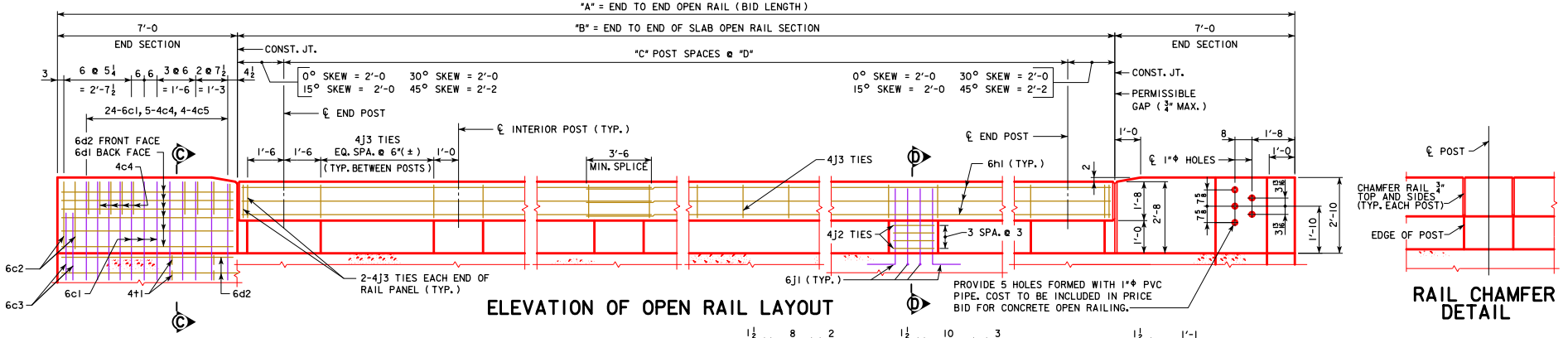
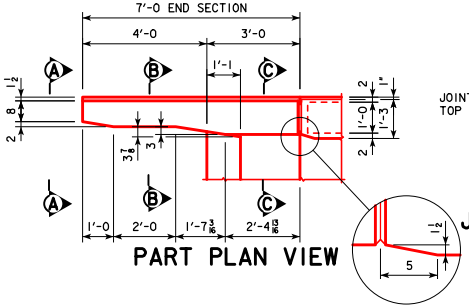
TABLE OF OPEN RAIL DIMENSIONS AND NUMBERS

℄-℄ ABUT. BRG		70′-0				80′-0				90′-0				100′-0				110′-0				120′-0				130′-0				140′-0				150′-0			
SKEW		0°	15°	30°	45°	0°	15°	30°	45°	0°	15°	30°	45°	0°	15°	30°	45°	0°	15°	30°	45°	0°	15°	30°	45°	0°	15°	30°	45°	0°	15°	30°	45°	0°	15°	30°	45°
DIMENSION OR NUMBER	A (FT.-IN.)	81′-0	81′-1¼	81′-5½	82′-3	91′-0	91′-1¼	91′-5½	92′-3	101′-0	101′-1¼	101′-5½	102′-3	111′-0	111′-1¼	111′-5½	112′-3	121′-0	121′-1¼	121′-5½	122′-3	131′-0	131′-1¼	131′-5½	132′-3	141′-0	141′-1¼	141′-5½	142′-3	151′-0	151′-1¼	151′-5½	152′-3	161′-0	161′-1¼	161′-5½	162′-3
	B (FT.-IN.)	67′-0	67′-1¼	67′-5½	68′-3	77′-0	77′-1¼	77′-5½	78′-3	87′-0	87′-1¼	87′-5½	88′-3	97′-0	97′-1¼	97′-5½	98′-3	107′-0	107′-1¼	107′-5½	108′-3	117′-0	117′-1¼	117′-5½	118′-3	127′-0	127′-1¼	127′-5½	128′-3	137′-0	137′-1¼	137′-5½	138′-3	147′-0	147′-1¼	147′-5½	148′-3
	C	8	8	8	8	10	10	10	10	11	11	11	11	12	12	12	12	13	13	13	13	15	15	15	15	16	16	16	16	17	17	17	17	18	18	18	18
	D (FT.-IN.)	7′-10½	7′-10$\frac{11}{16}$	7′-11$\frac{3}{16}$	7′-11$\frac{7}{8}$	7′-3$\frac{5}{8}$	7′-3¾	7′-4$\frac{3}{16}$	7′-4$\frac{11}{16}$	7′-6$\frac{9}{16}$	7′-6$\frac{11}{16}$	7′-7$\frac{1}{16}$	7′-7$\frac{9}{16}$	7′-9	7′-9$\frac{1}{8}$	7′-9$\frac{7}{16}$	7′-9$\frac{15}{16}$	7′-11$\frac{1}{16}$	7′-11$\frac{3}{16}$	7′-11½	7′-11$\frac{15}{16}$	7′-6$\frac{3}{8}$	7′-6½	7′-6¾	7′-7$\frac{1}{8}$	7′-8¼	7′-8$\frac{5}{8}$	7′-8$\frac{5}{8}$	7′-8$\frac{15}{16}$	7′-9$\frac{1}{8}$	7′-9$\frac{15}{16}$	7′-10$\frac{3}{16}$	7′-10½	7′-11$\frac{5}{16}$	7′-11¾	7′-11$\frac{5}{8}$	7′-11$\frac{15}{16}$

