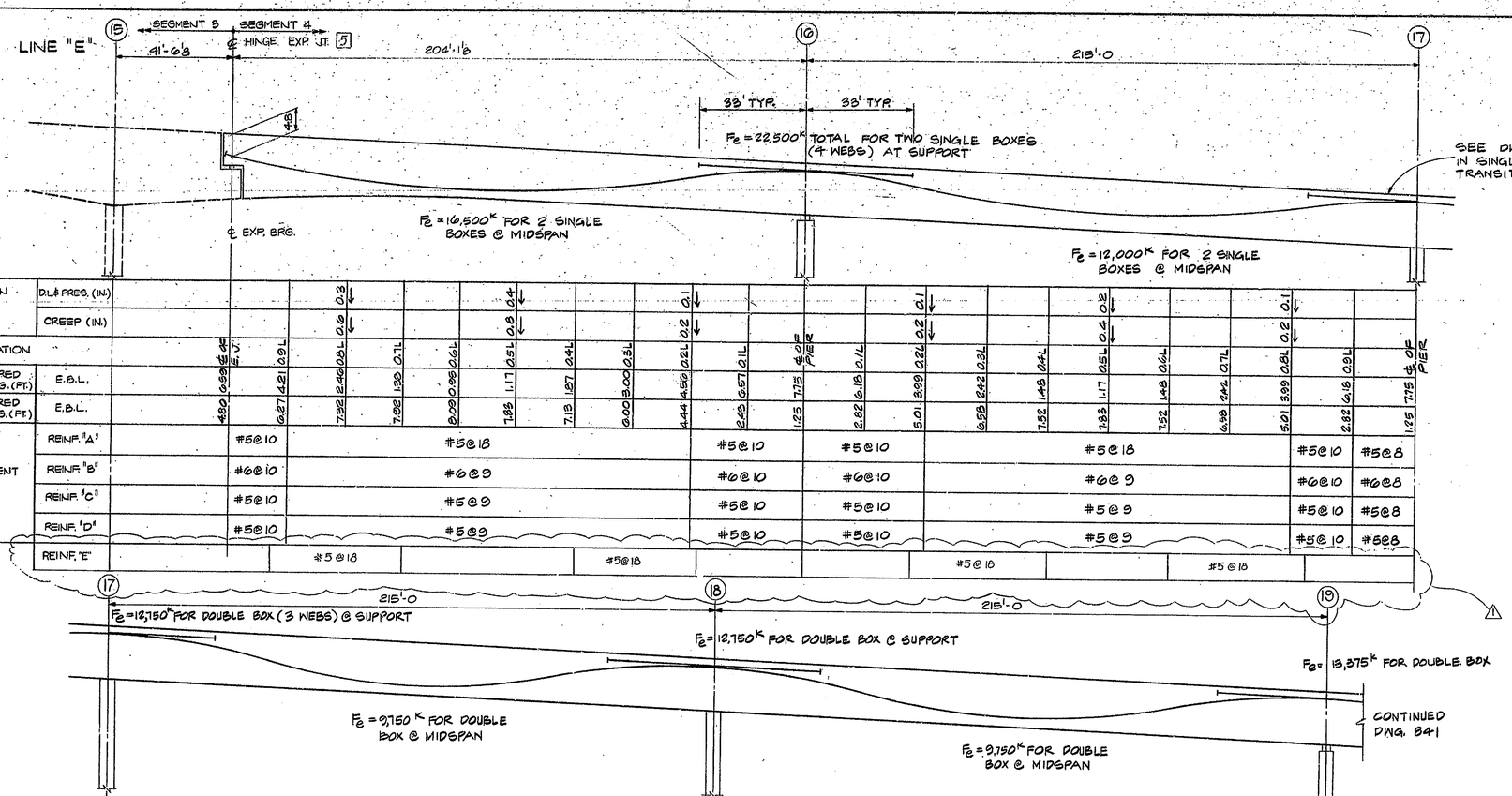

DEFLECTION OR CAMBER	D.L.& PRES. (IN.)				0.3 ↓			0.4 ↓			0.1 ↓				0.1 ↓			0.2 ↓			0.1 ↓		
	CREEP (IN.)				0.6 ↓			0.8 ↓			0.2 ↓				0.2 ↓			0.4 ↓			0.2 ↓		
LOCATION			℄ E.J.	0.2L	0.4L	0.6L	0.7L	0.5L	0.4L	0.3L	0.2L	0.1L	℄ OF PIER	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ OF PIER
C.G.S. MEASURED FROM BOT. FLG. (FT.)	E.B.L.		4.80	6.27	7.32	7.92	8.09	7.85	7.13	6.00	4.44	2.48	1.25	2.82	5.01	6.58	7.52	7.83	7.52	6.58	5.01	2.82	1.25
C.G.S. MEASURED FROM TOP FLG. (FT.)	E.B.L.		0.59	4.21	2.46	1.20	0.99	1.17	1.87	3.00	4.56	6.67	7.75	6.18	3.99	2.42	1.48	1.17	1.48	2.42	3.99	6.18	7.75
WEB REINFORCEMENT	REINF. "A"		#5@10	#5@18								#5@10		#5@10	#5@18						#5@10	#5@8	
	REINF. "B"		#6@10	#6@9								#6@10		#6@10	#6@9						#6@10	#6@8	
	REINF. "C"		#5@10	#5@9								#5@10		#5@10	#5@9						#5@10	#5@8	
	REINF. "D"		#5@10	#5@9								#5@10		#5@10	#5@9						#5@10	#5@8	
	REINF. "E"			#5@18				#5@18							#5@18					#5@18			

DEFLECTION OR CAMBER ↓ DOWN	DL & PRES. (IN.)			0.3 ↓			0.5 ↓			0.1 ↓				0.1 ↓			0.2 ↓			0.1 ↓		
	CREEP (IN.)			0.5 ↓			1.0 ↓			0.2 ↓				0.2 ↓			0.4 ↓			0.2 ↓		
LOCATION		℄ OF PIER	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	℄ OF PIER	0.1L	0.2L	0.3L	0.4L	0.5L	0.6	0.7	0.8	0.9	℄ OF PIER
C.G.S. MEASURED FROM BOT. FLG. (FT.)	E.B.L.	1.75	6.18	3.99	2.42	1.48	1.17	1.48	2.42	3.99	6.18	7.75	6.18	3.99	2.42	1.48	1.17	1.48	2.42	3.99	6.18	7.75
