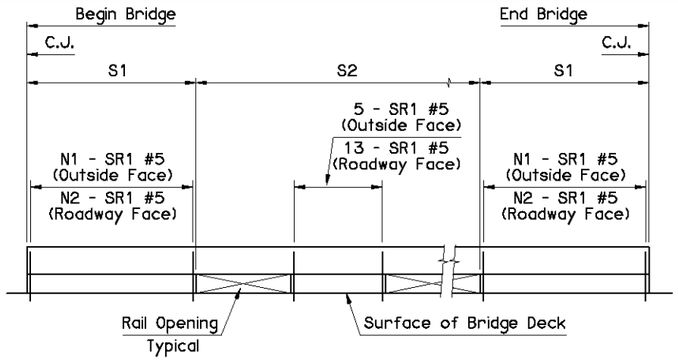
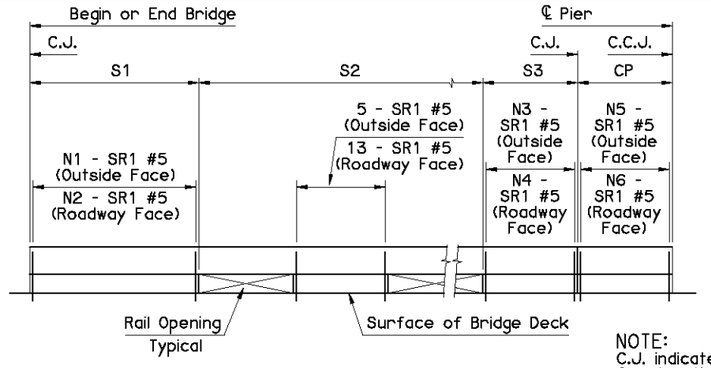
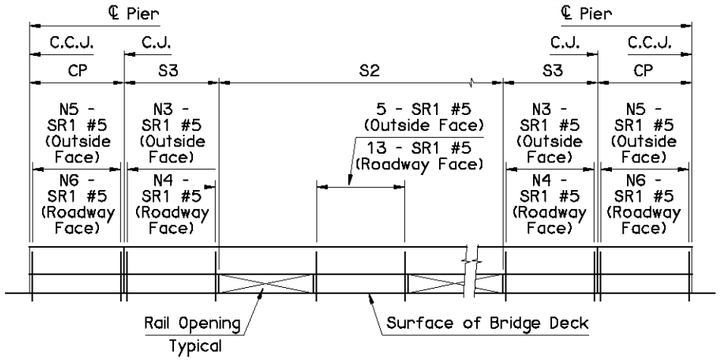



ABUTMENT TO ABUTMENT




ABUTMENT TO PIER




PIER TO PIER

## CONCRETE TRAFFIC RAIL ELEVATION

NOTE:
C.J. indicates a Construction Joint.
C.C.J. indicates a Control Crack Joint.
For additional detail of Concrete Traffic Rail, see Std. TR4-2.

