

SHEET No. 1 TITLE PAGE

**SOUTH CAROLINA
STATE HIGHWAY DEPARTMENT
COLUMBIA**

FEDERAL AID GRADE CROSSING PROJECT

DOCKET NO. 37.223

OCONEE COUNTY

SCALES: PLAN AND PROFILE 1 INCH=25 FEET HORIZONTAL; 1 INCH=10 FEET VERTICAL.

SUMMARY OF ESTIMATED QUANTITIES

* Includes 2271 C.Y.H.M. on Roadway Excavation
 † Includes 10% for any extra material necessary



LEGEND

LAYOUT

Scale: 1 inch = 200 feet

BRIDGE QUANTITIES

APPROXIMATE WEIGHT OF STRUCTURAL STEEL = 178,500 LBS.
* Bid price to be \$1.40 per Lin. Ft.

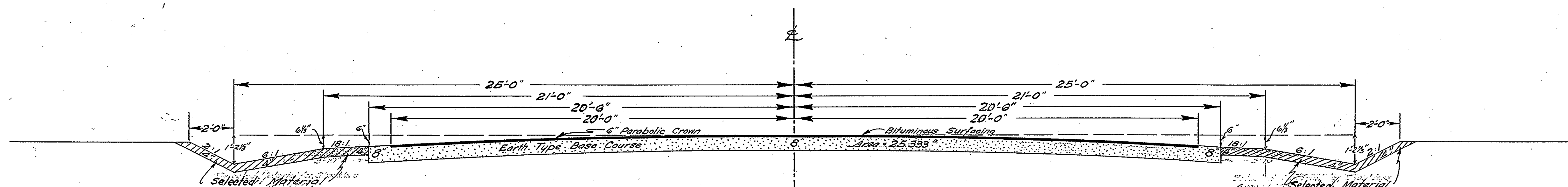
RECOMMENDED FOR APPROVAL

APPROVED

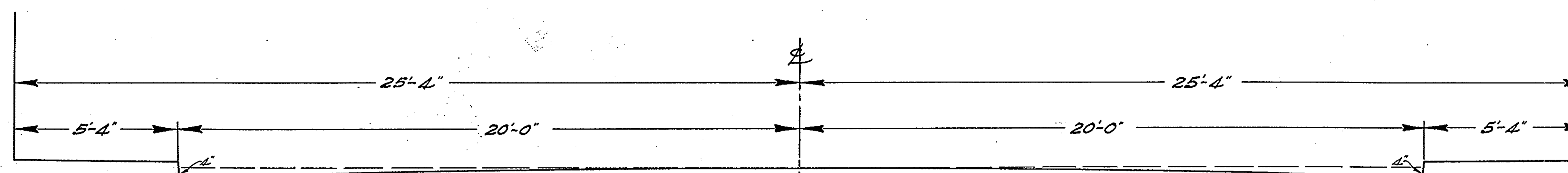
Note: All workmanship and material on this project to conform with South Carolina State Highway Department *Standard Specification for Highway Construction*, *Dated March 15, 1939*, as amended and approved by the U. S. Secretary of Agriculture

S.C. STATE HIGHWAY DEPARTMENT
COLUMBIA, S.C.
TYPICAL SECTIONS
SHOWING
IMPROVEMENTS IN THE TOWN OF SENECA
OCONEE COUNTY
SCALE: 1" = 2.5'

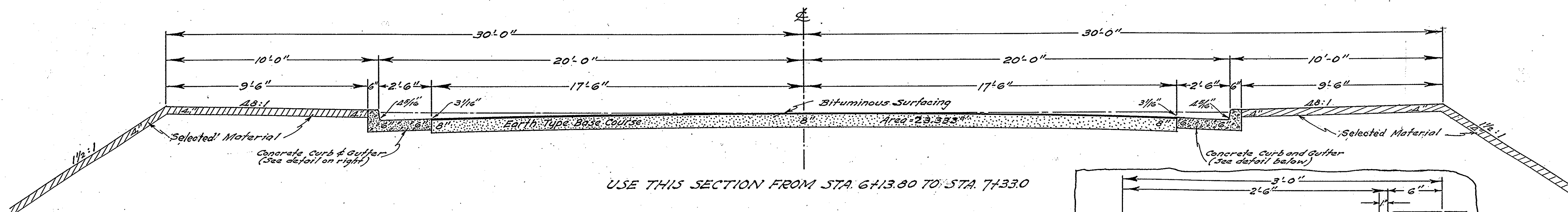
PROJ. NO.	STATE	COUNTY	SEG. NO.	ROUTE	SHEET NO.	TOTAL SHEETS
14	S.C.	OCONEE	380A(2)	181	2	14



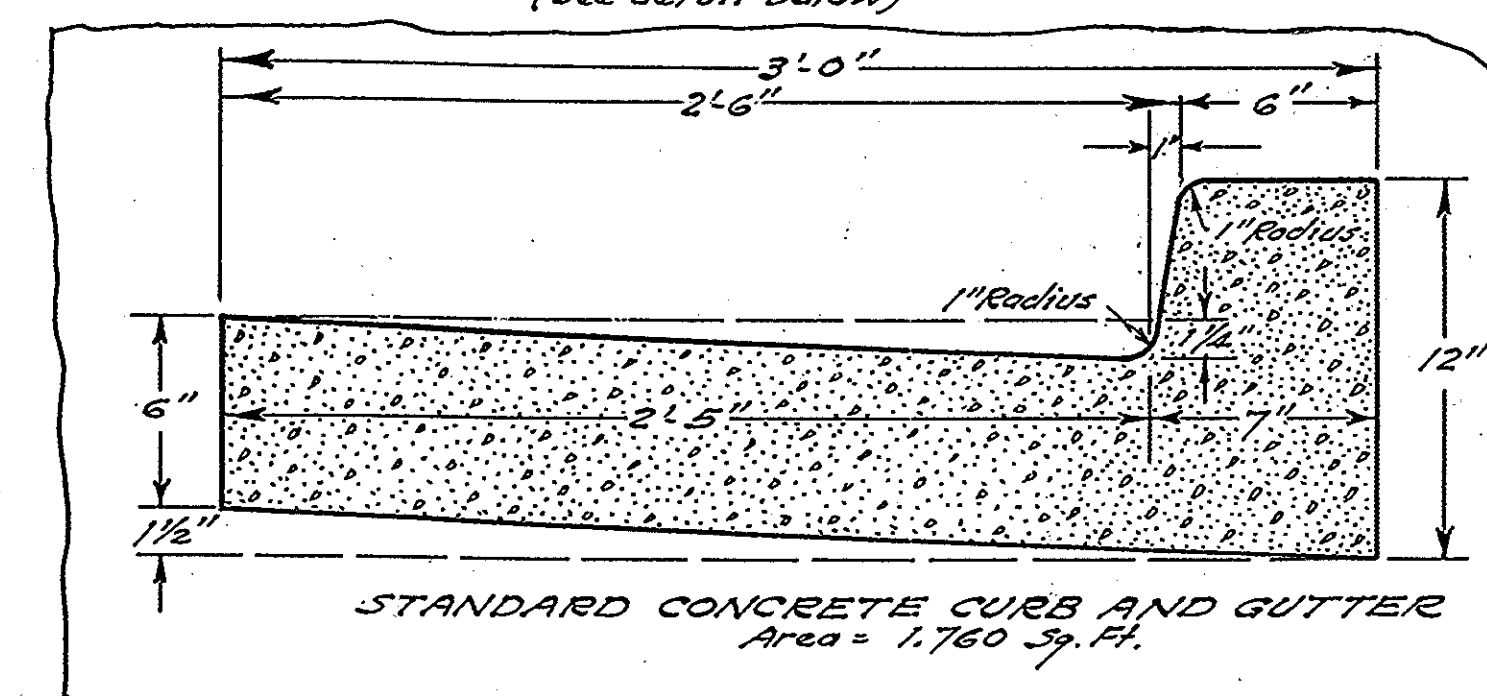
USE THIS SECTION FROM STA. 3+50.0 TO STA. 4+48.80

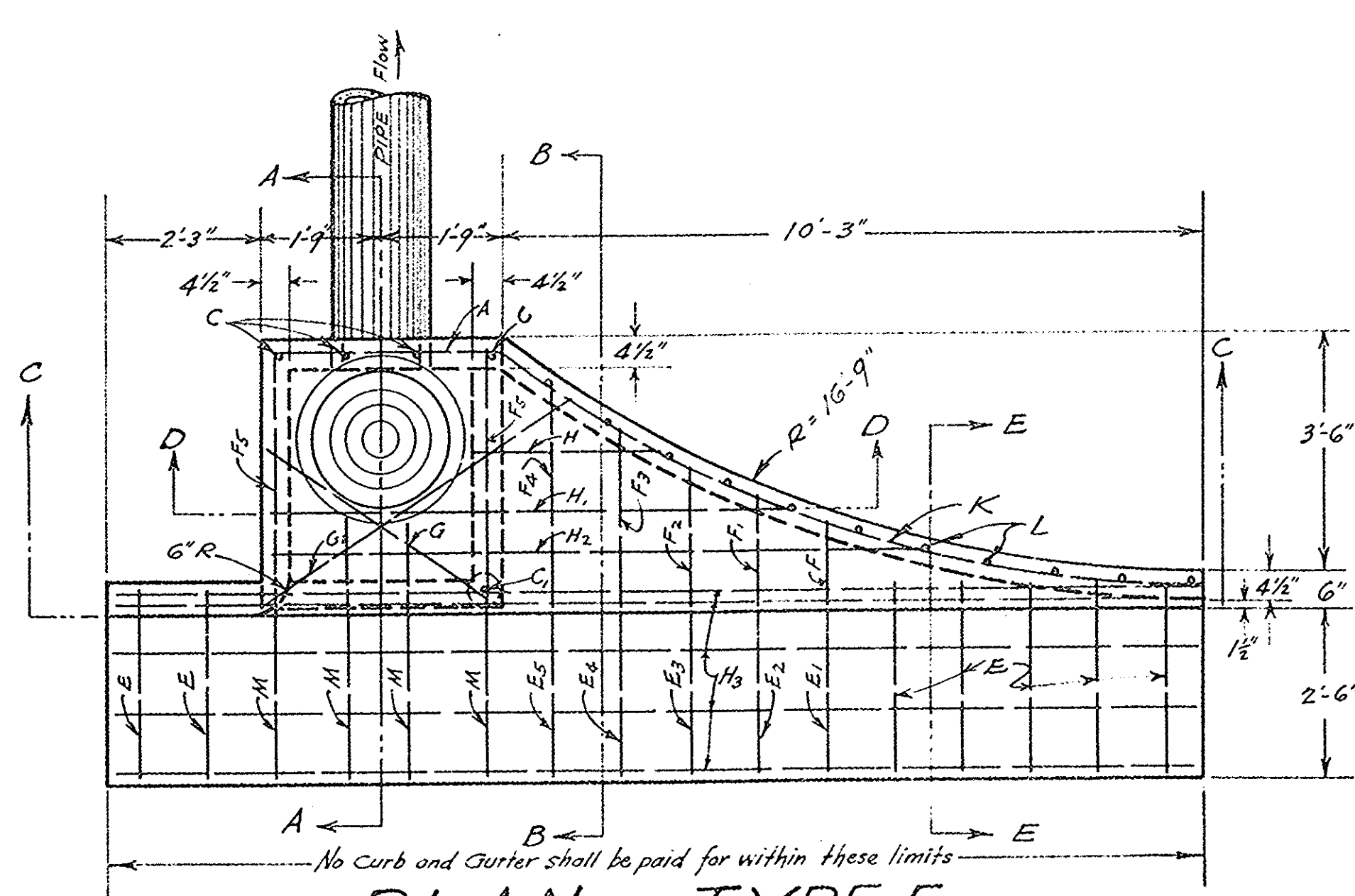


FINISHED SECTION OF BRIDGE



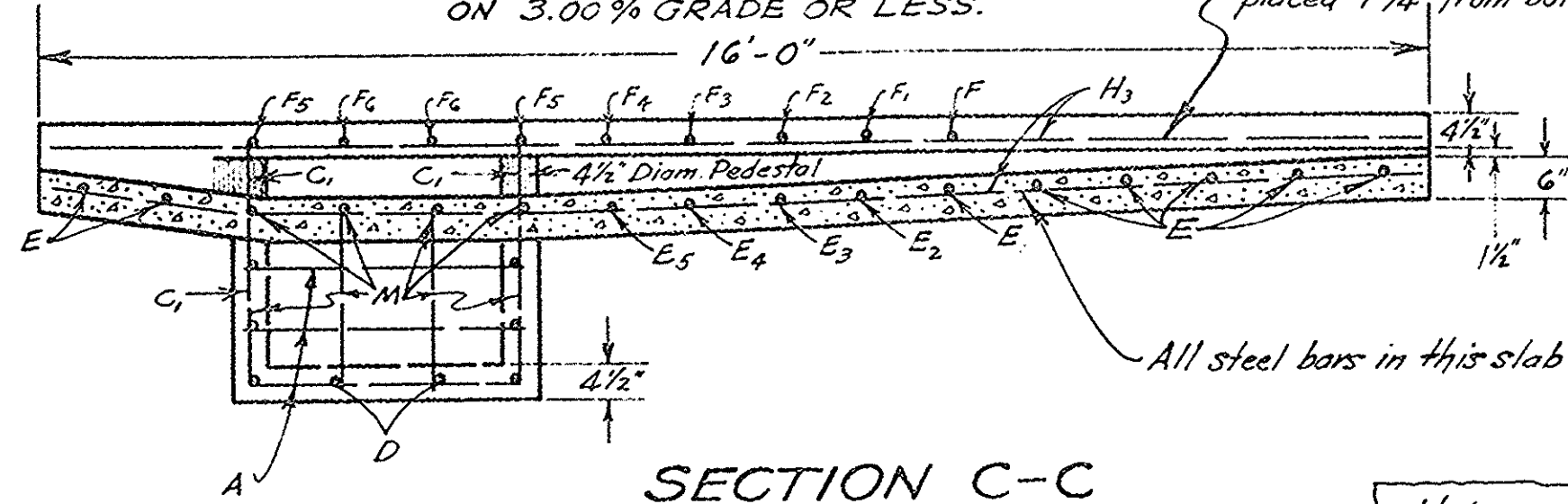
USE THIS SECTION FROM STA. 6+13.80 TO STA. 7+33.0



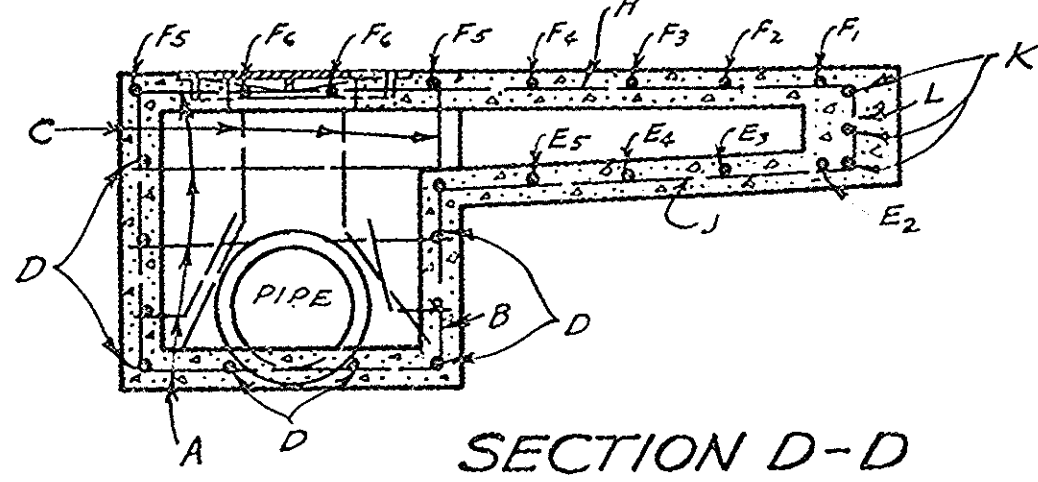


PLAN - TYPE 5

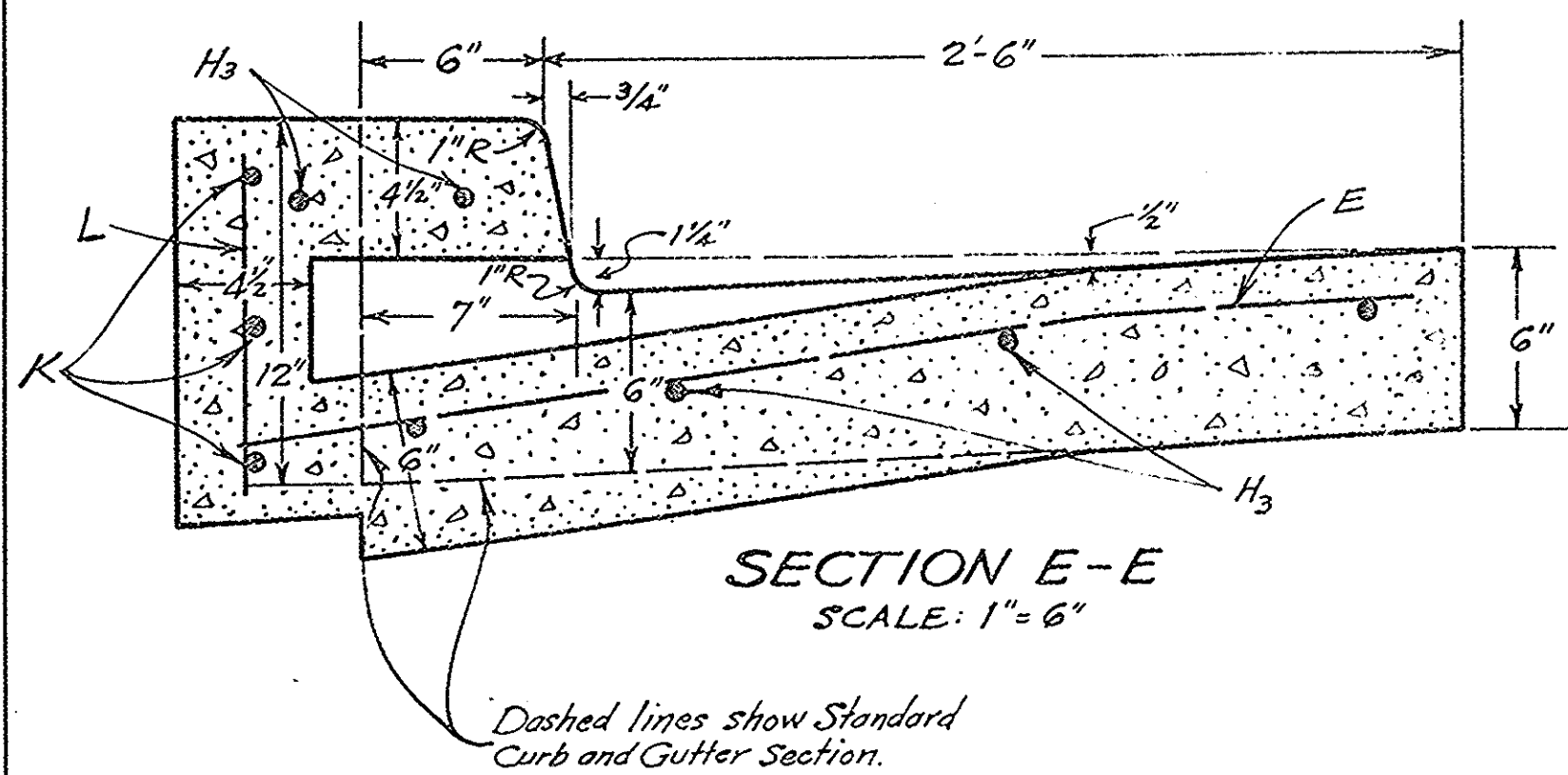
SHOWING
CATCH BASIN TO BE CONSTRUCTED
ON 3.00% GRADE OR LESS.



