

CURVE DATA

### GENERAL NOTES

All concrete to be poured in the dry. All exposed corners to be chamfered  $\frac{3}{8}$ " unless otherwise noted.

All piling to be 16" precast concrete and shall be driven with an approved air, steam, or diesel hammer to a minimum capacity of 44 tons per pile and to a minimum penetration of 20' below the ground line. Lengths of piling shown are assumed for estimating quantities only. Actual lengths are to be determined in the field. Drive one 45' test pile in each end bent numbers 1 & 5 and one 40' test pile in each bent numbers 2 & 4. Piles in end bents to be driven after embankment is in place.

Bench Mark: Nail in 16" pine 90' Sta 54+10.51, 272.39.

For details of end bents see dwg. No. 48.

For details of interior bents see dwg. No. 48.

For details of shoes see dwg. No. 46.

For details of superstructure see dwg. No. 46.

Design Specifications AASHTO 1969.

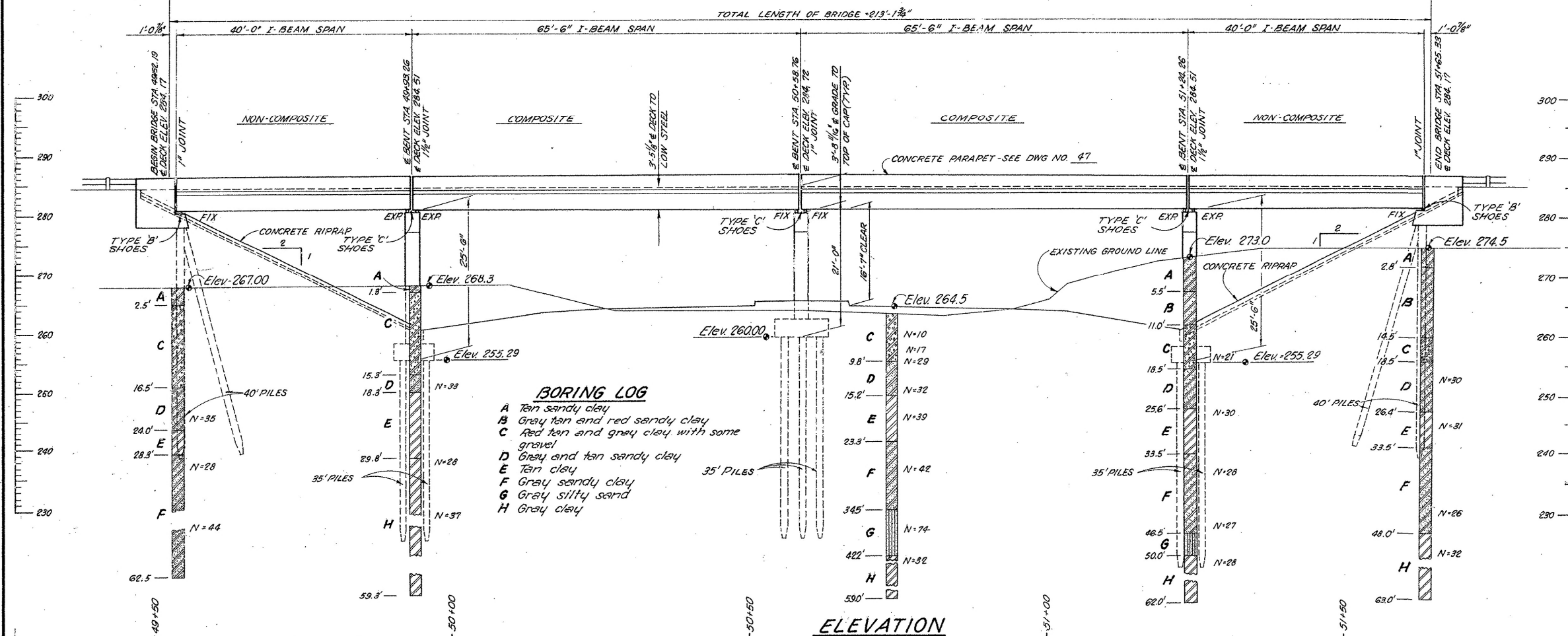
Live Load H20

Unit stresses: Class A Concrete (n=10) 1,200 psi

Reinforcing Steel ASTM A615 (Grade 40) 20,000 psi

Structural Steel ASTM A588 (Grade A) 23,000 psi

$F_y = 50,000$



M3479

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SEC 1-5

1218 WEST 3RD		MEHLBURGER ENGINEERS INC.		LITTLE ROCK, ARKANSAS
		ENGINEERS		PLANNERS
MONTICELLO, ARKANSAS		COMPLEX		
PLAN AND ELEVATION OF BRIDGE OVER HIGHWAY 81				
DATE: SEPT. 1970	SCALE: N.T.S.	DRAWN BY: Billy D. Hunt	SHEET NO. 45 OF 75	
JOB EDA NO. 08-1-00897		APPROVED		

AHTD BR #M3479

GENERAL NOTES

**Concrete:** Class of concrete shall be as shown on the bridge layout. All exposed corners to be chamfered  $\frac{3}{4}$ " unless otherwise noted.

**Reinforcing:** Reinforcing steel shall be ASTM A615, grade 40. Shop lists and bending diagrams of reinforcing steel, including wire supports shall be submitted and approval secured before fabrication is begun. Reinforcing not fabricated within  $\frac{1}{4}$ " of plan dimensions may be rejected.

Reinforcing steel is to be accurately located in the forms and firmly held in place by steel wire supports, sufficient in number and size to prevent displacement during the course of construction. The wire supports will not be paid for directly but will be considered subsidiary to the item of "Reinforcing Steel."

**Deck Pouring:** Slabs may be poured in one continuous operation or may be poured in increments with the center one-third to one-half span length poured first. After the center section is poured not less than 72 hours shall elapse before pouring the end sections. End sections may be poured simultaneously. A minimum of 72 hours shall elapse between completion of the slab pours and the parapet pour.

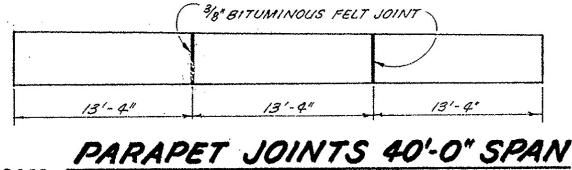
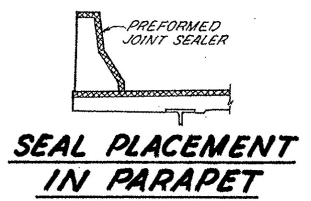
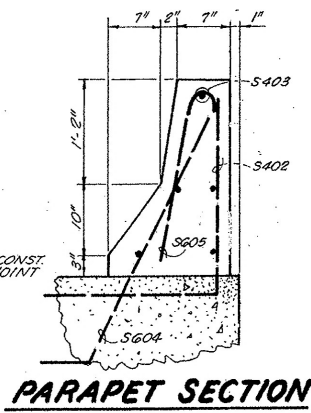
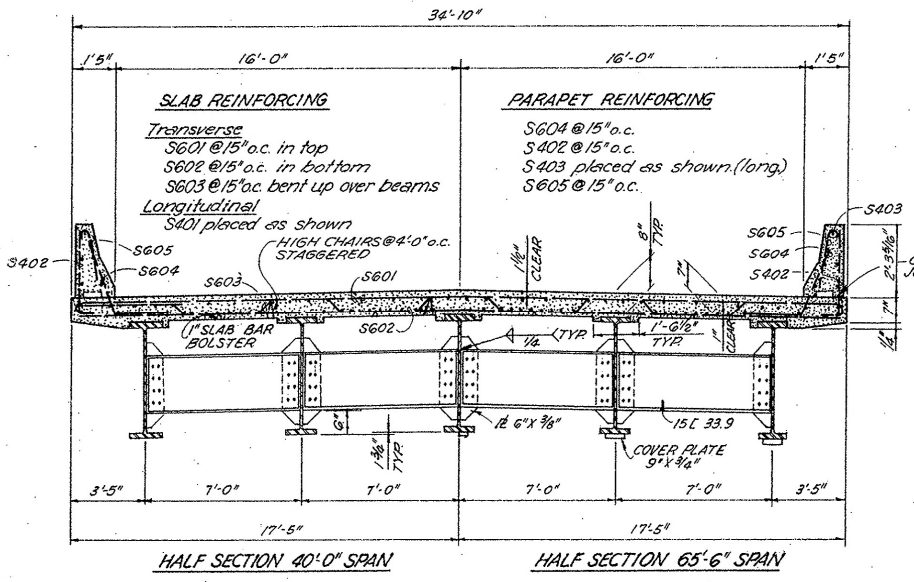
**Structural Steel:** Structural steel shall conform to ASTM A588, grade A; F, unless otherwise noted. Structural shapes of equal or greater elastic properties may be substituted for shapes shown, but payment will be made on basis of shapes shown or those actually used, whichever is less. This drawing shows general features of design only. Shop drawings shall be made in accordance with the specifications, submitted and approval secured before fabrication is begun. Shear connectors, diaphragms, connecting angles, and anchor bolts may be fabricated from A36 steel. All welding shall conform to the "American Welding Society" standard specifications for "Welded Highway and Railway Bridges", current edition, and SP806-13, "Revision of American Welding Society Bridge Specifications." Field connections shall be made with bolts conforming to ASTM A325. All bolts are  $\frac{3}{4}$ " in  $\frac{3}{16}$ " holes unless otherwise noted.