TYPE IV P.C. BEAMS
CONCRETE TRAFFIC RAIL WITH OPENINGS SCHEDULE

| SPAN | SPAN TYPE | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ABUTMENT TO ABUTMENT | | | | ABUTMENT TO PIER | | | | | | | | | | PIER TO PIER | | | | | | |
| | S1 | S2 | N1 | N2 | S1 | N1 | N2 | S2 | S3 | N3 | N4 | CP | N5 | N6 | S2 | S3 | N3 | N4 | CP | N5 | N6 |
| 65' | 5'-3" | 11 Spa. @ 5'-0" = 55'-0" | 6 | 14 | 9'-3" | 9 | 24 | 9 Spa. @ 5'-0" = 45'-0" | 5'-0" | 5 | 13 | 6'-0" | 6 | 15 | 7 Spa. @ 5'-0" = 35'-0" | 9'-0" | 9 | 23 | 6'-0" | 6 | 15 |
| 70' | 7'-9" | 11 Spa. @ 5'-0" = 55'-0" | 8 | 20 | 12'-0" | 11 | 30 | 9 Spa. @ 5'-0" = 45'-0" | 7'-3" | 7 | 19 | 6'-0" | 6 | 15 | 9 Spa. @ 5'-0" = 45'-0" | 6'-6" | 7 | 17 | 6'-0" | 6 | 15 |
| 75' | 5'-3" | 13 Spa. @ 5'-0" = 65'-0" | 6 | 14 | 9'-3" | 9 | 24 | 11 Spa. @ 5'-0" = 55'-0" | 5'-0" | 5 | 13 | 6'-0" | 6 | 15 | 9 Spa. @ 5'-0" = 45'-0" | 9'-0" | 9 | 23 | 6'-0" | 6 | 15 |
| 80' | 7'-9" | 13 Spa. @ 5'-0" = 65'-0" | 8 | 20 | 12'-0" | 11 | 30 | 11 Spa. @ 5'-0" = 55'-0" | 7'-3" | 7 | 19 | 6'-0" | 6 | 15 | 11 Spa. @ 5'-0" = 55'-0" | 6'-6" | 7 | 17 | 6'-0" | 6 | 15 |
| 85' | 5'-3" | 15 Spa. @ 5'-0" = 75'-0" | 6 | 14 | 9'-3" | 9 | 24 | 13 Spa. @ 5'-0" = 65'-0" | 5'-0" | 5 | 13 | 6'-0" | 6 | 15 | 11 Spa. @ 5'-0" = 55'-0" | 9'-0" | 9 | 23 | 6'-0" | 6 | 15 |
| 90' | 7'-9" | 15 Spa. @ 5'-0" = 75'-0" | 8 | 20 | 12'-0" | 11 | 30 | 13 Spa. @ 5'-0" = 65'-0" | 7'-3" | 7 | 19 | 6'-0" | 6 | 15 | 13 Spa. @ 5'-0" = 65'-0" | 6'-6" | 7 | 17 | 6'-0" | 6 | 15 |
| 95' | 5'-3" | 17 Spa. @ 5'-0" = 85'-0" | 6 | 14 | 9'-3" | 9 | 24 | 15 Spa. @ 5'-0" = 75'-0" | 5'-0" | 5 | 13 | 6'-0" | 6 | 15 | 13 Spa. @ 5'-0" = 65'-0" | 9'-0" | 9 | 23 | 6'-0" | 6 | 15 |
| 100' | 7'-9" | 17 Spa. @ 5'-0" = 85'-0" | 8 | 20 | 12'-0" | 11 | 30 | 15 Spa. @ 5'-0" = 75'-0" | 7'-3" | 7 | 19 | 6'-0" | 6 | 15 | 15 Spa. @ 5'-0" = 75'-0" | 6'-6" | 7 | 17 | 6'-0" | 6 | 15 |

TYPE IV P.C. BEAMS
CONCRETE TRAFFIC RAIL WITH OPENINGS SR1 BAR LIST

| SPAN | EPOXY COATED REINFORCING | | | | SPAN TYPE | | |
|---|---|---|---|---|---|---|---|
| | | | | | ABUTMENT TO ABUTMENT | ABUTMENT TO PIER | PIER TO PIER |
| | MARK | SIZE | FORM | LENGTH | NO. | NO. | NO. |
| 65' | SR1 | #5 | BNT. | 4'-1" | 260 | 288 | 320 |
| 70' | SR1 | #5 | BNT. | 4'-1" | 292 | 320 | 324 |
| 75' | SR1 | #5 | BNT. | 4'-1" | 296 | 324 | 356 |
| 80' | SR1 | #5 | BNT. | 4'-1" | 328 | 356 | 360 |
| 85' | SR1 | #5 | BNT. | 4'-1" | 332 | 360 | 392 |
| 90' | SR1 | #5 | BNT. | 4'-1" | 364 | 392 | 396 |
| 95' | SR1 | #5 | BNT. | 4'-1" | 368 | 396 | 428 |
| 100' | SR1 | #5 | BNT. | 4'-1" | 400 | 428 | 432 |