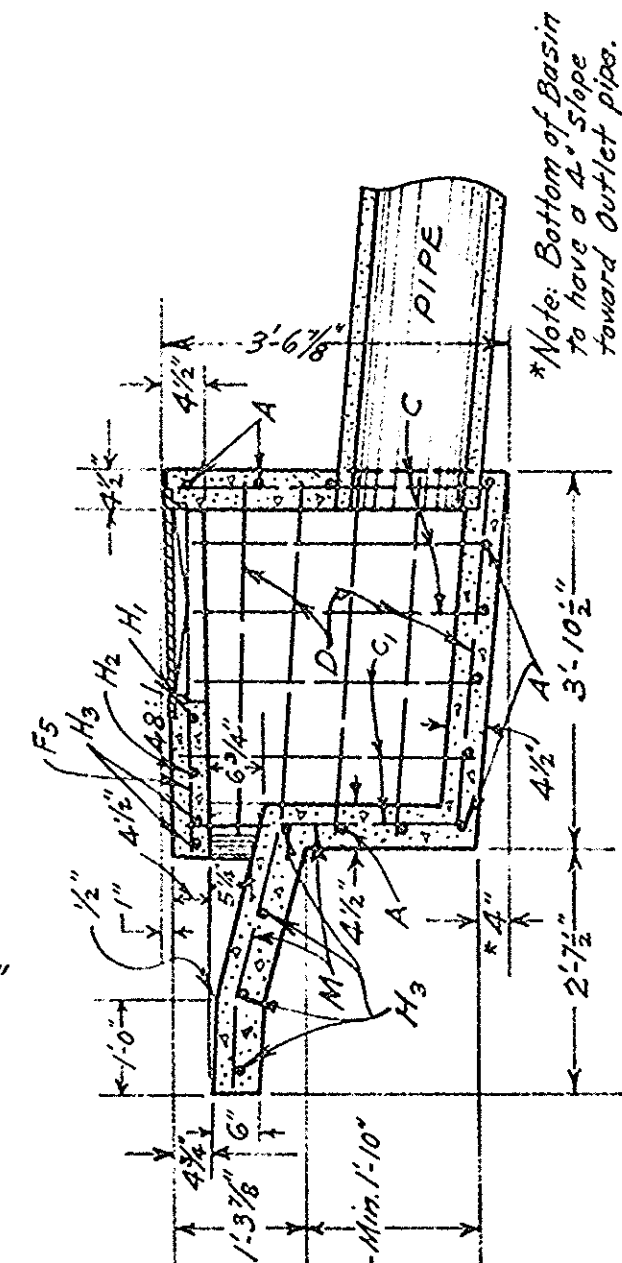
SECTION C-C



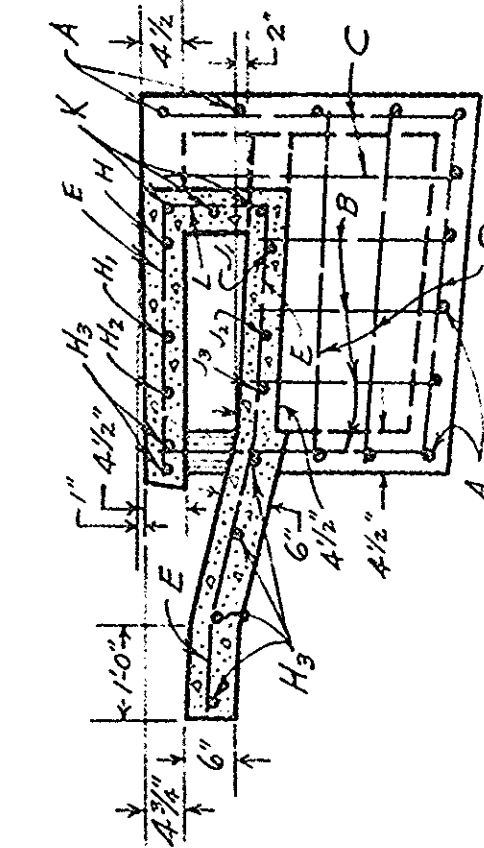
SECTION D-D



SECTION E-E
SCALE: 1" = 6"



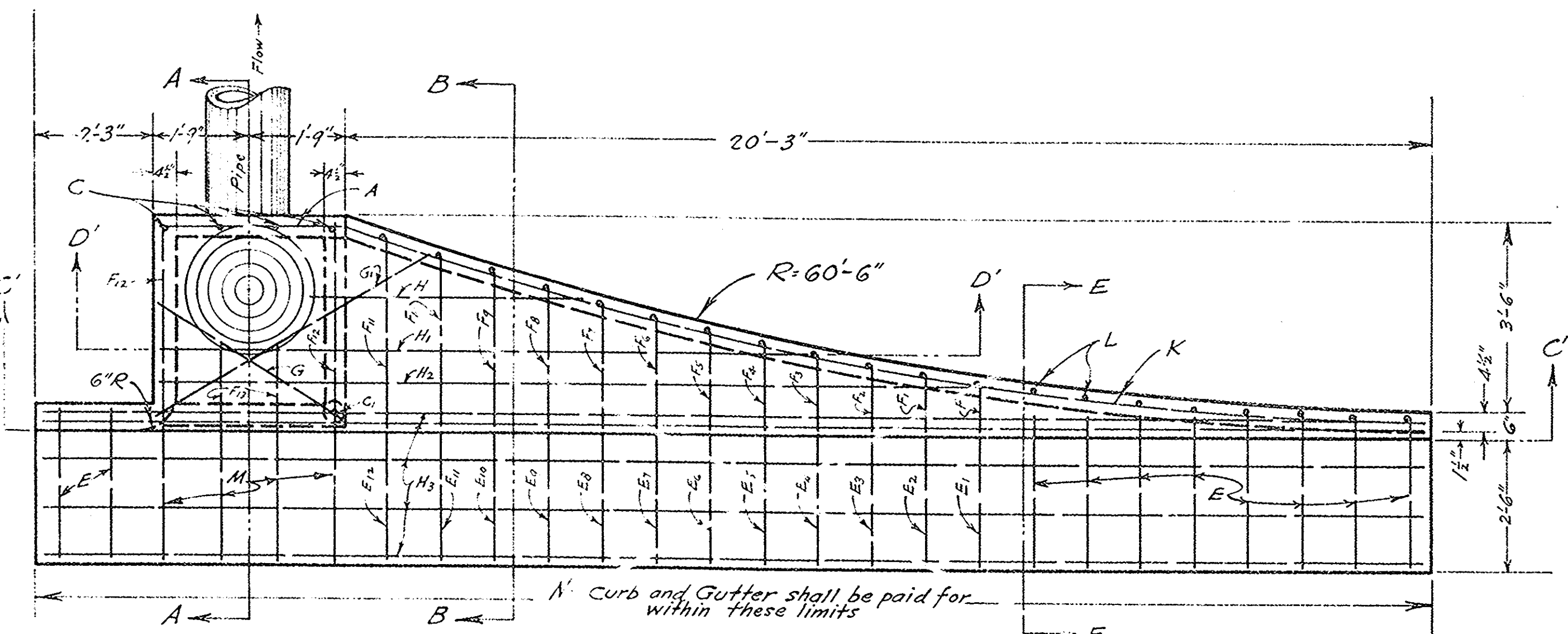
SECTION A-A



SECTION B-B

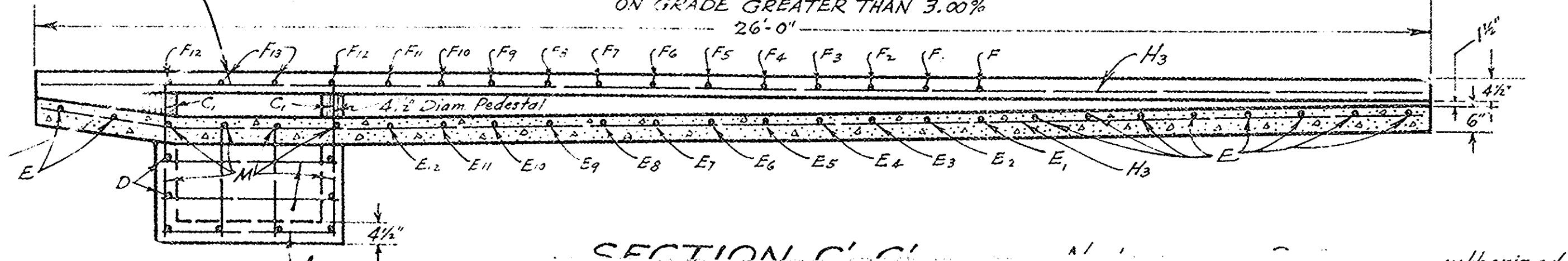
Note: All steel bars shall be placed in the center of slabs except as noted.

Note: Bars that interfere with placing of pipe shall be cut off or bent out of the way.

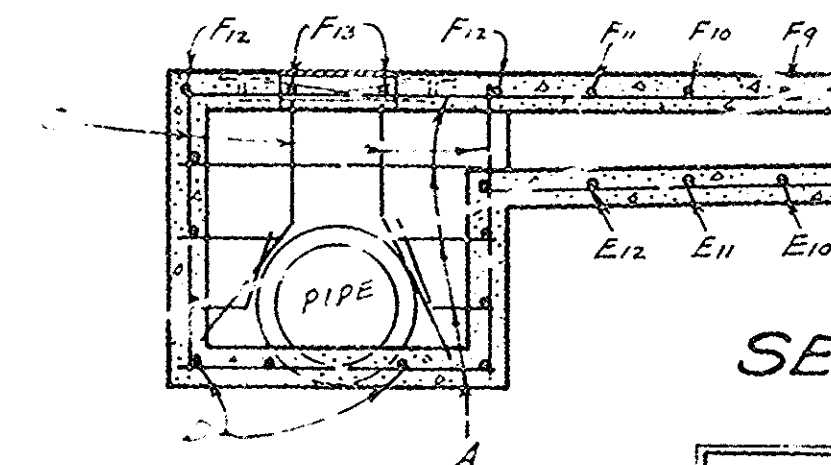


PLAN - TYPE 6

SHOWING
CATCH BASIN TO BE CONSTRUCTED
ON GRADE GREATER THAN 3.00%



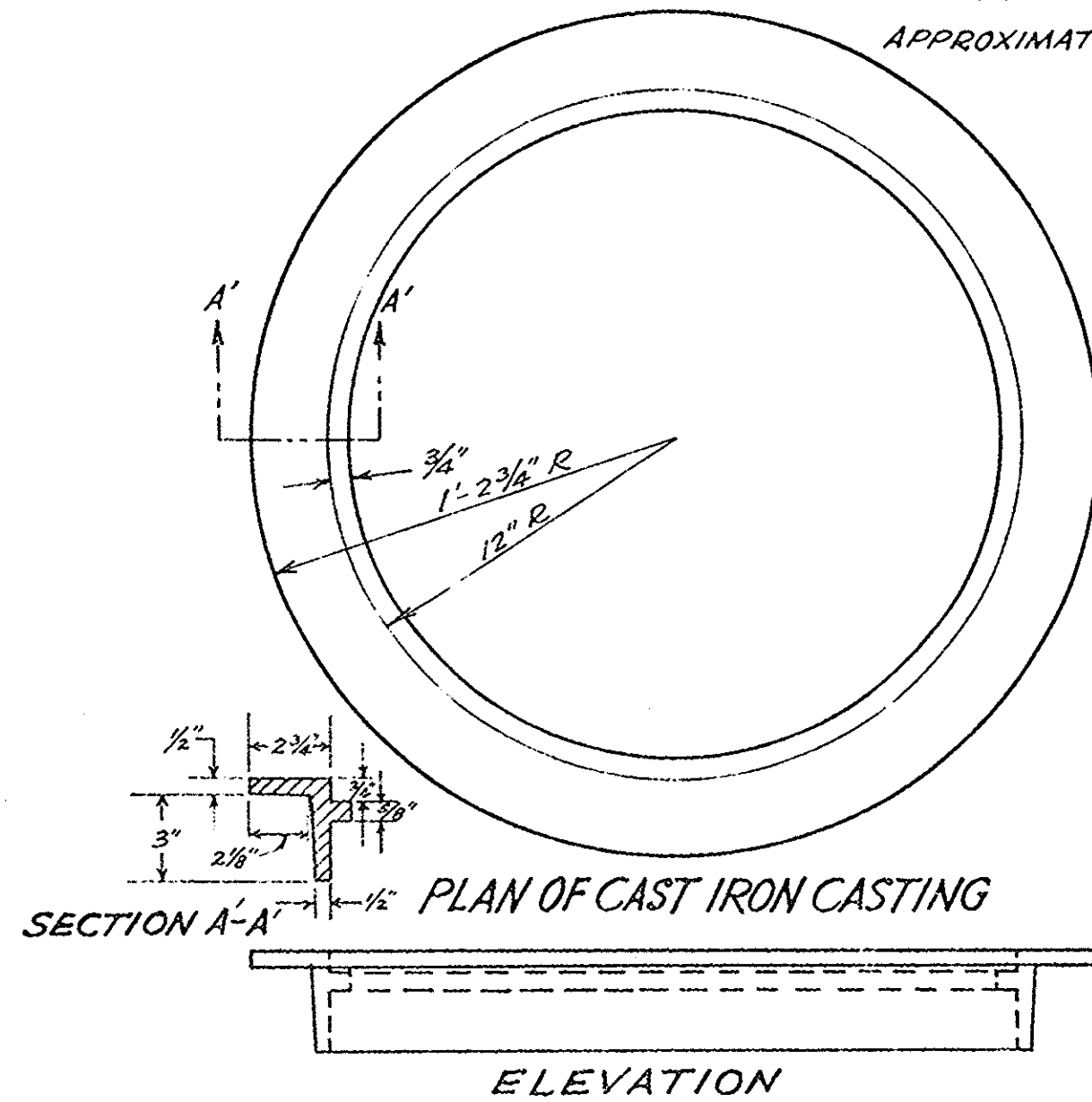
SECTION C-C



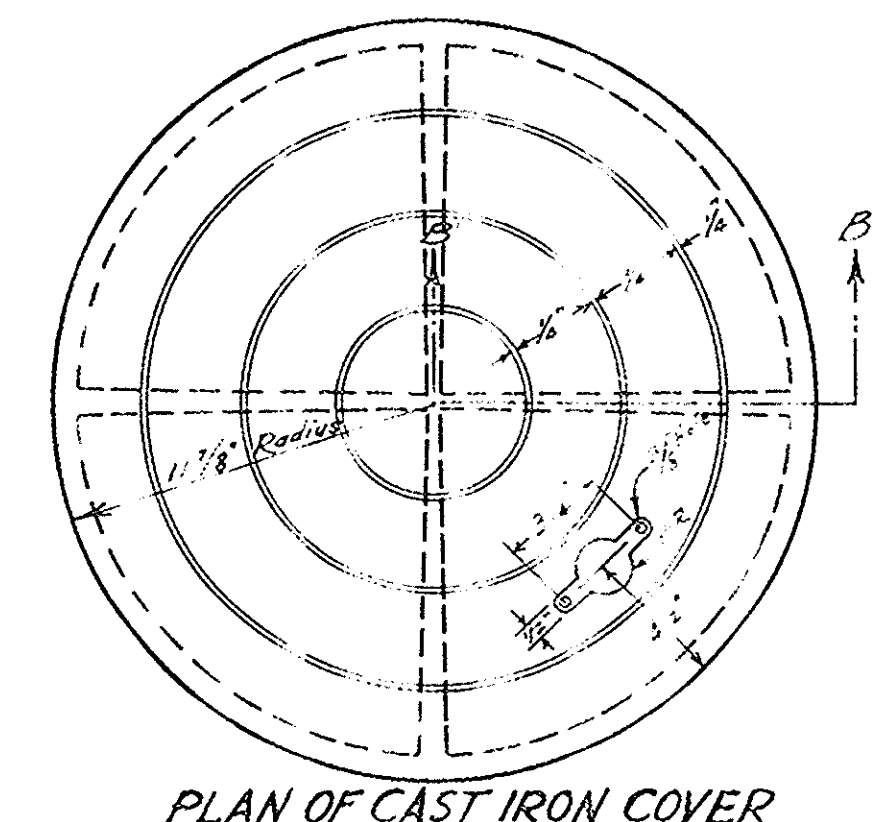
SECTION D-D

DETAIL OF MANHOLE CASTING AND COVER

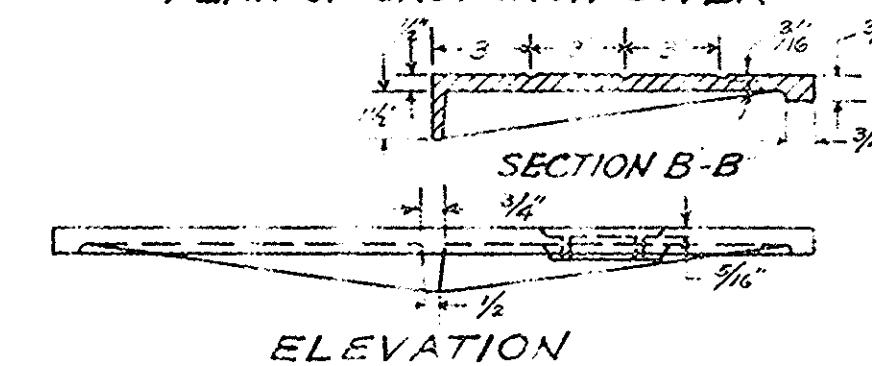
SCALE: 1" = 6"
APPROXIMATE WEIGHT { CASTING = 78 LB.
COVER = 63 LB.



ELEVATION

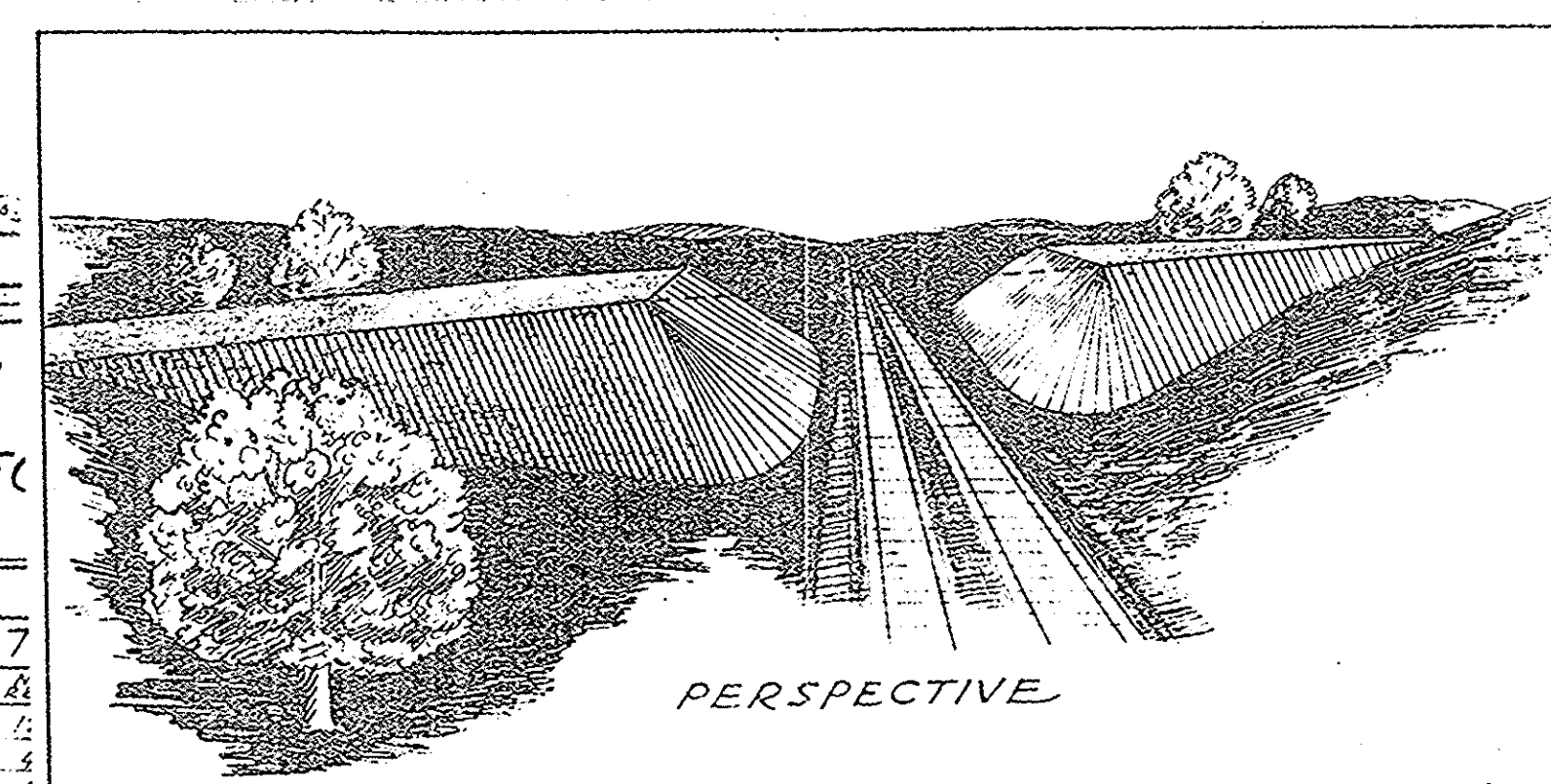


PLAN OF CAST IRON COVER

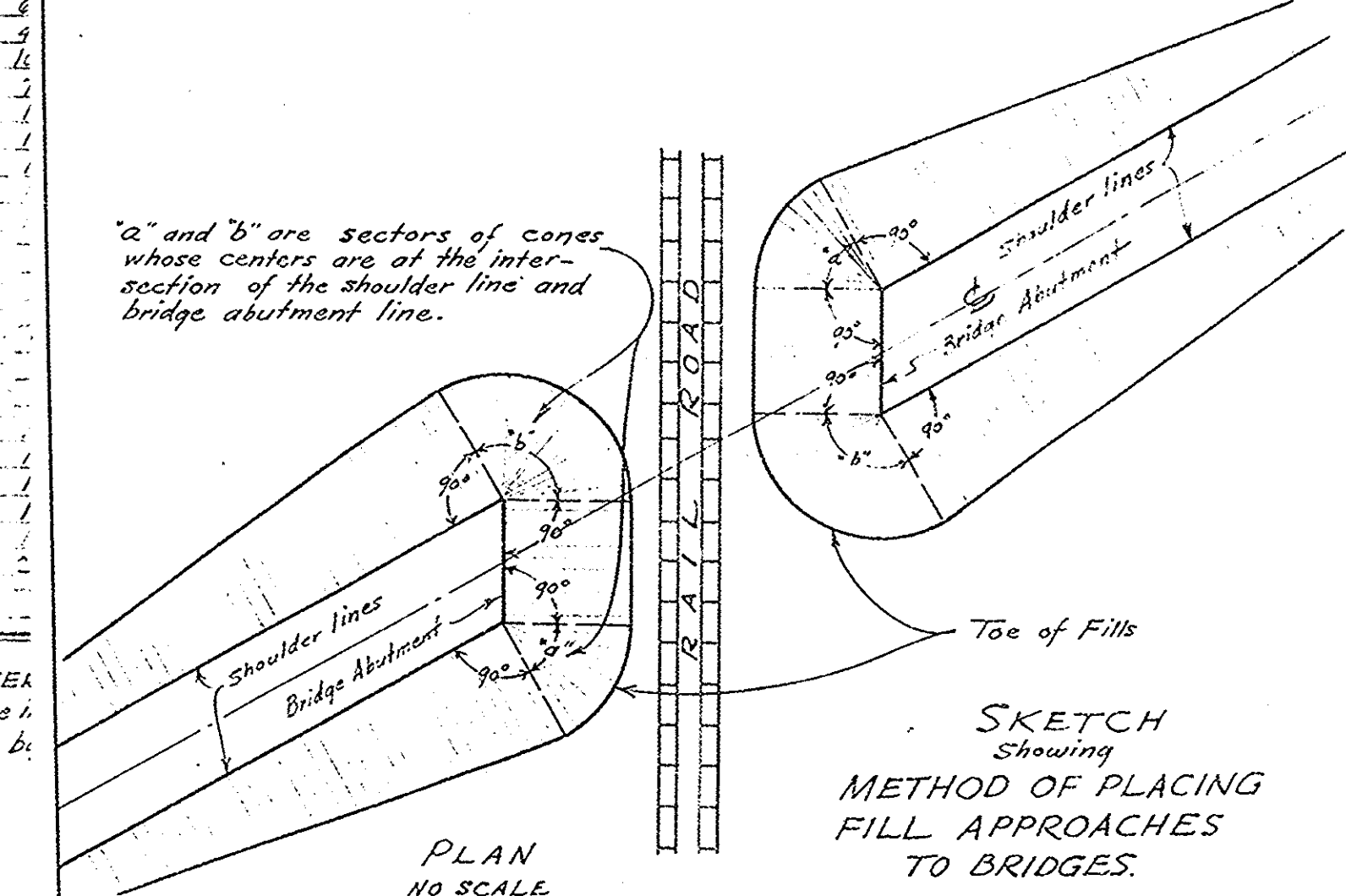


ELEVATION

DETAIL OF COVER LIFTER
1/4" round steel bar. Place in cover and bent as shown by dashed lines.