Structural steel shall be cleaned sufficiently of mill scale and other substances as described in the specifications, to prevent uneven weathering.

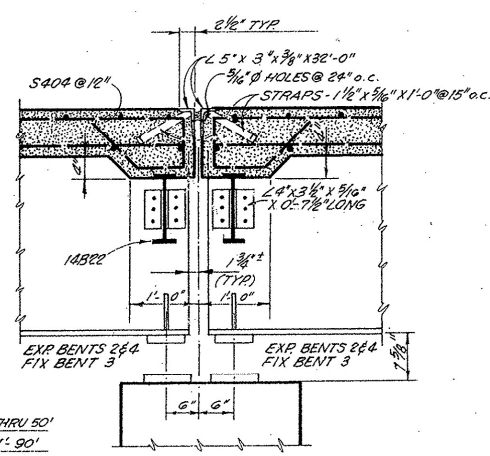
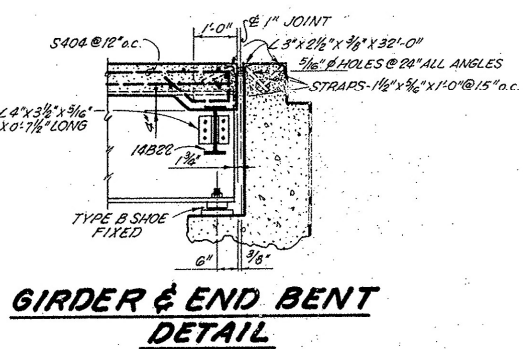
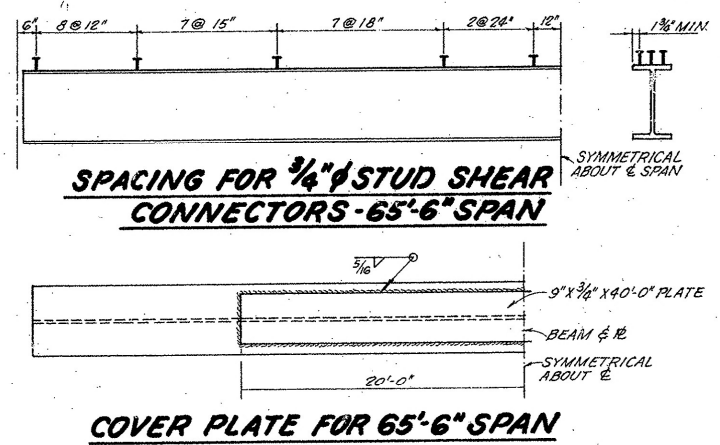
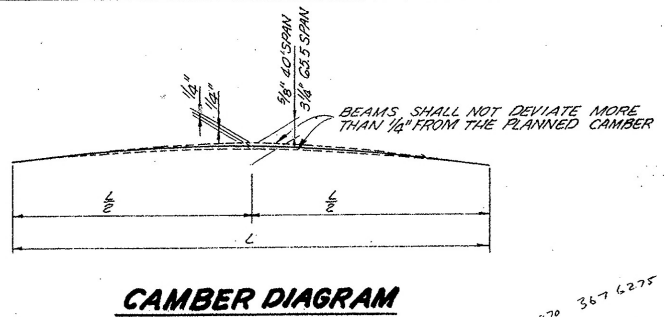
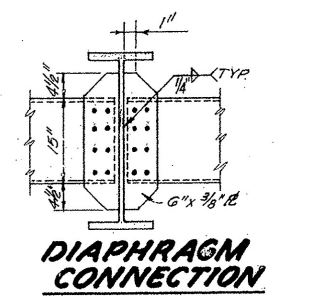
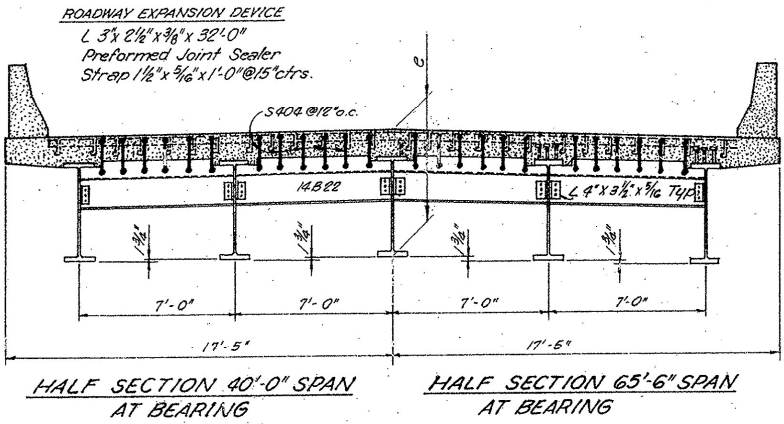
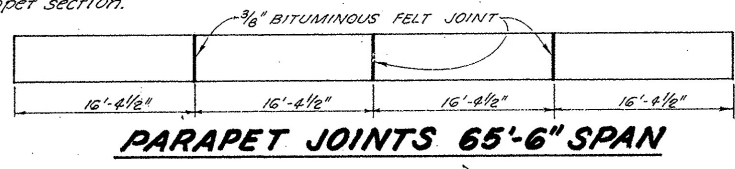
Anchors bolts shall be galvanized according to ASTM specifications designation A153.

Bearings shall be finally seated in accordance with Sec. 806.54, including alternate, of the standard specifications. All labor and incidentals required to install metal bearing and roadway expansion angles shall be subsidiary to the item "Structural Steel"

Boiled Linseed Oil shall be mopped on Deck Surface only.

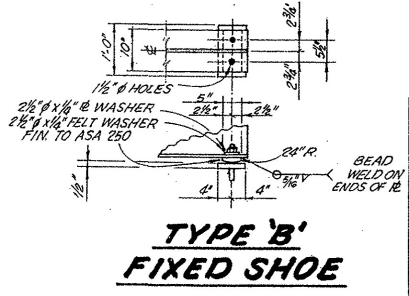


NOTE:  
Use one extra S604, S605, and S402 at the end of each parapet section.

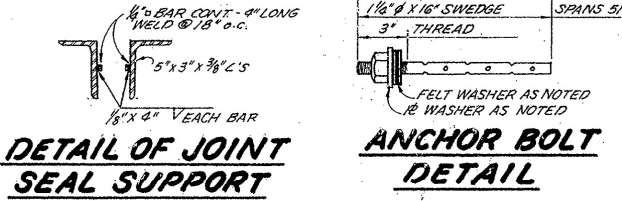


EXPANSION JOINT DATA			
Total length of Spans Expanding at (F-E 1 Span Bent or Pier E-E 2 Spans)	X' (Joint width perpendicular to angle @ 60°F)	Seal width	B
To 80'	1"	1 3/8"	1 3/8"
Over 80' to 100'	1 1/4"	2"	1 7/8"
Over 100' to 130'	1 1/2"	2 1/2"	2"
Over 130' to 150'	2"	3"	2 1/4"
Over 150' to 180'	2 1/4"	3 1/2"	2 3/4"

