

REV. NO.	DESCRIPTION	REVISIONS	DATE

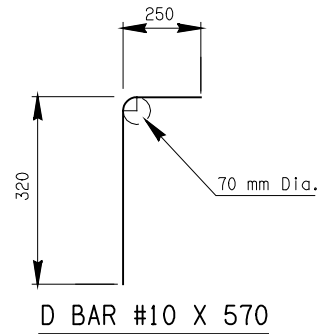
QUANTITY CALCULATION EXAMPLE

GIVEN:
 8.5 m SLAB WIDTH
 TWO SPANS 12.0 m LONG, 30° SKEW
 TYPE C DOUBLE TEE SECTION

CLASS AA CONCRETE:
 SLAB[(2 X 12.0) + 0.150] X 1.43 = 34.53 m³
 ABUTMENT DIAPHRAGMS2 X 2.77 = 5.54 m³
 PIER DIAPHRAGM1 X 4.32 = 4.32 m³
 TOTAL= 44.39 m³

REINFORCING STEEL:
 SLAB[(2 X 12.0) + 0.150] X 115 = 2777 kg
 ADD'L SLAB REINF. AT PIER.....1 X 376 = 376 kg
 ABUTMENT DIAPHRAGMS.....2 X 170 = 340 kg
 PIER DIAPHRAGM.....1 X 192 = 192 kg
 TOTAL= 3685 kg

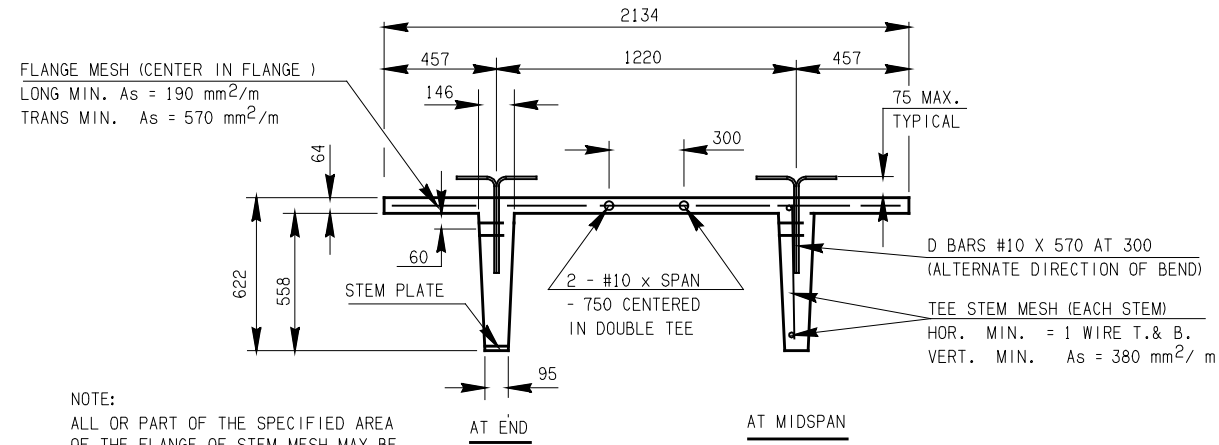
PRESTRESSED CONCRETE DOUBLE TEES:
 LENGTH = 2 X (12.0 m - 0.15 m) X 4.....= 95.4 m



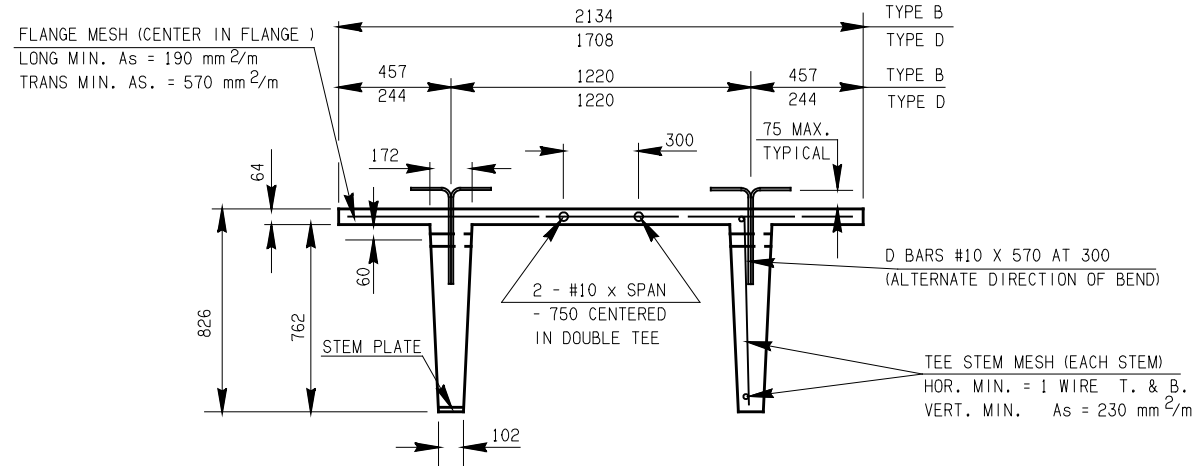
DOUBLE TEE SECTION PROPERTIES					
TYPE	A	B	C	D	E
A (10 ³ mm ²)	272	344	430	316	399
I (10 ⁹ mm ⁴)	9.4	21.6	27.7	20.1	25.7
Y _t (mm)	177	259	281	279	301
Y _b (mm)	448	566	544	546	524
S _t (10 ⁶ mm ³)	52.9	83.4	98.4	72.0	85.3
S _b (10 ⁶ mm ³)	20.9	38.2	51.0	36.8	48.9