PERSPECTIVE



PLAN
NO SCALE

Approved

1-18-39
State Highway Engineer

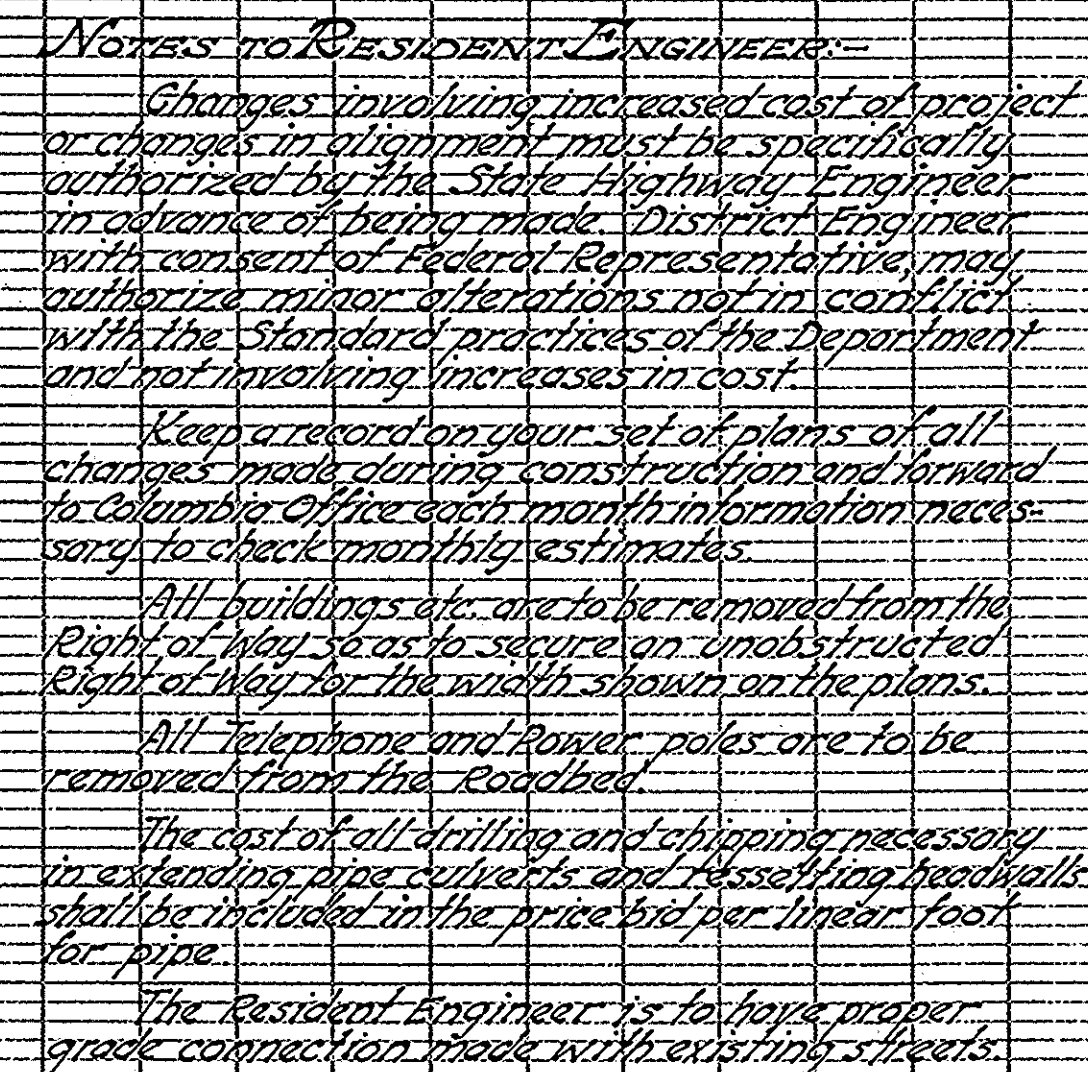
Drawn by T.J. Hendricks 6-22-39
Traced by Carl W. Metz 6-24-39
Checked by L.A. Hendricks 6-26-39

**DESIGN
BASIN
CASTING
& 6**

WAY DEPT.
S.C.

A-44

PROFILE		BY	DATE
NO.	SURVIVED		
NOTE BOOK	PLOTTED	<i>SPB</i>	
	GRADES CHECKED		
	B. M. S. NOTED		
	STRUCTURE NOTATIONS CHECKED		

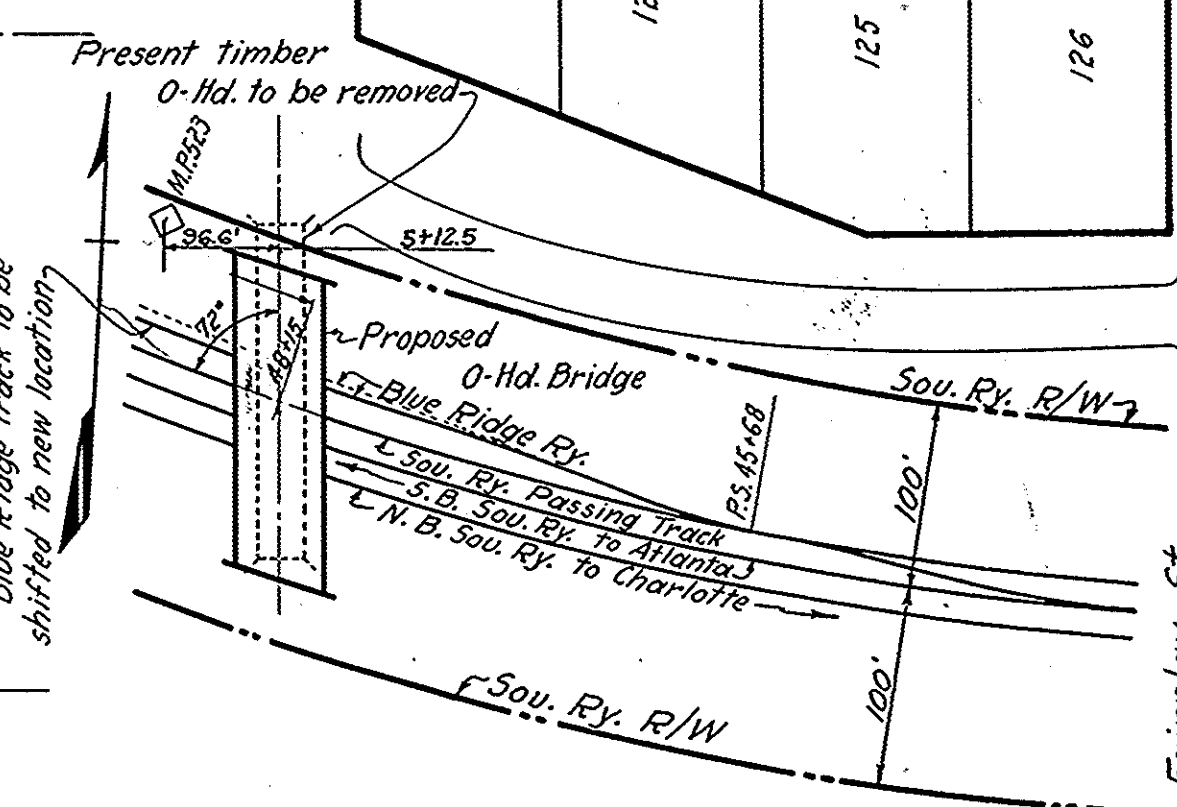


Fed. Road Dist. No.	State	County	Proj. No.	Route No.	Sheet No.	Total Sheets
14	S.C.	Oconee	R.A.M. 348-A(2)	181	5	14

S.C. DOCKET 37,223

N. 1st St.

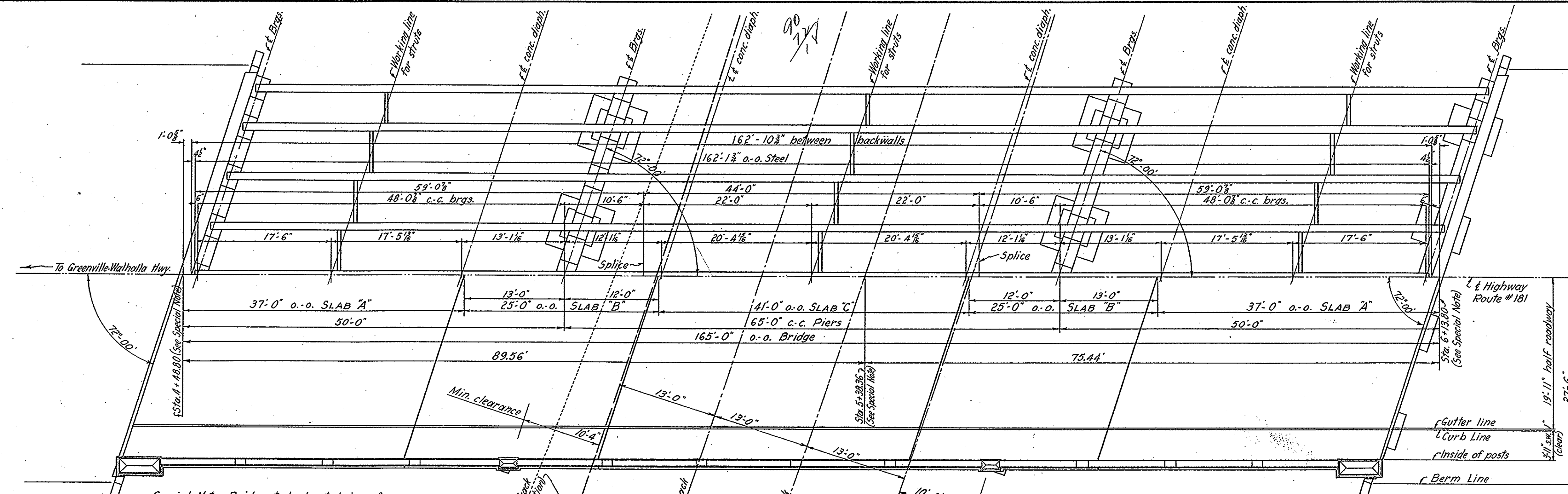
52	51	50	49
123	124	125	126



East Southern St.

LOCATION DIAGRAM
1" = 100'

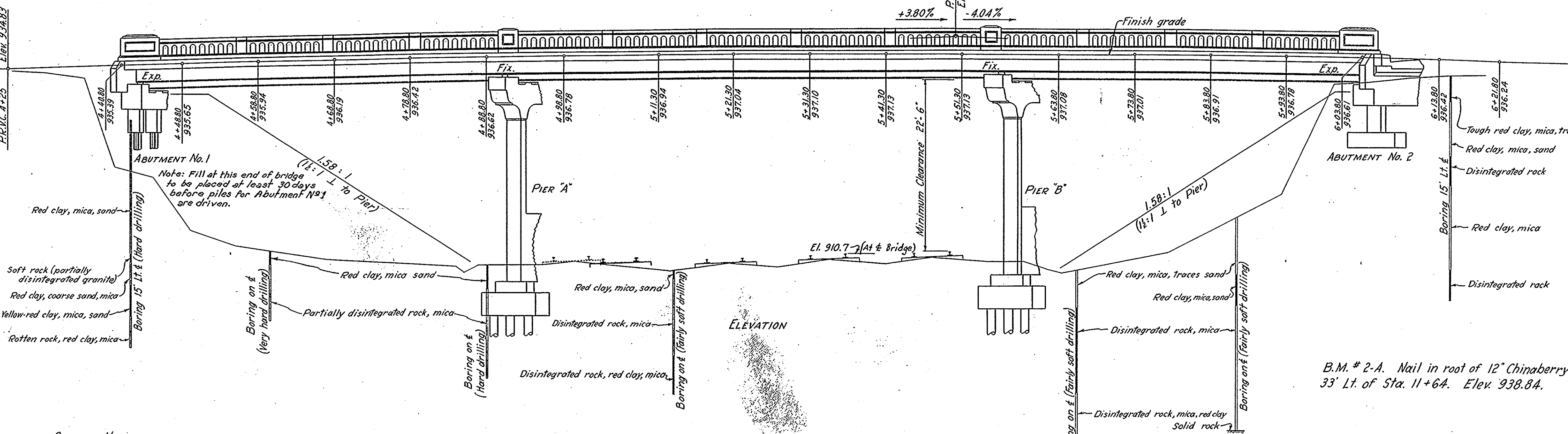
PREV. 6+75 Elev. 934.53



Special Note: Bridge to be located in reference to $\frac{1}{2}$ of South Bound Main Track as shown.

Note: Blue Ridge Ry. track will be shifted to new position by Railway forces after present timber bent is removed by Contractor.

PLAN



B.M. # 2-A. Nail in root of 12" Chinaberry
33' Lt. of Sta. 11+64. Elev. 938.84.

GENERAL NOTES:

Design data: Loading H 15. Design Specifications A.A.S.H.O. 1935.
Foundation: Footing pressures and pile loads are as shown on substructure plans. If foundation will not, in the opinion of the Engineer or a representative of the Railway Company, safely develop design values, the footings shall be redesigned. The right is reserved to omit the creosoted timber piles in Pier "A" or Pier "B" as indicated on Drawing No. 5284 if deemed advisable by the Engineer. The unit price per lin. ft. of creosoted timber piling mentioned in Paragraph 100 G of the Specifications shall be \$1.40. Steel piles in Abutment No. 1 to be driven after fill is in place.

During construction the minimum clearances permitted by the Railway Company are: Vertical 21'-0" above the top of the highest rail, Horizontal 7'-6" from $\frac{1}{2}$ of rail.
The Contractor shall arrange his equipment and materials so that they will not interfere with railway traffic at any time.
All work affecting the safety of railway traffic shall be approved

by the Railway Company.

The contractor shall notify the Chief Engineer, M.W. & S., Eastern Lines, Southern Railway Company, Charlotte, N.C., when excavation for footings of Pier "A" and "B" has been completed, so that a representative of the Railway Company may inspect the foundation before concrete is placed or before piles are driven.

The Contractor shall also notify the Railway Company when he is ready to remove the present timber bridge and when he is ready to erect the new steel beams over the tracks in order that railway traffic may be protected.

The order of doing work shall be subject to the approval of the Engineer.

Log of borings on this sheet is for the information of the Contractor, and is not guaranteed correct by the Southern Railway Company or the S. C. State Highway Department.

All reinforcing steel to be deformed bars except where wire is called for.

SUMMARY OF PAY ITEMS					
	Class A Conc. Reinf. Steel Cu. Yd.	Struct. Steel Lump Sum	Wet & Dry Exc. Cu. Yd.	Crea. Timber Piling @ Lin. Ft.	Steel Brg. Piling Lin. Ft.
Abutment No. 1	212.4	2417		85	360
Abutment No. 2	32.79	4185		125	
Pier "A"	63.88	10,564		85	480
Pier "B"	63.29	10,477		85	480
Superstructure	246.78	49,487	173,500		
Total	433.98	77,130	Lump Sum	380	960

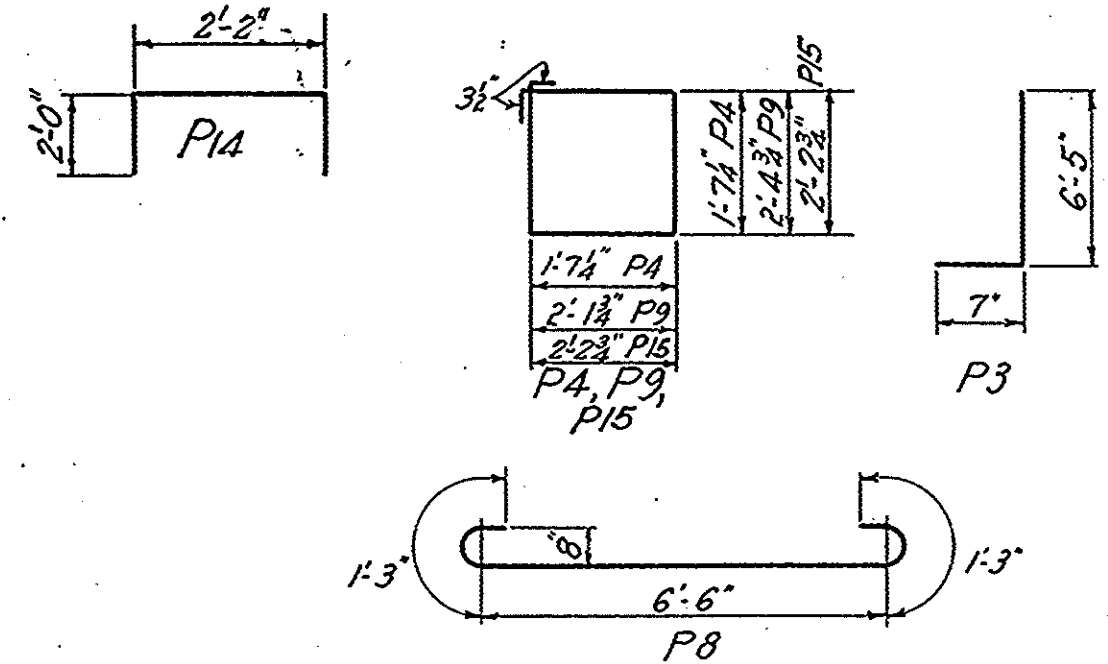
Estimated weight. All excavation for structure to be paid for as "Wet and Dry Excavation" regardless of the elevation of water. If creosoted timber piles are used the unit price per lin. ft. shall be \$1.40. If creosoted timber piles are omitted deduct concrete as shown on drawing 5284.

Approved by: _____, Bridge Engr. Date: _____
South Carolina State Highway Department

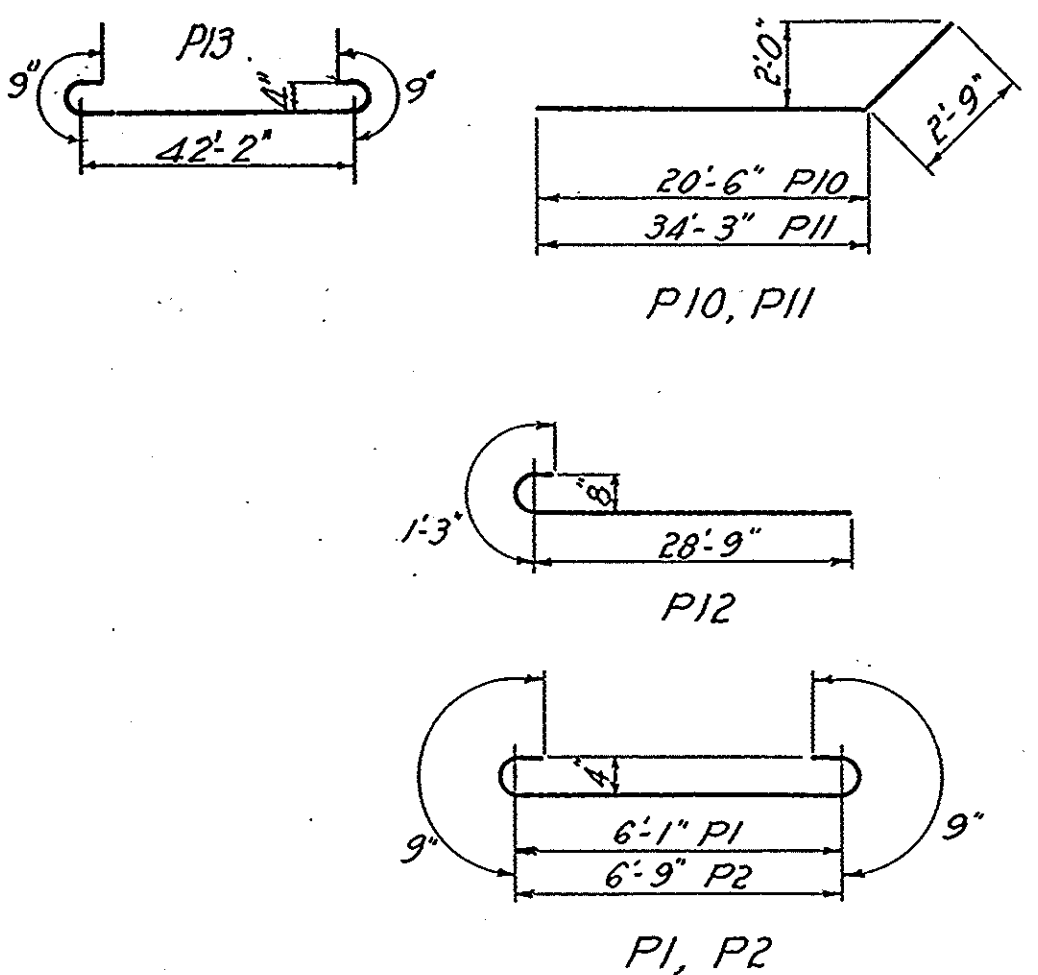
Southern Railway Company
Eastern Lines
General Plan for
Highway Overhead Bridge at
Oak St., Seneca, S.C. M.P. 522.97
Scale: $\frac{1}{8}$ " = 1'-0", unless noted. April 17, 1939
Drawing No. 5283
Office of Chief Engr. M.W. & S. Charlotte, N.C.

Revised by: J.C.M.
Checked by: F.S.H.