TYPE BT-72 AND TYPE J P.C. BEAMS
CONCRETE TRAFFIC RAIL WITH OPENINGS SCHEDULE

| SPAN | SPAN TYPE | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ABUTMENT TO ABUTMENT | | | | ABUTMENT TO PIER | | | | | | | | | | PIER TO PIER | | | | | | |
| | S1 | S2 | N1 | N2 | S1 | N1 | N2 | S2 | S3 | N3 | N4 | CP | N5 | N6 | S2 | S3 | N3 | N4 | CP | N5 | N6 |
| 95' | 5'-3" | 17 Spa. @ 5'-0" = 85'-0" | 6 | 14 | 8'-3" | 8 | 21 | 15 Spa. @ 5'-0" = 75'-0" | 5'-0" | 5 | 13 | 7'-0" | 7 | 17 | 13 Spa. @ 5'-0" = 65'-0" | 8'-0" | 8 | 21 | 7'-0" | 7 | 17 |
| 100' | 7'-9" | 17 Spa. @ 5'-0" = 85'-0" | 8 | 20 | 12'-0" | 11 | 30 | 15 Spa. @ 5'-0" = 75'-0" | 6'-3" | 7 | 16 | 7'-0" | 7 | 17 | 15 Spa. @ 5'-0" = 75'-0" | 5'-6" | 6 | 15 | 7'-0" | 7 | 17 |
| 105' | 5'-3" | 19 Spa. @ 5'-0" = 95'-0" | 6 | 14 | 8'-3" | 8 | 21 | 17 Spa. @ 5'-0" = 85'-0" | 5'-0" | 5 | 13 | 7'-0" | 7 | 17 | 15 Spa. @ 5'-0" = 75'-0" | 8'-0" | 8 | 21 | 7'-0" | 7 | 17 |
| 110' | 7'-9" | 19 Spa. @ 5'-0" = 95'-0" | 8 | 20 | 12'-0" | 11 | 30 | 17 Spa. @ 5'-0" = 85'-0" | 6'-3" | 7 | 16 | 7'-0" | 7 | 17 | 17 Spa. @ 5'-0" = 85'-0" | 5'-6" | 6 | 15 | 7'-0" | 7 | 17 |
| 115' | 5'-3" | 21 Spa. @ 5'-0" = 105'-0" | 6 | 14 | 8'-3" | 8 | 21 | 19 Spa. @ 5'-0" = 95'-0" | 5'-0" | 5 | 13 | 7'-0" | 7 | 17 | 17 Spa. @ 5'-0" = 85'-0" | 8'-0" | 8 | 21 | 7'-0" | 7 | 17 |
| 120' | 7'-9" | 21 Spa. @ 5'-0" = 105'-0" | 8 | 20 | 12'-0" | 11 | 30 | 19 Spa. @ 5'-0" = 95'-0" | 6'-3" | 7 | 16 | 7'-0" | 7 | 17 | 19 Spa. @ 5'-0" = 95'-0" | 5'-6" | 6 | 15 | 7'-0" | 7 | 17 |
| 125' | 5'-3" | 23 Spa. @ 5'-0" = 115'-0" | 6 | 14 | 8'-3" | 8 | 21 | 21 Spa. @ 5'-0" = 105'-0" | 5'-0" | 5 | 13 | 7'-0" | 7 | 17 | 19 Spa. @ 5'-0" = 95'-0" | 8'-0" | 8 | 21 | 7'-0" | 7 | 17 |
| 130' | 7'-9" | 23 Spa. @ 5'-0" = 115'-0" | 8 | 20 | 12'-0" | 11 | 30 | 21 Spa. @ 5'-0" = 105'-0" | 6'-3" | 7 | 16 | 7'-0" | 7 | 17 | 21 Spa. @ 5'-0" = 105'-0" | 5'-6" | 6 | 15 | 7'-0" | 7 | 17 |

TYPE BT-72 AND TYPE J P.C. BEAMS
CONCRETE TRAFFIC RAIL WITH OPENINGS SR1 BAR LIST

| SPAN | EPOXY COATED REINFORCING | | | | SPAN TYPE | | |
|---|---|---|---|---|---|---|---|
| | | | | | ABUTMENT TO ABUTMENT | ABUTMENT TO PIER | PIER TO PIER |
| | MARK | SIZE | FORM | LENGTH | NO. | NO. | NO. |
| 95' | SR1 | #5 | BNT. | 4'-1" | 368 | 394 | 428 |
| 100' | SR1 | #5 | BNT. | 4'-1" | 400 | 428 | 432 |
| 105' | SR1 | #5 | BNT. | 4'-1" | 404 | 430 | 464 |
| 110' | SR1 | #5 | BNT. | 4'-1" | 436 | 464 | 468 |
| 115' | SR1 | #5 | BNT. | 4'-1" | 440 | 466 | 500 |
| 120' | SR1 | #5 | BNT. | 4'-1" | 472 | 500 | 504 |
| 125' | SR1 | #5 | BNT. | 4'-1" | 476 | 502 | 536 |
| 130' | SR1 | #5 | BNT. | 4'-1" | 508 | 536 | 540 |

NOTE:
For bar bend, see Std. TR4-2.

APPROVED BY BRIDGE ENGINEER [signature] DATE 4/2/20

OKLAHOMA DEPT. OF TRANSPORTATION
BRIDGE STANDARD (ENGLISH)

# CONCRETE TRAFFIC RAIL WITH OPENINGS TYPE IV, BT-72 AND J P.C. BEAMS INTEGRAL

| 2009 SPECIFICATIONS | B40-I-TR4-0-PC45 | 02E |
|---|---|---|

B-220E