



CONCRETE TRAFFIC RAIL ELEVATION

CONCRETE TRAFFIC RAIL WITH OPENINGS SCHEDULE																							
SPAN	SPAN TYPE																						
	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	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"	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"	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"	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"	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"	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"	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"	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"	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"	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"	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"	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"	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"	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"	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"	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"	5	13	9'-3"	17 Spa. @ 5'-0" = 85'-0"	1'-6"	9	24	8'-6"	17 Spa. @ 5'-0" = 85'-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"	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"	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"	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"	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
130'	7'-11"	23 Spa. @ 5'-0" = 115'-0"	8	20	7'-2"	23 Spa. @ 5'-0" = 115'-0"	1'-6"	7	19	7'-6"	23 Spa. @ 5'-0" = 115'-0"	8	19	6'-9"	23 Spa. @ 5'-0" = 115'-0"	1'-6"	7	18	6'-0"	23 Spa. @ 5'-0" = 115'-0"	1'-6"	6	16

APPROVED BY BRIDGE ENGINEER *Scott J. Smith* DATE *4/2/10*

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

2009 SPECIFICATIONS | B40-C-TR4-0-1 | 01E
B-419E