



NOTE:
For additional detail of
Concrete Traffic Rail,
see Std. TR4-1.

ABUTMENT TO FIXED PIER
OR
FIXED PIER TO FIXED PIER

ABUTMENT TO EXPANSION PIER
OR
FIXED PIER TO EXPANSION PIER

EXPANSION PIER TO EXPANSION PIER

CONCRETE TRAFFIC RAIL ELEVATION

CONCRETE TRAFFIC RAIL WITH OPENINGS SCHEDULE

SPAN	ABUTMENT TO FIXED PIER			ABUTMENT TO EXPANSION PIER			FIXED PIER TO FIXED PIER			FIXED PIER TO EXPANSION PIER			EXPANSION PIER TO EXPANSION PIER						
	S1	S2	N1 N2	S1	S2	S3	N1 N2	S1	S2	S3	N1 N2	S1	S2	S3	N1 N2				
30'	7'-11"	3 Spa. @ 5'-0" = 15'-0"	8 20	7'-2"	3 Spa. @ 5'-0" = 15'-0"	1'-6"	7 19	7'-6"	3 Spa. @ 5'-0" = 15'-0"	1'-6"	8 19	6'-9"	3 Spa. @ 5'-0" = 15'-0"	1'-6"	7 18	6'-0"	3 Spa. @ 5'-0" = 15'-0"	1'-6"	6 16
35'	5'-5"	5 Spa. @ 5'-0" = 25'-0"	6 14	9'-8"	3 Spa. @ 5'-0" = 15'-0"	1'-6"	9 25	5'-0"	5 Spa. @ 5'-0" = 25'-0"	1'-6"	5 13	9'-3"	3 Spa. @ 5'-0" = 15'-0"	1'-6"	9 24	8'-6"	3 Spa. @ 5'-0" = 15'-0"	1'-6"	8 22
40'	7'-11"	5 Spa. @ 5'-0" = 25'-0"	8 20	7'-2"	5 Spa. @ 5'-0" = 25'-0"	1'-6"	7 19	7'-6"	5 Spa. @ 5'-0" = 25'-0"	1'-6"	8 19	6'-9"	5 Spa. @ 5'-0" = 25'-0"	1'-6"	7 18	6'-0"	5 Spa. @ 5'-0" = 25'-0"	1'-6"	6 16
45'	5'-5"	7 Spa. @ 5'-0" = 35'-0"	6 14	9'-8"	5 Spa. @ 5'-0" = 25'-0"	1'-6"	9 25	5'-0"	7 Spa. @ 5'-0" = 35'-0"	1'-6"	5 13	9'-3"	5 Spa. @ 5'-0" = 25'-0"	1'-6"	9 24	8'-6"	5 Spa. @ 5'-0" = 25'-0"	1'-6"	8 22
50'	7'-11"	7 Spa. @ 5'-0" = 35'-0"	8 20	7'-2"	7 Spa. @ 5'-0" = 35'-0"	1'-6"	7 19	7'-6"	7 Spa. @ 5'-0" = 35'-0"	1'-6"	8 19	6'-9"	7 Spa. @ 5'-0" = 35'-0"	1'-6"	7 18	6'-0"	7 Spa. @ 5'-0" = 35'-0"	1'-6"	6 16
55'	5'-5"	9 Spa. @ 5'-0" = 45'-0"	6 14	9'-8"	7 Spa. @ 5'-0" = 35'-0"	1'-6"	9 25	5'-0"	9 Spa. @ 5'-0" = 45'-0"	1'-6"	5 13	9'-3"	7 Spa. @ 5'-0" = 35'-0"	1'-6"	9 24	8'-6"	7 Spa. @ 5'-0" = 35'-0"	1'-6"	8 22
60'	7'-11"	9 Spa. @ 5'-0" = 45'-0"	8 20	7'-2"	9 Spa. @ 5'-0" = 45'-0"	1'-6"	7 19	7'-6"	9 Spa. @ 5'-0" = 45'-0"	1'-6"	8 19	6'-9"	9 Spa. @ 5'-0" = 45'-0"	1'-6"	7 18	6'-0"	9 Spa. @ 5'-0" = 45'-0"	1'-6"	6 16
65'	5'-5"	11 Spa. @ 5'-0" = 55'-0"	6 14	9'-8"	9 Spa. @ 5'-0" = 45'-0"	1'-6"	9 25	5'-0"	11 Spa. @ 5'-0" = 55'-0"	1'-6"	5 13	9'-3"	9 Spa. @ 5'-0" = 45'-0"	1'-6"	9 24	8'-6"	9 Spa. @ 5'-0" = 45'-0"	1'-6"	8 22
70'	7'-11"	11 Spa. @ 5'-0" = 55'-0"	8 20	7'-2"	11 Spa. @ 5'-0" = 55'-0"	1'-6"	7 19	7'-6"	11 Spa. @ 5'-0" = 55'-0"	1'-6"	8 19	6'-9"	11 Spa. @ 5'-0" = 55'-0"	1'-6"	7 18	6'-0"	11 Spa. @ 5'-0" = 55'-0"	1'-6"	6 16