Fed. Road Dist. No.	State	County	Proj. No.	Route No.	Sheet No.	Total Sheets
14	S.C.	Oconee	342-A (2)	181	6	14
S.C. DOCKET 37.223						



Mark	Size	Pier A	Pier B	Total	Length	Remarks
P1	1/2"	60	60	120	7'-7"	Bent
P2	1/2"	52	52	104	8'-3"	"
P3	1/2"	32	32	64	7'-0"	"
P4	1/2"	92	88	180	7'-0"	"
P5A	1/2"	32		32	25'-6"	Straight
P5B	1/2"		32	32	24'-9"	"
P6	1/2"	14	14	28	42'-6"	"
P7	1/2"	72	72	144	8'-6"	"
P8	1/2"	16	16	32	9'-0"	Bent
P9	1/2"	62	62	124	9'-8"	"
P10	1/2"	6	6	12	23'-3"	"
P11	1/2"	6	6	12	37'-0"	"
P12	1/2"	12	12	24	30'-0"	"
P13	1/2"	4	4	8	43'-8"	Straight
P14	1/2"	8	8	16	6'-2"	Bent
P15	1/2"	4	4	8	9'-3"	Bent

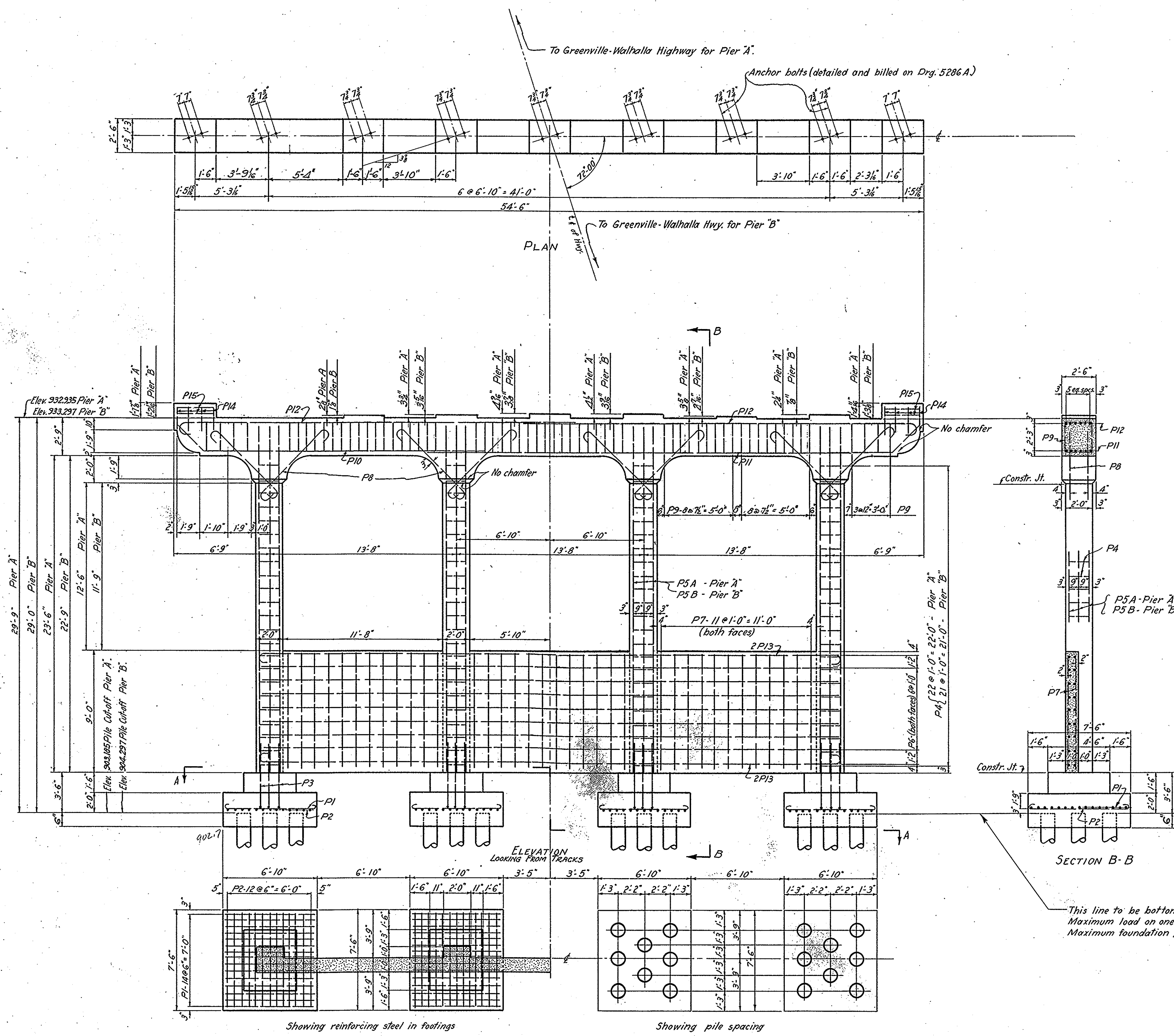


	CLASS "A" CONCRETE	REINFORCING STEEL	CROSSOTED TIMBER PILING	WET AND DRY EXCAVATION
PIER A	63.88 CY	10,564 LB	480 L.F.	85 C.Y.
PIER B	63.29 CY	10,477 LB	480 L.F.	85 C.Y.

If piles are omitted deduct 3.31 Cu.Yd. concrete from each pier.

Approved by: _____, Bridge Engr., Date: _____
South Carolina State Highway Department

Southern Railway Company
Eastern Lines
Detail of Reinforced Concrete Piers "A" & "B" for
Highway Overhead Bridge at
Oak St., Seneca, S.C. M.P. 522.97
Scale: 1/4" = 1'-0" unless noted. April 11, 1939
Drawing No. 5284
Office of Chief Engineer, M. W. & S. Charlotte, N.C.

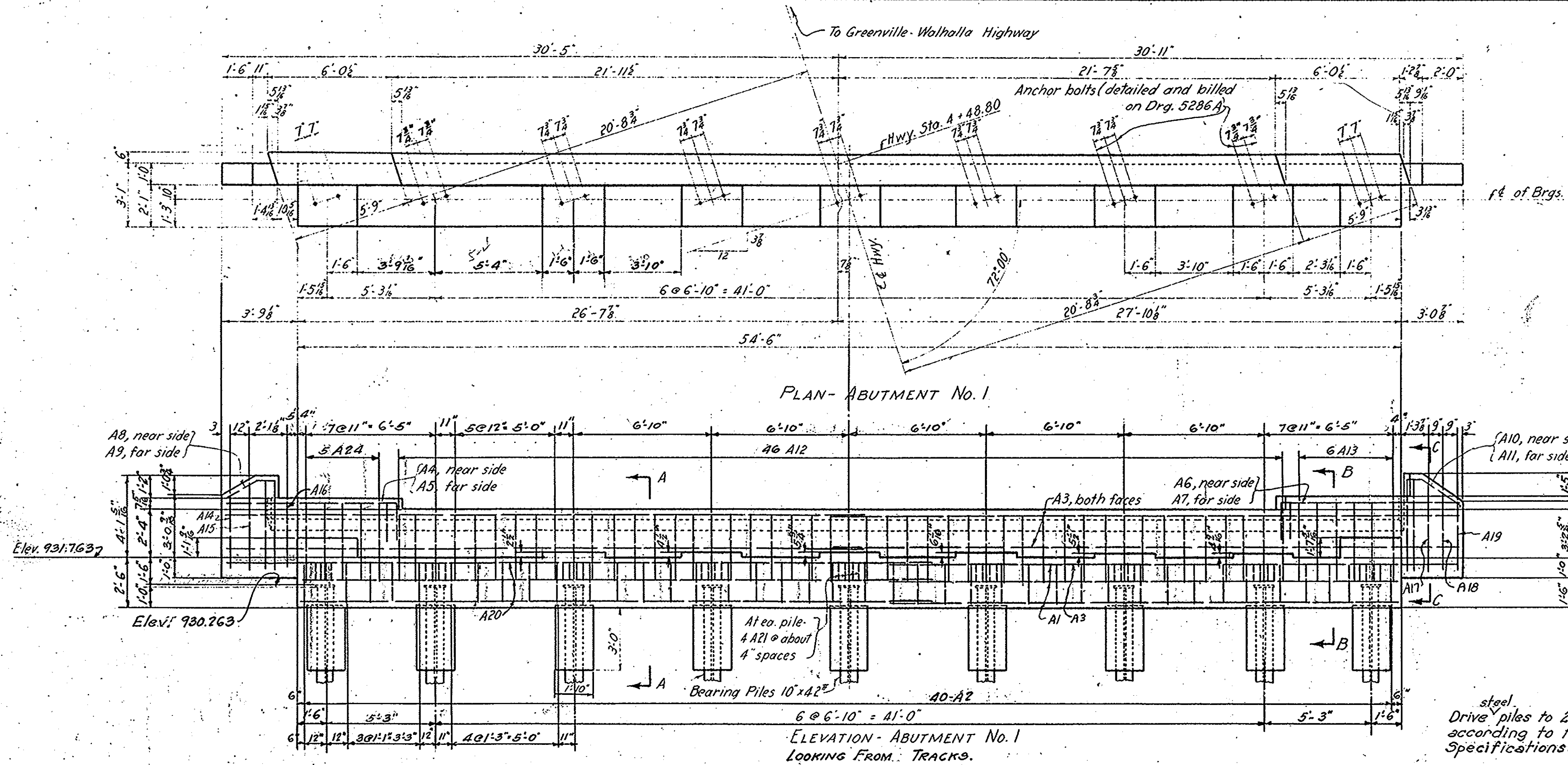
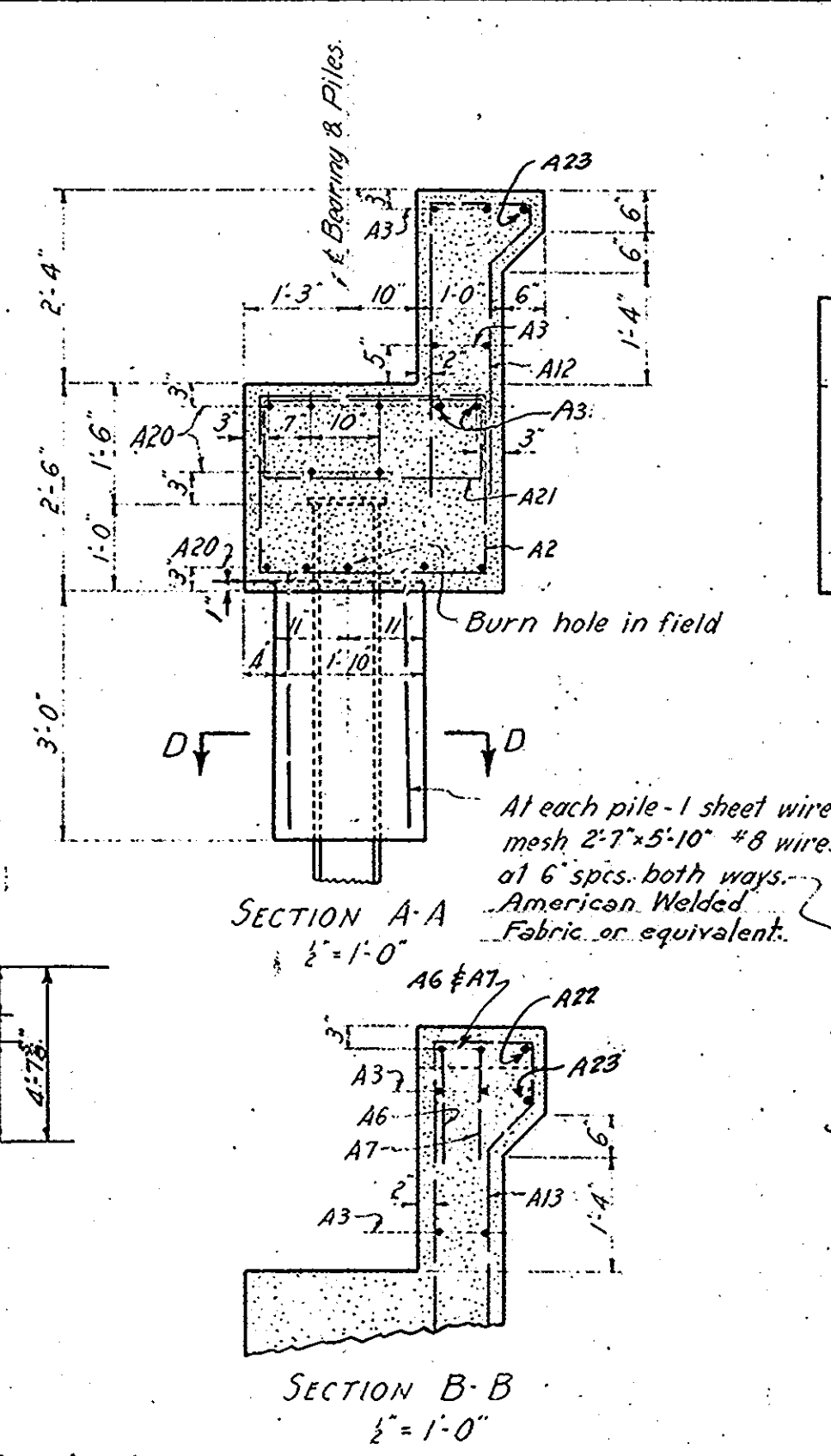


Notes:

For "General Notes" see Drawing No. 5283.

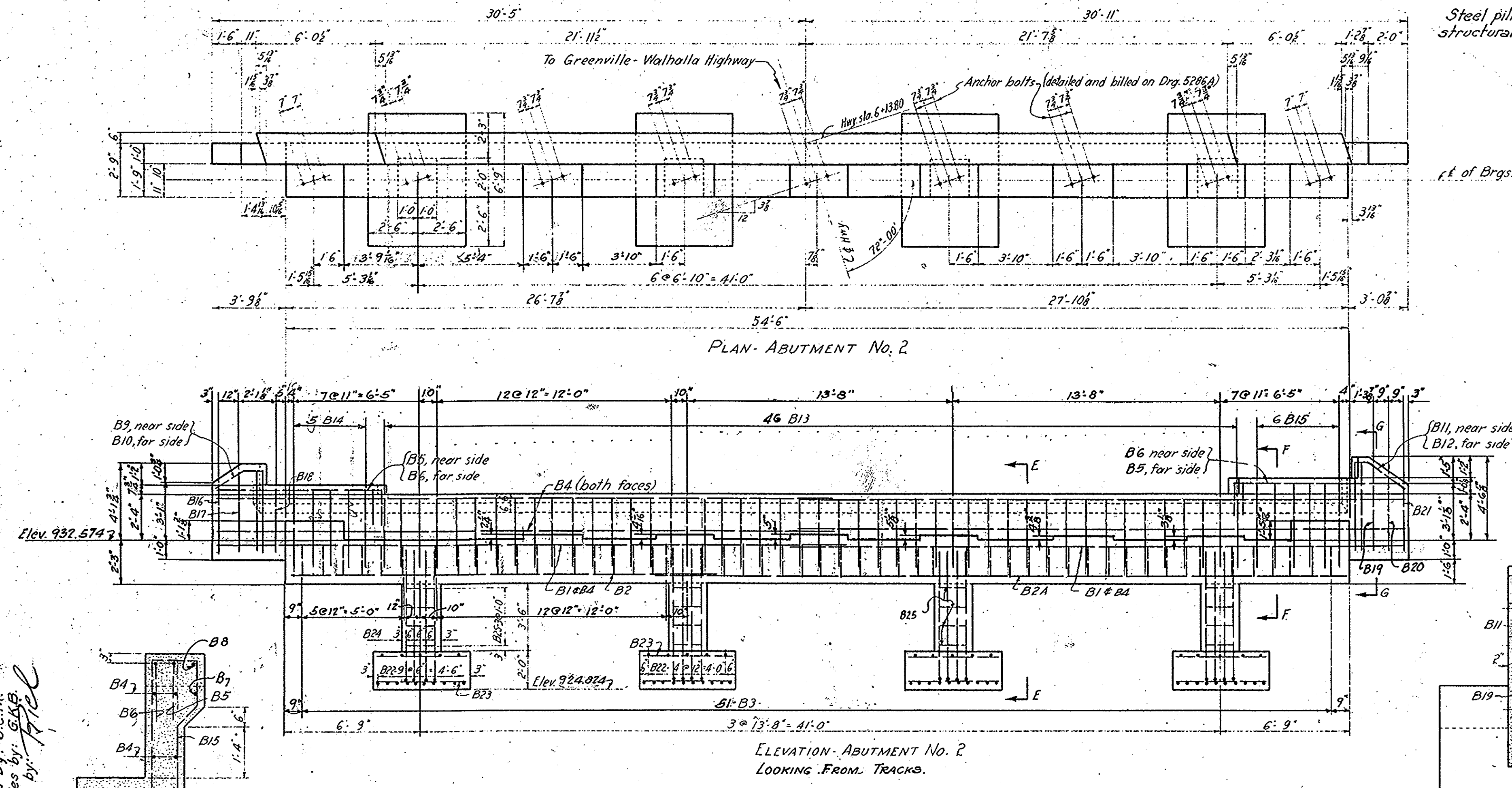
Revised by: P.S.M.
Checked by: J.C.M.
Quantities by: G.K.B.
Checked by: J.P.B.

Fed Road Dist. No.	State	County	Proj. No.	Route No.	Sheet No.	Total Sheets
14	S.C.	Oconee	349-A(2)	181	7	14

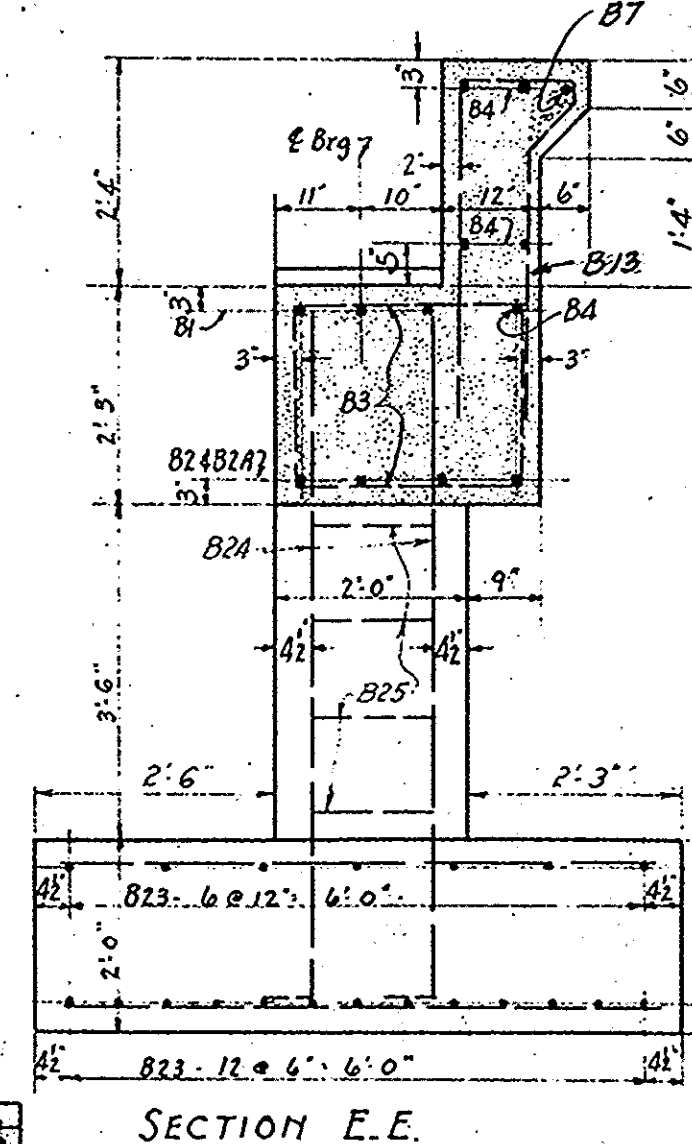


Mark	Size	No.	Length	Remarks
A1	1/2"	10	25'-3"	Straight
A2	1/2"	40	10'-2"	Bent
A3	1/2"	12	31'-3"	Straight
A4	1/2"	1	10'-7"	Bent
A5	1/2"	1	10'-4"	"
A6	1/2"	1	10'-3"	"
A7	1/2"	1	10'-5"	"
A8	1/2"	1	7'-4"	"
A9	1/2"	1	7'-2"	"
A10	1/2"	1	8'-1"	"
A11	1/2"	1	8'-3"	"
A12	1/2"	46	8'-4"	"
A13	1/2"	6	11'-0"	"
A14	1/2"	1	8'-1"	"
A15	1/2"	1	9'-5"	"
A16	1/2"	1	8'-5"	"
A17	1/2"	1	10'-0"	"
A18	1/2"	1	9'-2"	"
A19	1/2"	1	8'-6"	"
A20	1/2"	10	31'-3"	Straight
A21	1/2"	36	8'-2"	Bent
A22	1/2"	12	5'-7"	Straight
A23	1/2"	2	28'-8"	"
A24	1/2"	5	10'-7"	"
WIRE MESH #8 WIRE 9 See details				

Notes: All exposed edges of concrete to be chamfered 3/4".
For general notes see Drawing No. 5283.



Steel piling shall comply with the specifications for structural steel with the addition of 0.2% copper.