NOTE DEAD LOAD REACTIONS INCLUDE DIAPHRAGM WEIGHTS BUT NOT SUBSTRUCTURE WEIGHTS. LIVE LOAD AND IMPACT REACTIONS ARE BASED UPON TWO LANES AND THE ABUTMENT REACTIONS ARE SIMPLE SPAN REACTIONS WHEREAS THE PIER REACTIONS ARE THE CENTER SUPPORT REACTIONS OF A TWO SPAN CONTINUOUS CONDITION.

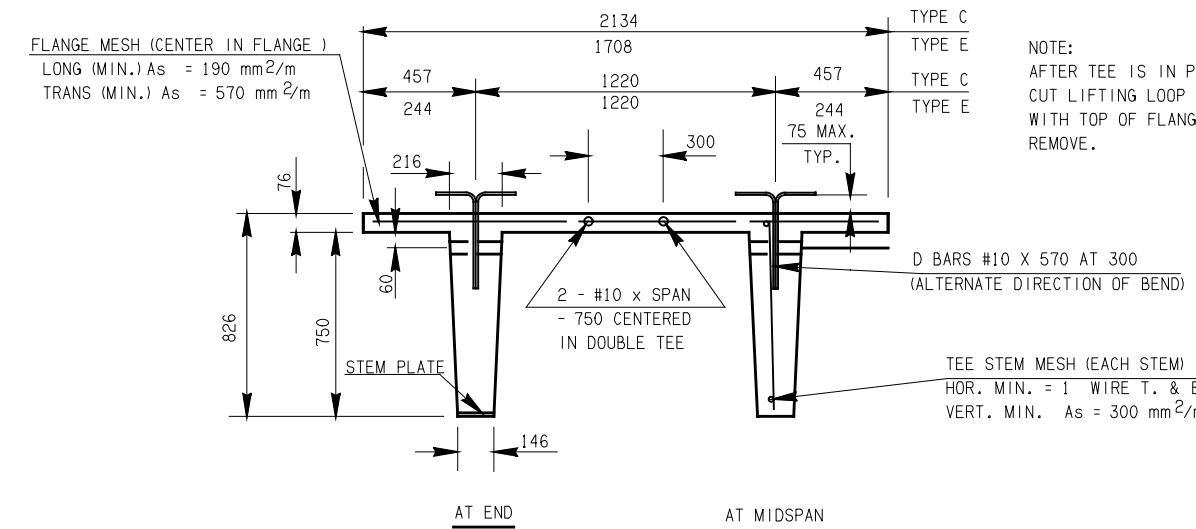
SCHEDULE OF REACTIONS									
SPAN	REACTION (In kN)	TYPE A B & C				TYPE D & E			
		8.5 m SLAB WIDTH		10.7 m SLAB WIDTH		8.5 m SLAB WIDTH		10.2 m SLAB WIDTH	
		PIER	ABUT.	PIER	ABUT.	PIER	ABUT.	PIER	ABUT.
6.0 m	DEAD LOAD	461	241	581	304				
	LIVE LOAD	439	372	439	372				
	IMPACT	132	112	132	112				
8.0 m	DEAD LOAD	738	383	930	480				
	LIVE LOAD	522	425	522	425				
	IMPACT	157	128	157	128				
10.0 m	DEAD LOAD	900	463	1135	583				
	LIVE LOAD	565	466	565	466				
	IMPACT	170	140	170	140				
12.0 m	DEAD LOAD	1065	545	1342	686				
	LIVE LOAD	589	496	589	496				
	IMPACT	177	149	177	149				
14.0 m	DEAD LOAD	1227	627	1547	788	1212	616	1469	746
	LIVE LOAD	605	518	605	518	605	518	605	518
	IMPACT	177	152	177	152	177	152	177	152
16.0 m	DEAD LOAD					1500	759	1818	919
	LIVE LOAD					615	535	615	535
	IMPACT					174	151	174	151



