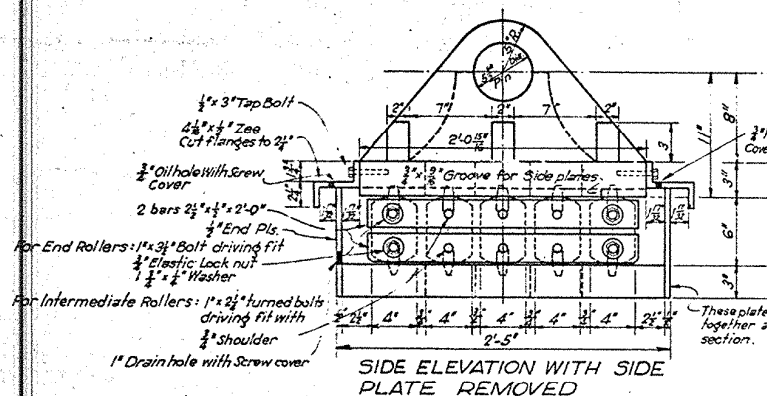
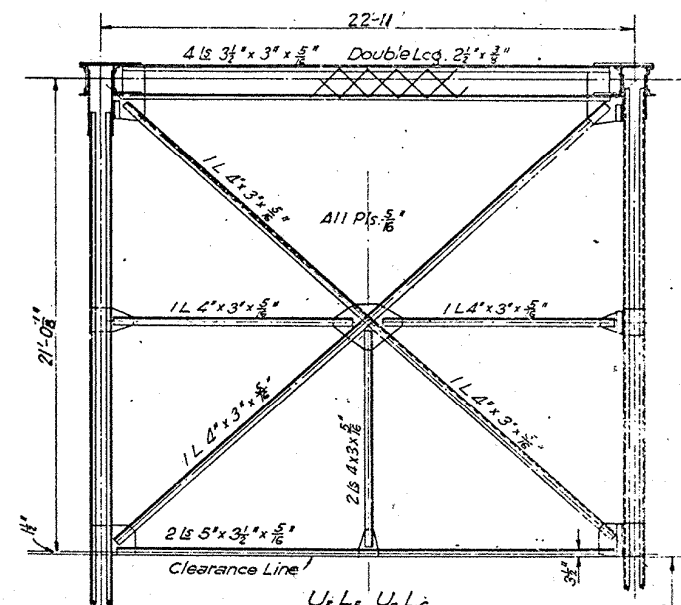
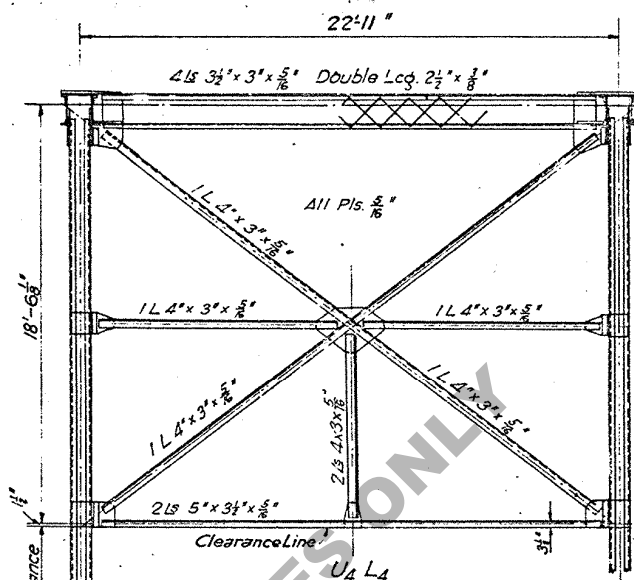
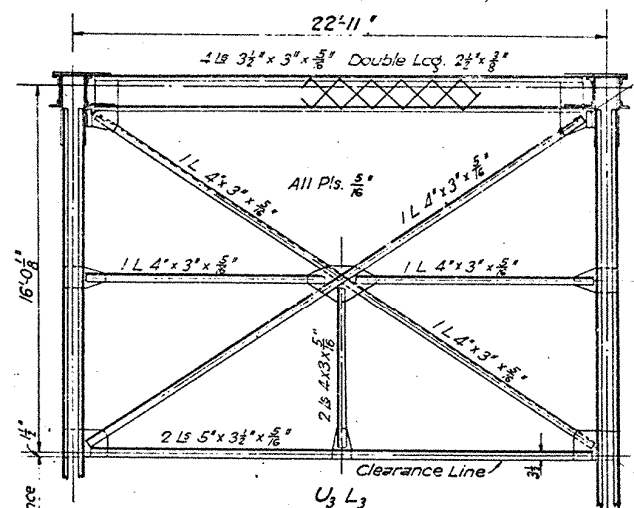