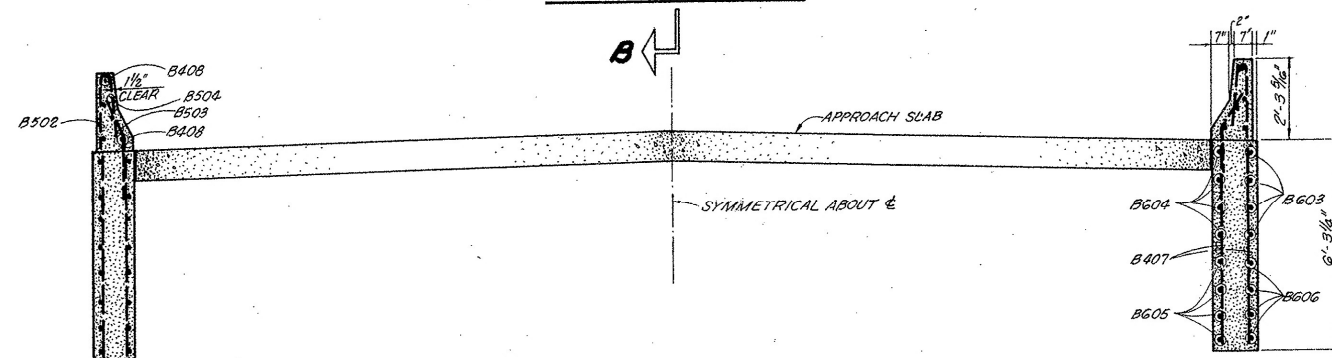
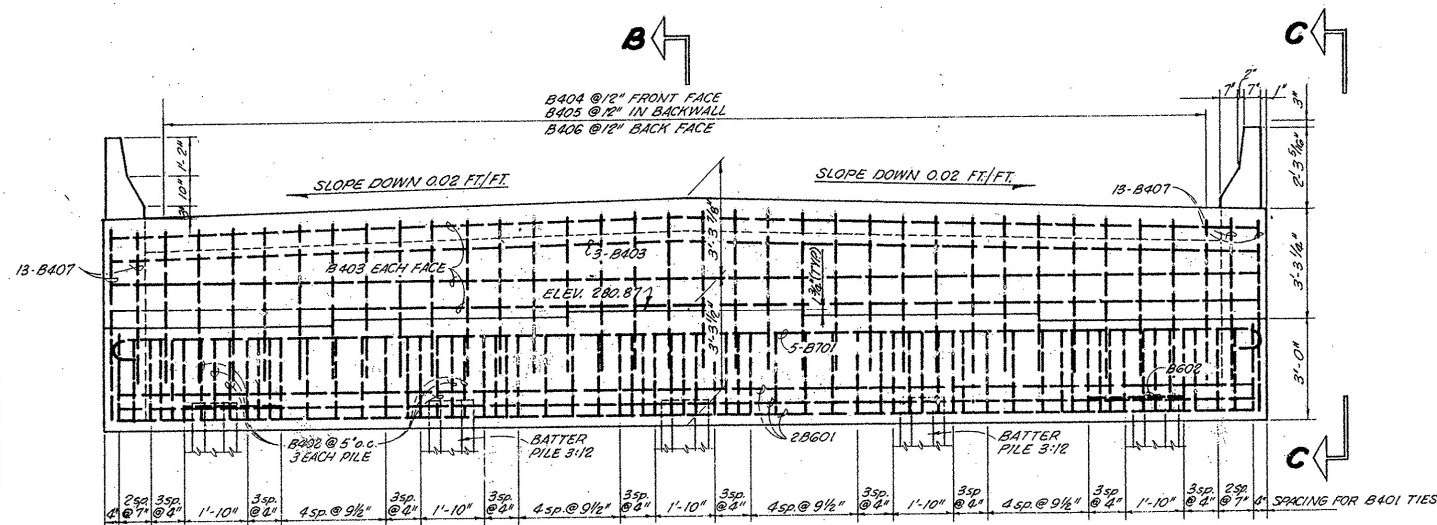
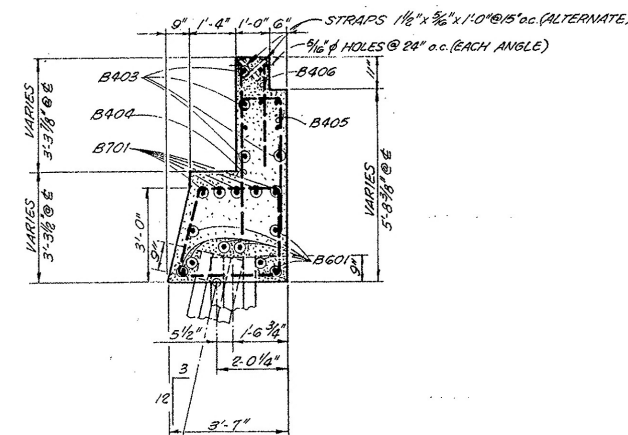
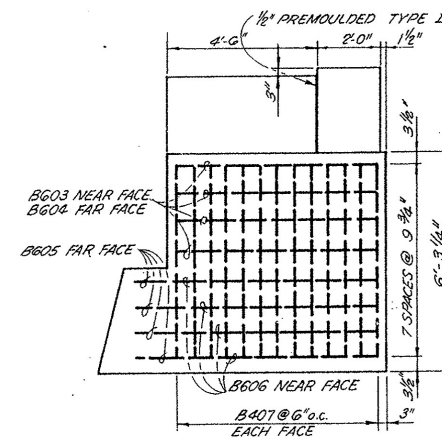
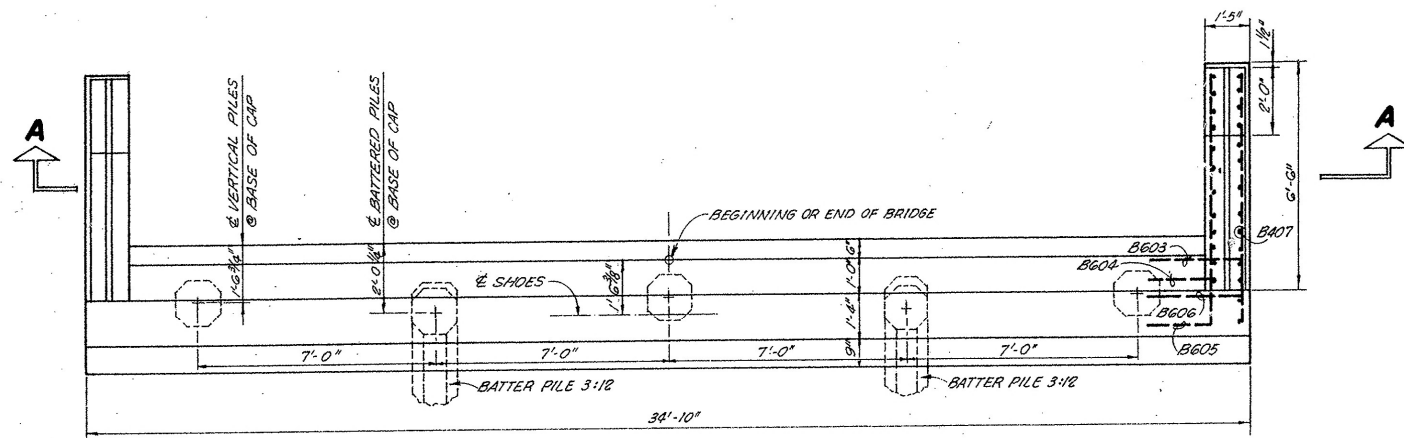
NOTE:  
All joints at end bents and at fix-fix joints shall be 1"  
The dimension 'D' shall conform to the recommendations of the seal manufacturer as approved by the bridge engineer. The depth of the seal shall be approximately equal to the uncompressed width of the seal.



Span Length	Beam Size	e	Cover Plate	Dead Load Defl.	Diaphragm Spacing
65'-6"	30W108	3'-1 1/16"	9"x 3/4"x 40'-0"	2 5/8"	21'-10"
40'-0"	30W99	3'-1"	None	1/2"	20'-0"

