

SHEET No. 1 TITLE PAGE

" " 2 TYPICAL CROSS SECTION OF IMPROVEMENT

" " 3 ENDWALLS FOR PIPE CULVERTS

" " 4 SUPERELEVATION OF CURVES

" " 5 FEDERAL AID PROJECT MARKERS

" " 628 PLAN AND PROFILE STA 784+127 TO STA 120+699DS

" " 26 DETAIL DRAWING FOR RAISED HEADWALLS-246 CULVERT, STAS 797+84 & 1117+00

" " 27 DETAIL FOR RAISED HDWLS & WINGS-434 CULVERT STA. 1080+71

" " 28 426 C&G CATTLE PASS STA 192+00

" " 29-62 CROSS SECTIONS STA 784+127 TO STA 1256+05

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

ROUTE NO. 24 178

FROM CITY LIMITS OF SALUDA TO GREENWOOD COUNTY LINE

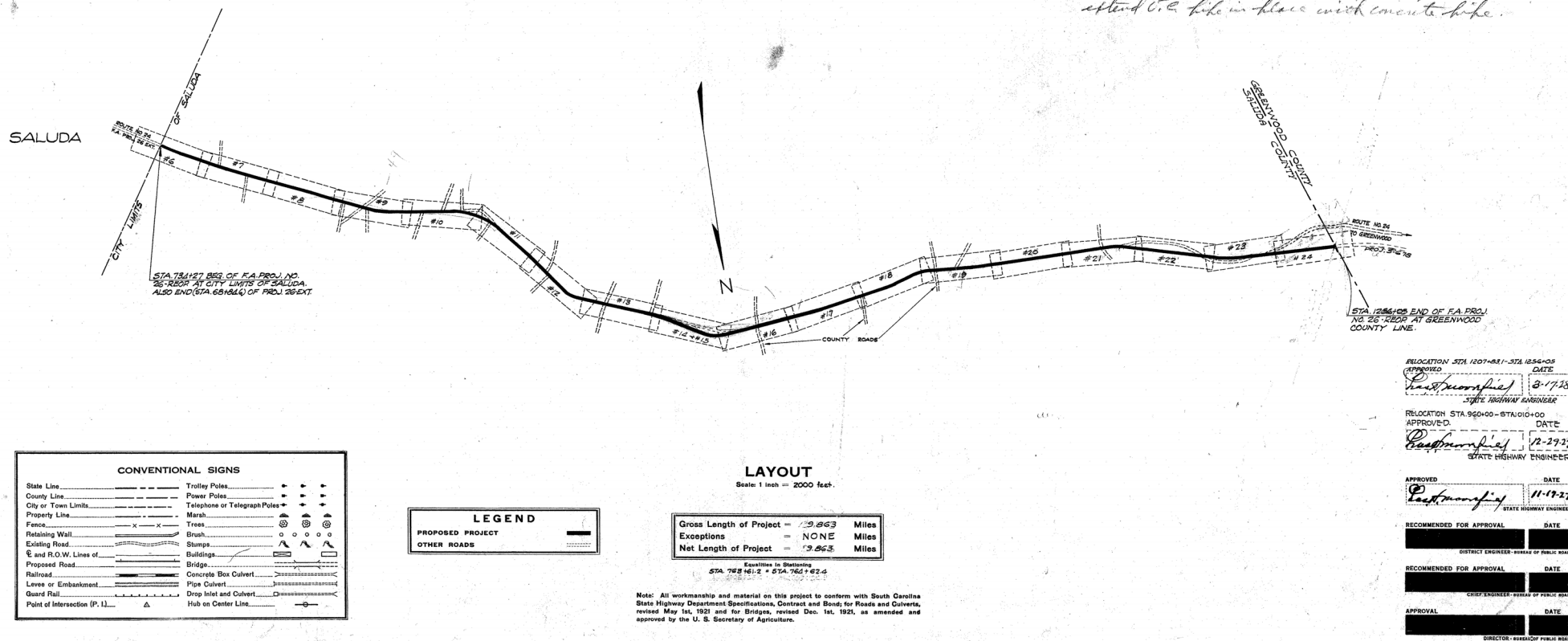
SCALES: PLAN AND PROFILE, 1 INCH = 100 FEET HORIZONTAL; 1 INCH = 10 FEET VERTICAL