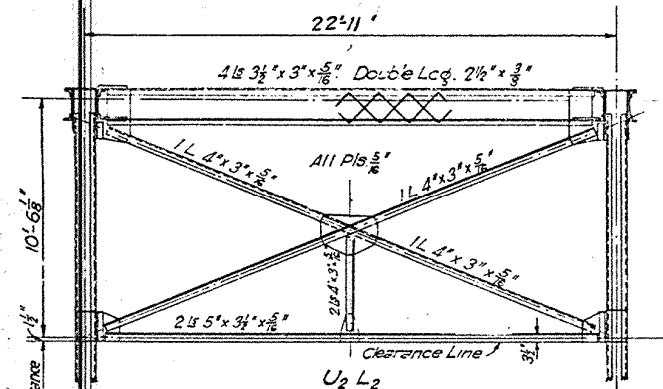
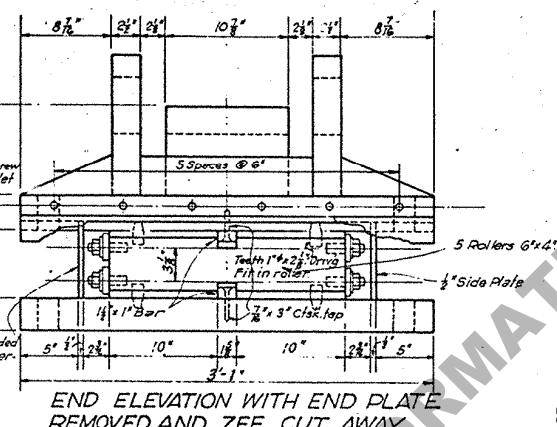
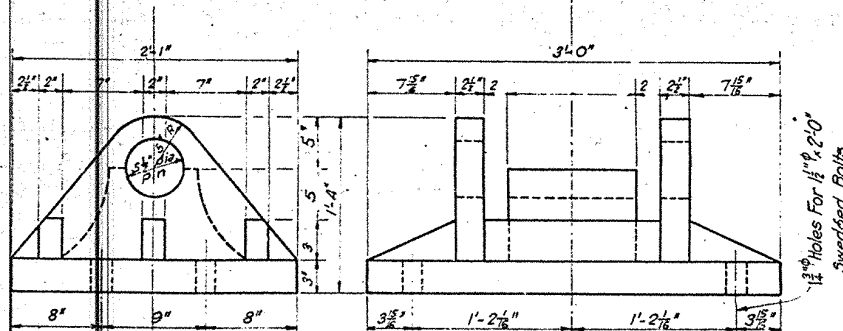