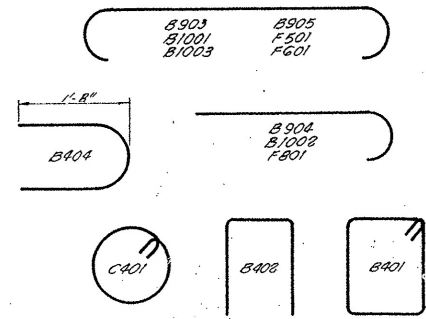
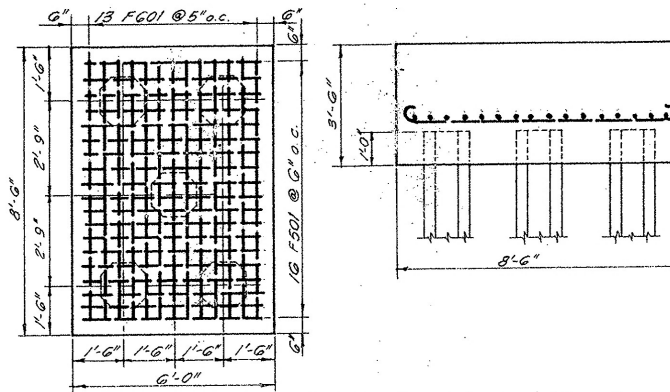
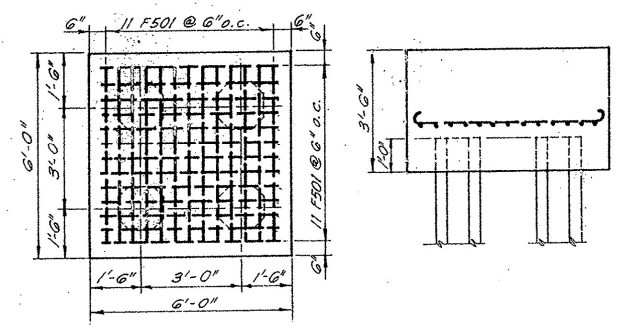
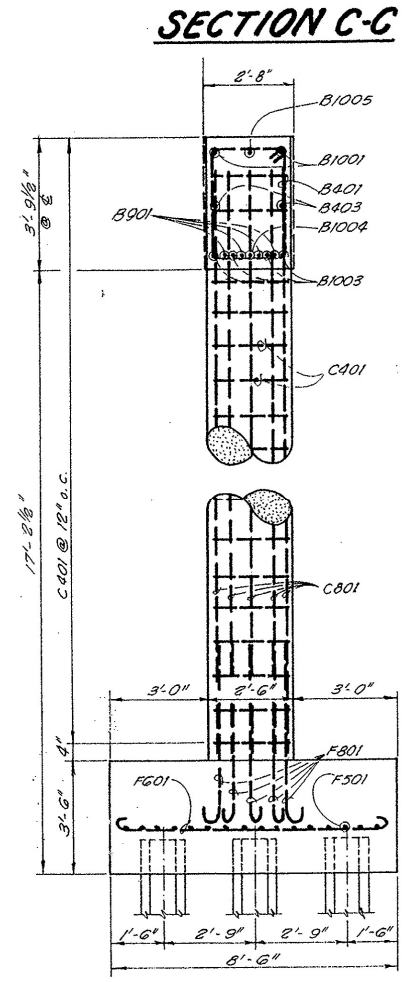
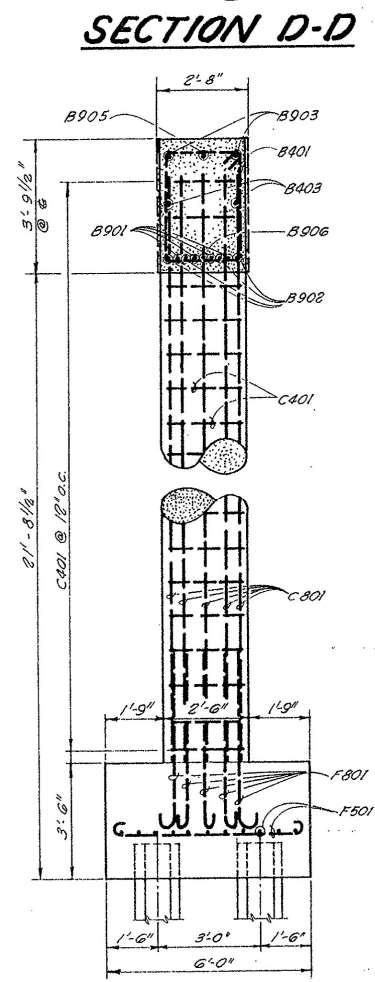
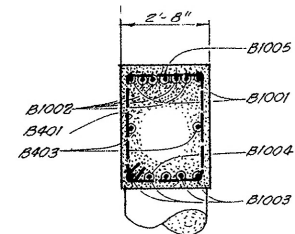
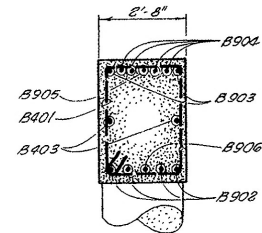
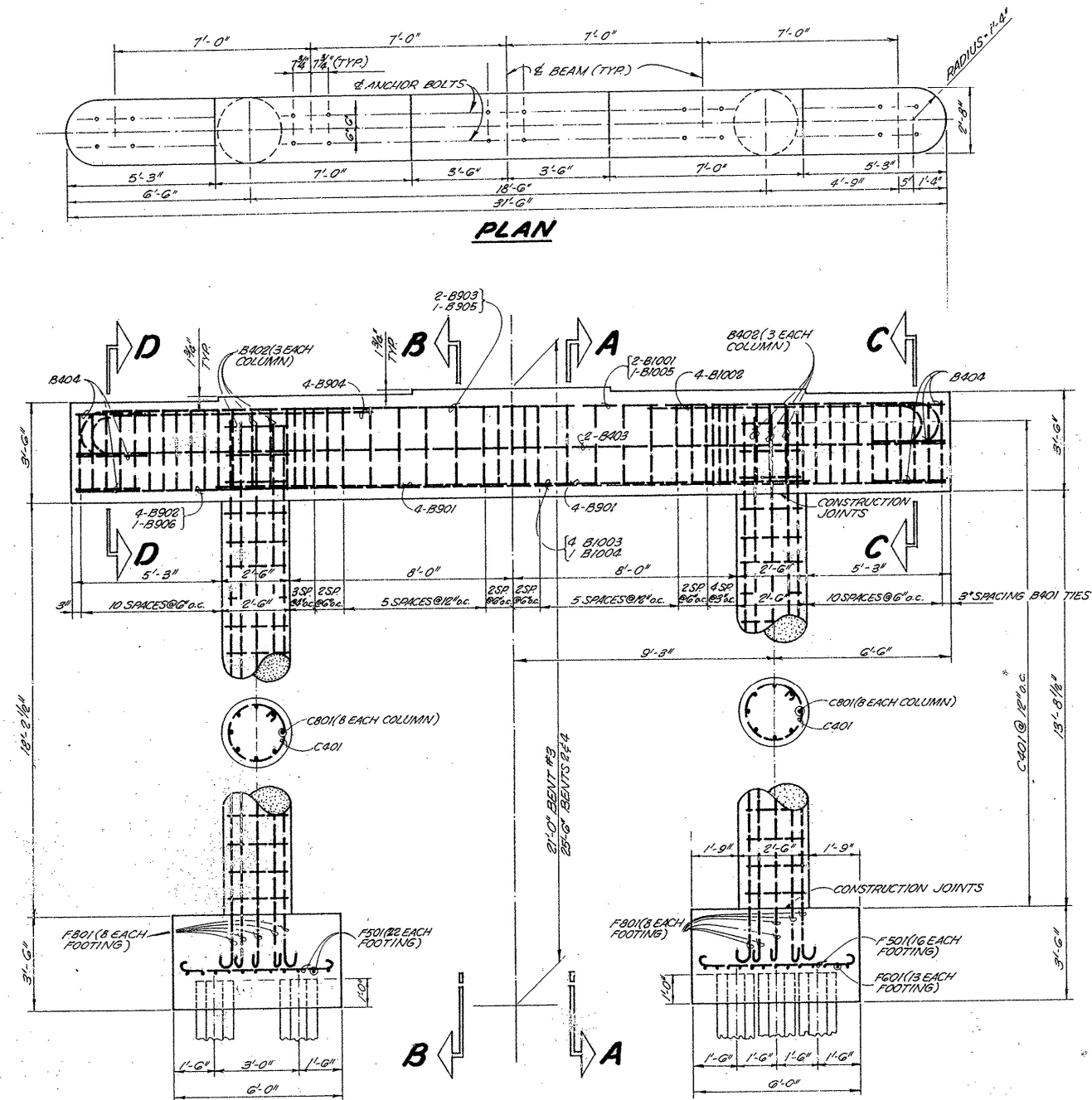


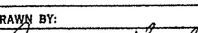
MEHLBURGER ENGINEERS INC. ENGINEERS PLANNERS	
MONTICELLO COMPLEX	
MONTICELLO, ARKANSAS	
BRIDGE DETAILS	
DATE: SEPT. 1970	SCALE: N.T.S.
JOB: EDA	DRAWN BY: B. O. Hunt
NO. 08-1-00897	SHEET NO. 46 OF 75



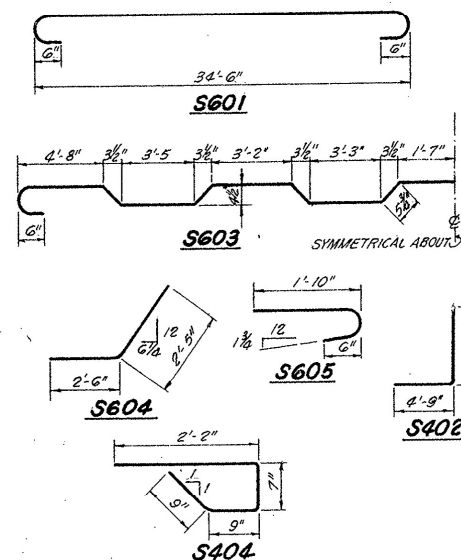
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MONTICELLO		COMPLEX	
MONTICELLO,		ARKANSAS	
BRIDGE		DETAILS	
DATE: SEPT. 1970	SCALE:	DRAWN BY:	SHEET NO.
JOB EDA	N.T.S.	<i>Bill D. Hart</i>	47 OF 75
NO. 08-1-00897		APPROVED	

AHTD BR #M3479

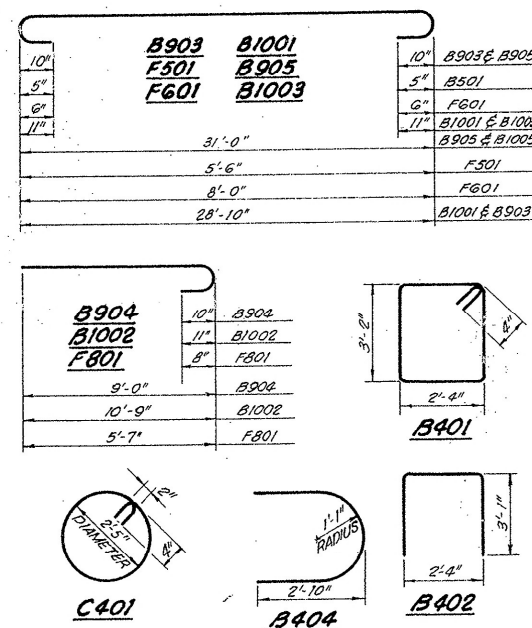


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MONTICELLO				COMPLEX	
MONTICELLO,				ARKANSAS	
BRIDGE			DETAILS		
DATE: SEPT. 1970		SCALE:  N.T.S.	DRAWN BY:   APPROVED		SHEET NO.  48 OF 75

