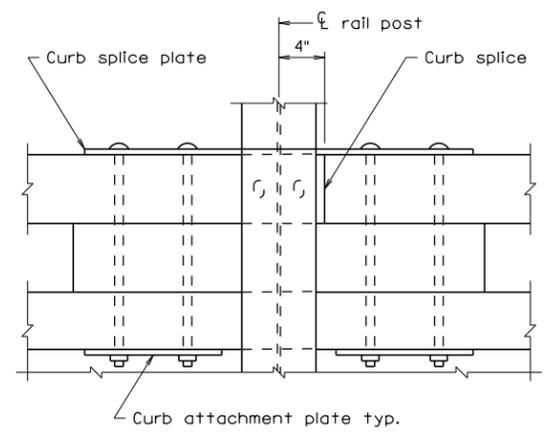
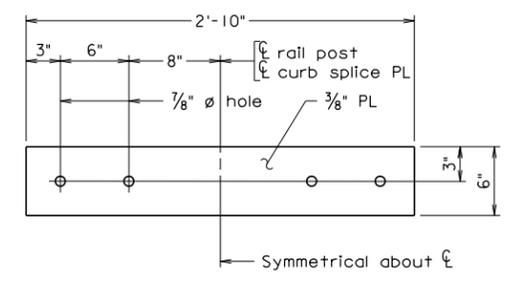


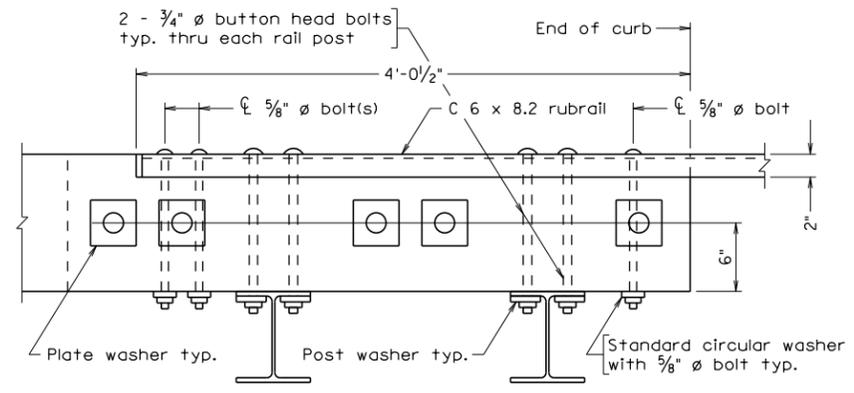
STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	NO.
VA.			



