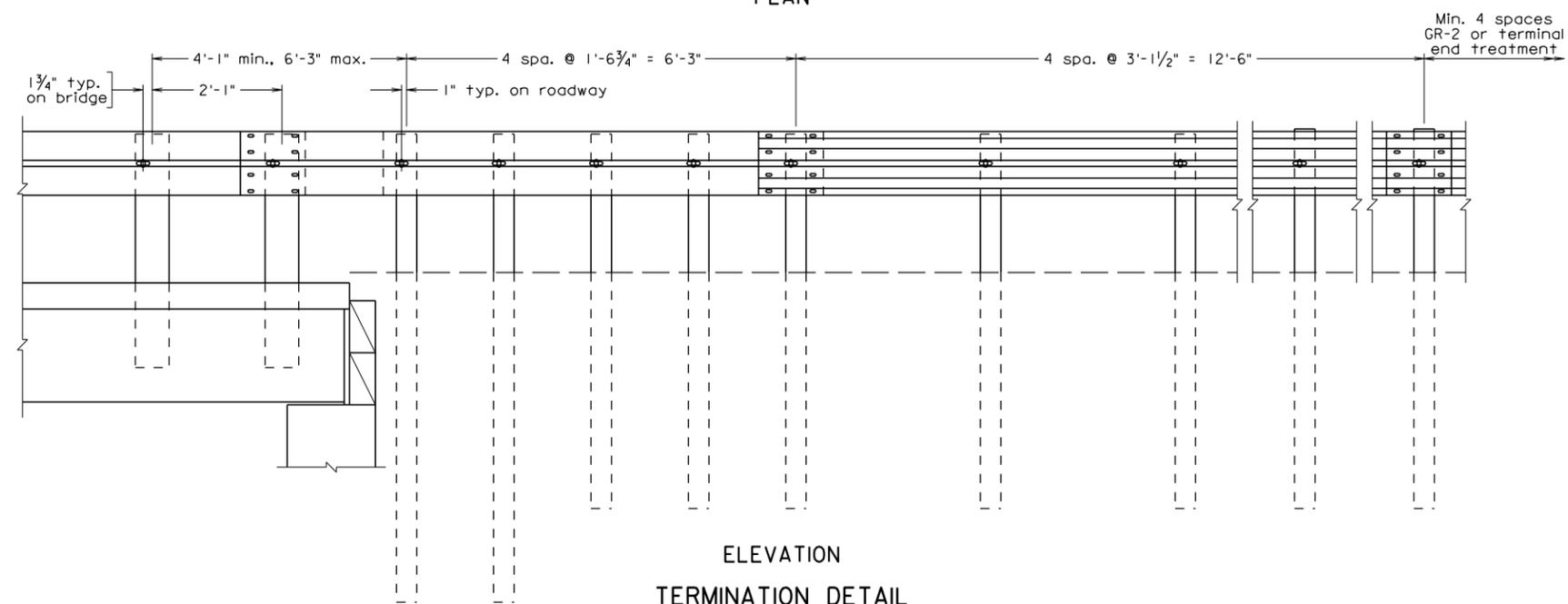
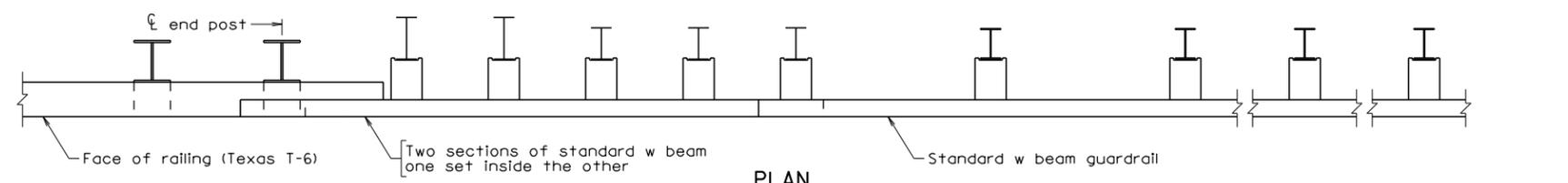


STATE	FEDERAL AID	STATE	SHEET NO.
ROUTE	PROJECT	ROUTE	PROJECT
VA.			