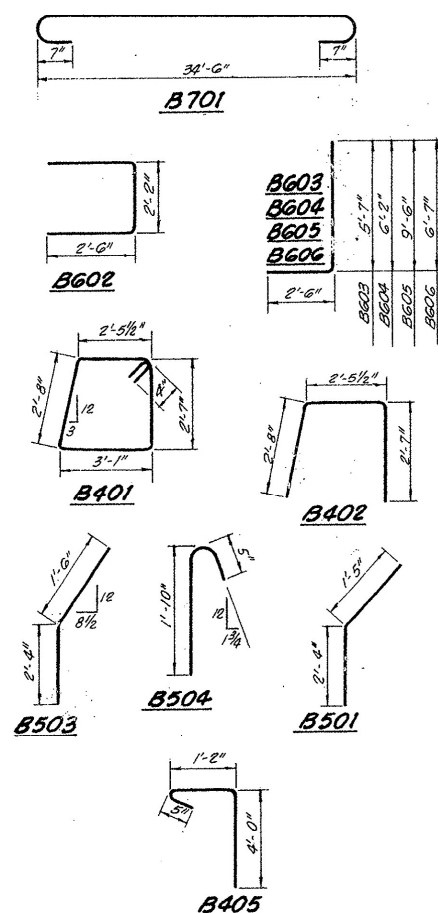
# SUPERSTRUCTURE



# BENTS 2, 3, & 4

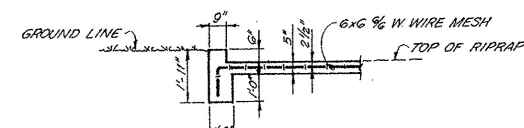
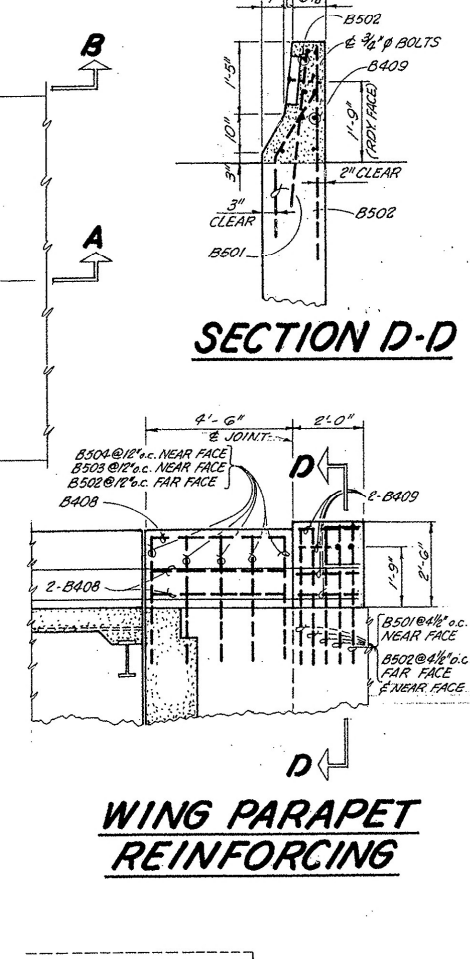
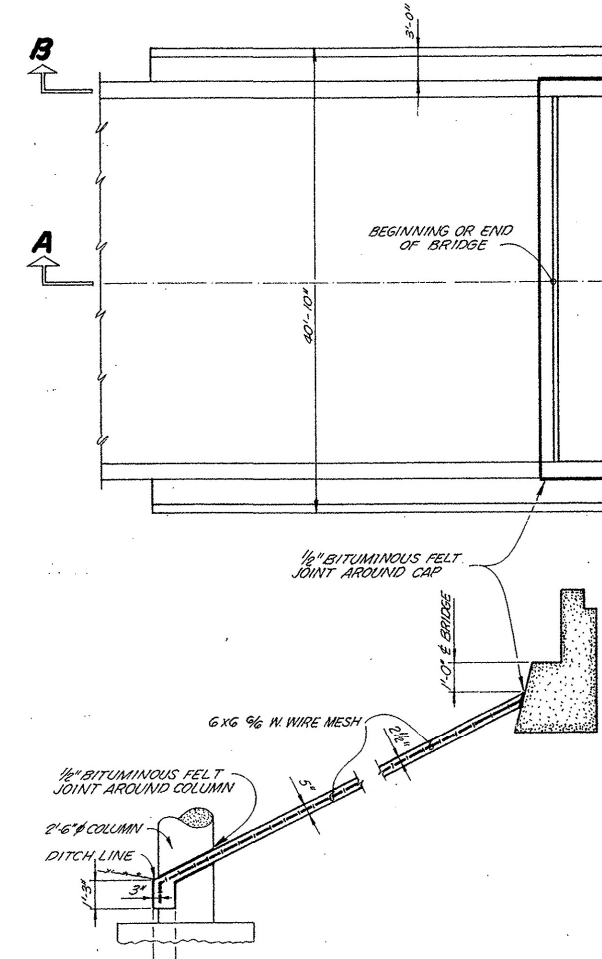


# END BENTS



# BAR LIST

MARK	SIZE	NUMBER REQUIRED		PIN DIAMETER	LENGTH	
		40'-0"	65'-6"		40'-0"	65'-6"
S601	6	32	53	3"	35'-10"	35'-10"
S602	6	32	53	STR.	34'-6"	34'-6"
S603	6	31	52	3"	36'-11"	36'-11"
S604	6	76	122	3"	4'-10"	4'-10"
S605	6	76	122	3"	2'-6"	2'-6"
S401	4	148	222	STR.	21'-6"	23'-4"
S402	4	76	122	2 1/2"	7'-0"	7'-0"
S403	4	30	40	STR.	13'-0"	14'-9"
S404	4	64	64	2 1/2"	4'-1"	4'-1"
		BENTS 2 & 4	BENT 3		BENTS 2 & 4	BENT 3
B1001	10		2	10"		31'-8"
B1002	10		4	10"		12'-2"
B1003	10		1	10"		34'-3"
B1004	10		1	STR.		30'-2"
B901	9	4	4	STR.	23'-6"	23'-6"
B902	9	4		STR.	28'-10"	
B903	9	2		9"	31'-4"	
B904	9	4		9"	10'-3"	
B905	9	1		9"	33'-8"	
B906	9	1		STR.	30'-0"	
B401	4	49	49	2"	11'-6"	11'-6"
B402	4	6	6	2"	8'-4"	8'-4"
B403	4	2	2	STR.	28'-10"	28'-10"
B404	4	6	6	2'-2"	6'-11"	6'-11"
C-401	4	42	32	2'-0"	7'-0"	7'-0"
F501	5	44	32	3 3/4"	6'-8"	6'-8"
F601	6		26	4 1/2"	9'-4"	
F801	8	16	16	6"	6'-6"	6'-6"
B1003	10		4	STR.		28'-10"
C801	8		16	STR.	20'-6"	16'-0"
		END BENTS			END BENTS	
B701	7		5	5 1/4"		36'-2"
B601	6		8	STR.		34'-6"
B602	6		2	3"		7'-5"
B603	6		8	3"		8'-0"
B604	6		8	3"		8'-7"
B605	6		8	3"		9'-11"
B606	6		8	3"		9'-0"
B501	5		10	2 1/2"		3'-9"
B502	5		10	STR.		4'-5"
B503	5		10	2 1/2"		3'-10"
B504	5		10	3"		2'-5"
B401	4		56	2"		11'-3"
B402	4		15	2"		7'-10"
B403	4		9	STR.		34'-6"
B404	4		32	STR.		31'-0"
B405	4		32	2"		3'-0"
B406	4		32	STR.		5'-5"
B407	4		52	STR.		5'-11"
B408	4		10	STR.		3'-11"
B409	4		16	STR.		7'-6"



# SECTION A-A

# SECTION B-B

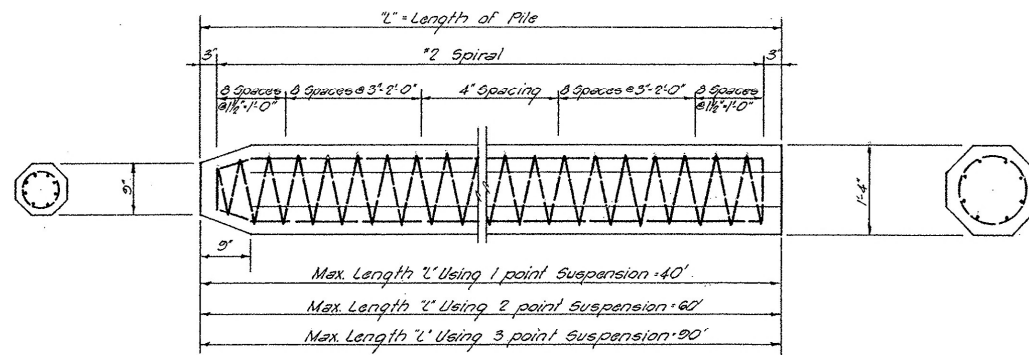
# CONCRETE RIPRAP WING PARAPET REINFORCING

# SUMMARY OF QUANTITIES

ITEM	EXCAVATION FOR STRUCTURES	CLASS A CONCRETE	CLASS A (AE) CONCRETE	BOILED LINSEED OIL	REINFORCING STEEL	PRECAST CONCRETE PILING (16 IN. OCTAGON)	STRUCTURAL STEEL IN BEAM SPANS (ASTM A36)	PREFORMED JOINT SEALER	BRIDGE NAME PLATES (TYPE C)	PROVIDING EQUIPMENT FOR DRIVING TEST PILES	CONCRETE RIPRAP
END BENTS NOS. 1 & 5	88	44.16		0.40	5250	410	1028				66.78
INTERIOR BENTS NOS. 2 & 4	68	53.67			6817	570					
INTERIOR BENT NO. 3	35	28.97			3943	350					
2-65'-6" COMP. I-BM. SPANS			120.60	11.04	28,850		85,492	114			
2-40'-0" NON-COMP. I-BM. SPANS			74.20	6.74	17,074		49,566	76			
TOTALS	191.0	126.80	194.80	18.18	61,940	1330	136,086	190			66.78

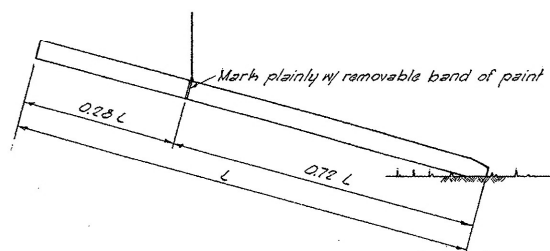
1218 WEST 3RD		MEHLBURGER ENGINEERS INC. LITTLE ROCK ARKANSAS	
ENGINEERS		PLANNERS	
MONTICELLO		COMPLEX	
MONTICELLO		ARKANSAS	
BRIDGE		DETAILS	
DATE: SEPT. 1970	SCALE: N.T.S.	DRAWN BY: <i>Bill O. Hunt</i>	SHEET NO. 49 OF 75
JOB: EDA	NO. 08-1-00897	APPROVED:	