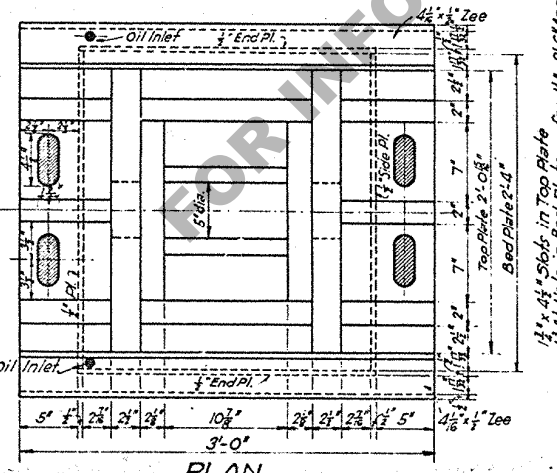
DETAILS OF EXPANSION SHOE (C.S.) WITH OIL BATH



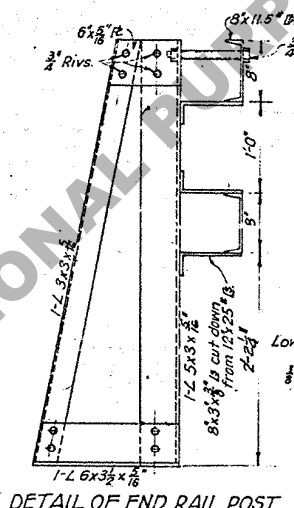
END ELEVATION WITH END PLATE REMOVED AND ZEE CUT AWAY



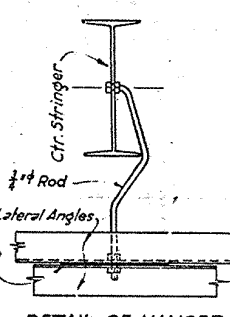
DETAILS OF FIXED SHOE (C.S.) Scale: 1/2" = 1'-0"



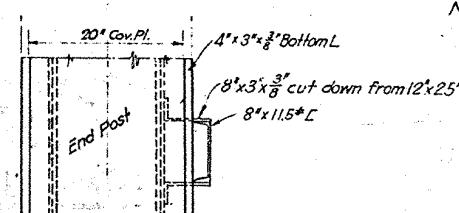
PLAN



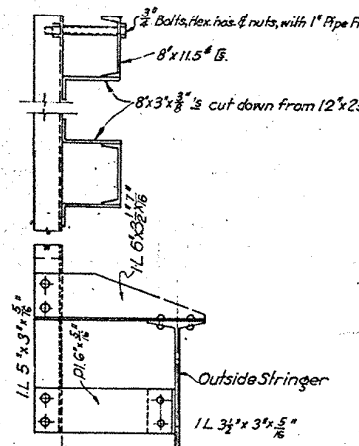
DETAIL OF END RAIL POST



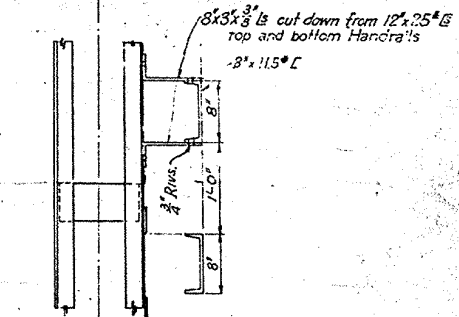
DETAIL OF HANGER



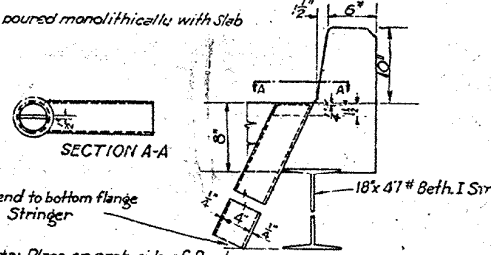
DETAIL SHOWING METHOD OF FASTENING HANDRAIL CHANNELS TO END POSTS Scale: 1" = 1'-0"



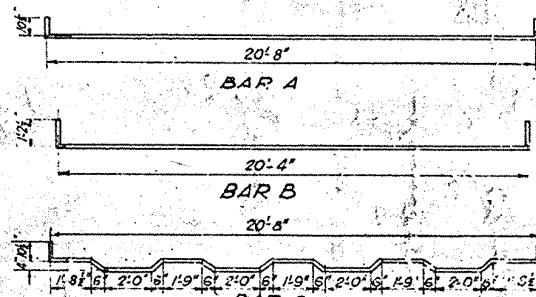
DETAIL SHOWING INTER-MEDIATE RAIL POST CONNECTION Scale: 1" = 1'-0"



TYPICAL CONNECTION DETAIL HANDRAIL CHANNELS TO VERTICAL POSTS AND DIAGONALS Scale: 1" = 1'-0"



DETAIL OF CAST IRON DRAIN PIPE Scale: 1" = 1'-0"



BAR A

BAR B

BAR C

STANDARD PLAN
250' RIVETED TRUSS SPAN
20' CLEAR ROADWAY
LOUISIANA HIGHWAY COMMISSION
BATON ROUGE, LA.

Rev. 4-8-1930

Submitted by: *W. S. Smith*
Bridge Engineer