75'	5'-5"	13 Spa. @ 5'-0" = 65'-0"	6 14	9'-8"	11 Spa. @ 5'-0" = 55'-0"	1'-6"	9 25	5'-0"	13 Spa. @ 5'-0" = 65'-0"	1'-6"	5 13	9'-3"	11 Spa. @ 5'-0" = 55'-0"	1'-6"	9 24	8'-6"	11 Spa. @ 5'-0" = 55'-0"	1'-6"	8 22
80'	7'-11"	13 Spa. @ 5'-0" = 65'-0"	8 20	7'-2"	13 Spa. @ 5'-0" = 65'-0"	1'-6"	7 19	7'-6"	13 Spa. @ 5'-0" = 65'-0"	1'-6"	8 19	6'-9"	13 Spa. @ 5'-0" = 65'-0"	1'-6"	7 18	6'-0"	13 Spa. @ 5'-0" = 65'-0"	1'-6"	6 16
85'	5'-5"	15 Spa. @ 5'-0" = 75'-0"	6 14	9'-8"	13 Spa. @ 5'-0" = 65'-0"	1'-6"	9 25	5'-0"	15 Spa. @ 5'-0" = 75'-0"	1'-6"	5 13	9'-3"	13 Spa. @ 5'-0" = 65'-0"	1'-6"	9 24	8'-6"	13 Spa. @ 5'-0" = 65'-0"	1'-6"	8 22
90'	7'-11"	15 Spa. @ 5'-0" = 75'-0"	8 20	7'-2"	15 Spa. @ 5'-0" = 75'-0"	1'-6"	7 19	7'-6"	15 Spa. @ 5'-0" = 75'-0"	1'-6"	8 19	6'-9"	15 Spa. @ 5'-0" = 75'-0"	1'-6"	7 18	6'-0"	15 Spa. @ 5'-0" = 75'-0"	1'-6"	6 16
95'	5'-5"	17 Spa. @ 5'-0" = 85'-0"	6 14	9'-8"	15 Spa. @ 5'-0" = 75'-0"	1'-6"	9 25	5'-0"	17 Spa. @ 5'-0" = 85'-0"	1'-6"	5 13	9'-3"	15 Spa. @ 5'-0" = 75'-0"	1'-6"	9 24	8'-6"	15 Spa. @ 5'-0" = 75'-0"	1'-6"	8 22
100'	7'-11"	17 Spa. @ 5'-0" = 85'-0"	8 20	7'-2"	17 Spa. @ 5'-0" = 85'-0"	1'-6"	7 19	7'-6"	17 Spa. @ 5'-0" = 85'-0"	1'-6"	8 19	6'-9"	17 Spa. @ 5'-0" = 85'-0"	1'-6"	7 18	6'-0"	17 Spa. @ 5'-0" = 85'-0"	1'-6"	6 16
105'	5'-5"	19 Spa. @ 5'-0" = 95'-0"	6 14	9'-8"	17 Spa. @ 5'-0" = 85'-0"	1'-6"	9 25	5'-0"	19 Spa. @ 5'-0" = 95'-0"	1'-6"	5 13	9'-3"	17 Spa. @ 5'-0" = 85'-0"	1'-6"	9 24	8'-6"	17 Spa. @ 5'-0" = 95'-0"	1'-6"	8 22
110'	7'-11"	19 Spa. @ 5'-0" = 95'-0"	8 20	7'-2"	19 Spa. @ 5'-0" = 95'-0"	1'-6"	7 19	7'-6"	19 Spa. @ 5'-0" = 95'-0"	1'-6"	8 19	6'-9"	19 Spa. @ 5'-0" = 95'-0"	1'-6"	7 18	6'-0"	19 Spa. @ 5'-0" = 95'-0"	1'-6"	6 16
115'	5'-5"	21 Spa. @ 5'-0" = 105'-0"	6 14	9'-8"	19 Spa. @ 5'-0" = 95'-0"	1'-6"	9 25	5'-0"	21 Spa. @ 5'-0" = 105'-0"	1'-6"	5 13	9'-3"	19 Spa. @ 5'-0" = 95'-0"	1'-6"	9 24	8'-6"	19 Spa. @ 5'-0" = 95'-0"	1'-6"	8 22
120'	7'-11"	21 Spa. @ 5'-0" = 105'-0"	8 20	7'-2"	21 Spa. @ 5'-0" = 105'-0"	1'-6"	7 19	7'-6"	21 Spa. @ 5'-0" = 105'-0"	1'-6"	8 19	6'-9"	21 Spa. @ 5'-0" = 105'-0"	1'-6"	7 18	6'-0"	21 Spa. @ 5'-0" = 105'-0"	1'-6"	6 16
125'	5'-5"	23 Spa. @ 5'-0" = 115'-0"	6 14	9'-8"	21 Spa. @ 5'-0" = 105'-0"	1'-6"	9 25	5'-0"	23 Spa. @ 5'-0" = 115'-0"	1'-6"	5 13	9'-3"	21 Spa. @ 5'-0" = 105'-0"	1'-6"	9 24	8'-6"	21 Spa. @ 5'-0" = 105'-0"	1'-6"	8 22

APPROVED BY BRIDGE ENGINEER *Clayton Head* DATE *8/18/09*

OKLAHOMA DEPT. OF TRANSPORTATION
BRIDGE STANDARD (ENGLISH)
**CONCRETE TRAFFIC RAIL
WITH OPENINGS
CONVENTIONAL (SHEET 1 OF 2)**

1999 SPECIFICATIONS B40-C-TR4-0-1 OOE B-419E