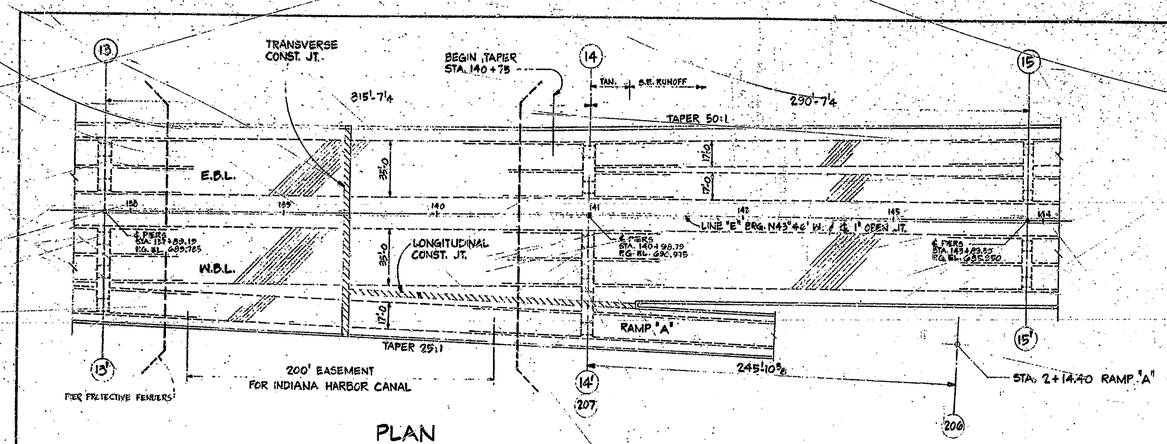
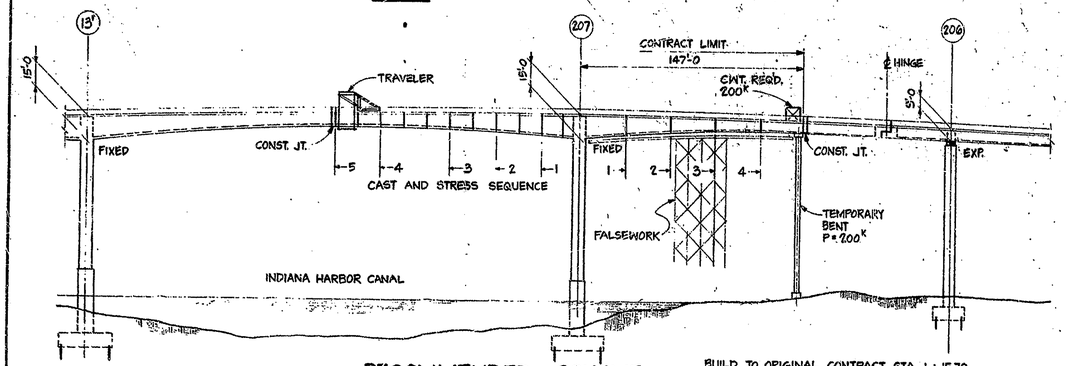


PLAN

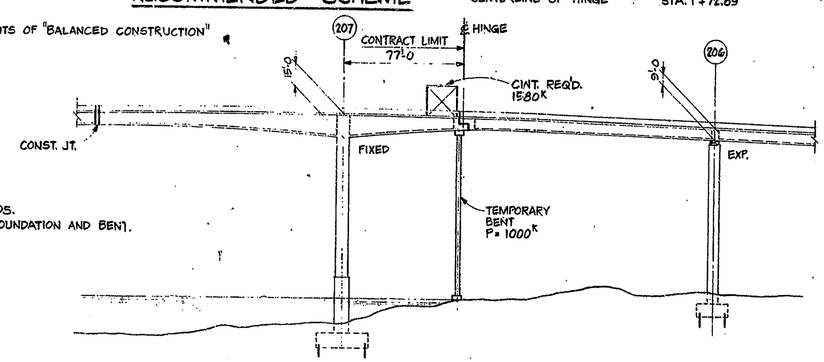


RECOMMENDED SCHEME

BUILD TO ORIGINAL CONTRACT STA. 1+15.79
CENTERLINE OF HINGE STA. 1+72.89

DISCUSSION:

1. PROVIDES FULL BENEFITS OF "BALANCED CONSTRUCTION"

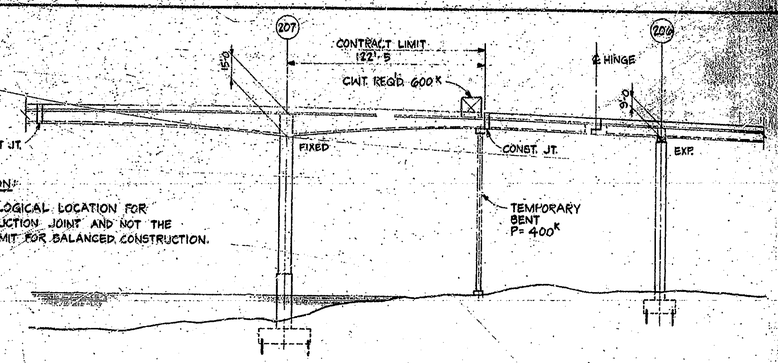


DISCUSSION:

1. EXCESSIVE CWT. LOADS.
2. COSTLY TEMPORARY FOUNDATION AND BENT.

AMENDED SCHEME

BUILD TO CENTERLINE OF HINGE STA. 0+46.84

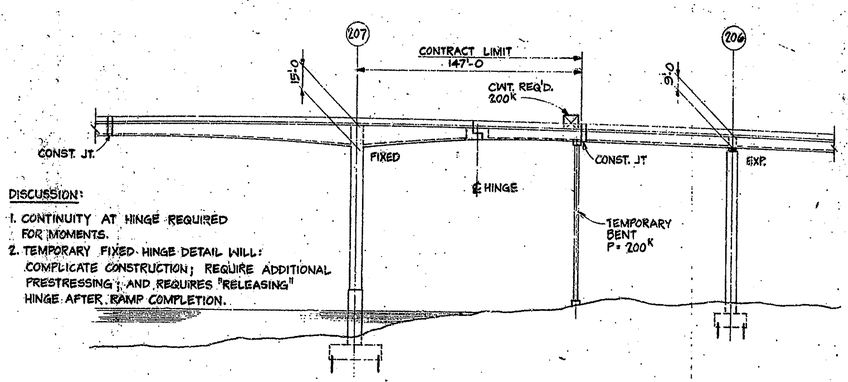


DISCUSSION:

1. NOT A LOGICAL LOCATION FOR CONSTRUCTION JOINT AND NOT THE BEST LIMIT FOR BALANCED CONSTRUCTION.

ALTERNATE SCHEME

BUILD TO MID-POINT OF PIERS STA. 0+91.60
CENTERLINE OF HINGE STA. 1+72.89



DISCUSSION:

1. CONTINUITY AT HINGE REQUIRED FOR MOMENTS.
2. TEMPORARY FIXED HINGE DETAIL WILL: COMPLICATE CONSTRUCTION; REQUIRE ADDITIONAL PRESTRESSING; AND REQUIRES "RELEASING" HINGE AFTER RAMP COMPLETION.

ORIGINAL CONTRACT SCHEME

BUILD TO CENTERLINE OF HINGE STA. 1+15.79
STA. 0+46.84

SEGMENT 3 — CAST-IN-PLACE, BALANCED CANTILEVER, CONCRETE BOX GIRDER CONSTRUCTION. *

RAMP "A" CONSTRUCTION PROCEDURE

1. CAST CONCRETE AND STRESS TENDONS - SEQUENCE AS PER "RECOMMENDED SCHEME".
2. PLACE COUNTERWEIGHT NEAR THE CONTRACT LIMIT.
3. REMOVE FALSEWORK BETWEEN PIER 207 AND THE CONTRACT LIMIT. LET THE STRUCTURE REST ON THE TOP OF THE TEMPORARY STEEL BENT.

*ESTIMATED WEIGHT OF SINGLE BOX TRAVELER APPROX. = 72 TON

N.	REVISION	DATE

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 ALTERNATE CONSTRUCTION SCHEMES — RAMP "A"

CLINE AVENUE EXTENSION OVER INDIANA HARBOR CANAL
BRIDGE FILE: 912-45-2546 CONTRACT NO. B-116-2 INDIANA STATE HIGHWAY COMMISSION

SHEET N. SK-A2