AHTD BR # M3479

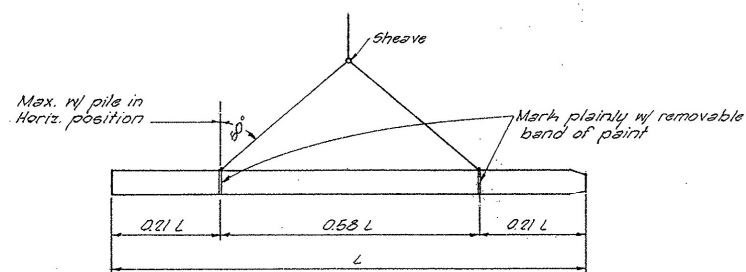


REINFORCING BARS: 8 #6 for lengths up to & including 35'  
 8 #7 for lengths over 35' to 45'  
 8 #7 w/ additional #6 in middle third for lengths over 45'

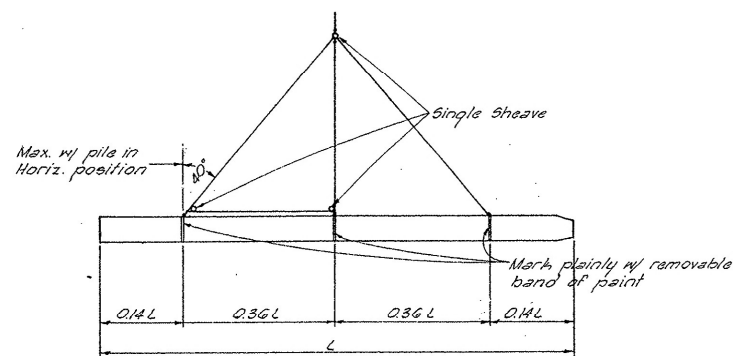
### DETAILS OF 16" OCTAGONAL PILE



### ONE POINT SUSPENSION DIAGRAM



### TWO POINT SUSPENSION DIAGRAM



### THREE POINT SUSPENSION DIAGRAM

### PRESTRESSING ALTERNATE:

As an alternate to the reinforcement shown, these piles may be prestressed by the use of steel strands of high tensile cold drawn uncoated stress-relieved wire strands having an ultimate tensile strength of not less than 250,000 psi, an elongation at rupture of not less than 3.5% in 24", number & size of strands & prestressing load to be as follows:

PILE SIZE	WIRE STRANDS		*PRESTRESSING FORCE PER STRAND	PILE SIZE	WIRE STRANDS		*PRESTRESSING FORCE PER STRAND
	NO.	NOMINAL DIA.			NO.	NOMINAL DIA.	
12" sq.	3	5/16"	10150*	12" sq.	4	7/16"	21200*
14" sq.	12	1/4"	10150*	14" sq.	4	7/16"	21500*
16" oct.	12	7/8"	14000*	16" oct.	8	7/8"	21200*
18" oct.	16	7/8"	14000*	18" oct.	8	7/8"	21500*

Strands shall conform to A.S.T.M. Specification Designation A416.

Prestressing force to be not more than 0.7 of the ultimate value of strand.

Conc. in precast prestressed piles shall have a min. compressive cylinder strength of 5000 psi @ 28 days or less. Shipment from the plant site or driving will not be permitted until full compressive cylinder strength is reached, & in no case less than 10 days after pouring the conc.

Conc. in build-ups shall have a min. compressive cylinder strength of 3500 psi @ 28 days or less. Compressive cylinder strength & transfer of prestressing force shall be not less than 4000 psi. & in no case shall prestressing force be applied in less than 36 hours after pouring the last conc. in the unit. Piles may be removed from the casting bed to nearby storage any time after transfer of stress.

To provide for build-up, where necessary, of precast prestressed conc. piles, conc. shall be cut back to expose the strands for a distance sufficient to provide a lap of 40 diameters of the reinforcing bars required for the build-up. Reinforcing in build-up shall be as shown for the butt end of corresponding precast conc. piles for designated lengths, which length shall be the original length of pile.

### GENERAL NOTES:

All conc. to be class "A"

Longitudinal reinforcing steel shall be deformed bars or intermediate or hard grade.

Spiral shall be formed from plain round billet steel reinforcing bars.

SPECIFICATIONS: Arkansas State Highway Commission Standard Specifications for Highway Construction, Edition of 1969, the 1966 Supplemental Specifications thereto & applicable Special Provisions.

ALTERNATE TIP: If the contractor elects, the pile may be cast w/ a square tip similar to butt end in lieu of tapered tip as shown.

ALTERNATE SPIRAL REINFORCING: No. 6 wire conforming to current A.A.S.H.O. Specification, Designation M32 may be substituted for No. 2 Bars for spiral reinforcing as shown.

1218 WEST 3 RD		MEHLBURGER ENGINEERS INC. ENGINEERS . . . . . PLANNERS		LITTLE ROCK ARKANSAS	
MONTICELLO		COMPLEX			
MONTICELLO,		ARKANSAS			
BRIDGE PILING DETAIL					
DATE: SEPT. 1970	SCALE:	DRAWN BY: priest	SHEET NO.		
JOB EDA NO. 08-1-00897	N.T.S.	Billy O. Hunt		50 OF 75	

## GENERAL NOTES

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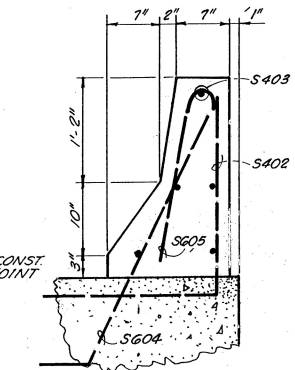
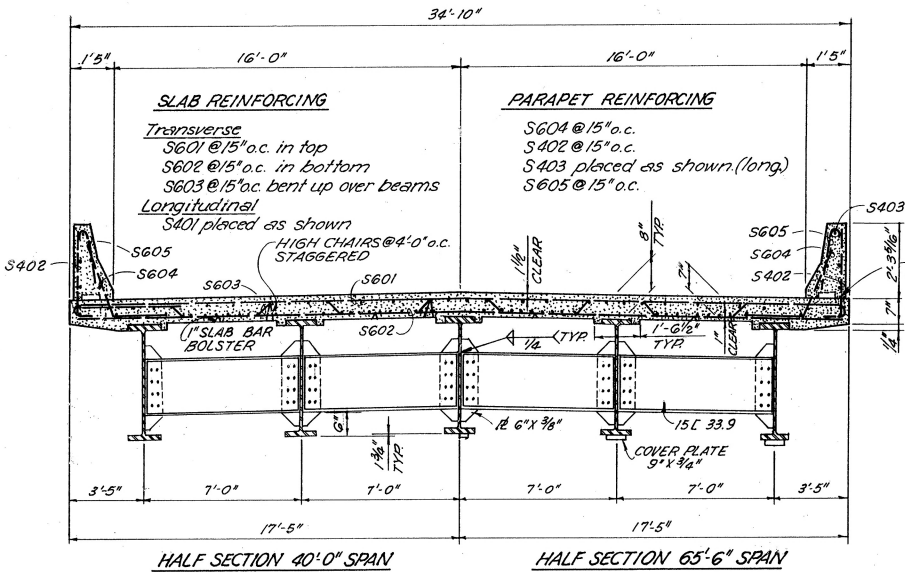
**Structural Steel:** Structural steel shall conform to ASTM A588, grade A, F, unless otherwise noted. Structural shapes of equal or greater elastic properties may be substituted for shapes shown, but payment will be made on basis of shapes shown or those actually used, whichever is less. This drawing shows general features of design only. Shop drawings shall be made in accordance with the specifications, submitted and approval secured before fabrication is begun. Shear connectors, diaphragms, connecting angles, and anchor bolts may be fabricated from A36 steel. All welding shall conform to the "American Welding Society" standard specifications for "Welded Highway and Railway Bridges," current edition, and SP806-13, "Revision of American Welding Society Bridge Specifications."

Field connections shall be made with bolts conforming to ASTM A325. All bolts are  $\frac{3}{4}$ "  $\phi$  in  $\frac{13}{16}$ "  $\phi$  holes unless otherwise noted.

Structural steel shall be cleaned sufficiently of mill scale and other substances as described in the specifications, to prevent uneven weathering. Anchors bolts shall be galvanized according to ASTM specifications, designation A153.

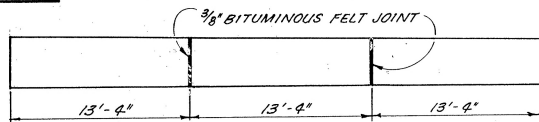
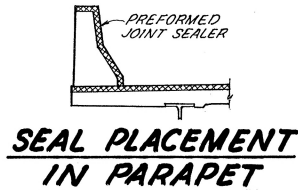
Bearings shall be finally seated in accordance with Sec. 806.54, including alternate, of the standard specifications. All labor and incidentals required to install metal bearing and roadway expansion angles shall be subsidiary to the item "Structural Steel."

Boiled Linseed Oil shall be mapped on Deck Surface only.