Mark	Size	No.	Length	Remarks
B1	1"	6	29'-3"	Straight
B2	1"	4	22'-4"	"
B2A	1"	4	36'-0"	"
B3	1/2"	51	9'-0"	Bent
B4	1/2"	10	31'-6"	Straight
B5	1/2"	2	10'-6"	Bent
B6	1/2"	2	10'-3"	"
B7	1/2"	2	28'-8"	"
B8	1/2"	1	5'-7"	"
B9	1/2"	1	7'-4"	"
B10	1/2"	1	7'-2"	"
B11	1/2"	1	7'-4"	"
B12	1/2"	1	8'-0"	"
B13	1/2"	46	8'-4"	"
B14	1/2"	5	10'-3"	"
B15	1/2"	6	10'-11"	"
B16	1/2"	1	8'-2"	"
B17	1/2"	1	9'-8"	"
B18	1/2"	1	8'-5"	"
B19	1/2"	1	10'-2"	"
B20	1/2"	1	9'-4"	"
B21	1/2"	1	8'-2"	"
B22	1/2"	60	6'-3"	Straight
B23	1/2"	80	4'-6"	"
B24	1"	32	7'-6"	Bent
B25	1/2"	16	6'-6"	"

Mark	Size	No.	Length	Remarks
B26	1/2"	1	11'-0"	"
B27	1/2"	1	11'-0"	"
B28	1/2"	1	11'-0"	"
B29	1/2"	1	11'-0"	"
B30	1/2"	1	11'-0"	"
B31	1/2"	1	11'-0"	"
B32	1/2"	1	11'-0"	"
B33	1/2"	1	11'-0"	"
B34	1/2"	1	11'-0"	"
B35	1/2"	1	11'-0"	"
B36	1/2"	1	11'-0"	"
B37	1/2"	1	11'-0"	"
B38	1/2"	1	11'-0"	"
B39	1/2"	1	11'-0"	"
B40	1/2"	1	11'-0"	"
B41	1/2"	1	11'-0"	"
B42	1/2"	1	11'-0"	"
B43	1/2"	1	11'-0"	"
B44	1/2"	1	11'-0"	"
B45	1/2"	1	11'-0"	"
B46	1/2"	1	11'-0"	"
B47	1/2"	1	11'-0"	"
B48	1/2"	1	11'-0"	"
B49	1/2"	1	11'-0"	"
B50	1/2"	1	11'-0"	"
B51	1/2"	1	11'-0"	"
B52	1/2"	1	11'-0"	"
B53	1/2"	1	11'-0"	"
B54	1/2"	1	11'-0"	"
B55	1/2"	1	11'-0"	"
B56	1/2"	1	11'-0"	"
B57	1/2"	1	11'-0"	"
B58	1/2"	1	11'-0"	"
B59	1/2"	1	11'-0"	"
B60	1/2"	1	11'-0"	"
B61	1/2"	1	11'-0"	"
B62	1/2"	1	11'-0"	"
B63	1/2"	1	11'-0"	"
B64	1/2"	1	11'-0"	"
B65	1/2"	1	11'-0"	"
B66	1/2"	1	11'-0"	"
B67	1/2"	1	11'-0"	"
B68	1/2"	1	11'-0"	"
B69	1/2"	1	11'-0"	"
B70	1/2"	1	11'-0"	"
B71	1/2"	1	11'-0"	"
B72	1/2"	1	11'-0"	"
B73	1/2"	1	11'-0"	"
B74	1/2"	1	11'-0"	"
B75	1/2"	1	11'-0"	"
B76	1/2"	1	11'-0"	"
B77	1/2"	1	11'-0"	"
B78	1/2"	1	11'-0"	"
B79	1/2"	1	11'-0"	"
B80	1/2"	1	11'-0"	"
B81	1/2"	1	11'-0"	"
B82	1/2"	1	11'-0"	"
B83	1/2"	1	11'-0"	"
B84	1/2"	1	11'-0"	"
B85	1/2"	1	11'-0"	"
B86	1/2"	1	11'-0"	"
B87	1/2"	1	11'-0"	"
B88	1/2"	1	11'-0"	"
B89	1/2"	1	11'-0"	"
B90	1/2"	1	11'-0"	"
B91	1/2"	1	11'-0"	"
B92	1/2"	1	11'-0"	"
B93	1/2"	1	11'-0"	"
B94	1/2"	1	11'-0"	"
B95	1/2"	1	11'-0"	"
B96	1/2"	1	11'-0"	"
B97	1/2"	1	11'-0"	"
B98	1/2"	1	11'-0"	"
B99	1/2"	1	11'-0"	"
B100	1/2"	1	11'-0"	"

Approved by: _____, Bridge Engrs Date: _____
South Carolina State Highway Department

Southern Railway Company
Eastern Lines
Detail of Reinforced Concrete Abutments No. 1 & No. 2 for
Highway Overhead Bridge at
Oak St., Seneca, S.C. M.P. 522.97
Scale: 1/4" = 1'-0" unless noted. April 13, 1939
Drawing No. 5285
Office of Chief Engr. M.W.B.S. Charlotte, N.C.

Revised by: P.S.M. 10-18-37.
Checked by: J.C.M.
Quantities by: G.B.B.
Checked by: P.H.C.

Maximum foundation pressure = 2 Tons per sq. ft.

Fed. Road Dist. No.	State	County	Proj. No.	Route No.	Sheet No.	Total Sheets
14	S.C.	Oconee	RA&M 348-A(2)	181	8	14

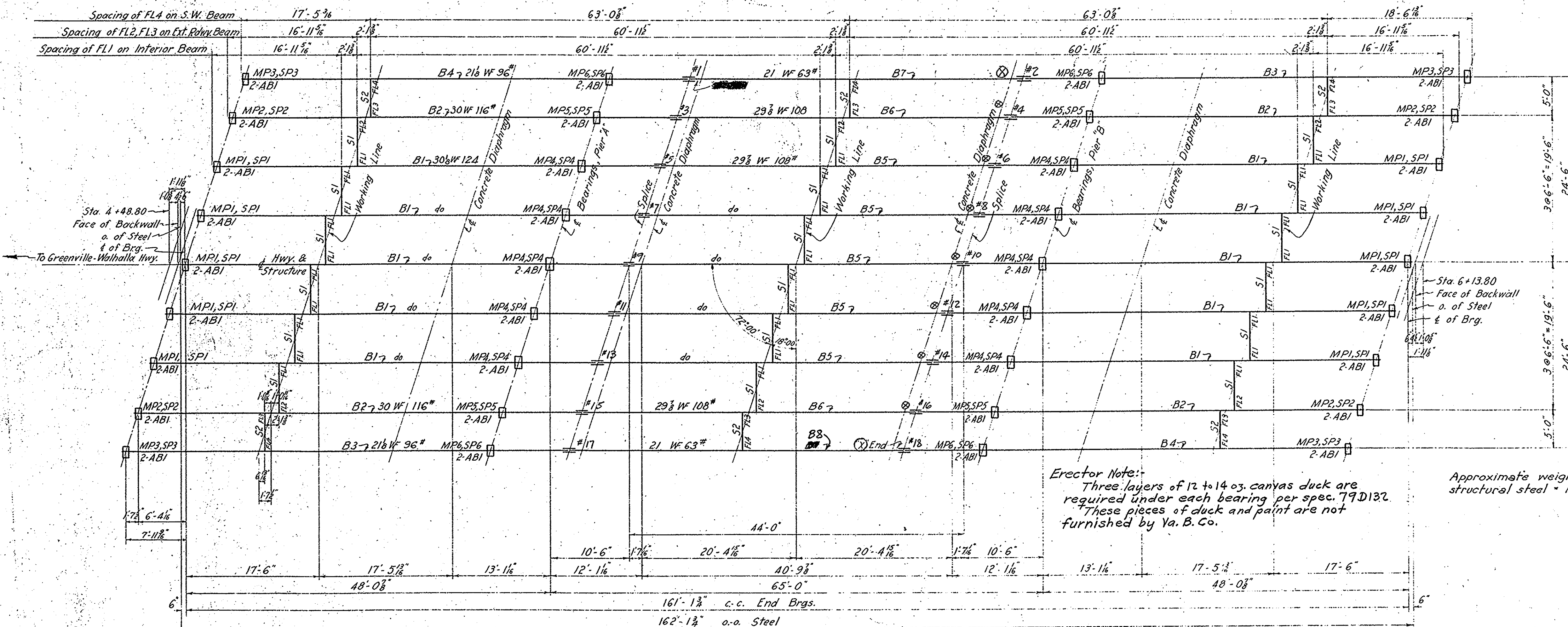
S.C. DOCKET 37.223

Mark	Reqd.	Description	Remarks
B1	10	WF 30 1/2 x 124 x 59'-0"	Mill one end
B2	4	" 30 x 116 "	" " "
B3	2	" 21 1/2 x 96 "	" " "
B4	2	" 21 1/2 x 96 "	" " "
B5	5	" 29 1/2 x 108 x 44'-0"	Mill two ends
B6	2	" 29 1/2 x 108 "	" " "
B7	1	" 21 x 63 "	" " "
B8	1	" " " " " "	" " "
SI	18	L 8 x 4 1/2 x 6'-2 1/2"	Plain
SP	6	L 8 x 4 1/2 x 4'-0 1/2"	"
MPI	10	R 6 x 1 1/2 x 1'-7 1/2"	
MP2	4	R 6 x 1 1/2 x 1'-7 1/2"	
MP3	4	R 6 x 1 1/2 x 1'-6"	
MP4	10	R 8 x 1 1/2 x 1'-7 1/2"	
MP5	4	R 8 x 1 1/2 x 1'-7 1/2"	
MP6	4	R 8 x 1 1/2 x 1'-6"	
SPI	10	R 6 x 1 1/2 x 1'-7 1/2"	
SP2	4	R 6 x 1 1/2 x 1'-7 1/2"	
SP3	4	R 6 x 1 1/2 x 1'-6"	
SP4	10	R 8 x 1 1/2 x 1'-7 1/2"	
SP5	4	R 8 x 1 1/2 x 1'-7 1/2"	
SP6	4	R 8 x 1 1/2 x 1'-6"	
ABI	4	See Red Sheet #1	
FL1	30	R 1 x 1/2 x 6'-5"	
FL2	6	R " " 3'-5"	
FL3	6	R " " 3'-3"	
FL4	6	R " " 3'-3"	
WI	72	Washers 3/4 x 3/4 + 1/4 x 1/4 Hole	

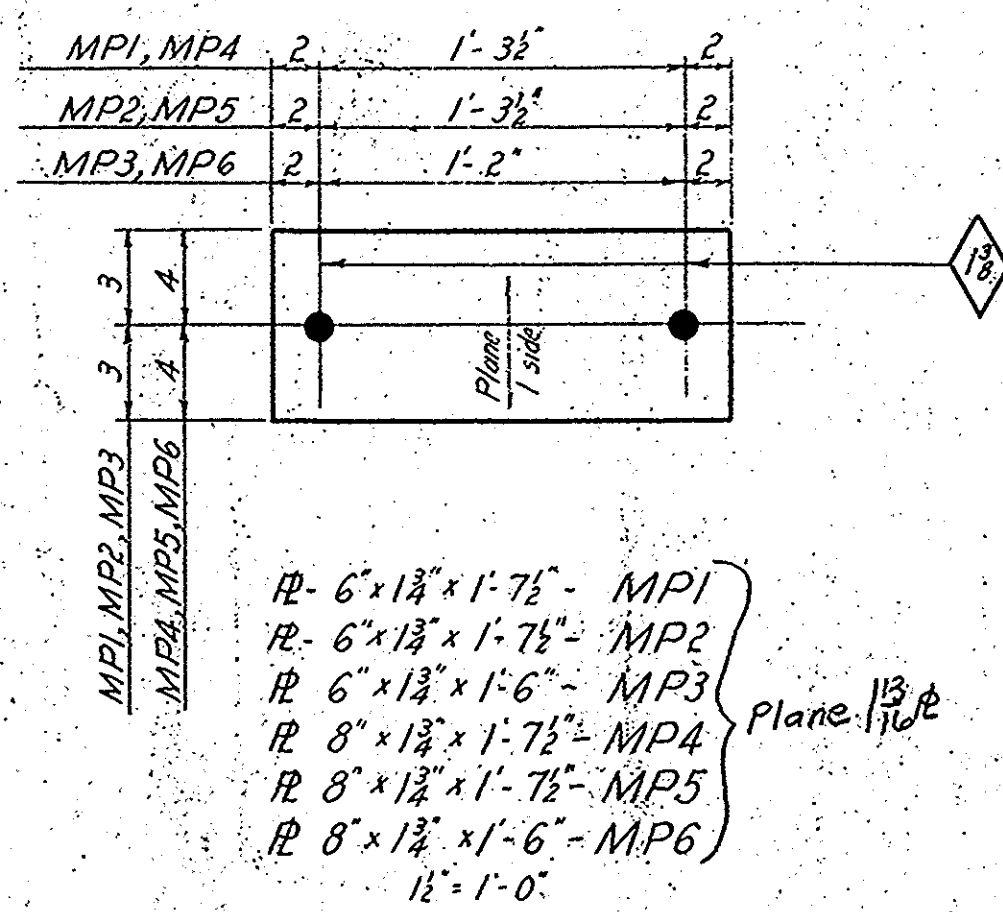
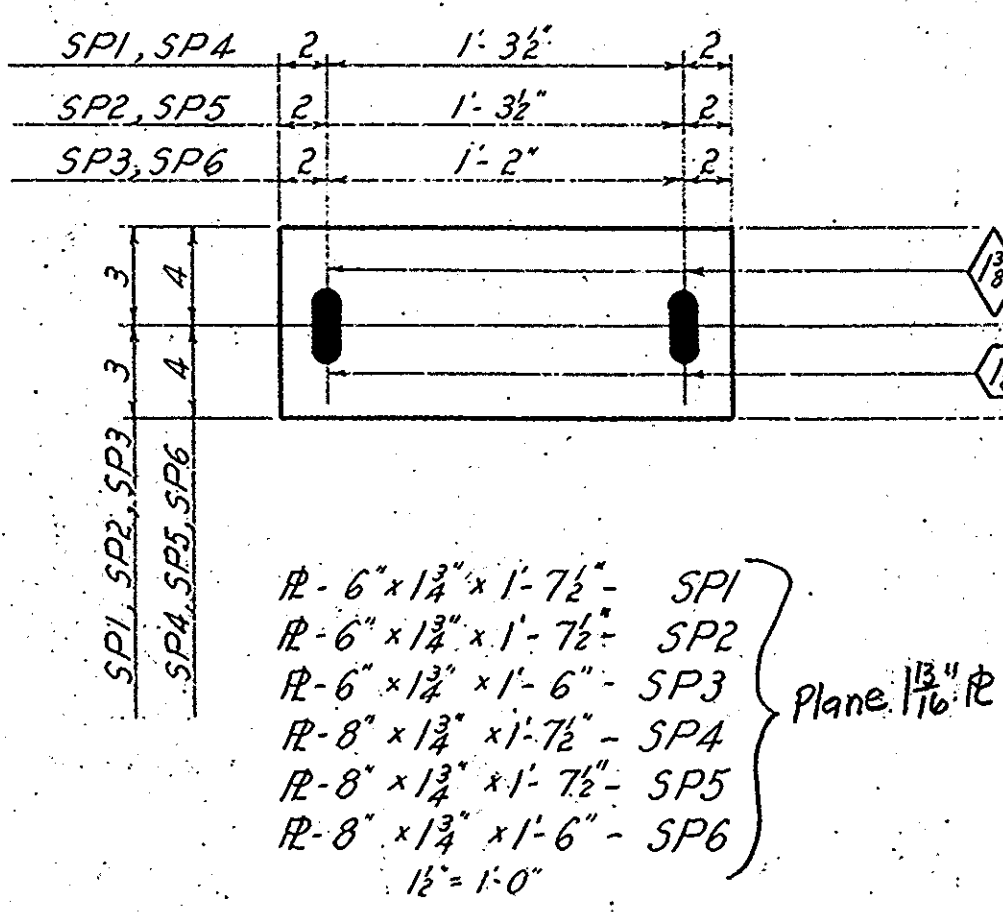
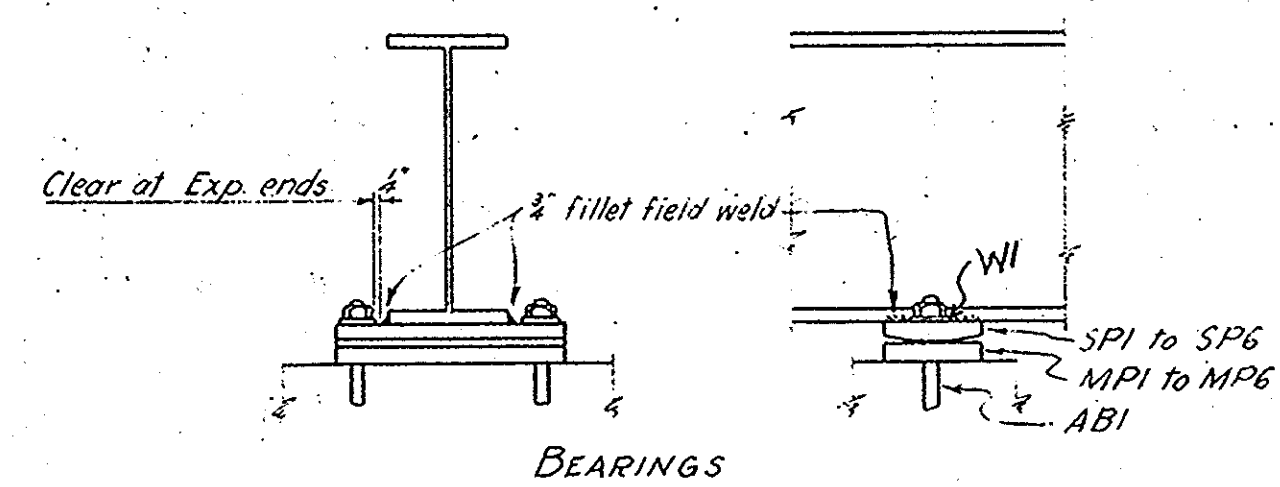
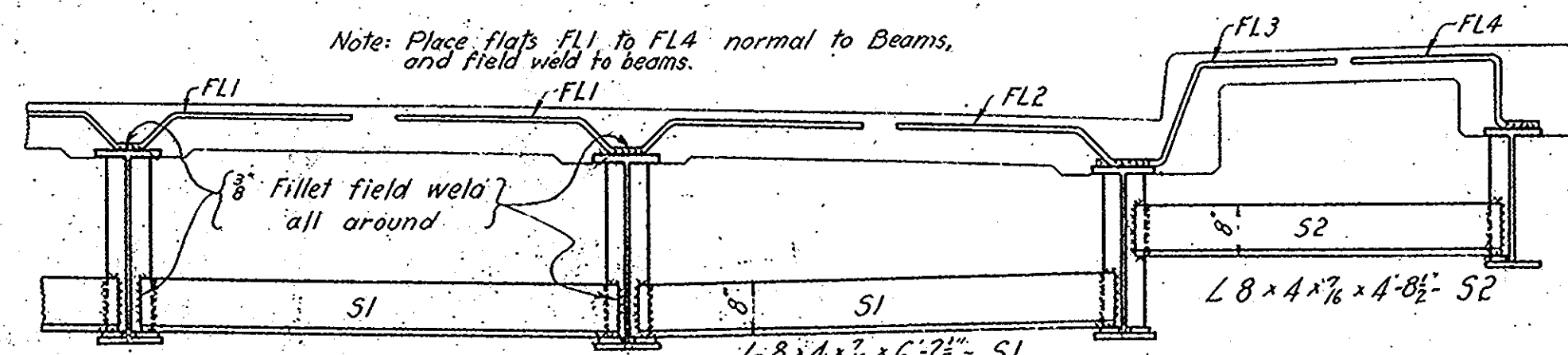
See Dwg. 5286 B for detail material to be shipped with these pieces.

Approximate weight of structural steel = 170,500 Lb.

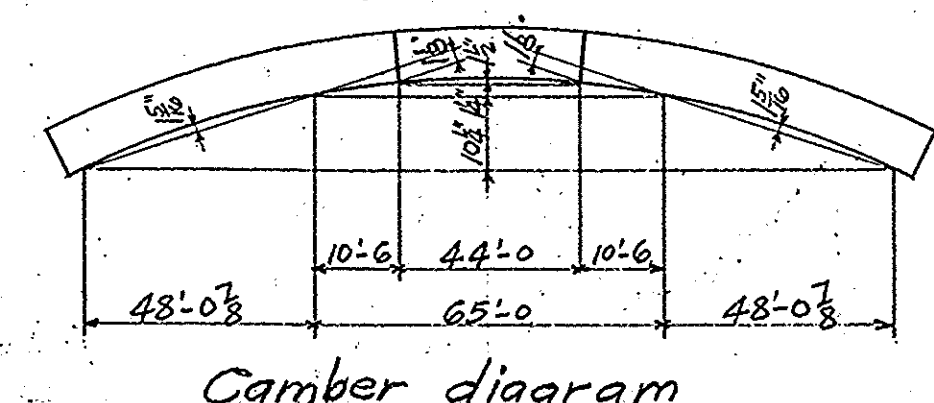
Erector Note:
Three layers of 12 to 14 oz. canvas duck are required under each bearing per spec. 79D132. These pieces of duck and paint are not furnished by Ya. B. Co.



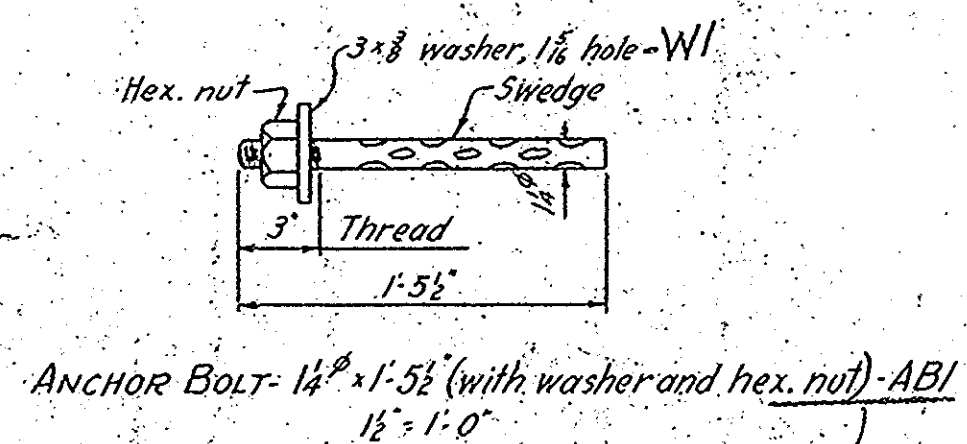
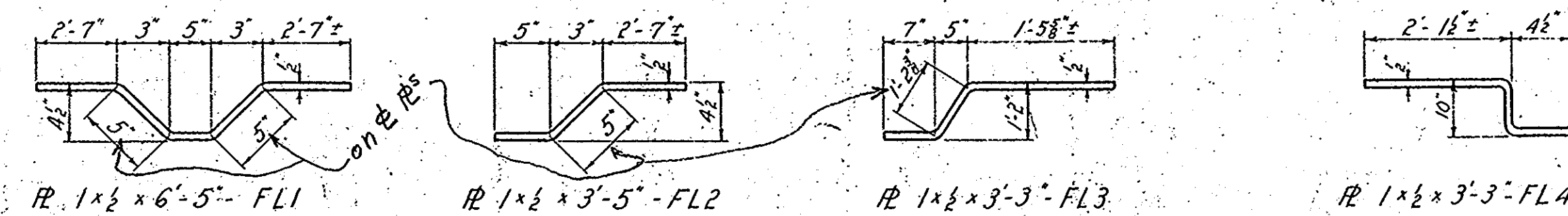
ERECTION PLAN
1/2" = 1'-0"



TYPICAL SECTION
1/2" = 1'-0"



Camber diagram



Detailed on Red Sheet #1

Notes:
This sheet to be worked with Drawing No. 5286 B.
For General Notes see Drawing No. 5283.
Design Specifications: A.A.S.H.O. 1935, for H-15 Loading.
Open Holes: 1/8" unless noted.
Rivets: 3/8".
Reaming: All 1/8" holes to be subpunched 1/8" and reamed to size with pieces assembled and matchmarked.
Drilling: 1/8" holes to be drilled.
Paint: Steel to be shipped to the site unpainted. Steel to be painted according to the specifications except shop coat is to be applied in the field. All red lead paint shall include the quantity of drier specified in paragraph 80D1 of the Specifications.
Shop Inspection by S.C. St. Hwy. Dept.