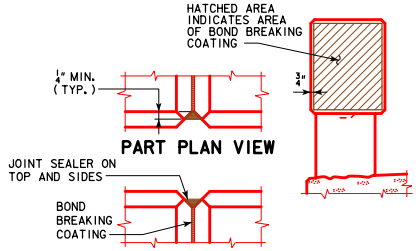


ELEVATION OF OPEN RAIL LAYOUT

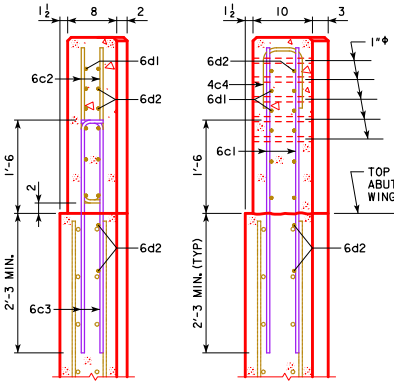
RAIL CHAMFER DETAIL



PART PLAN VIEW

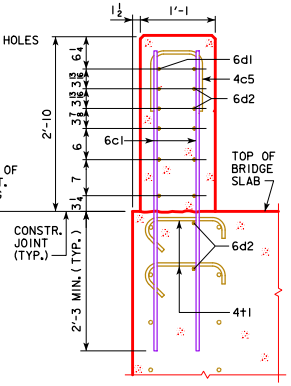


JOINT DETAILS AT END SECTION

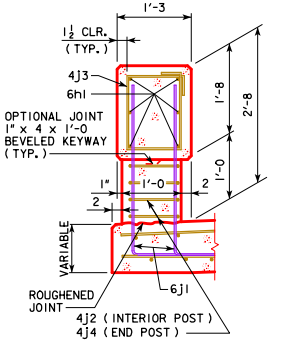


VIEW A-A

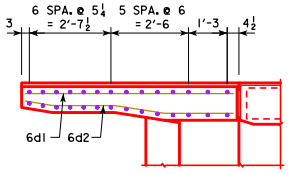
SECTION B-B



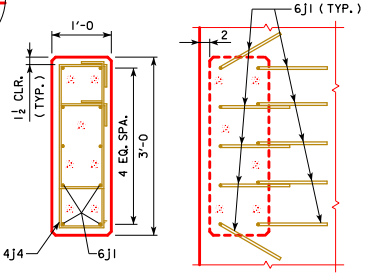
SECTION C-C



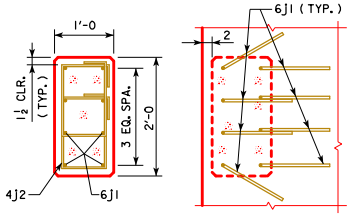
PART SECTION D-D



PART PLAN SECTION



END POST DETAILS (REQUIRED AT ENDS OF OPEN RAIL)



INTERIOR POST DETAILS

03-2016
LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

IOWADOT Highway Division

STANDARD DESIGN - 40′ ROADWAY, 3 SPAN BRIDGES

CONTINUOUS CONCRETE SLAB BRIDGES

JULY, 2014

OPEN RAIL DETAILS (TL-4)

J40-48-14

REVISED 03-2016 - REFERENCE TO "1"Φ PVC PIPE" WAS CHANGED FROM "1"Φ PLASTIC CONDUIT".