CURB SPLICE DETAIL
See Elevation at Interior Rail Post for additional details

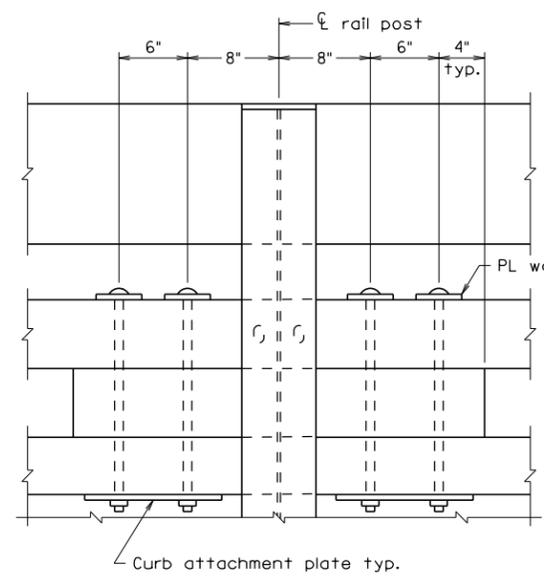


CURB SPLICE PLATE

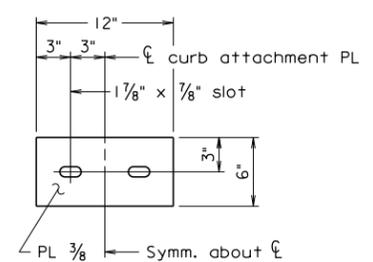


SECTION A-A

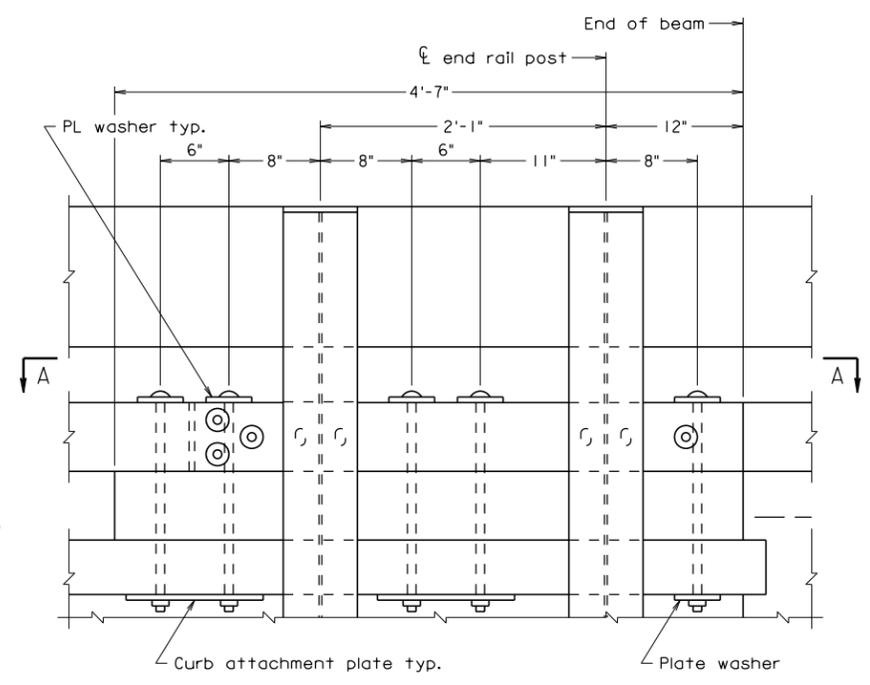
Notes:
Asphalt overlay and timber plank end breaks not shown in elevation views and Curb Splice Detail for clarity.
All timber curb connections shall be made with 3/4" button head bolts ASTM A449 unless noted otherwise.
Where skew > 22° and end posts in obtuse corners would conflict with the abutment/backwall, use Abutment Elevation in Obtuse Corners detail for applicable skew. Otherwise, use Elevation at Abutment detail including cases where skew > 22° and end posts in obtuse corners do not conflict with the abutment/backwall.



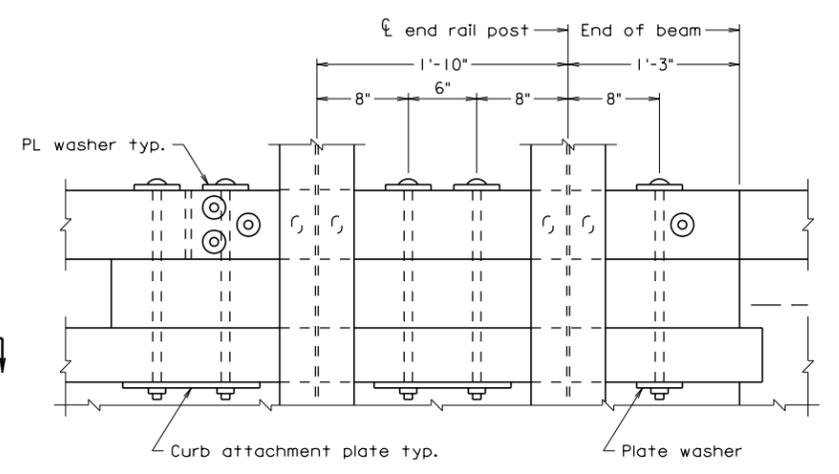
ELEVATION AT INTERIOR RAIL POST



CURB ATTACHMENT PLATE



ELEVATION AT ABUTMENT



ABUTMENT ELEVATION IN OBTUSE CORNERS WHERE 22° < SKEW ≤ 28°
See Elevation at Abutment for additional details