**PARAPET SECTION**

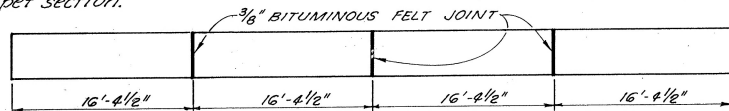
FOR BAR LIST AND BENDING DIAGRAM SEE DRAWING NO. 49/75



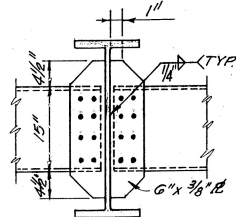
**PARAPET JOINTS 40'-0" SPAN**

NOTE:

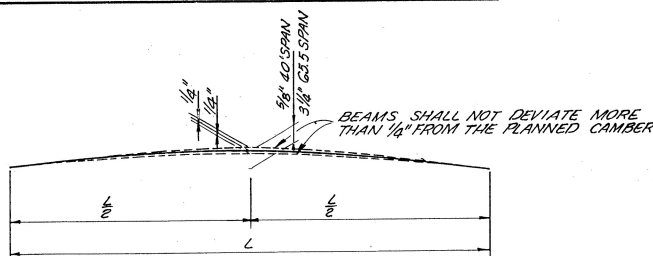
Use one extra S604, S605, and S402 at the end of each parapet section.



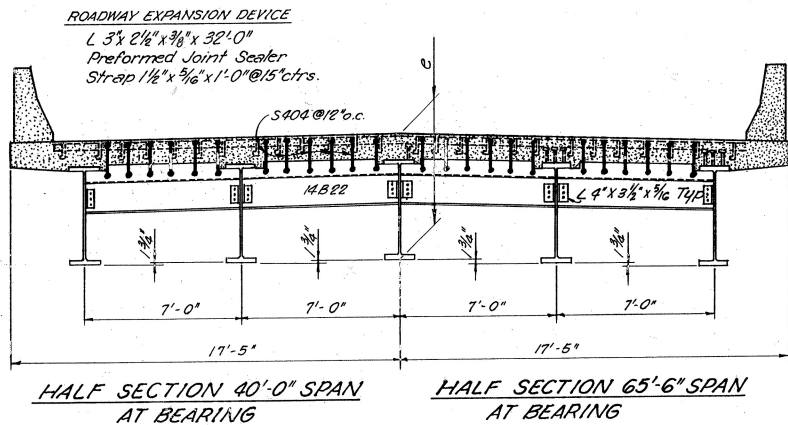
**PARAPET JOINTS 65'-6" SPAN**



**DIAPHRAGM CONNECTION**

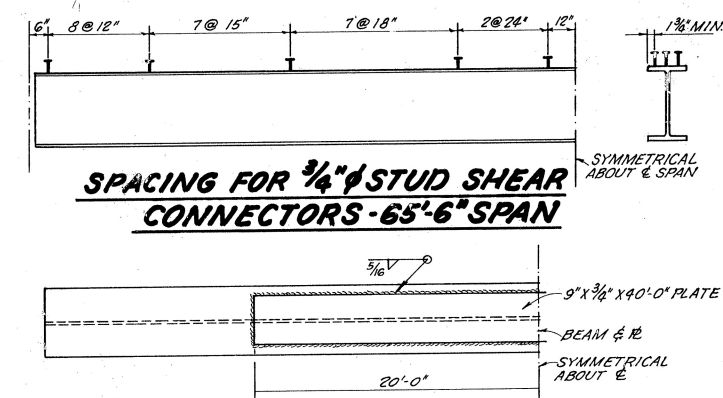


**CAMBER DIAGRAM**



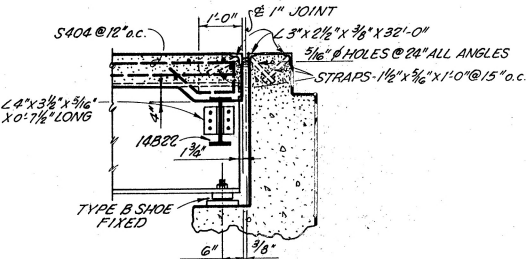
**HALF SECTION 40'-0" SPAN AT BEARING**

**HALF SECTION 65'-6" SPAN AT BEARING**

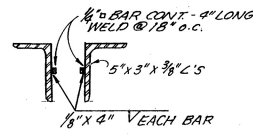


**COVER PLATE FOR 65'-6" SPAN**

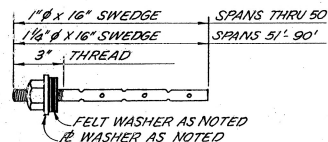
Span Length	Beam Size	c	Cover Plate	Dead Load Defl.	Diaphragm Spacing
65'-6"	30WF108	3'-1 1/16"	9" x 3/4" x 40'-0"	2 5/8"	21'-10"
40'-0"	30WF99	3'-1"	None	1/2"	20'-0"



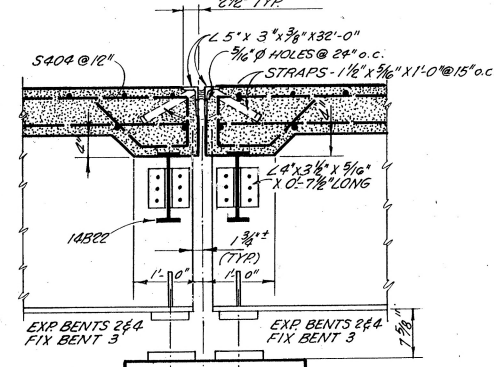
**GIRDER & END BENT DETAIL**



**DETAIL OF JOINT SEAL SUPPORT**

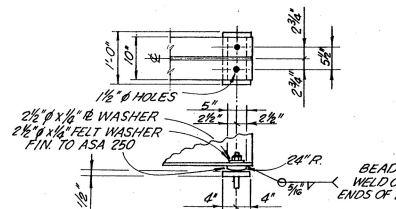


**ANCHOR BOLT DETAIL**



**BENT DETAIL**

NOTE:  
No adjustment of masonry plates is necessary.



**TYPE 'B' FIXED SHOE**

## EXPANSION JOINT DATA

Total length of Spans Expanding at (F-E 1 Span) Bent or Pier (E-E 2 Spans)	A' (Joint width perpendicular to angle @ 60°F)	Seal width	B
To 80'	1"	1 3/4"	1 3/8"
Over 80' to 100'	1 1/4"	2"	1 1/2"
Over 100' to 130'	1 1/2"	2 1/2"	2"
Over 130' to 150'	2"	3"	2 1/4"
Over 150' to 180'	2 1/4"	3 1/2"	2 3/8"

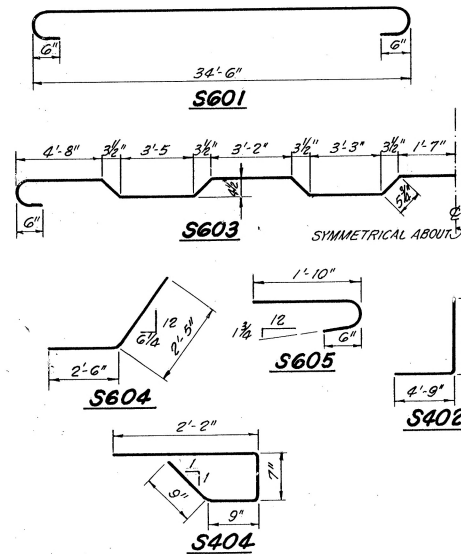
NOTE:

All joints at end bents and at fix-fix joints shall be 1". The dimension 'D' shall conform to the recommendations of the seal manufacturer as approved by the bridge engineer. The depth of the seal shall be approximately equal to the uncompressed width of the seal.

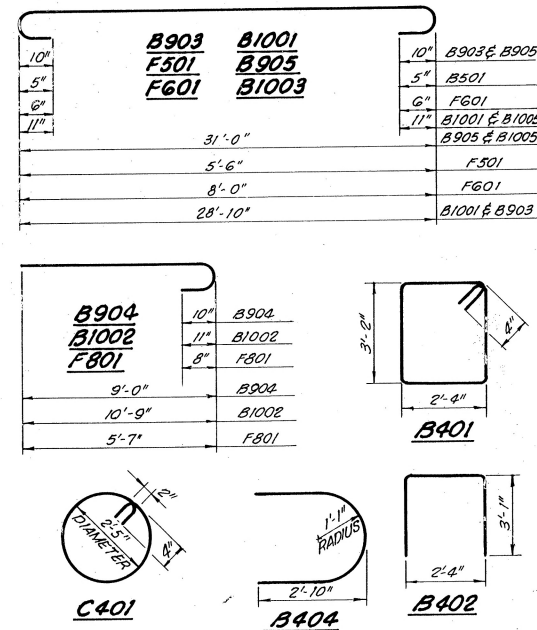
1218 WEST 3RD	MEHLBURGER ENGINEERS INC.	LITTLE ROCK ARKANSAS
ENGINEERS	PLANNERS	
MONTICELLO	COMPLEX	
MONTICELLO,	ARKANSAS	
BRIDGE	DETAILS	
DATE: SEPT. 1970	SCALE: N.T.S.	DRAWN BY: B. D. Hunt
JOB EDA	NO. 08-1-00897	SHEET NO. 46 OF 75

