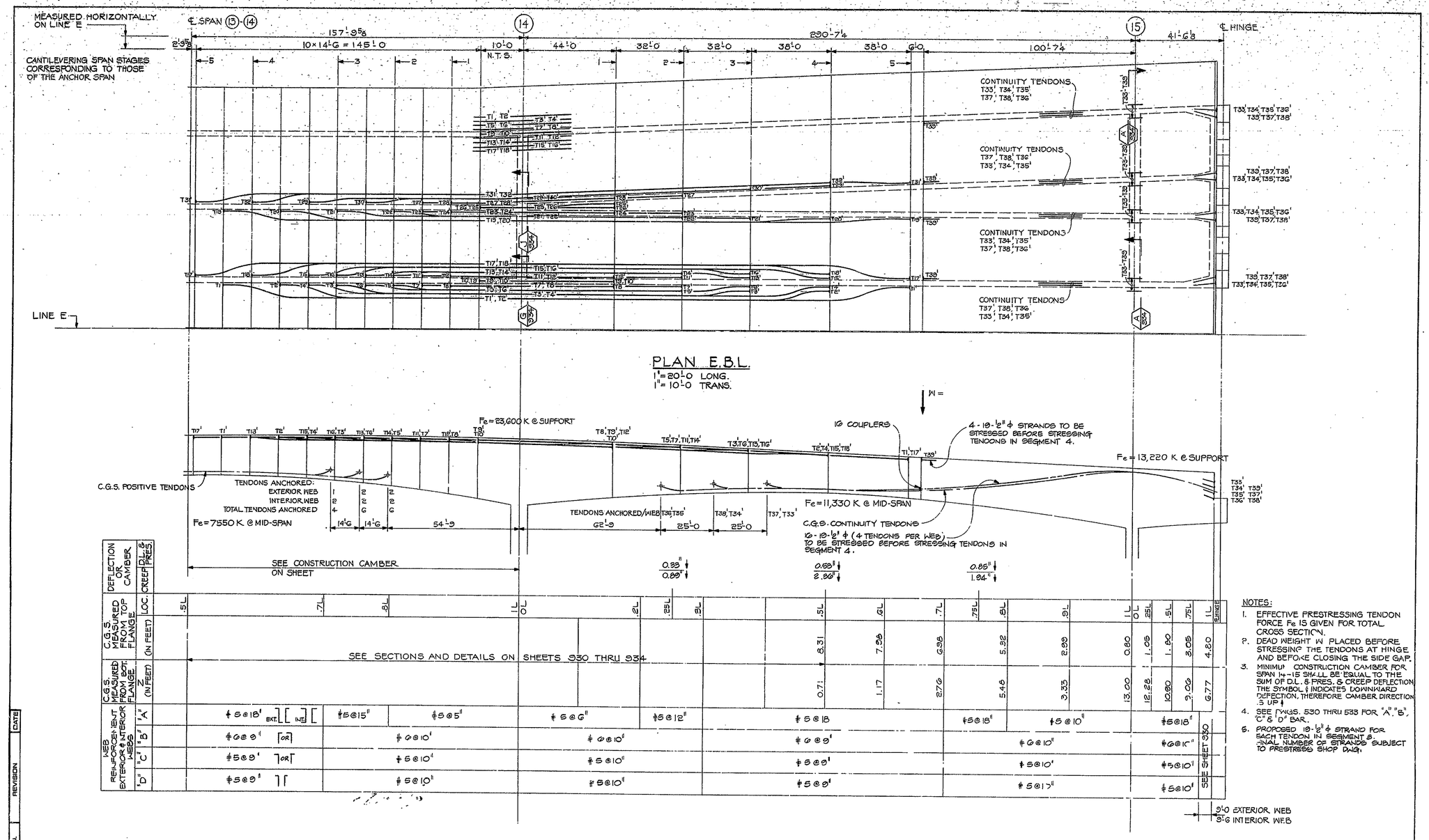

NOTES:

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.
3. MINIMUM CONSTRUCTION CAMBER FOR SPAN 14-15 SHALL BE EQUAL TO THE SUM OF D.L. & PRES. & CREEP DEFLECTION. THE SYMBOL ↓ INDICATES DOWNWARD DEFECTION, THEREFORE CAMBER DIRECTION IS UP ↑
4. SEE FIGS. 530 THRU 533 FOR "A", "B", "C" & "D" BAR.
5. PROPOSED 19-½" ϕ 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, QUERE, ALLISON, WILCOX AND ASSOCIATES INC.
CONSULTING ENGINEERS

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. 2 – SEGMENT 3**

CLINE AVENUE EXTENSION OVER INDIANA HARBOR CANAL
BRIDGE FILE: 912-45-2548 CONTRACT NO. B-11812 INDIANA STATE HIGHWAY COMMISSION

SHEET N. 831