Virginia Bridge Co.
CONTRACT V2719
Fab. at Roanoke Plant
Mat'l. on S. B. No. 1
DWG. No. 1 of 2

Approved by: _____, Bridge Engr. Date: 1/12/40
South Carolina State Highway Department

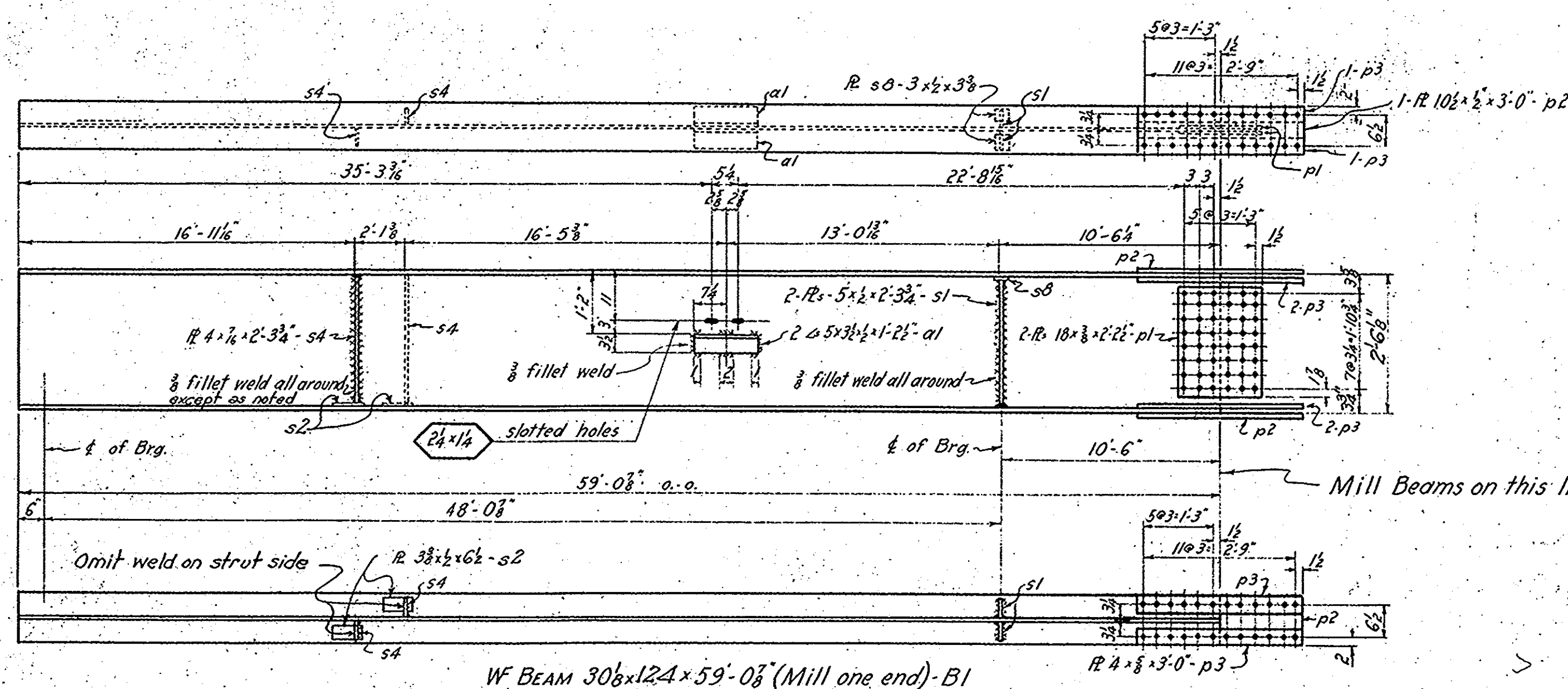
Southern Railway Company
Eastern Lines
Detail of Structural Steel Superstructure for
Highway Overhead Bridge at
Oak St., Seneca, S.C. M. P. 522.97
Scale: As noted. March 28, 1939.
Drawing No. 5286 A
Office of Chief Engr. M.W. & S. Charlotte, N.C.

Rev. 1/17/40

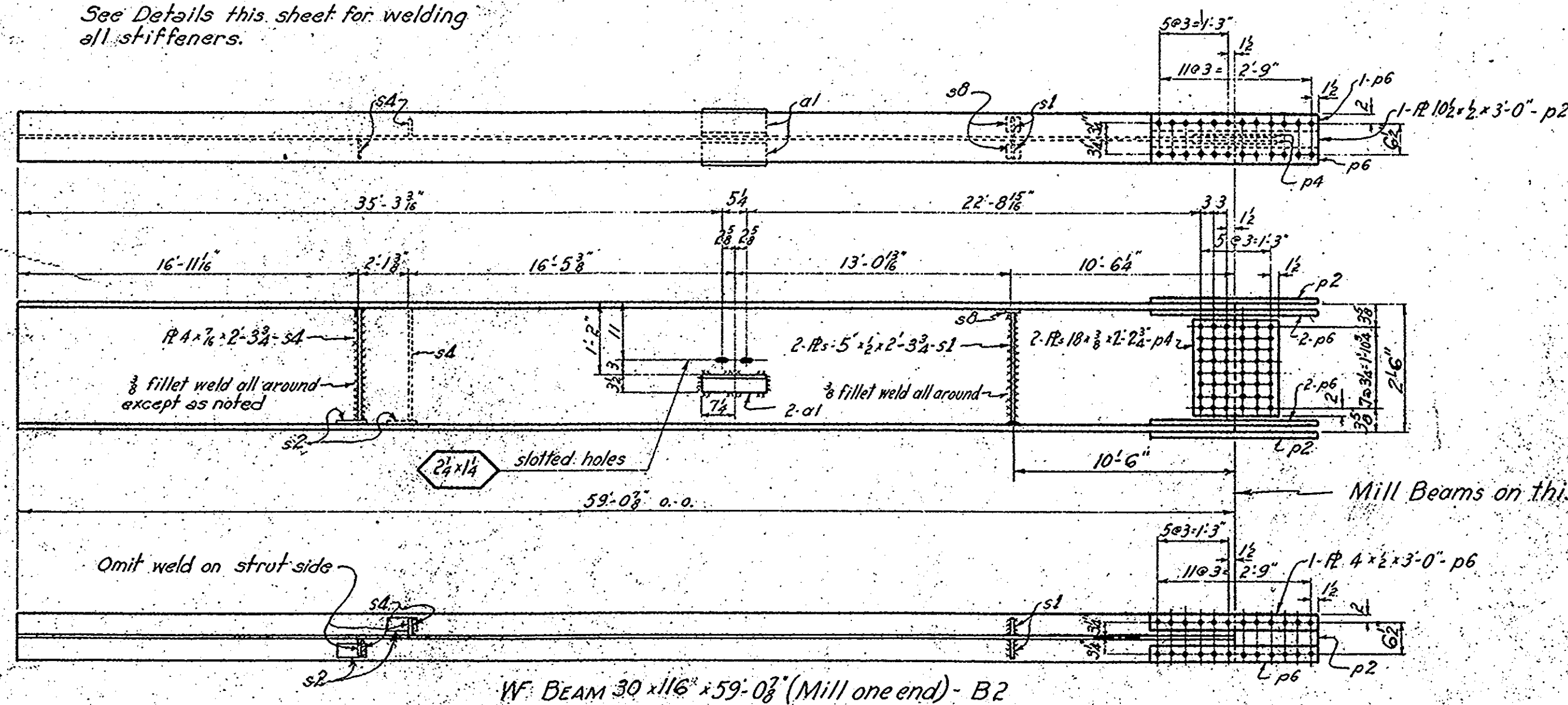
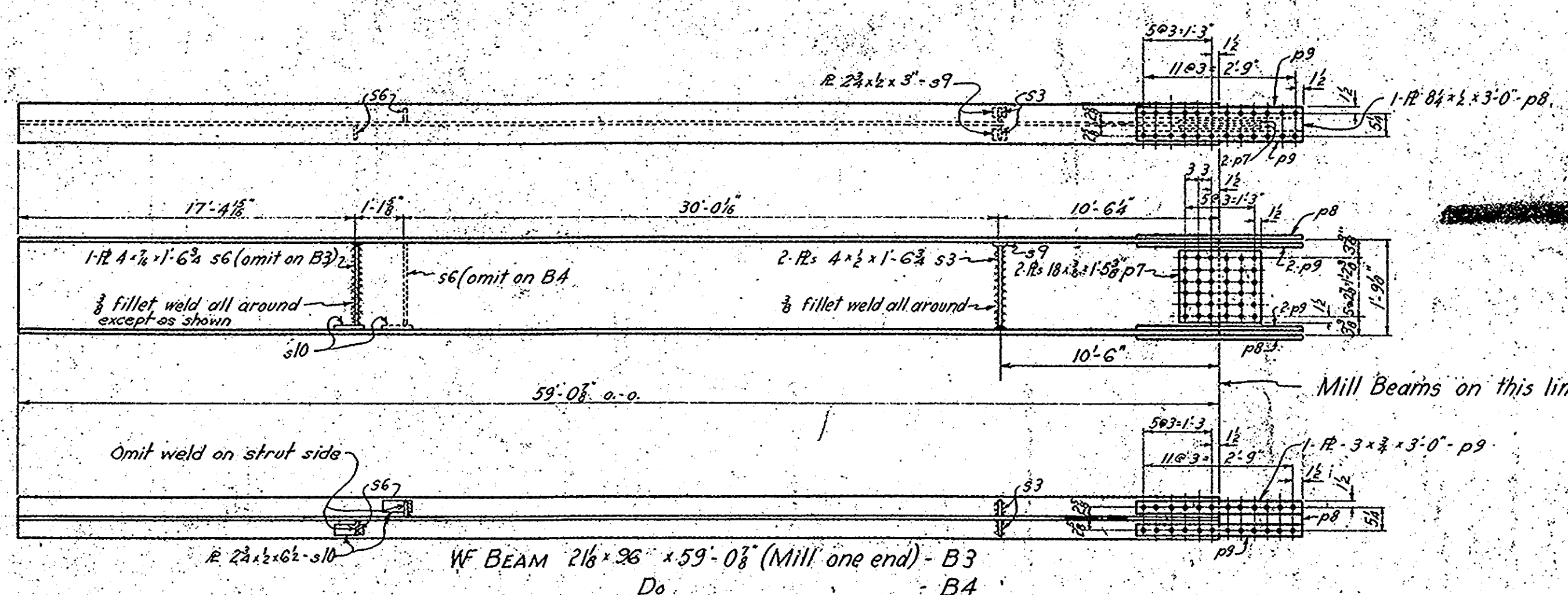
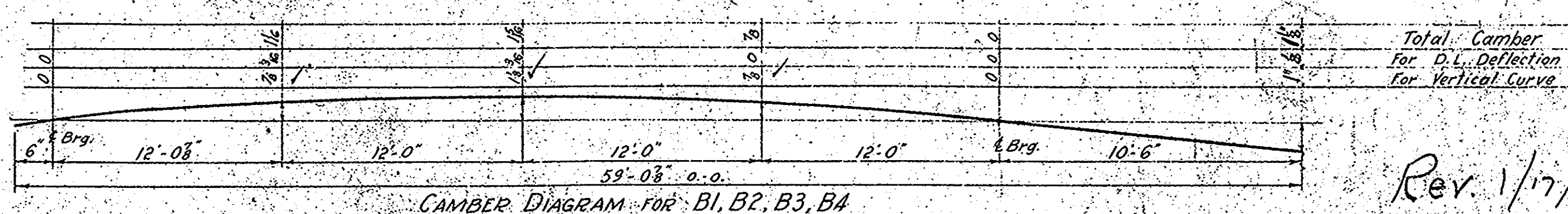
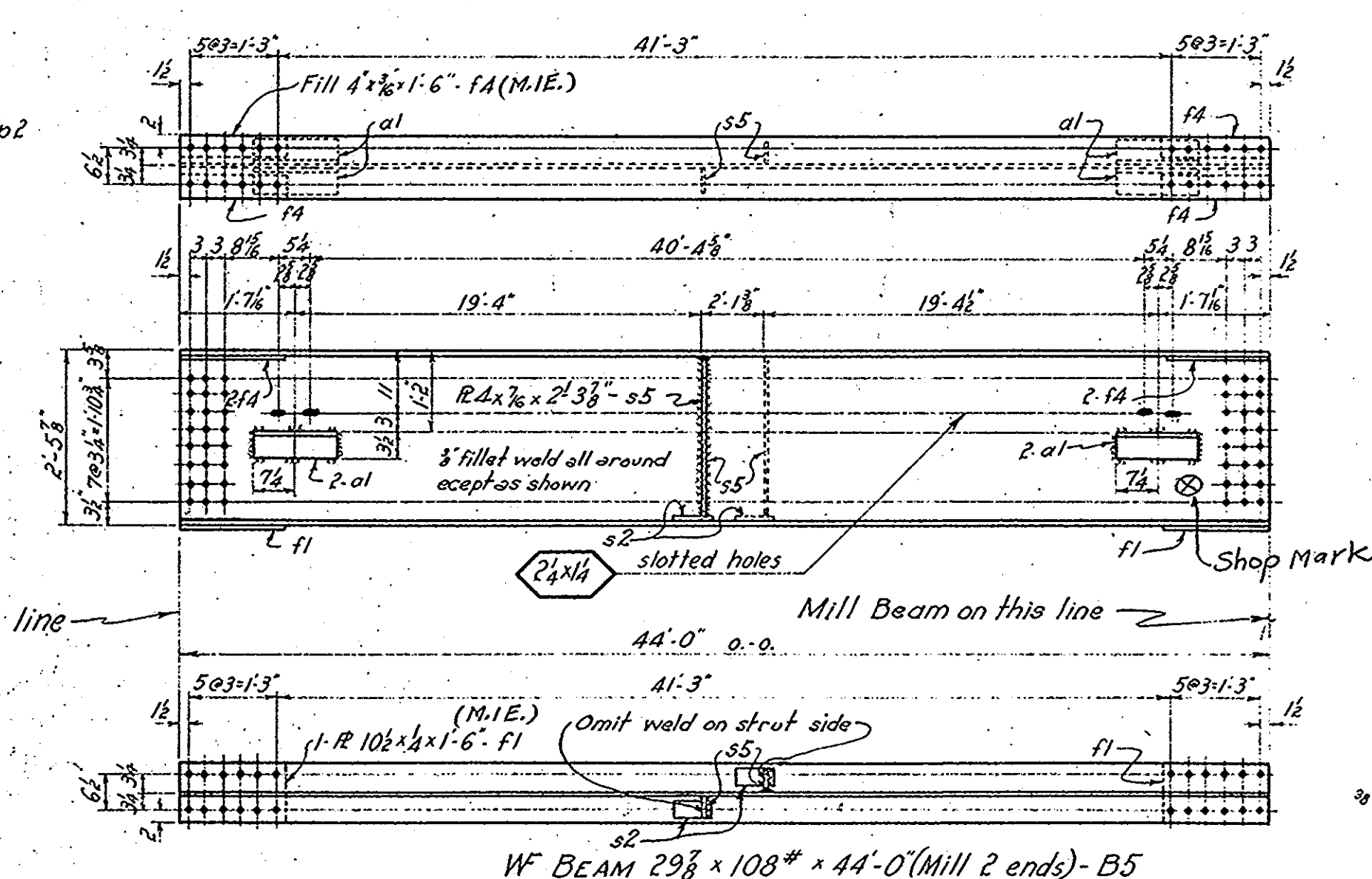
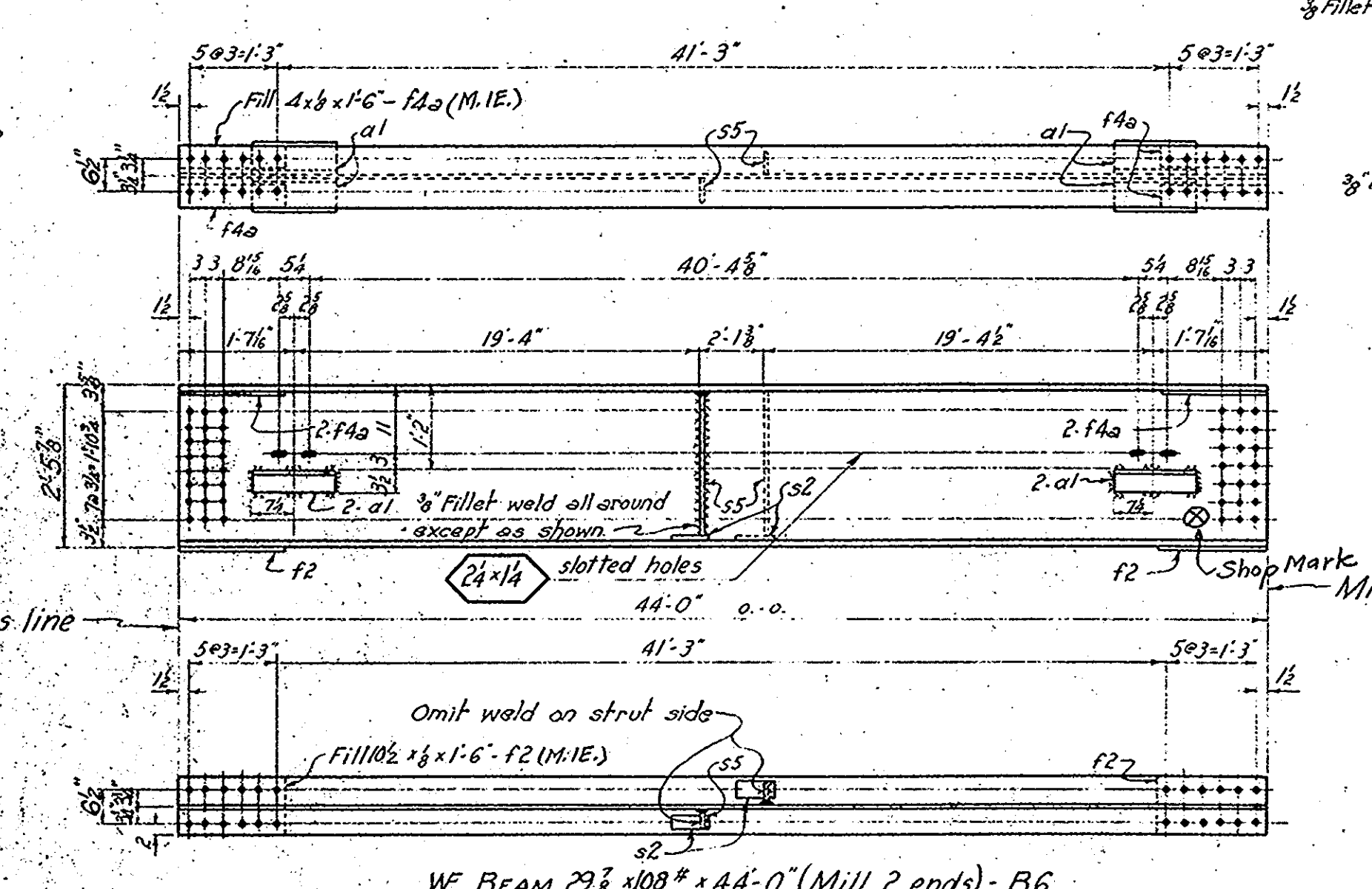
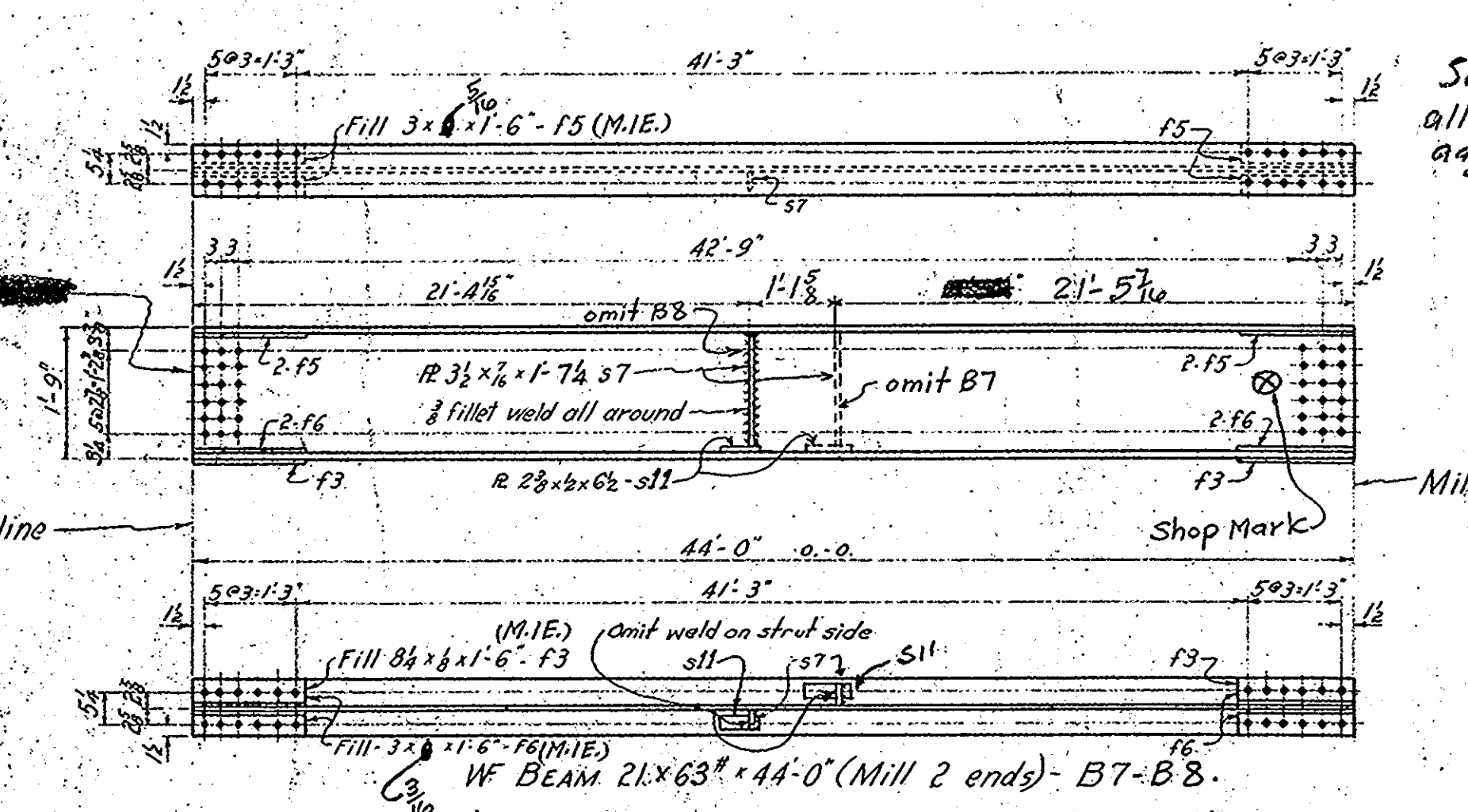
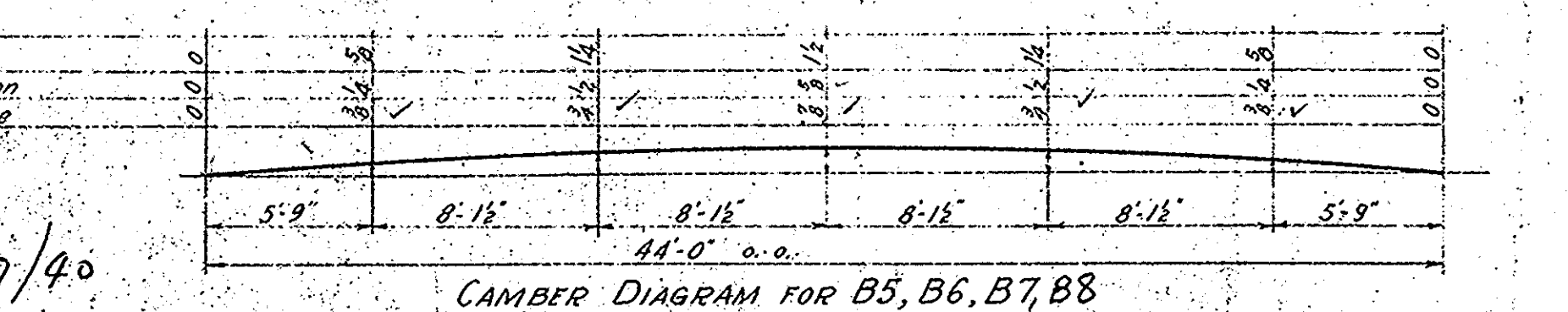
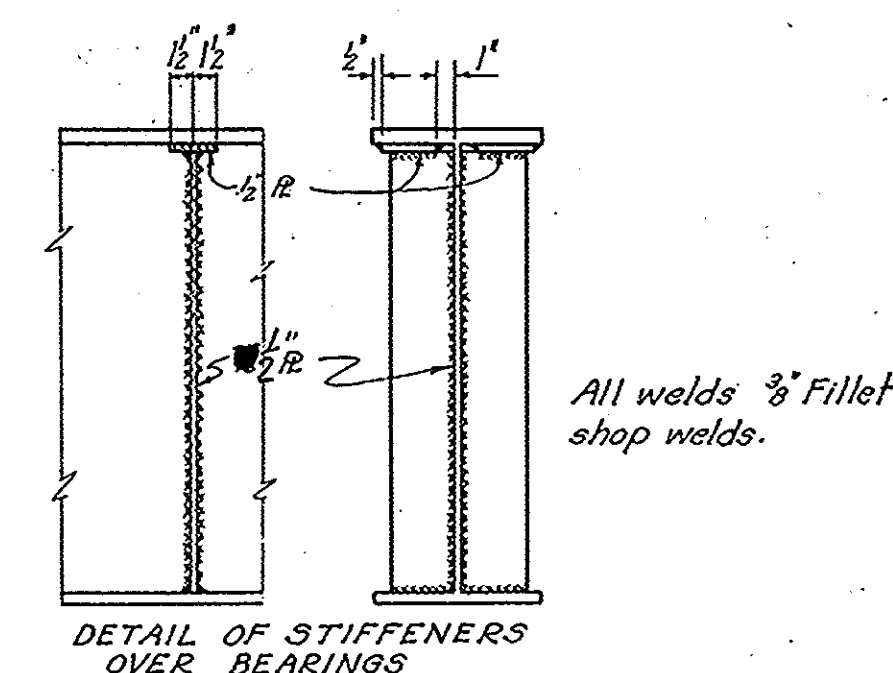
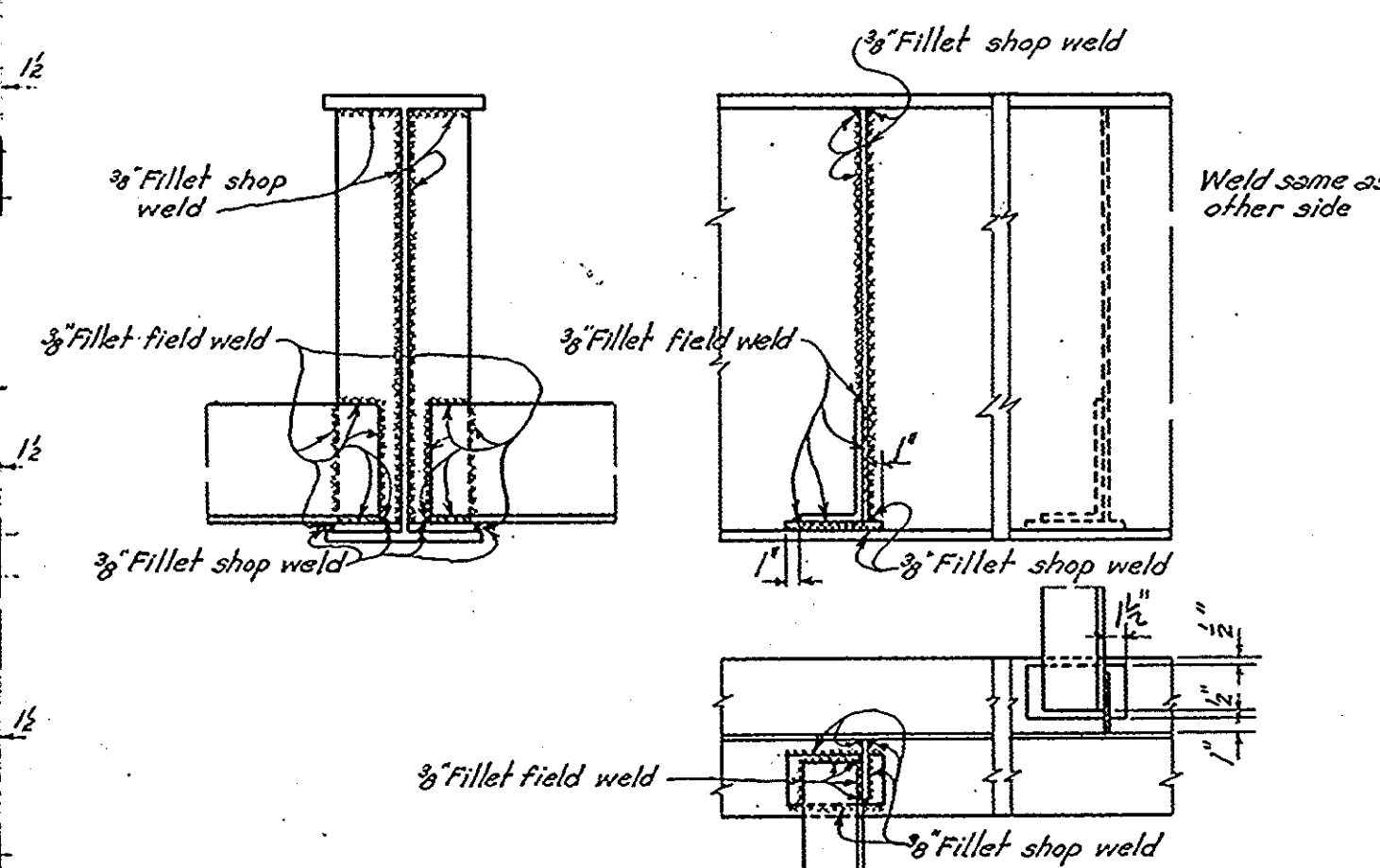
Notes to Erector:
Anchor Bolts: Anchor bolts to be set through wooden templates, nailed to forms when caps are poured. Templates shall be made and arranged to keep bolts plumb and in accurate position, with 1'-0" imbedment. Before starting the cap pouring see that bolts will clear reinforcing steel.
Field welding: Welding of beams to rocker plates (SPI to SP6) is not to be started until all beams are lined and spaced and splices riveted. Welding of struts (SI, S2) is not to be started until all concrete in superstructure, including hand-rail, is in place. However, struts may be spot welded before hand to hold in place.