AHTD BR # M3479

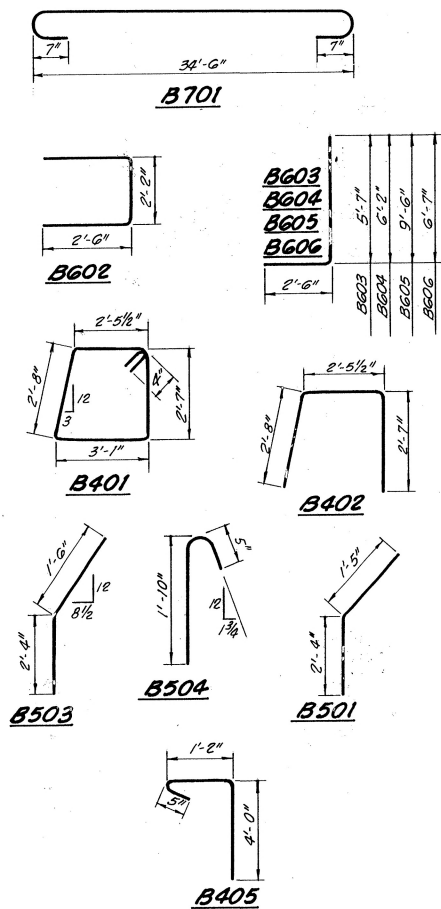
## SUPERSTRUCTURE



## BENTS 2, 3, & 4

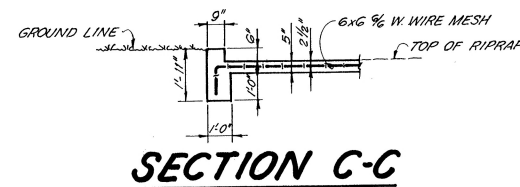
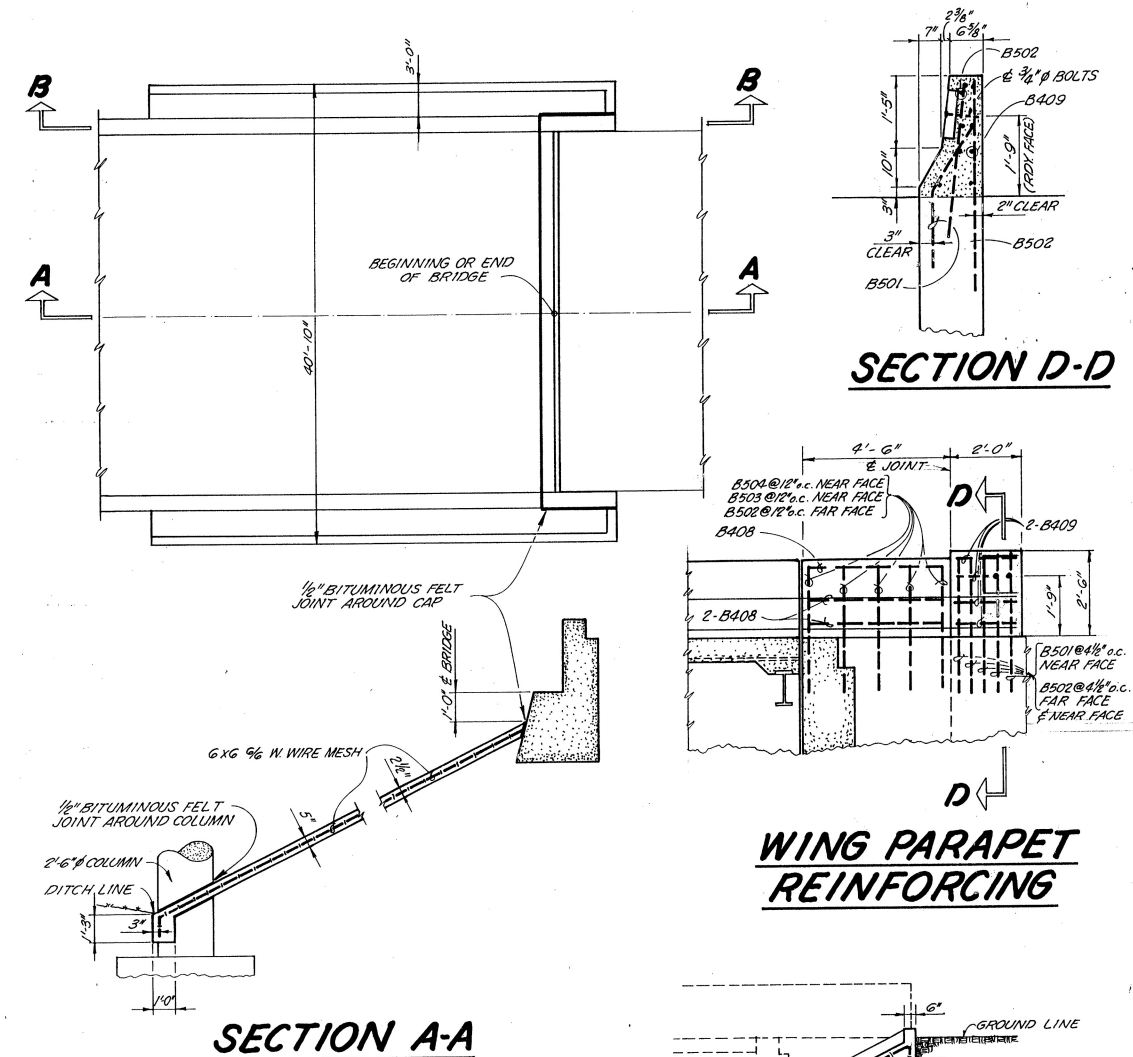


## END BENTS



## BAR LIST

MARK	SIZE	NUMBER REQUIRED		PIN	LENGTH	
		40'-0"	65'-6"		40'-0"	65'-6"
S601	6	32	53	3"	35'-10"	35'-10"
S602	6	32	53	STR.	34'-6"	34'-6"
S603	6	31	52	3"	36'-11"	36'-11"
S604	6	76	122	3"	4'-10"	4'-10"
S605	6	76	122	3"	2'-6"	2'-6"
S401	4	148	222	STR.	21'-6"	23'-4"
S402	4	76	122	2 1/2"	7'-0"	7'-0"
S403	4	30	40	STR.	13'-0"	14'-9"
S404	4	64	64	2 1/2"	4'-1"	4'-1"
		BENTS 2 & 4	BENT 3			BENTS 2 & 4
B1001	10	2	10"		31'-8"	
B1002	10	4	10"		12'-2"	
B1005	10	1	10"		34'-9"	
B1004	10	1	STR.		30'-2"	
B901	9	4	4	STR.	23'-6"	23'-6"
B902	9	4	4	STR.	28'-10"	
B903	9	2		9"	31'-4"	
B904	9	4		9"	10'-3"	
B905	9	1		9"	33'-8"	
B906	9	1		STR.	30'-0"	
B401	4	49	49	2"	11'-6"	11'-6"
B402	4	6	6	2"	8'-4"	8'-4"
B403	4	2	2	STR.	28'-10"	28'-10"
B404	4	6	6	2 1/2"	6'-11"	6'-11"
C-401	4	42	32	2 1/2"	7'-0"	7'-0"
F501	5	44	32	3 3/4"	6'-8"	6'-8"
F601	6		26	4 1/2"	9'-4"	
F801	8	16	16	6"	6'-6"	6'-6"
B1003	10		4	STR.	28'-10"	
C801	8	16	16	STR.	20'-6"	16'-0"
		END BENTS	END BENTS			END BENTS
B701	7	5	5 1/4"		36'-2"	
B601	6	8	STR.		34'-6"	
B602	6	2	3"		7'-5"	
B603	6	8	3"		8'-0"	
B604	6	8	3"		8'-7"	
B605	6	8	3"		9'-11"	
B606	6	8	3"		9'-0"	
B501	5	10	2 1/2"		3'-9"	
B502	5	10	STR.		4'-5"	
B503	5	10	2 1/2"		3'-10"	
B504	5	10	3"		2'-5"	
B401	4	56	2"		11'-3"	
B402	4	15	2"		7'-10"	
B403	4	9	STR.		34'-6"	
B404	4	32	STR.		5'-0"	
B405	4	32	2"		3'-0"	
B406	4	32	STR.		5'-5"	
B407	4	32	STR.		5'-11"	
B408	4	10	STR.		3'-11"	
B409	4	16	STR.		1'-6"	



## SUMMARY OF QUANTITIES

ITEM	EXCAVATION FOR STRUCTURES	CLASS A CONCRETE	CLASS A (AE) CONCRETE	BOILED LINSEED OIL	REINFORCING STEEL	PRECAST CONCRETE PILING (16 IN OCTAGON)	STRUCTURAL STEEL IN BEAM SPANS (ASTM A588)	PREFORMED JOINT SEALER	BRIDGE NAME PLATES (TYPE C)	PROVIDING EQUIPMENT FOR DRIVING TEST PILES	CONCRETE RIPRAP
	CU. YDS.	CU. YDS.	CU. YDS.	GAL.	LBS.	LIN. FT.	LBS.	LIN. FT.	PLATE	COMP. ITEM	CU. YDS.
END BENTS NOS. 1 & 5	88	44.16		0.40	5250	410	1028				66.78
INTERIOR BENTS NOS. 2 & 4	68	53.67			6817	570					
INTERIOR BENT NO. 3	35	2897			3943	350					
2'-65'-6" COMP. I-BM. SPANS			120.60	11.04	28,850		85,492	114			
2'-40'-0" NON-COMP. I-BM. SPANS			74.20	6.74	17,074		49,566	76			
TOTALS	191.0	126.80	194.80	18.18	61,940	1330	136,086	190			66.78

## CONCRETE RIPRAP & WING PARAPET REINFORCING

### SECTION B-B

1218 WEST 3RD	MEHLBURGER ENGINEERS INC. ENGINEERS . . . . . PLANNERS	LITTLE ROCK ARKANSAS
MONTICELLO	COMPLEX	ARKANSAS
BRIDGE DETAILS		
DATE: SEPT. 1970	SCALE: N.T.S.	DRAWN BY: <i>B. O. Hunt</i>
JOB: EDA	NO. 08-1-00897	SHEET NO. 49 OF 75

AHTD BR # M3479