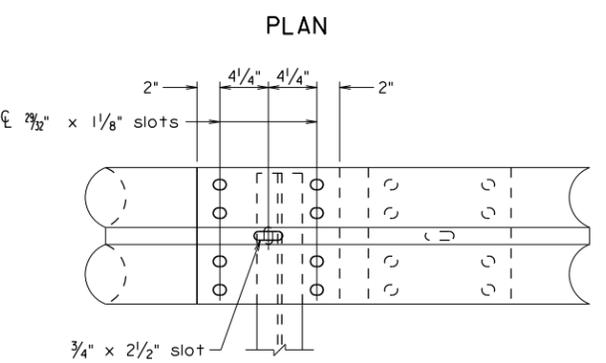
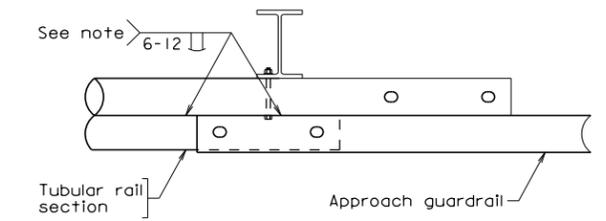
Notes:

Tubular w-beam rail member is to be fabricated from standard 25' nominal w-beam sections. Top and bottom seams shall be butt welded 6" at 12" spacing. Continuous seam welding is also acceptable. Welds shall be chipped and cleaned and the complete 25' tubular member shall be galvanized after fabrication. For tubular rail splice additional post mounting slots are to be made in each member 1'-3" from the standard slots at 6'-3" centers.

8 - 5/8" splice nuts shall be tack welded to a bent sheet metal positioner as shown. Other suitable positioning methods or devices may be substituted. The completed splice shall have 16 bolts. Each bolt will include a 1 3/4" x 3" x 5/8" plate washer or a 2" diameter washer.

Refer to Road and Bridge Standards, Section 500, for all details not shown. When railing cannot be terminated as per the Road and Bridge Standards, contact the Location and Design Special Design Section to obtain recommendations.

[The details provided are shown at acute bridge corners. For details at obtuse bridge corners, see applicable details on sheet .



ELEVATION
GUARDRAIL - TUBULAR RAIL SPLICE

SS805B.dgn
03-10-2015
SS8-5B

Sealed and Signed by:
Prasad L. Nallaponteni
Lic. No. 033003
On the date of
March 10, 2015

A copy of the original
sealed and signed
standard drawing
is on file in the
Central Office.

VDOT S&B DIVISION
RICHMOND, VA
STRUCTURAL ENGINEER

Not to scale

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION	
STRUCTURE AND BRIDGE DIVISION	
STEEL BEAM WITH TIMBER DECK SUPERSTRUCTURE TERMINATION DETAILS	
No.	Description
Date	Date
Revisions	Revisions
Designed: S&B DIV	Date
Drawn: S&B DIV	Plan No.
Checked: S&B DIV	Sheet No.
SS8-5B	

**SS-8 STEEL BEAM WITH TIMBER DECK SUPERSTRUCTURE STANDARD
RAILING TERMINATION DETAILS**

NOTES TO DESIGNER:

Include standards SS8-1, SS8-2, SS8-3C and SS8-4 in the plans when using this standard. Include standard SS8-5D where skew is greater than 28° and end posts in obtuse corners would conflict with the abutment, backwall and/or lagging.

Substitute standard SS8-3D for SS8-3C in the plans when bolted angles are used in lieu of welded plates to connect the diaphragm channels to the beam webs.

ADD THE FOLLOWING NOTES, DIMENSIONS, DETAILS, ETC. TO STANDARD:

NOTES:

Where skew $\leq 28^\circ$ or skew $> 28^\circ$ and end posts in obtuse corners **do not conflict** with the abutment, backwall and/or lagging, remove the bracketed note from the standard.

Where skew $> 28^\circ$ degrees and end posts in obtuse corners **conflict** with the abutment, backwall and/or lagging, remove the brackets from the note and add the sheet number to "For details at obtuse bridge corners, see applicable details on sheet ."