Revised by: J.C.M. - L.F.B.
Checked by: J.C.M. - L.F.B.
Checked by: J.C.M.

Fed. Road Dist. No.	State	County	Proj. No.	Route No.	Sheet No.	Total Sheets
14	S. C.	Oconee	F.A.G.M. 344-A (2)	181	9	14



See Details this sheet for welding
all stiffeners.



Reaming Note:-
All $\frac{1}{2}$ " holes to be subpunched to $\frac{1}{4}$ " and reamed to size with pieces assembled and matchmarked.
while assembled as shown on dwg. #1
Notes: Splice plates and fillers to be balled to respective pieces for shipment.
Work this sheet with Drawing No. 5286-A.
For General Notes see Drawing No. 5283.
Shop Paint-None
Rivet holes in all splices shall be sub-punched, the connecting members shop assembled in proper position, and the holes reamed full size while assembled. Splices shall be fabricated after beams have been combered.

Camber tolerance from theoretical:-
Over - none Under $\frac{3}{8}$ "

➤ Variation in camber from the theoretical amounts shown on this sheet shall be adjusted in a manner satisfactory to the Engineer and at the Contractor's expense.

12 Shop to make
all necessary
adjustments

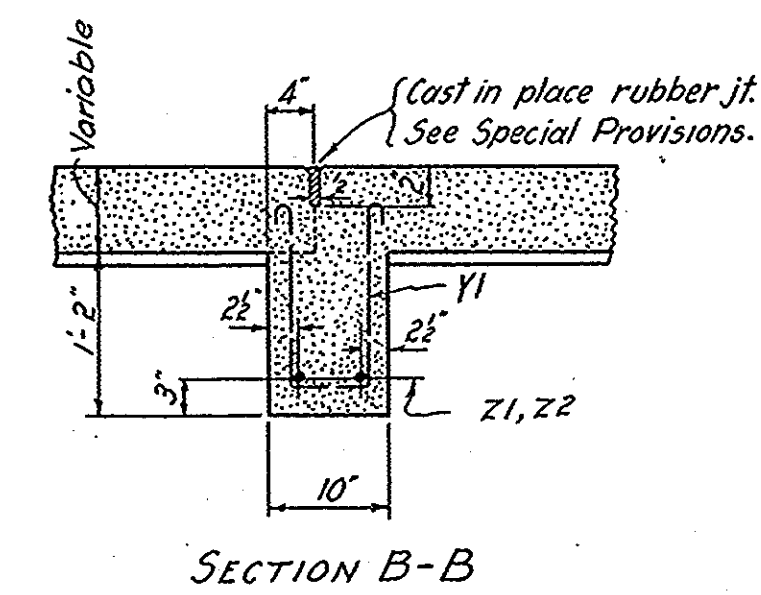
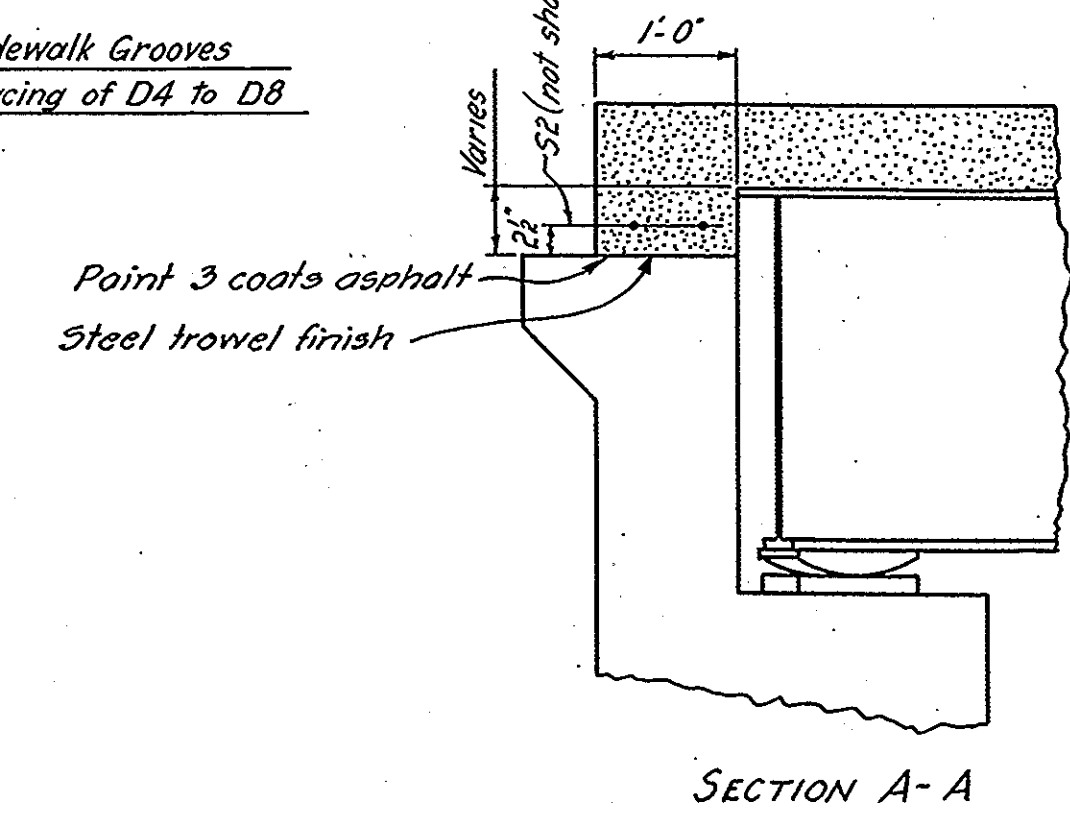
CONTRACT V2779
Fab. at Roanoke Plant
Mat'l. on S. B. No. 2-3
DWG. No. 2 of Final

Approved by: ✓, Bridge Engr., Date: 1/12/40
South Carolina State Highway Department

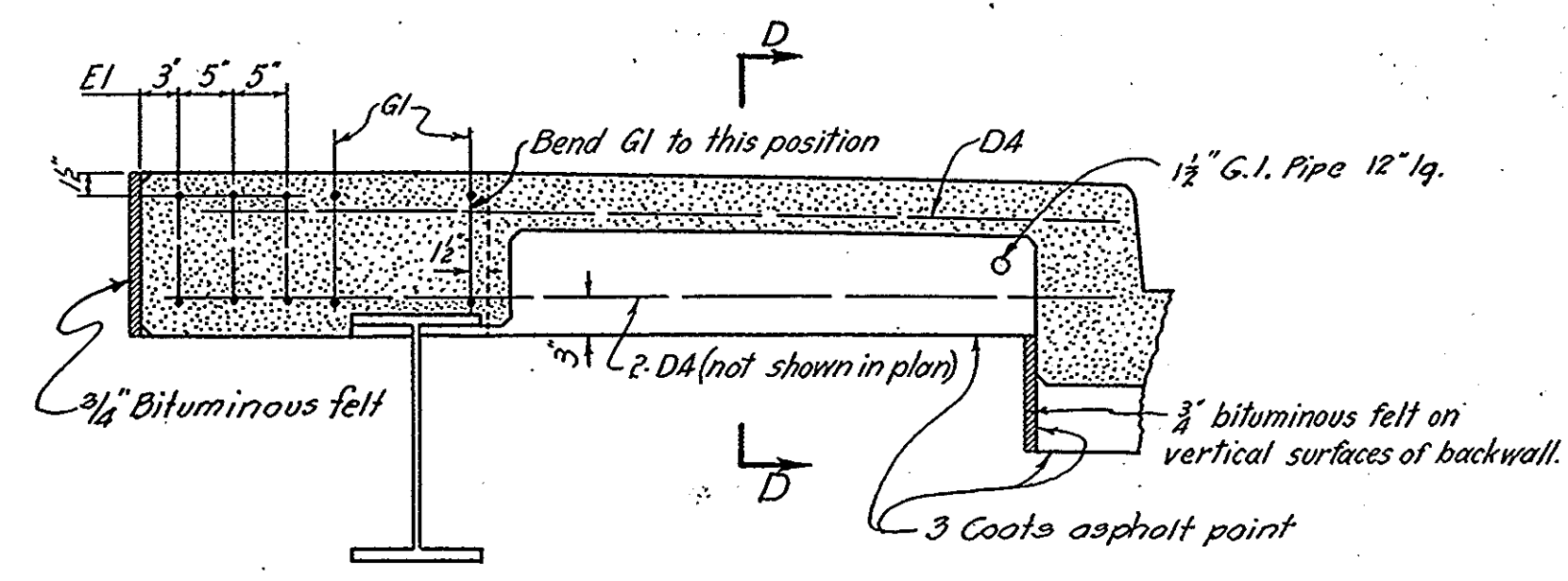
Shop Inspection by J. L. St. Hwy. Dept.

Southern Railway Company
Eastern Lines
Detail of Structural Steel Superstructure for
Highway Overhead Bridge at
Oak St., Seneca, S. C. M.P. 522-97
Scale: None March 28, 1939
Drawing No. 5286B
Office of Chief Engr. M.W. & S. Charlotte, N.C.

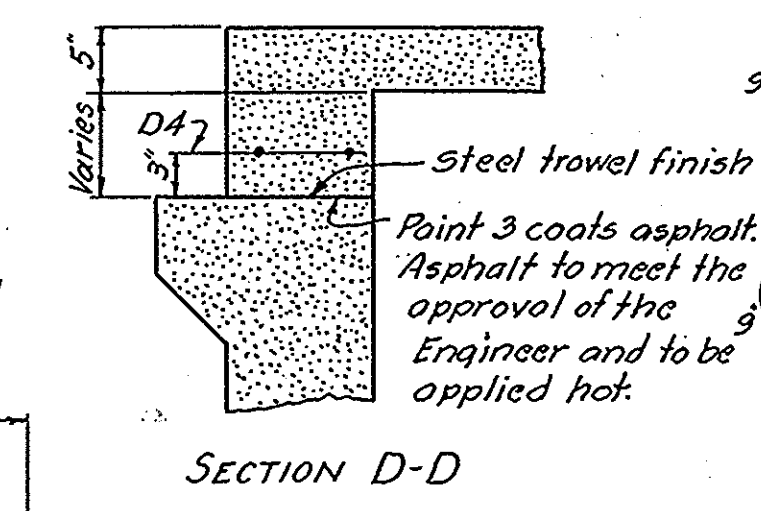
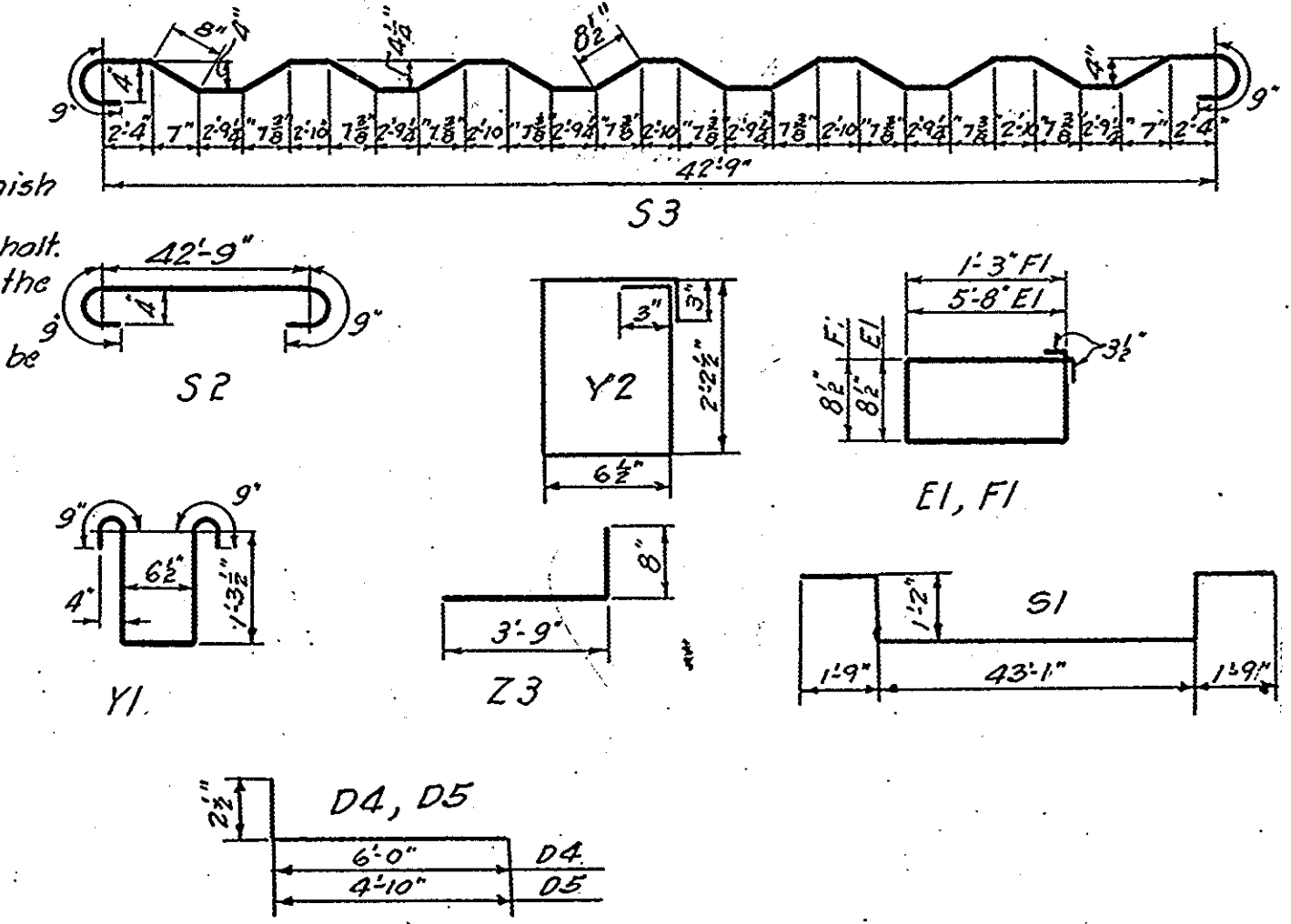
Fed. Road Dist. No.	State	County	Proj. No.	Route No.	Sheet No.	Total Sheets
14	S.C.	Oconee	348-A(2)	181	10	14



Note: Order in which slabs are to be poured is:
 1st: Slabs "A".
 2nd: Slab "C".
 Last: Slabs "B".
 There shall be a two day interval between the last "A" pouring and the "C" pouring, and also between the "C" pouring and the first "B" pouring.