C.G.S. MEASURED FROM TOP FLG. (FT.)	E.B.L.	1.25	2.82	5.01	6.58	7.52	7.83	7.52	6.58	5.01	2.82	1.25	2.82	5.01	6.58	7.52	7.83	7.52	6.58	5.01	2.82	1.25
WEB REINFORCEMENT	REINF. "A"	#5@8	#5@10	#5@18						#5@10	#5@8	#5@8	#5@10	#5@18							#5@9	
	REINF. "B"	#6@8	#6@10	#6@9						#6@10	#6@8	#6@6	#6@10	#6@9							#6@9	
	REINF. "C"	#5@8	#5@10	#5@9						#5@10	#5@8	#5@8	#5@10	#5@9							#5@9	
	REINF. "D"	#5@8	#5@10	#5@9						#5@10	#5@8	#5@8	#5@10	#5@9							#5@9	
	REINF. "E"			#5@18				#5@18							#5@18					#5@18		

EDGE OF BLISTER (TYP.)

NOTE

1. MINIMUM CONSTRUCTION CAMBER SHALL BE EQUAL TO THE SUM OF D.L. & PRES. & CREEP DEFLECTION. THE SYMBOL ↓ INDICATES DOWNWARD DEFLECTION, THEREFORE CAMBER DIRECTION IS UP ↑.
2. SEE DWG. 540 FOR "A", "B", "C", & "D" BAR.
3. SEE DWG. 843 △1 FOR LOCATING "E" BAR. "E" BARS ARE NOT REQUIRED IN BLISTER AREAS.

APPROVED FOR CONSTRUCTION
J. C. MATTIS
Engineer of Bridge Plans
9-7-82

NO.	REVISION	DATE
△1	ADD "E" BAR	NOV. '81

T. Y. LIN INTERNATIONAL
STRUCTURAL ENGINEERS

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

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

SHEET TITLE
CABLE PROFILE FORCES AND WEB REINFORCEMENT – E.B.L. I

CLINE AVENUE EXTENSION OVER INDIANA HARBOR CANAL
BRIDGE FILE: 912-45-2548 CONTRACT NO. 8-11612
INDIANA STATE HIGHWAY COMMISSION

SHEET N.
840