FED. ROAD DIST. NO.	STATE	COUNTY	F.A. PROJ. No.	ROUTE No.	SHEET No.	TOTAL SHEETS
8	S. C.	SALUDA	26(Prop)	24	1	65

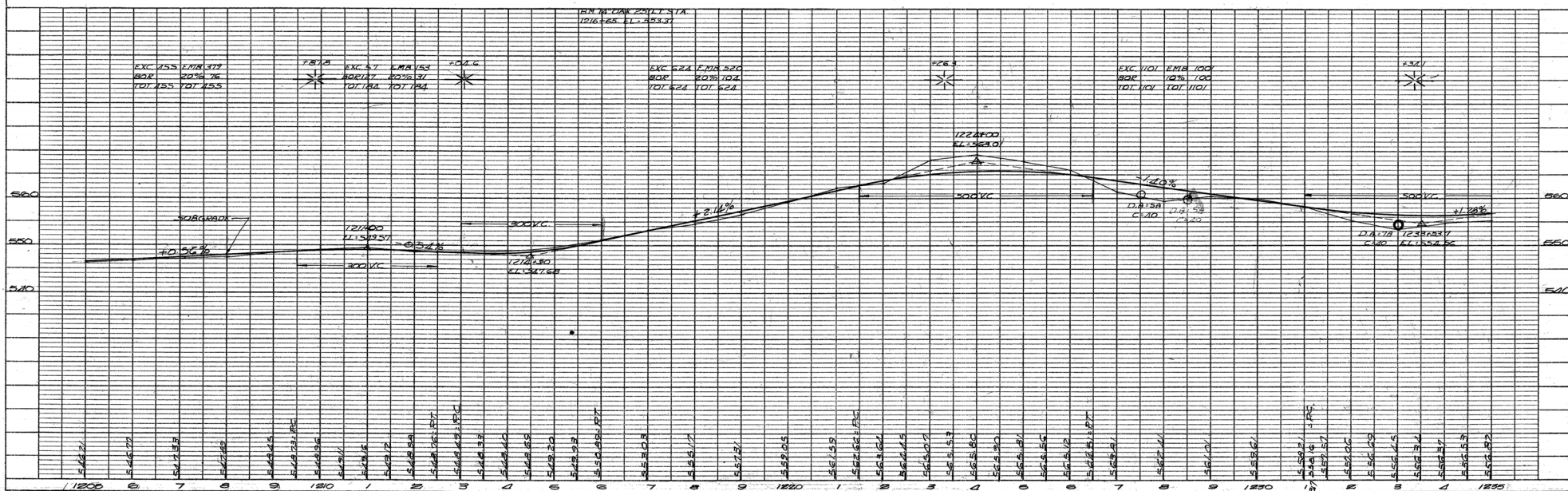
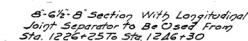
[illegible]

* DOES NOT INCLUDE 23 C.Y. ROCK EXC.

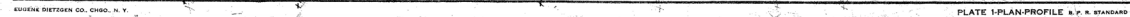
See Williamson's letter 28 Jan. 1928 to S.H.E., saying that contractor has been instructed where possible to extend C.C. pipe in place with concrete pipe.



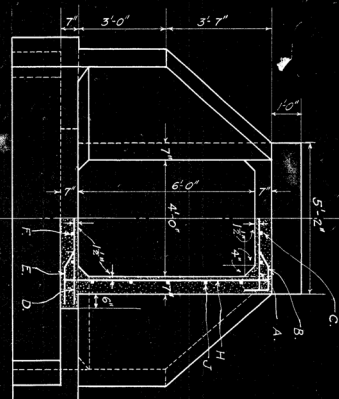
PLAN	BY	DATE
NOTE BOOK	SURVIVED <i>22.2.2014</i>	
NO.	ALIGNMENT CHORD	
	RT. OF WAY CHORD	



SURVEYED		BY		DATE	
PLOTTED					
CHECKED					
RT. OF WAY CHECKED					
PLAN					
NOTE BOOK					
NO.					



END ELEVATION
CROSS-SECTION



SECTION A-A

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION
A	25	1/2"	5'-10"	14" c to c	Top Slab
B	26	3/8"	29'-3"	12" c to c	"
C	25	3/8"	5'-0"	14" c to c	Bottom Slab
D	26	3/8"	6'-0"	"	"
E	4	40-11"	12" c to c	"	Wing Walls
F	4	3'-9"	as shown	"	"
G	4	7'-9"	"	"	"
H	4	7'-4"	"	"	"
I	4	6'-4"	"	"	"
J	4	3'-6"	"	"	"
K	62	6'-10"	12" c to c	"	Side Walls
L	4	7'-0"	"	"	"
M	4	4'-9"	"	"	"
N	4	3'-0"	"	"	"
O	10	33'-1"	13" c to c	"	Side & Wing Walls
P	2	6'-6"	"	"	"
Q	6	11'-0"	"	"	"
R	2	6'-5"	12" c to c	"	Apron
S	2	7'-3"	"	"	"
T	2	8'-10"	"	"	"
U	2	10'-0"	"	"	"
V	2	11'-2"	"	"	"
W	2	10'-0"	"	"	"
CLASS "A" CONCRETE					21.5 CU. YDS.
REINFORCING STEEL					1,740 LBS.