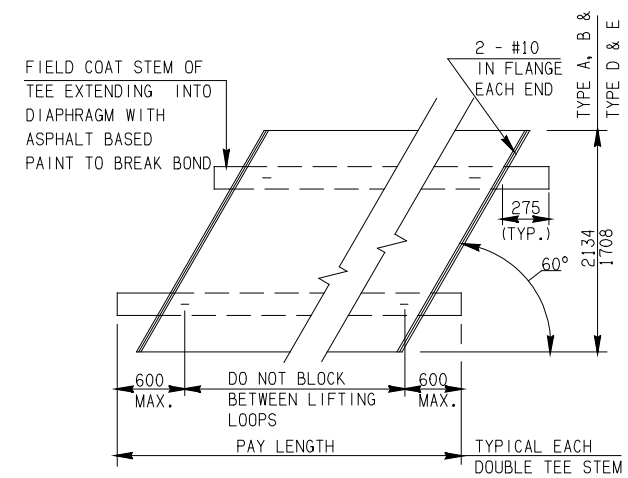
NOTE:
 ALL OR PART OF THE SPECIFIED AREA OF THE FLANGE OF STEM MESH MAY BE REINFORCING BARS SUBJECT TO THE APPROVAL OF THE ENGINEER.



NOTE:
 SEE DOUBLE TEE SCHEDULE FOR STRAND LOCATION

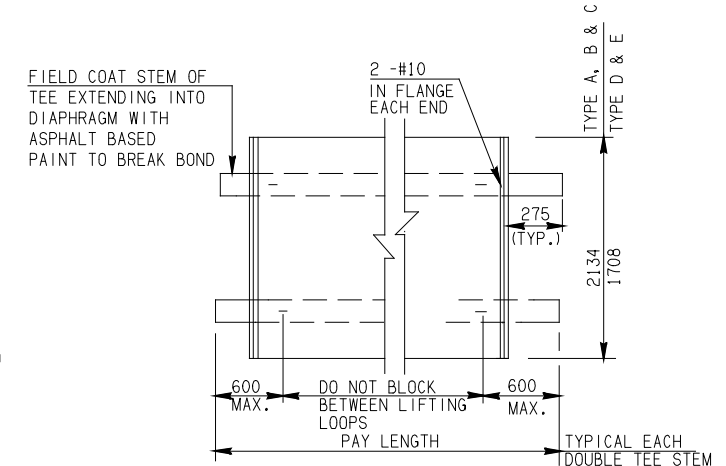


TYPICAL CROSS SECTION DOUBLE TEES

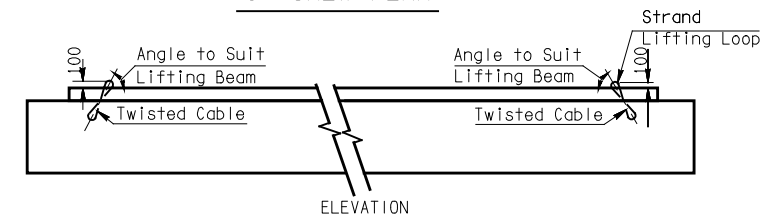


30° SKEW PLAN

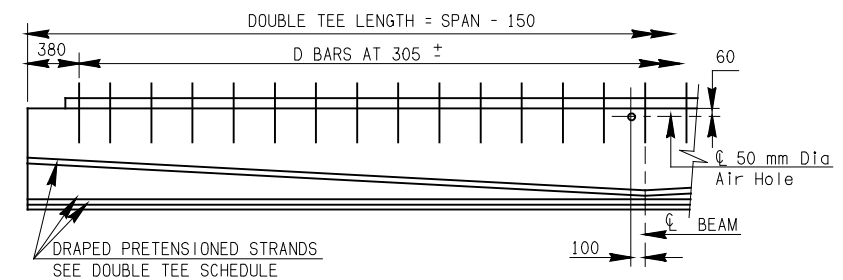
LEFT FORWARD SKEW SHOWN, RIGHT FORWARD SKEW OPPOSITE HAND



0° SKEW PLAN



LIFTING LOOP DETAILS



STRAND DRAPE DETAIL

APPROVED BY BRIDGE ENGINEER _____ DATE _____

**OKLAHOMA DEPT. OF TRANSPORTATION
 COUNTY BRIDGE STANDARD (METRIC)**

DOUBLE TEE CROSS SECTIONS

1999 SPECIFICATIONS TTI-1 00M
 ALL DIMENSIONS ON THIS SHEET IN MILLIMETERS UNLESS OTHERWISE NOTED. CB-10M