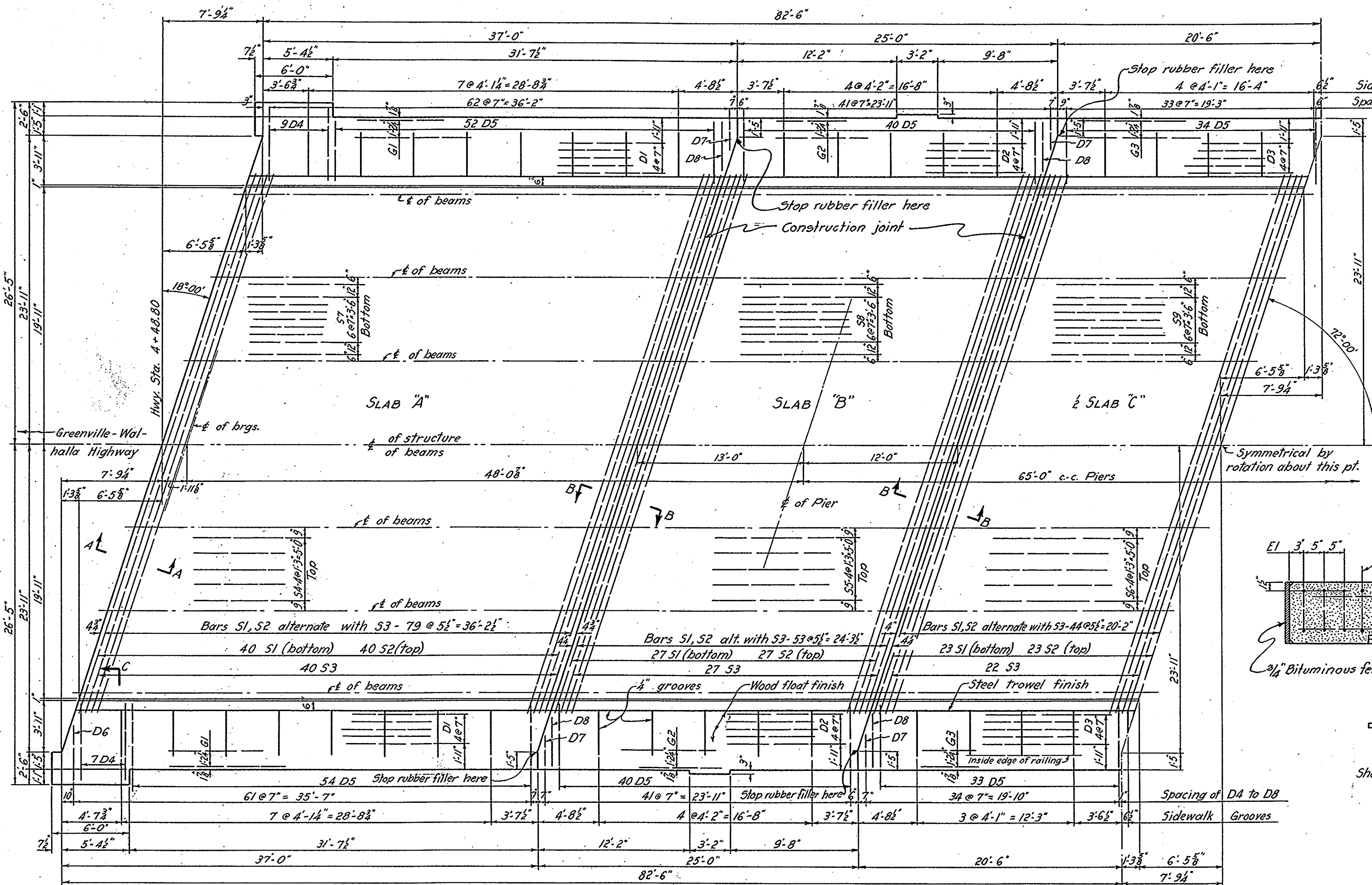
Showing joint material between slab and abut. backwall.



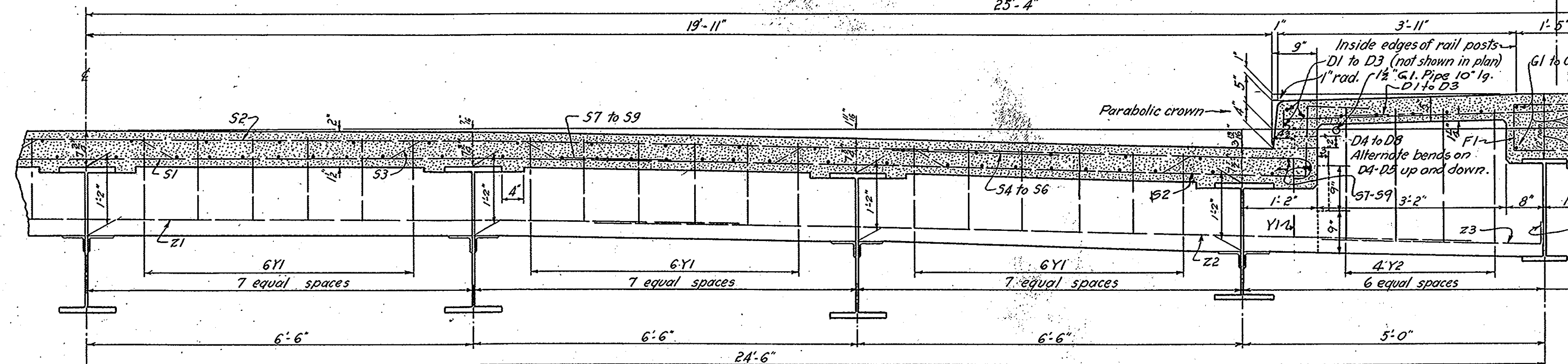
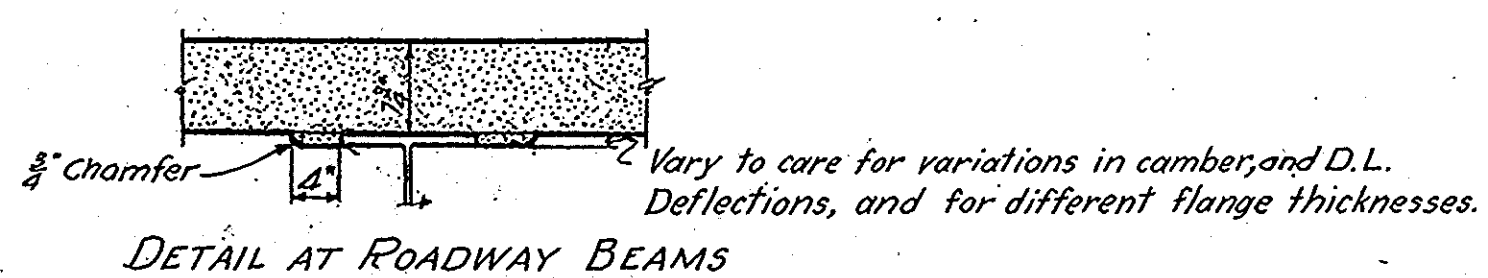
Approved by: _____ Bridge Engr., Date: _____

Notes:
 Chamfer $\frac{3}{8}$ " where chamfers are shown or noted on this sheet.
 For "General Notes" see Drawing No. 5283.

Southern Railway Company
 Eastern Lines
 Detail of Reinforced Concrete Deck for
 Overhead Highway Bridge at
 Oak St., Seneca, S.C. M.P. 522.97
 Scale: $\frac{1}{2}$ " = 1'-0", $\frac{3}{8}$ " = 1'-0"
 Drawing No. 5287
 Office of Chief Engr. M.W. & S. Charlotte, N.C. March 8, 1939

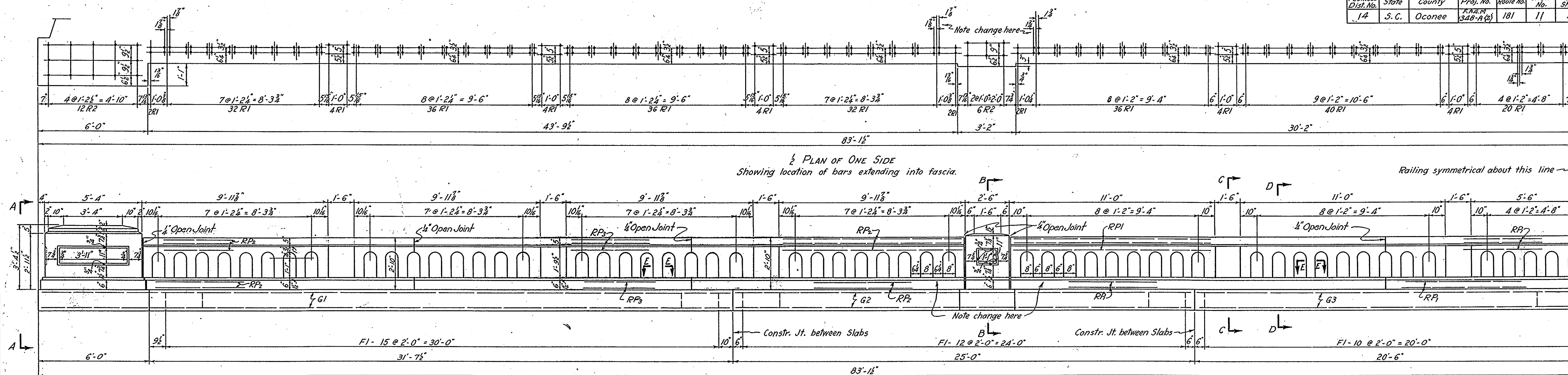
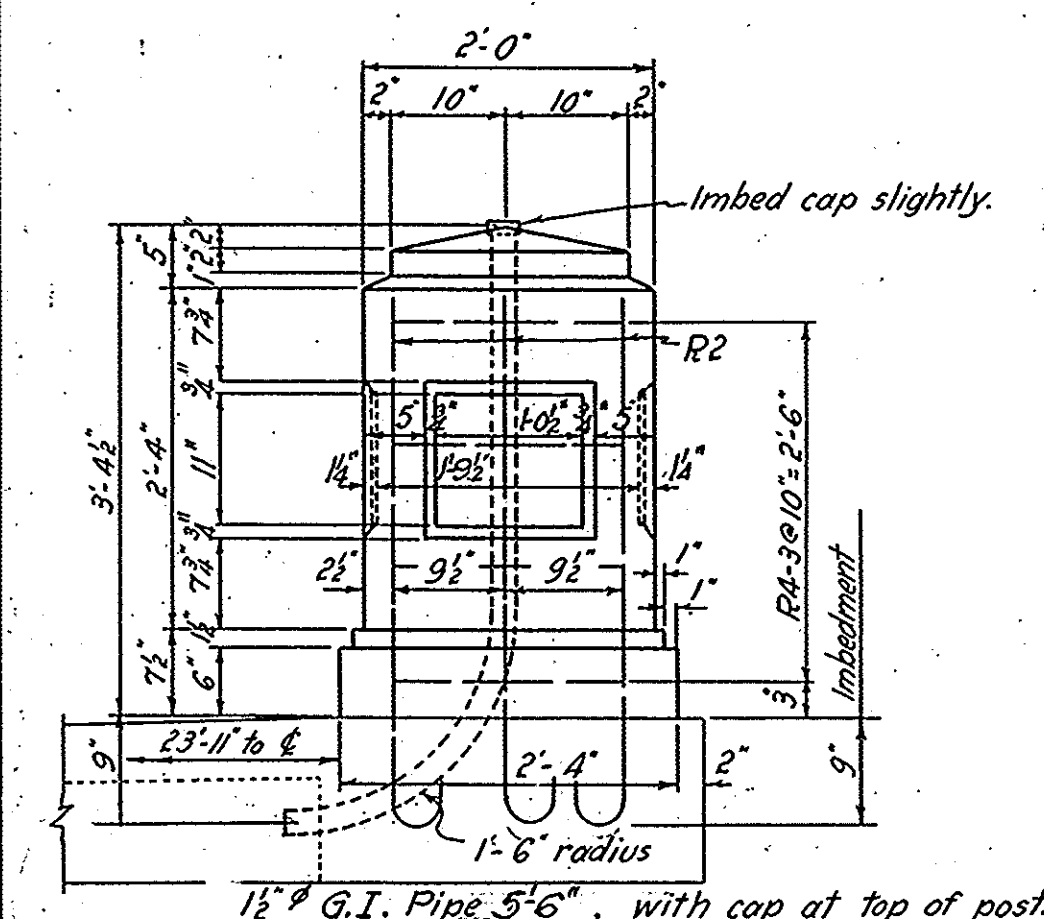


Note: For placing of stirrups and railing bars in fascia see Drg. No. 5288.
 For placing of flats over beam struts see Drg. No. 5286A.

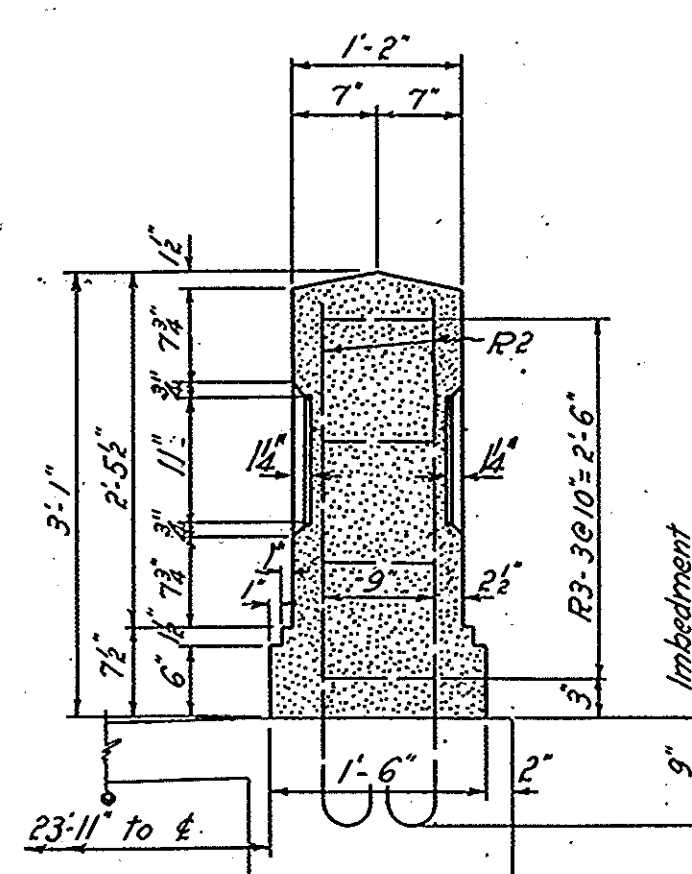
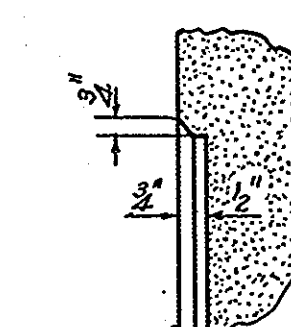


Revised Plans
 Des. by J.C.M. Chd. by P.S.M.
 Drawn by J.C.M. P.S.M.
 Checked by G.K.B.

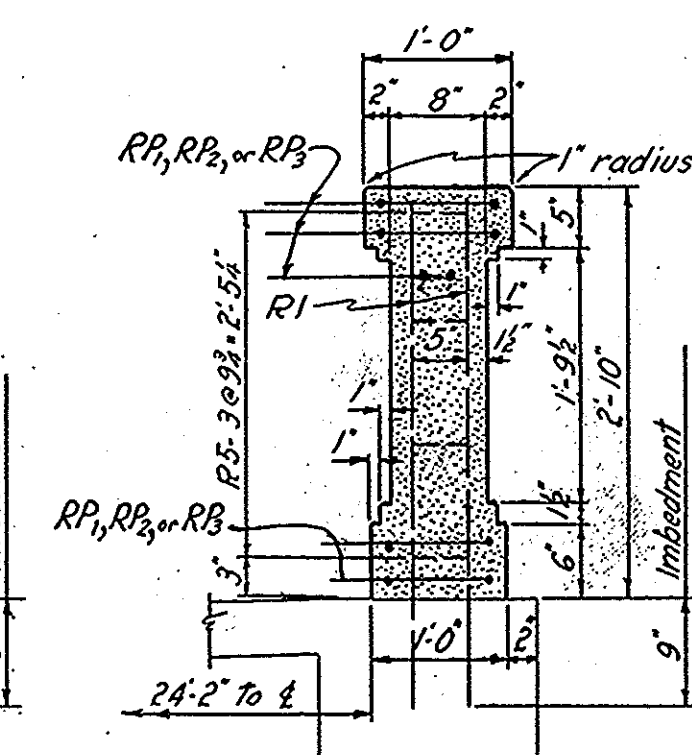
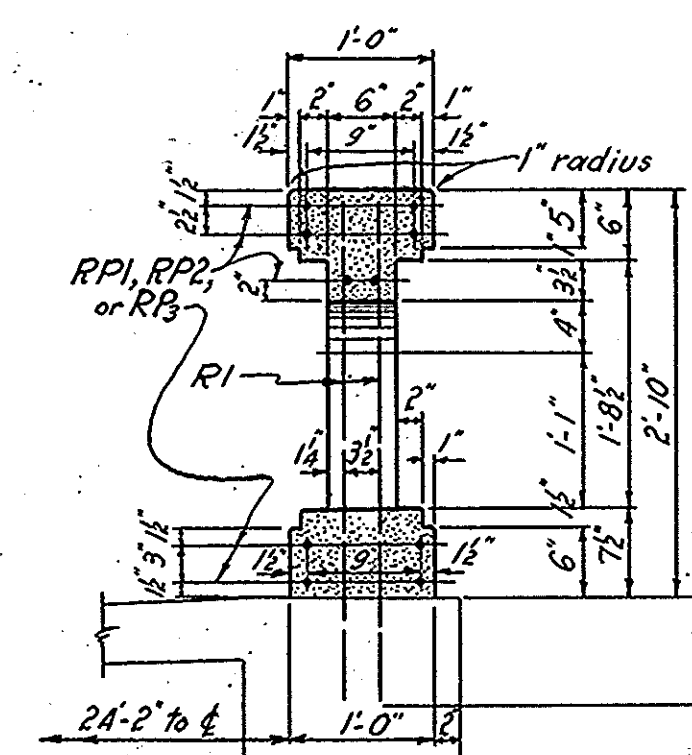
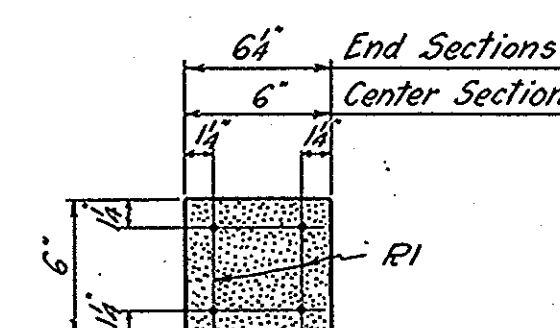
Proj. No.	State	County	Route No.	Sheet No.	Total Sheets
328-A(2)	S.C.	Oconee	181	11	14



VIEW A-A
3" = 1'-0"



SECTION THRU
POST PANEL



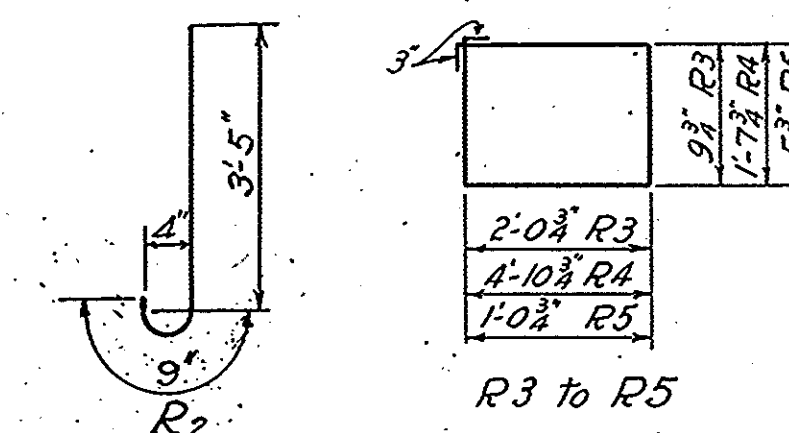
Note:
Date of Completion is to be placed on inside
of right post at beginning of bridge and on left
hand post at end of bridge.

QUANTITIES IN HANDRAIL
CLASS 'A' CONCRETE 24.88 Cu.Yd.
REINFORCING STEEL 3641 Lb.

Mark	Size	No.	Length	Remarks
R1	3/8"	1032	3'-5"	Straight
R2	1/2"	72	4'-2"	Bent
R3	1/2"	16	6'-3"	Bent
R4	1/2"	16	13'-7"	"
R5	1/2"	80	3'-7"	"
RP1	1/2"	60	20'-0"	Straight
RP2	1/2"	80	12'-1"	"
RP3	1/2"	40	12'-8"	"

Note: Bars G1, G2, G3 and F1 are billed on Drg. No. 5287.

Notes:
All corners or edges of railing to be chamfered
3/8" unless noted.
For "General Notes" see Drawing No. 5283.



Approved by: _____, Bridge Engr., Date: _____
South Carolina State Highway Department

Southern Railway Company
Eastern Lines
Detail of Reinforced Concrete Railing for
Highway Overhead Bridge at
Oak St., Seneca, S.C. M. P. 522.97
Scale: 3/8" = 1'-0" unless noted. March 22, 1939
Drawing No. 5288
Office of Chief Engr. M. W. S. Charlotte, N.C.

Revised by: J.C.M.
Checked by: P.S.M.
Quantities by: G.K.B.
Checked by: P.C. & J.C.M.