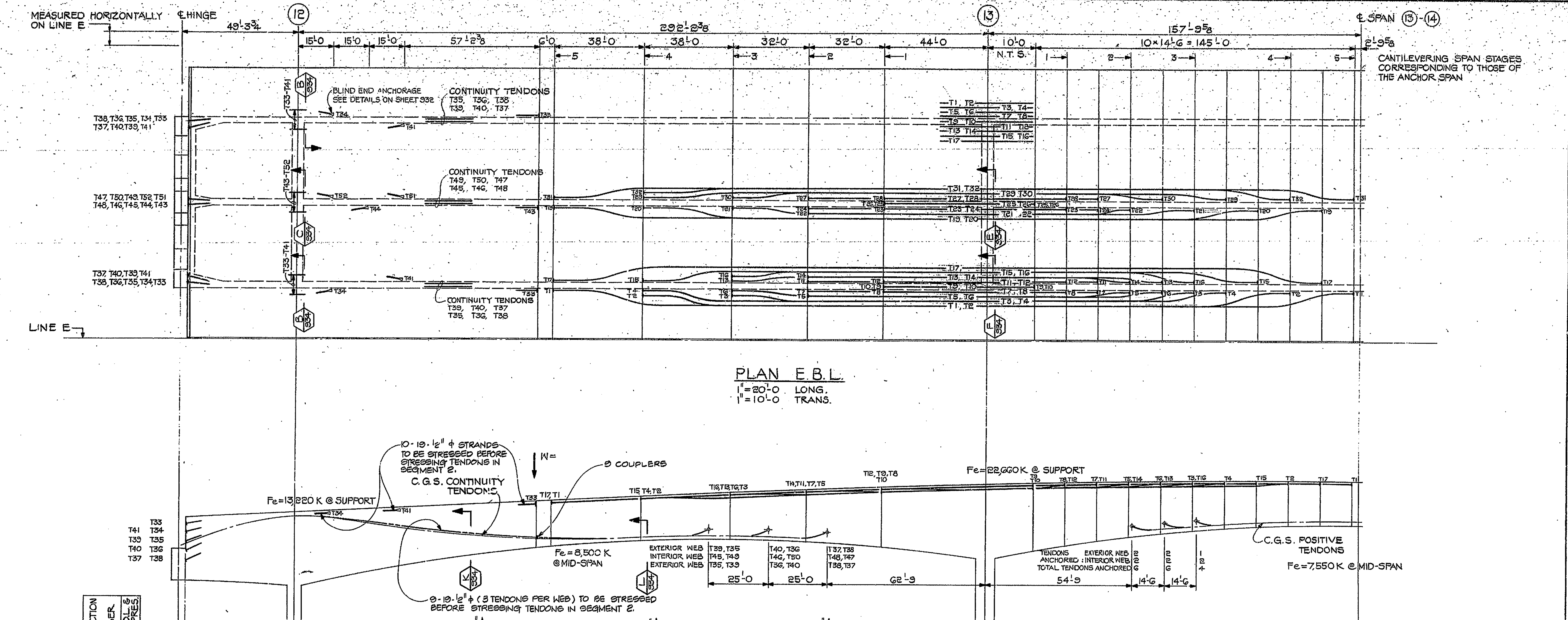

LOC.	C.G.S. MEASURED FROM TOP FLANGE (IN FEET)	C.G.S. MEASURED FROM BOT. FLANGE Z (IN FEET)	DEFLECTION OR CAMBER CREEP / D.L. & PRES.
℄ HINGE			
0L	4.75	7.25	
.25L	3.02	9.69	
.5L	1.79	11.69	
.75L	1.05	13.27	
1L	0.80	14.20	
0L			
.1L	3.00	10.06	
.2L	5.32	6.03	
.25L			
.3L	6.97	3.13	0.47"↑ / 0.79"↓
.4L	7.98	1.34	
.5L	8.30	0.71	.97"↑ / 1.57"↓
.7L			
.75L			.77"↑ / 1.10"↓
.8L			
1L	0.80	14.20'	
0L – .5L	SEE SECTIONS AND DETAILS ON SHEETS 930 THRU 934		SEE CONSTRUCTION CAMBER ON SHEET

WEB REINFORCEMENT EXTERIOR & INTERIOR WEBS (SEE SHEET 930 at hinge)

Region	"A"	"B"	"C"	"D"
0L – 1L (hinge span)	#5@10" EXT. INT.	#6@10" OR	#5@10" OR	#5@10"
0L – .25L	#5@12"	#6@10"	#5@10"	#5@10"
.25L – .3L	#5@18"			
.3L – .7L	#5@18"	#6@9"	#5@9"	#5@9"
.7L – .8L	#5@18"	#6@10"	#5@10"	#5@10"
.8L – 1L	#5@9"			
0L – .2L	#5@5"	#6@10"	#5@10"	#5@10"
.2L – .3L	#5@15"			
.3L – .5L	#5@18"	#6@9"	#5@9"	#5@9"

NOTES:
1. EFFECTIVE PRESTRESSING TENDON FORCE Fe IS GIVEN FOR TOTAL CROSS SECTION.
2. DEAD WEIGHT W PLACED BEFORE STRESSING THE TENDONS AT HINGE AND BEFORE CLOSING THE SIDE GAP. (SEE DWG. 1102.
3. MINIMUM CONST CTION CAMBER FOR SPAN 12-13 S‑ALL BE EQUAL TO THE SUM OF D.L. & PRES. & CREEP DEFLECTION. THE SYMBOL ↓ INDICATES DOWNWARD DEFLECTION, THEREFORE CAMBER DIRECTION IS UP ↑
4. SEE DWGS. 530 THRU 533 FOR "A", "B", "C" & "D" BAR.
5. PROPOSED 19-½" ф STRAND FOR EACH TENDON IN SEGMENT 3. FINAL NUMBER OF STRANDS SUBJECT TO PRESTRESS SHOP DWG.

N.	REVISION	DATE

T. Y. LIN INTERNATIONAL
STRUCTURAL ENGINEERS

REID, QUEBE, ALLISON, WILCOX AND ASSOCIATES INC.
CONSULTING ENGINEERS

T. Y. LIN REGISTERED No. 18266 STATE OF INDIANA PROFESSIONAL ENGINEER

WALSH CONSTRUCTION COMPANY
A DIVISION OF GUY F. ATKINSON CO.
DARIEN, CONNECTICUT

SHEET TITLE **CABLE LAYOUT AND PROFILE, FORCES AND WEB REINFORCEMENT E.B.L. I – SEGMENT 3**

CLINE AVENUE EXTENSION OVER INDIANA HARBOR CANAL
BRIDGE FILE: 912-45-2546 CONTRACT NO. B-11612 INDIANA STATE HIGHWAY COMMISSION

SHEET N. 830