NOTES:-

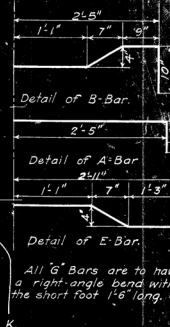
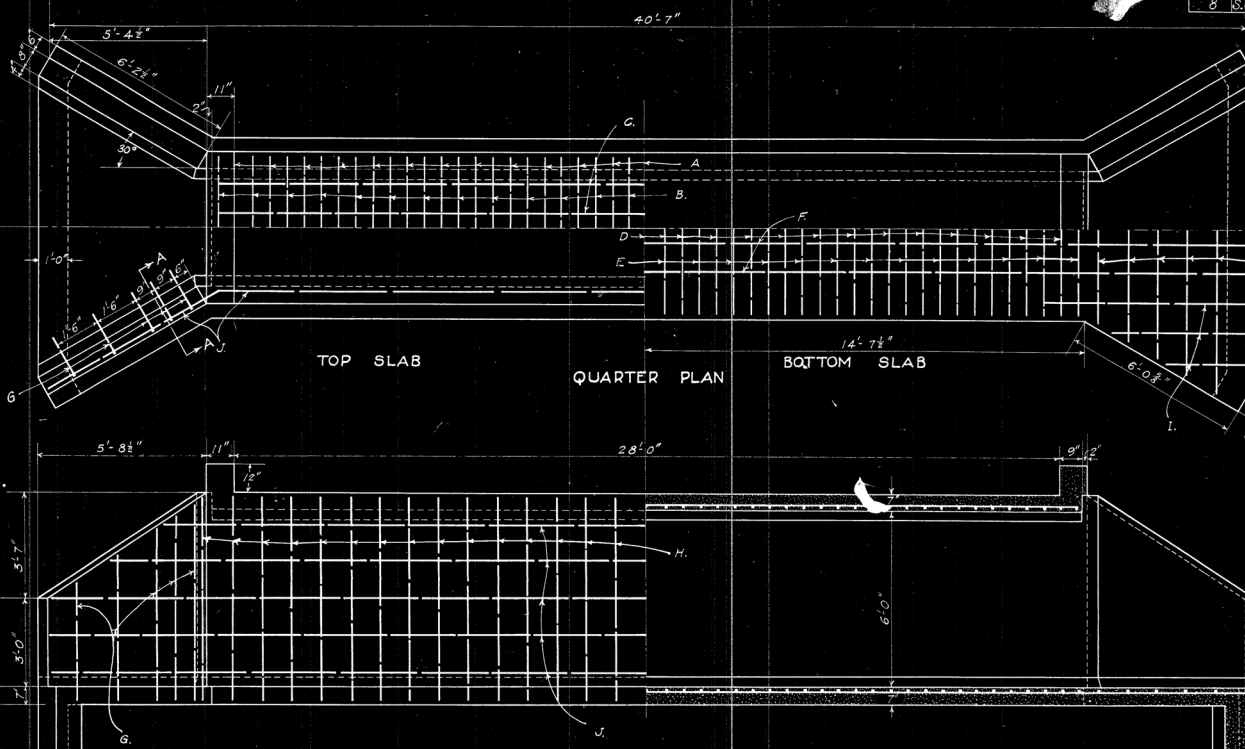
Chamfer all exposed edges 1".
All reinforcing steel to be deformed bars - square twisted bars not considered deformed. Make all bends cold. Main reinforcing steel to be placed 1 1/2" from surface. Make laps 40 diam. of bar.
Forms for exposed surfaces to be of dressed lumber. Forms are to be removed when directed by the Engineer and all exposed surfaces brought to a smooth, neat finish by rubbing with a carbon-undum brick while concrete is green. Top surfaces to be tamped and trowelled so as to provide a smooth finish, free from pits and porous places.

Elevation of top of Bottom Slab to be not less than one foot below elevation of stream-bed at downstream end of Culvert.

Bend J Bars into Wings as shown.
Depth of Cut-off Wall to be determined by the Engineer and quantity added to Plan Quantities.

In case this culvert is used as a Cattle-Pass, the Cut-off Walls may be omitted if concordant with the judgment of the Engineer.

SIDE ELEVATION



S.C. STATE HIGHWAY DEPARTMENT
COLUMBIA, S. C.

CONCRETE CULVERT CATTLE-PASS

Sta 1192+00 - 26+00 S. C. Highway

Jan. 19, 1923.

Scale: 1" = 1'

CORRECTED BY *[Signature]* ENGINEER
APPROVED BY *[Signature]* SUPERVISOR

DESIGNED BY *[Signature]* DATE 1/13/23
DRAWN BY *[Signature]* DATE 1/17/23
CHECKED BY *[Signature]* DATE 1/18/23

6-146