK IS TO BE FINISHED WITH A MECHANICAL TYPE FINISHING MACHINE. OVERHANGING SLAB FORMS WILL BE REQUIRED TO BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE FINISHING MACHINE. PRIOR TO FINISHING OPERATIONS A PROPOSAL STIPULATING THE TYPE OF FINISHING MACHINE AND FINISHING PROCEDURE WILL BE SUBMITTED TO THE ENGINEER. THIS PROPOSAL SHALL SET FORTH ANY AREAS IN WHICH A MECHANICAL FINISHER CANNOT BE USED AND THE METHODS FOR FINISHING THESE AREAS. NO DECK CONCRETE SHALL BE PLACED UNTIL THIS PROPOSAL IS APPROVED BY THE ENGINEER.

SUBSTRUCTURE: TOP OF SUBSTRUCTURE (ABUTMENTS, PIERS, BENTS) SHALL BE ROUGH FLOATED. CONCRETE SURFACES UNDER ALL BEAM SUPPORTS (ANCHOR ASSEMBLY) SHALL HAVE A SMOOTH FINISH AT TRUE GRADE. BEARING SURFACES MAY REQUIRE GRINDING TO SECURE FULL AND EVEN BEARING BEFORE PLACING ANCHOR ASSEMBLY.

PRESTRESSED CONCRETE DOUBLE TEE MEMBERS

SPECIFICATIONS: PRESTRESSED CONCRETE DOUBLE TEE MEMBERS SHALL MEET THE REQUIREMENTS OF SECTION 503 OF THE CURRENT STANDARD SPECIFICATIONS. METHOD OF MEASUREMENT WILL BE BY THE LIN. FT. OF EACH DOUBLE TEE SECTION MEASURED FROM END TO END OF STEM WALLS. COST OF ALL ITEMS IN P.C. DOUBLE TEE INCLUDING CONCRETE, WIRE MESH, REINFORCING, DEFORMED WIRE ANCHORS, STEM PLATES, PRESTRESSING STRANDS, ANCHOR ASSEMBLY, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. OF "PRESTRESSED CONCRETE DOUBLE TEE".

FORMS & PALLETS: ALL DOUBLE TEES SHALL BE CAST IN METAL FORMS WITH DIMENSIONS WHICH MUST SUBSTANTIALLY CONFORM TO THE DIMENSIONS SHOWN ON THE PLANS.

FINISH: TOP OF DOUBLE TEES TO BE ROUGH FLOATED. AT APPROXIMATELY THE TIME OF INITIAL SET, THE TOP OF DOUBLE TEE SHALL BE SCRUBBED TRANSVERSELY WITH A COARSE WIRE BRUSH TO REMOVE ALL LAITANCE AND PRODUCE A ROUGHENED SURFACE FOR BOND.

CEMENT: TYPE I OR III PORTLAND CEMENT MAY BE USED FOR THE PRESTRESSED CONCRETE DOUBLE TEE MEMBERS.

CYLINDER STRENGTH: AT TRANSFER OF THE TENSIONING LOAD, THE CYLINDER STRENGTH OF THE CONCRETE SHALL BE AT LEAST THE VALUE SHOWN IN THE SCHEDULE.

STEEL STRANDS: TYPE 270K, 7 WIRE, UNCOATED, LOW-RELAXATION STEEL STRANDS OF THE SIZE SHOWN ON THE PLANS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-203 (ASTM A-416). INITIAL LOAD PER STRAND SHALL BE 28,910 LBS.

STRUCTURAL STEEL: ALL COST OF THAT PART OF THE BEARING ASSEMBLY (STEM PLATES AND DEFORMED WIRE ANCHORS) EMBEDDED IN THE DOUBLE TEE STEM WALL SHALL BE INCLUDED IN THE PRICE BID FOR "PRESTRESSED CONCRETE DOUBLE TEE". STEM PLATES SHALL BE CHAMFERED AS SHOWN IN THE DETAILS TO FIT THE METAL FORM OR THE FORM MAY BE COPE TO ACCEPT THE STEM PLATE. STEM PLATES WILL BE FLAT AND WELL SEATED IN THE FORMS PRIOR TO CASTING DOUBLE TEE MEMBER. WARPED OR MISPLACED STEM PLATES WILL BE CAUSE FOR REJECTION OF THE MEMBER. DEFORMED WIRE ANCHORS SHALL BE BUTT WELDED TO THE STEM PLATES AND SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-225 (ASTM A-496). STEEL IN THE STEM PLATES SHALL BE M270 GRADE 50W.

REINFORCING STEEL: ALL REINFORCING STEEL IN THE PRESTRESSED CONCRETE DOUBLE TEE (INCLUDING PROJECTING REINFORCING) SHALL BE GRADE 60. WELDED WIRE FABRIC SHALL CONFORM TO AASHTO M-32.

HANDLING: DOUBLE TEE MUST BE MAINTAINED IN AN UPRIGHT POSITION AT ALL TIMES AND MUST BE PICKED UP FROM THE LIFTING EYES PROVIDED AT THE MEMBER ENDS. DISREGARD OF THIS REQUIREMENT MAY LEAD TO COLLAPSE OF THE MEMBER.

SHOP DRAWING: THE CONTRACTOR SHALL HAVE HIS PRESTRESSED CONCRETE DOUBLE TEE FABRICATOR FURNISH THE ENGINEER, FOR HIS APPROVAL, TWO SETS OF CHECKED SHOP DRAWINGS ONE COPY SHALL BE RETURNED TO THE FABRICATOR APPROVED OR WITH ANY DESIRED CORRECTIONS INDICATED. THE FABRICATOR SHALL THEN FURNISH THE ENGINEER WITH AS MANY, GENERALLY FIVE, CORRECTED COPIES OF THE SHOP DRAWINGS AS MAY BE REQUIRED FOR APPROVAL AND DISTRIBUTION. THE APPROVAL OF THE SHOP DRAWINGS IN NO WAY RELIEVES THE CONTRACTOR OR HIS FABRICATOR OF THE RESPONSIBILITY FOR MISTAKES ON THE SHOP DRAWINGS.

APPROVED BY BRIDGE ENGINEER: DATE:

OKLAHOMA DEPT. OF TRANSPORTATION
COUNTY BRIDGE STANDARD (ENGLISH)
DOUBLE TEE BRIDGE
SLAB SCHEDULES