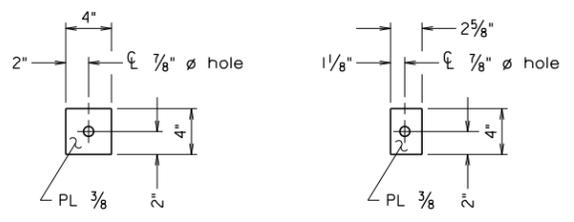
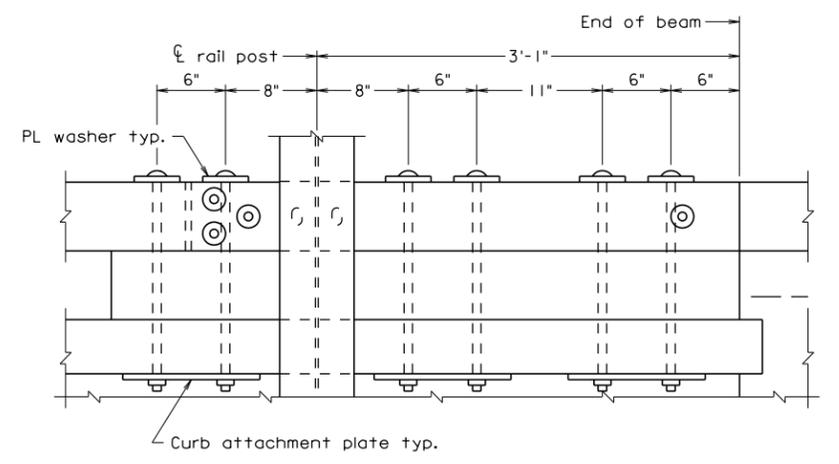
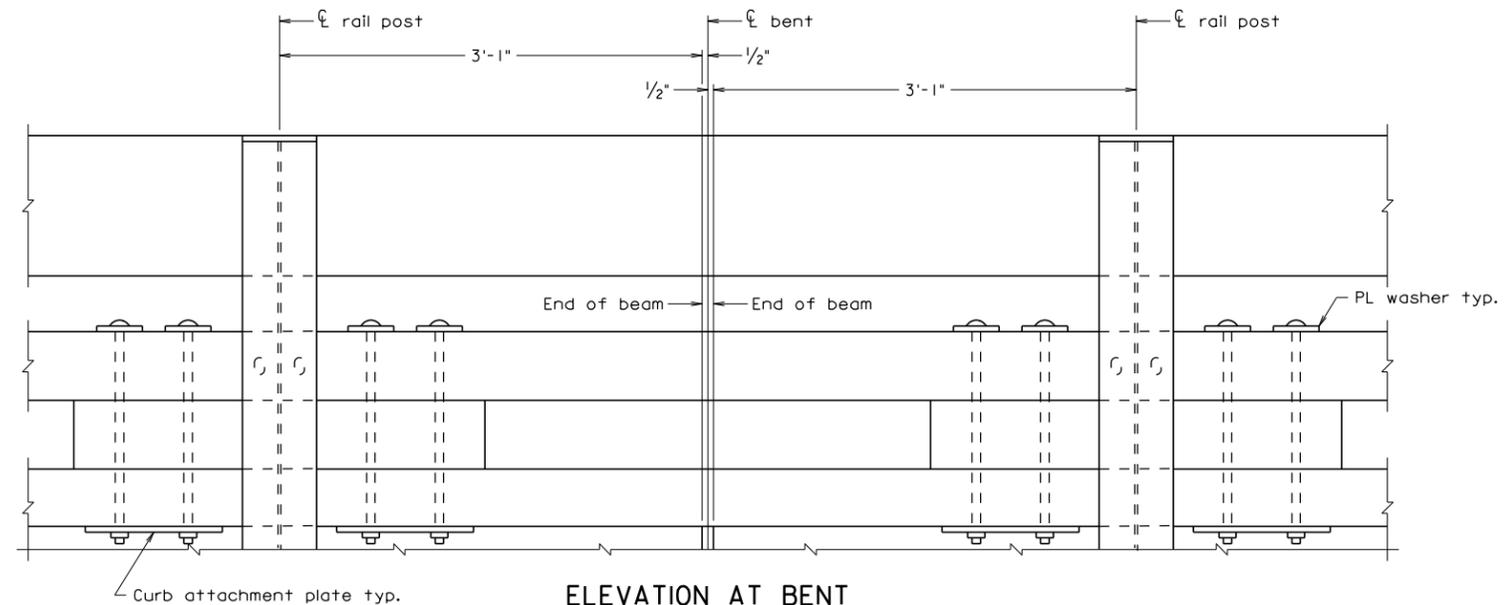


PLATE WASHER

POST WASHER



ABUTMENT ELEVATION IN OBTUSE CORNERS WHERE 28° < SKEW ≤ 57°
See Elevation at Abutment for additional details



ELEVATION AT BENT
See Elevation at Interior Rail Post for additional details

SS8-6A.dgn
03-10-2015
SS8-6A

Sealed and Signed by:
Prasad L. Nallapragani
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

© 2014, Commonwealth of Virginia

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
STEEL BEAM WITH TIMBER DECK SUPERSTRUCTURE CURB DETAILS					
No.	Description	Date	Designed: S&B DIV	Date	Plan No.
			Drawn: S&B DIV		SS8-6A
			Checked: S&B DIV		
Revisions					

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

NOTES TO DESIGNER:

Include standards SS8-1, SS8-2, SS8-3A, SS8-4 and SS8-5A in the plans when using this standard. Include standard SS8-5C where skew is greater than 22° and end posts in obtuse corners would conflict with the abutment, backwall and/or lagging.

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

Substitute standard SS8-6B in place of this standard where beam flange width would interfere with curb attachment plates. As holes drilled through the timber curbs and deck will likely not be precisely vertical, clearance calculations should not be based on exact theoretical position. In general, where beam flange width exceeds 9", standard SS8-6B should be used.

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

None